PLANNING COMMISSION
City of Campbell, California

7:30 P.M. September 13, 2016
City Hall Council Chambers Tuesday

AGENDA

ROLL CALL

APPROVAL OF THE MINUTES August 23, 2016

COMMUNICATIONS

AGENDA MODIFICATIONS OR POSTPONEMENTS

ORAL REQUESTS
This is the point on the agenda where members of the public may address the Commission on items of concern to the Community that are not listed on the agenda this evening. People may speak up to 5 minutes on any matter concerning the Commission.

PUBLIC HEARINGS

1. **PLN2016-19** Public Hearing to consider the application of Majid Saneinejad for a Planned Development Permit, Tentative Parcel Map to create two residential lots and a common lot, Tree Removal Permit to allow for the removal of one protected tree, and a Zone Change from R-M (Multi-family) to P-D (Planned Development) to allow the construction of two single family residences on property located at **1223 Walnut Drive**. Staff is recommending that a Negative Declaration be adopted for this project. Tentative City Council Meeting Date: October 18, 2016. Project Planner: Cindy McCormick, Senior Planner

2. **PLN2016-263/266** Public Hearing to consider the application of Jimmy Chang for a Planned Development Permit (PLN2016-263) to allow the removal of private patio areas, alterations to existing staircases and installation of new lighting fixtures within two courtyards of an existing apartment community (dba “The Parc at Pruneyard”) and a Tree Removal Permit (PLN2016-266) to allow the removal of protected trees on property located at **225 Union Avenue**. Staff is recommending that this item be deemed Categorically Exempt under CEQA. Tentative City Council Meeting Date: October 4, 2016. Project Planner: Stephen Rose, Associate Planner

3. **PLN2016-76,77,78, 335, 357, 358** Public Hearing to consider the application of CFEP Pruneyard, LLC for a Zoning Map Amendment (PLN2015-357) to amend the Campbell Zoning Map to rezone a portion of The Pruneyard from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Combining Zoning District; a Master Use Permit (PLN2015-358) to allow the construction of a 100,000 square-foot (5-story) office building, four retail buildings constituting 18,600 square-feet, a 30,000 square-foot fitness facility or a 12,000 square-foot retail/office building, expansion of the existing parking structure (3 or 5 stories), various site improvements, alterations to existing buildings, establishment of a new land use program including specifying permitted and conditional uses, continued allowance of a shared parking program, and implementation of a transportation demand management program (TDM); a Tentative Vesting Parcel Map (PLN2015-77) to allow division of the property into three parcels; a Tree Removal Permit (PLN2015-335) to allow removal of on-site "protected" trees; a Master Sign Plan with a Freeway Oriented Sign (PLN2015-78) to allow a new comprehensive signage scheme including an increase in sign area, height, and number; and a Zoning Code Amendment (PLN2015-76) to revise various sections of the Campbell Zoning Code (Title 21 of the Campbell Municipal Code) to reference the land use program created by the Master Use Permit and to allow the signage proposed by the Master Sign Plan, for property located at **1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue**. A Mitigated Negative Declaration has been prepared for this project. Tentative City Council Meeting Date: October 18, 2016. Project Planner: Daniel Fama, Senior Planner

REPORT OF THE COMMUNITY DEVELOPMENT DIRECTOR

ADJOURNMENT

Adjourn to the next regularly scheduled Planning Commission meeting of **September 27, 2016**, at 7:30 p.m., in the City Hall Council Chambers, 70 North First Street, Campbell, California.

CITY OF CAMPBELL PLANNING COMMISSION

MINUTES

7:30 P.M. TUESDAY

AUGUST 23, 2016
CITY HALL COUNCIL CHAMBERS

The Planning Commission meeting of August 23, 2016, was called to order at 7:30 p.m., in the Council Chambers, 70 North First Street, Campbell, California by Chair Dodd and the following proceedings were had, to wit:

ROLL CALL

Commissioners Present:	Chair:	Cynthia L. Dodd
	Vice Chair:	Yvonne Kendall
	Commissioner:	Ron Bonhagen
	Commissioner:	Pamela Finch
	Commissioner:	Philip C. Reynolds, Jr.
	Commissioner:	Michael L. Rich
	Commissioner:	Donald C. Young
Commissioners Absent:	None	
Staff Present:	Community Development Director:	Paul Kermoyan
	Senior Planner:	Cindy McCormick
	Associate Planner:	Stephen Rose
	City Attorney:	William Seligmann
	Recording Secretary:	Corinne Shinn

APPROVAL OF MINUTES

Motion: **Upon motion by Commissioner Rich, seconded by Commissioner Reynolds, the Planning Commission minutes of the meeting of August 9, 2016, were approved as submitted. (7-0)**

COMMUNICATIONS

Director Kermoyan listed the desk item(s):
1. Revised conditions of approval for Agenda Item 1.
2. Communications for Agenda Item 2 (letters from Jo-Ann Fairbanks and the applicant and an email from the appellant.

AGENDA MODIFICATIONS OR POSTPONEMENTS

None

ORAL REQUESTS

Audrey Kiehtreiber, President of San Tomas Area Community Coalition:
- Asked the Commission and staff to consider scheduling residential projects at the beginning of its agenda in future.
- Reported that this issue was brought up several times both with the Planning Commission and the City Council.
- Said that larger projects could then be considered after residential applications.

CONSENT

None

PUBLIC HEARINGS

Chair Dodd read Agenda Item No. 1 into the record as follows:

1. **PLN2016-34 (PD)**
PLN2016-35 (ZC)
PLN2016-36 (TPM)
PLN2016-37 (PMP)

Public Hearing to consider the application of Omid Shakeri for a Planned Development Permit (PLN2016-34) to allow the construction of four residences; a Zoning Map Amendment (PLN2016-35) to change the zoning from R-1 (Single Family) to P-D (Planned Development); a Tentative Subdivision Map (PLN2016-36) to allow the creation of four residential lots and one common lot; and a Parking Modification Permit (PLN2016-37) to allow for the provision of uncovered parking spaces in lieu of required covered parking on property located at **1323 Parsons Avenue**. Staff is recommending that a Mitigated Negative Declaration be adopted for this project. Tentative City Council Meeting Date: September 6, 2016. Project Planner: *Stephen Rose, Associate Planner*

Mr. Stephen Rose, Associate Planner, presented the staff report.

Chair Dodd asked if there were questions of staff. There were none

Commissioner Kendall provided the Site and Architectural Review Committee report as follows:

- SARC reviewed this item on July 22, 2016.
- Advised that SARC offered several suggestions:
    - Incorporating the small sliver of driveway into the common area.
    - Adding two evergreen trees for each lot and remove a dying apple tree.
    - Including some type of amenity feature on the left area of the common open space beyond the parking area, which is currently showing as a barbecue.
    - Suggested relocating second story windows on Unit 2 to the northern elevation to minimize privacy impacts to the western properties. This has been revised on the plans.

Chair Dodd opened the Public Hearing for Agenda Item No. 1.

Omid Shakeri, Applicant:

- Advised that he has been working with staff for a few months and is excited that they have put together a good project.
- Requested that they be allowed to put in Crape Myrtle trees as Redwoods get too large for the proposed area available. Crape Myrtles are more compact and fit the area better.
- Reported that Mrs. Ott, owner of 223 Sharp, is concerned about the impacts from smoke if a barbecue were to be placed as proposed in the outdoor common area. He said that as a result, they have agreed to drop the inclusion of a barbecue and instead put benches to create an outdoor seating area.
- Said that he is available for any questions.

Commissioner Finch asked Mr. Shakeri if there would be a homeowner's association (HOA) with this project.

Omid Shakeri replied yes. There will be an HOA and adopted CC&R's that will address maintenance of the common areas.

Commissioner Kendall said that SARC had suggested perhaps installing a play structure in the common area as they would like to see the area enhanced somehow.

Omid Shakeri said that including a play structure would result in a costly insurance liability that would be difficult on such a small HOA. The cost of installation is not the issue but the costs of insuring in the future would be a burden on such a small project.

Mrs. Ott, Resident on Sharp Avenue:

- Questioned just how far this proposed common area would be from her back fence.

Planner Stephen Rose replied that it would be about 25 feet away from the property line. He advised the Commission that if it is decided not to include the barbecue that change would need to be reflected in the conditions of approval as well.

Mrs. Ott asked why the common open space isn't located closer to these new homes within this development than it is to her existing home.

Planner Stephen Rose said that this area is underutilized. It was the recommendation of SARC to beautify the area a little bit.

Mrs. Ott asked if it is intended solely for the use of people living there.

Chair Dodd explained that this currently empty concrete area is something that SARC wanted to see made more attractive by placing something there.

Mrs. Ott asked if it would become a gathering place.

Chair Dodd said that the Commission cannot say specifically how it will be used.

Planner Stephen Rose explained that a typical single-family residence would be the same distance from her property as is proposed here.

Director Paul Kermoyan added that this project will improve the situation from the current conditions.

Mrs. Ott said that she was still not happy with a 20-foot distance from her property.

Chair Dodd said that the Commission will take her concerns into consideration as it deliberates.

Al Hibe, Resident:

- Said that he is concerned about parking.
- Reported that at the corner there is an H&R Block office and a hair salon that brings parking onto their street. Additionally there is a convalescent hospital on the corner with parking impacts. Beside that there is a U-Haul facility that has nine cars parking on the street. This area of Camden is used by many commuters.
- Added that there is just one way into their neighborhood off Camden.
- Stated that he would like to see permit parking established in this area. It is currently so over-parked that they cannot find adequate space to put out their garbage containers for collection each week.

Director Paul Kermoyan said that these issues represent current issues with current commercial businesses who cause overflow parking onto this nearby residential street. The question for the Commission is whether this proposal for four new homes would contribute to that problem.

Chair Dodd asked staff to elaborate on the on-site parking that will be part of this proposed development.

Planner Stephen Rose advised that there will be two-car garages for each unit with uncovered guest parking spaces on site. The provided parking exceeds parking requirements.

Director Paul Kermoyan said that he would discuss what's happening regarding street parking in this neighborhood with the Public Works Director to see if there are solutions possible.

Chair Dodd closed the Public Hearing for Agenda Item No. 1.

Commissioner Young:
- Advised that he visited this project site yesterday.
- Added that some new neighbors were moving in at 1340 Parsons and expressed their concerns to him about what is proposed for this location.
- Said that he suggested they come to this Planning Commission meeting to discuss their concerns.

Commissioner Rich:
- Said that the proposed outdoor seating area is actually less invasive than the current condition.
- Said that concerns about parking represent current conditions. This project exceeds parking requirements.
- Added that the desire of nearby neighbors to initiate on-street permit parking is a separate issue from this development.

Commissioner Finch:
- Said that she agreed with Commissioner Rich that this project exceeds the requirements for provision of parking so she doesn't see a problem there.
- Added that as to the common area, she can understand the cost to insure a play area can be a burden on a small HOA.
- Said that she would rather see grass and a fence. That would be no different than a backyard being there.
- Advised that her home is about 20 feet away from her back fence. This is no worse.
- Said that the common area will beautify that area of the property. There are fairly good sized yards per unit.
- Said that she is in favor of grass and benches and agrees with the Mr. Shakeri about use of Crape Myrtles rather than Redwoods. Redwoods over time would be too big for this size area and nothing would grow beneath them. Crape Myrtles would be much better.

Commissioner Kendall:
- Admitted that she was the main "driver" for the side area being used as a park-like area for this development.
- Added that Planned Developments are created to maximize open space. This area will provide an entry way to a small neighborhood of its own and helps create a sense of community.
- Advised that as an insurance broker she knows that there is no difference in insurance cost between a pool, barbecue, bench or other such commonly shared amenity.

- Stated that having a stand of Redwoods would perhaps bring a presence to this development and make it unique.

Commissioner Young:
- Said that he has no issue with the findings supporting the Negative Declaration.
- Added that the project is requesting a Parking Modification Permit to allow 13 spaces where 12 are required but also allowing them to be uncovered spaces rather than covered.
- Said that he has no issue with the Zone Change.
- Stated that the Tentative Subdivision Map makes sense. There is enough space to serve the development including fire access being provided.
- Said that the utilities will be underground and there are conditions of approval to address that requirement.

Planner Stephen Rose said that they will be underground from the project site to the street. However, the applicant is not responsible for undergrounding the neighbors' utilities.

Commissioner Young suggested that be investigated as part of the approval.

Director Paul Kermoyan:
- Reminded that the Commission's action this evening will be a recommendation onward to Council.
- Said that the bulk of this property will be used for the four homes for which their utilities will be undergrounded to the street. At the street the riser goes up.
- Said that staff will investigate the probability for that.

Commissioner Young said that consideration would be satisfactory to him.

Commissioner Reynolds:
- Said that the question comes up as to which side of the property line the poles are located if they are serving homes on both sides of the pole.
- Added that the question is whether the existing homes on the other side of the proposed project are fed aerially.
- Said that Commissioner Young has made valid points.
- Stressed the need to be able to reach HOA leaders.
- Recounted that in his work he is required to find HOA leaders for outreach and has been finding it difficult to do so. Most cities don't collect that information. What if there is need for emergency access?
- Suggested that the Commission recommend that the City Council consider starting a registration database of HOA leaders for urgent but not emergency situations.
- Asked the City Attorney if that was appropriate.

City Attorney William Seligmann said that there is no legal issue associated with that.

Commissioner Reynolds suggested adding a condition of approval requiring that the CC&R's call for keeping their leaders' contact information on file with the City.

Chair Dodd said that she prefers that recommendation by handled by having Director Kermoyan investigate that issue. She said she appreciates the idea.

Director Paul Kermoyan said that was a good suggestion but more of an administrative program than a part of a private project. However, requiring HOA leader contact information could be outlined in the project's CC&R's.

Chair Dodd said she would rather first see if such a program is supported before conditioning it on a project.

Director Paul Kermoyan agreed that it is a program rather than a condition of approval.

Commissioner Reynolds:

- Said that in the past he has been against flag lots. This is a different situation. These lots are larger and make up a new neighborhood much like townhome projects that are developed throughout the area.
- Said that he would support this project as recommended by SARC.

Commissioner Finch:

- Said that she would differ with Commissioner Kendall on the issue of insurance.
- Stated that HOA fees are always higher when there is a pool in a PD than when there is not one.
- Supported the inclusion of a common area that consists of a grassy area with a table and/or just park benches.
- Added that her experience when it comes to HOA's is that the boards change on a regular basis. This small development will likely be self-run by the four homeowners. It may be difficult to keep track.
- Questioned whether the five guest spaces would be kept strictly for guest use. What if residents park in those guest spaces?
- Suggested that there be some sort of restriction preventing residents from using up the assigned guest parking so that they remain available for guest use.

Planner Stephen Rose said that they are intended to be used by guests. A revision to the plans could incorporate signs that indicate "Guest Parking Only". He added that a CC&R requirement can be included to advise that the designated guest parking spaces be kept free and clear for guest use only.

Commissioner Rich:

- Said that he advocates to allowing the future homeowners to decide after the fact on what will be placed within the open area/common space.
- Added that there should be some flexibility depending upon who the ultimate residents are and what common amenities they would actually use.
- Said that it is a great idea to have appropriate signage designating the guest parking.

Commissioner Bonhagen:
- Agreed that a database of HOA leaders is a great idea.
- Added that there is a difference between an owner-managed HOA and professional management companies.
- Said that most HOA's are managed by professional management companies.

Commissioner Young:
- Said that Commissioner Reynolds is asking for collection of HOA contacts to facilitate when utilities need to come on site to manage their equipment. However, utilities can come on site as necessary as they have easement rights.
- Suggested that staff work with the applicant and utilities.

Commissioner Kendall:
- Said that it is self-defeating. If the owners have more cars they will end up parked on the street.

Chair Dodd asked staff if the Commission is imposing too much management on the HOA.

Director Paul Kermoyan replied that adding a condition that is duplicating a City Code is not a bad thing. Dictating an HOA on issues such as no overnight parking may be imposing. If the Commission feels there is a parking problem, it can feel free to structure a condition.

Chair Dodd said that the parking issue is an existing condition in this neighborhood. There are existing codes to deal with them.

Commissioner Kendall said that she agrees wholeheartedly that the street is available for public parking.

Director Paul Kermoyan:
- Referenced Attachment 5, Condition 16, of the Tentative Subdivision Map, as where any changes to the CC&R's should be added.
- Referenced Attachment 7, Condition 3-C, as the place to add any recommendation between the inclusion of either Redwood or Crape Myrtle trees.
- Referenced Attachment 7, Condition 8, is where any proposed signage for guest parking should be added.
- Said that Condition 3 is recommending an 8 to 9-foot-high wall as per the acoustical study done.

Motion: **Upon motion of Commissioner Young, seconded by Commissioner Kendall, the Planning Commission took the following actions:**
- **Adopted Resolution No. 4319 recommending that the City Council adopt a Mitigated Negative Declaration (PLN2016-37);**
- **Adopted Resolution No. 4320 recommending that the City Council approve a Zoning Map Amendment (PLN2016-35) to**

change the zoning from R-1 (Single Family) to P-D (Planned Development);

- **Adopted Resolution No. 4321 recommending that the City Council approve a Tentative Subdivision Map (PLN2016-36) to allow the creation of four residential lots and one common lot, as modified;**
  - **Condition 16-O – provide contact info for local utilities and HOA leadership;**
  - **Condition 31 – staff will investigate utilities' requirements for undergrounding;**
  - **Condition 3 – a 9-foot fence/wall in the location per desk item;**
- **Adopted Resolution No. 4322 recommending that the City Council approve a Planned Development Permit (PLN2016-34) to approve site configuration, architectural design and lots without street frontage to allow the construction of four residences;**
- **Adopted Resolution No. 4323 recommending that the City Council approve a Parking Modification Permit (PLN2016-37) to allow for the provision of uncovered parking spaces in lieu of required covered parking, as modified:**
  - **Attachment 7, Condition 8, designation of guest parking;**
  - **Attachment 7, Condition 3-C – allow the planting of Crape Myrtle deciduous trees rather than evergreen Redwoods;**

on property located at 1323 Parsons Avenue, subject to the conditions of approval,
by the following roll call vote:

AYES:	**Bonhagen, Dodd, Finch, Kendall, Reynolds, Rich and Young**
NOES:	**None**
ABSENT:	**None**
ABSTAIN:	**None**

Chair Dodd advised that this item would be considered by the City Council for final action at its meeting on September 6, 2016.

***

Chair Dodd read Agenda Item No. 2 into the record as follows:

2. **PLN2016-223** Public Hearing to consider the Appeal (PLN2016-223) of Sanjaya Srivastava & Shalini Shrivastava of an Administrative Site and Architectural Review Permit (PLN2016-102) approval that allowed the construction of a second-story addition on an existing home located at **1266 W. San Tomas Aquino Road**. Staff is recommending that this item be deemed Categorically Exempt under CEQA. Planning Commission action final unless appealed in writing to the City Clerk within 10 calendar days. Project Planner: *Cindy McCormick, Senior Planner*

Ms. Cindy McCormick, Senior Planner, presented the staff report.

Chair Dodd asked if there were questions of staff. There were none.

Chair Dodd opened the Public Hearing for Agenda Item No. 2.

Chair Dodd invited the appellants to speak first. They declined.

Chair Dodd invited the applicants to speak.

Brian Pirkl, Applicant:
- Thanked the Commission and staff for working with them on several iterations of their proposal.
- Said that they have worked with the neighborhood association (STACC) and received a positive recommendation of support.
- Said that they have considered the appellants' concerns and addressed some of them.

Commissioner Kendall asked Mr. Pirkl to give his reasoning for not flipping his home design as he had explained at SARC.

Brian Pirkle said that flipping the home's design would bring considerable changes to the scope of the project and become essentially a tear down of the existing home. Additionally, there is a large cedar tree on the lower left corner that would have to come down along with another large camphor tree.

Audrey Kiehtreiber, President of San Tomas Area Neighborhood Coalition:
- Extended congratulations to both the applicant and appellants for their polite and friendly disagreement. STACC encourages that.
- Reported that STACC reviewed this project and understand the appellants' concerns about loss of light and privacy. As a result, the applicants have made changes to their windows to deal with privacy concerns.
- Reminded that the City does not have sunlight impact standards so this project meets City requirements and fits in well. There are other homes on this street with a similar second story.
- Concluded that STACC has provided a letter of support for this proposed home addition.

Sanjaya Srivastava, Appellant:
- Stated that he appreciates being heard by this Commission.
- Said that the garage could be left and add to the other side instead.
- Asked that the Commission look at this objectively and see what is best for the community.

Commissioner Rich said that the privacy concerns have been adequately addressed by window changes.

Sanjaya Srivastava agreed.

Commissioner Rich said that it seems that sunlight issues remain. He asked Mr. Srivastava if he had met with his neighbor.

Sanjaya Srivastava said that they had not been able to get together with these neighbors due to a family emergency, which is also the reason his wife is not able to be present this evening.

Chair Dodd closed the Public Hearing for Agenda Item No. 2.

Commissioner Reynolds:
- Said that this applicant is trying to create his dream house while the appellant is trying to protect their dream house.
- Reminded that the issue is an appeal and not the design.
- Reported that he could not find anything that violated City Ordinances.
- Stated that what it boils down to using the Ordinances we have to make decisions.
- Said that he would uphold the Director's decision and deny the appeal.

Commissioner Young:
- Agreed that findings can be made to support this approval.
- Said that what we have we're aligned with. The Community Development Director's decision was accurate.

Commissioner Rich:
- Said that there was a lively discussion at SARC and privacy and sunlight were the two issues that were debated.
- Admitted that SARC had hoped that the appellants and applicants could meet to discuss options.
- Said that he would vote to deny the appeal and uphold the Community Development Director's decision.

Motion: **Upon motion of Commissioner Young, seconded by Commissioner Reynolds, the Planning Commission adopted Resolution No. 4324 denying an Appeal (PLN2016-223) and upholding the Community Development Director's approval of an Administrative Site and Architectural Review Permit (PLN2016-102)**

approval that allowed the construction of a second-story addition on an existing home located at 1266 W. San Tomas Aquino, subject to the conditions of approval, by the following roll call vote:

AYES:	**Bonhagen, Dodd, Finch, Kendall, Reynolds, Rich and Young**
NOES:	**None**
ABSENT:	**None**
ABSTAIN:	**None**

Chair Dodd advised that this action is final unless appealed in writing to the City Clerk within 10 calendar days.

***

REPORT OF THE COMMUNITY DEVELOPMENT DIRECTOR

Director Paul Kermoyan had no additions to his written report.

Chair Dodd pointed out that this evening represents Commissioner Finch's final meeting as a member of the Planning Commission as her four-year term has expired. She said that Commissioner Finch was most helpful to her fellow Commissioners during her time on the Commission. She read a written proclamation aloud.

Commissioner Finch:

- Joked that she would be giving a "little bit of a speech."
- Said that it has been an honor and privilege to serve on the Planning Commission.
- Reported that she had been approached by both then-Councilmember, Rich Waterman, and then-Planning-Commissioner, Paul Resnikoff, now a Councilmember, to apply to serve on the Planning Commission.
- Said that she submitted her application to then-City-Clerk, Anne Bybee, at 4:55 p.m. on the filing deadline.
- Fondly remembered Bob Roseberry, one of the greatest Planning Commissioners we have ever had. She reminded that she stepped in as PC Chair after his death.
- Stated that staff has been wonderful in answering her many questions.
- Thanked her husband, Pat, for putting up with her schedule and the late returns home after a long meeting.
- Admits that service as a Commissioner involves a lot of work.
- Assured that anyone who is interested in the goings on of our City would find service on the Planning Commission a great way to do so.
- Reported that she got her fair share of "hate email" based on positions taken on items under consideration by the PC.
- Stated that what this Commission does here is for the good of the City. It involves putting personal agendas aside and looking at what's good for the City to make it a better place. For the last four years, she's been a part of that.
- Said that she is excited by the things happening in the City. This is a very special place and we need to preserve it.
- Stated that some decisions are tough.

- Concluded that she would miss all of her fellow Commissioners and may have to start watching the meetings on television from home.

ADJOURNMENT

The Planning Commission meeting adjourned at 8:58 p.m. to the next Regular Planning Commission Meeting of **September 13, 2016**.

SUBMITTED BY: _____
Corinne Shinn, Recording Secretary

APPROVED BY: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

RESOLUTION NO. 4319

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING THE ADOPTION OF A MITIGATED NEGATIVE DECLARATION (PLN2016-37) FOR A ZONING MAP AMENDMENT (PLN2016-35); TENTATIVE SUBDIVISION MAP (PLN2016-36); PLANNED DEVELOPMENT PERMIT (PLN2016-34), AND A PARKING MODIFICATION PERMIT (PLN2016-222); TO ALLOW THE DEVELOPMENT OF FOUR UNITS ON PROPERTY LOCATED AT **1323 PARSONS AVENUE**.

After notification and public hearing, as specified by law, and after presentation by the Community Development Director, proponents and opponents, the Planning Commission did determine that the adoption of a Mitigated Negative Declaration provides full and adequate environmental review for approval of a Zoning Map Amendment (PLN2016-35); Tentative Subdivision Map (PLN2016-36); Planned Development Permit (PLN2016-35); and a Parking Modification Permit (PLN2016-222); to allow the development of four units on property located at **1323 Parsons Avenue.**

The Planning Commission finds as follows with regard to recommended adoption of a Mitigated Negative Declaration (PLN2016-37):

Environmental Finding

1. An Initial Study has been prepared for the project which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration (PLN2016-37) may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned.

Evidentiary Findings

2. The proposed project ("project") includes a Planned Development Permit (PLN2016-34) for the approval of site configuration, architectural design and to create residential lots which do not have frontage on a public street, Tentative Subdivision Map (PLN2016-36) to create four developable single family lots and one commonly owned lot, Zoning Map Amendment (PLN2016-35) to change the zoning from R-1-6 (Single-Family Residential) to P-D (Planned Development), and Parking Modification Permit (PLN2016-222) to allow uncovered parking in lieu of covered.

3. The project site is a 33,263 square-foot property located on the west side of Parsons Avenue, south of Camden Avenue, and north of Sharp Avenue.

4. Single-family residential properties border the site to the south and west and commercial uses border the property to the north and east.

5. The lot is currently developed with one single-family residence that will be demolished as part of the proposed subdivision.

6. Single-family residential properties border the site to the south and west and commercial uses border the property to the north and east.

7. The project site is zoned R-1-6 (Residential Single-Family) as shown on the Campbell Zoning Map and will be rezoned to P-D (Planned Development).

8. The project site is designated Low Density Residential (<6 Units / Gr. Acre) as shown on the Campbell General Plan Map.

9. The proposed residential land use, at a density of approximately 5 units/gr. acre, is consistent with the allowable land use and maximum density permitted by the Low Density Residential (< 6 units per gross acre) General Plan land use designation.

10. The proposed Tentative Subdivision Map may be approved concurrently, and subject to a Planned Development Permit, and Zoning Map Amendment.

11. The project would be consistent with the following General Plan policies and strategies:

    Policy LUT-3.1: Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.

    Strategy LUT-5.2a: Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.

    Strategy LUT-9.3e: Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.

    Strategy LUT-17.1b: Landscaping: Ensure that new developments provide new tree plantings, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.

12. The project proposes 13 parking spaces (8 covered, 5 uncovered), where 12 parking spaces (10 covered, 2 uncovered) are required which is allowed with the approval of the associated Parking Modification Permit (PLN2016-68).

13. A draft Mitigation Monitoring and Reporting Program has been provided demonstrating the responsible party and phase of the project that each Mitigation Measure shall be carried out.

14. There are no responsible agencies or trustee agencies responsible for resources affected by the project.

15. On the basis of the Initial Study, and as supported by substantial evidence, the project will not have a significant effect on the environment due to the application of uniformly applicable development policies, and incorporation of project-specific mitigation measures agreed to by the project proponent, as specified by the draft Mitigated Negative Declaration.

16. The City of Campbell provided a Notice of Intent to adopt a Mitigated Negative Declaration to the public via the Campbell Express, the County Clerk, and on the City website.

17. The City of Campbell provided a 20-day public review period of the Mitigated Negative Declaration pursuant to the California Environmental Quality Act Guidelines. The 20-day public review period was from August 3, 2016 to August 23, 2016.

18. The mitigation measures identified in the Mitigated Negative Declaration are included as Conditions of Approval of the Planned Development Permit and/or Tentative Subdivision Map.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

19. The proposed development will clearly result in a more desirable environment and use of the land than would be possible under any other zoning district classification.

20. The proposed development will be compatible with the General Plan of the City and will aid in the harmonious development of the immediate area.

21. The proposed development will not result in allowing more residential units than would be allowed by other residential zoning districts, which are consistent with the General Plan designation of the property.

22. The proposed development will not be detrimental to the health, safety or welfare of the neighborhood or the City as a whole.

23. There is a reasonable relationship and a rough proportionality between the conditions of approval and the impacts of the project.

24. There is a reasonable relationship between the use of the fees imposed upon the project and the type of development project.

25. No substantial evidence has been presented from which a reasonable argument could be made that shows that the project, as currently presented and subject to the required conditions of approval, will have a significant adverse impact on the environment.

26. The Mitigated Negative Declaration reflects the independent judgment and analysis of the City Council upon recommendation of the Planning Commission.

27. The Custodian of the Record for the Mitigated Negative Declaration and Initial Study is the Community Development Department of the City of Campbell, located at 70 North First Street, Campbell, California.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends the adoption of a Mitigated Negative Declaration (PLN2016-37) (attached Exhibit "A") for a Zoning Map Amendment (PLN2016-35); Tentative Subdivision Map (PLN2016-36); Planned Development Permit (PLN2016-34); and a Parking Modification Permit (PLN2016-222); to allow the development of four units on property located at **1323 Parsons Avenue**.

PASSED AND ADOPTED this 23rd day of August, 2016, by the following roll call vote:

AYES:	Commissioners:	Bonhagen, Dodd, Finch, Kendall, Reynolds, Rich and Young
NOES:	Commissioners:	None
ABSENT:	Commissioners	None
ABSTAIN:	Commissioners:	None

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

Need the Mitigated Negative Declaration as an attachment (Exhibit A)

RESOLUTION NO. 4320

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A ZONING MAP AMENDMENT (PLN2016-35) TO CHANGE THE ZONING DISTRICT DESIGNATION FROM R-1-6 (SINGLE-FAMILY RESIDENTIAL TO P-D (PLANNED DEVELOPMENT) FOR THE PROJECT LOCATED AT **1323 PARSONS AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to the recommended approval of a Zoning Map Amendment (PLN2016-35):

Environmental Finding

1. An Initial Study has been prepared for the project which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration (PLN2016-37) may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned.

Evidentiary Findings

2. The proposed project ("project") includes a Planned Development Permit (PLN2016-34) for the approval of site configuration, architectural design and to create residential lots which do not have frontage on a public street, Tentative Subdivision Map (PLN2016-36) to create four developable single family lots and one commonly owned lot, Zoning Map Amendment (PLN2016-35) to change the zoning from R-1-6 (Single-Family Residential) to P-D (Planned Development), and Parking Modification Permit (PLN2016-222) to allow uncovered parking in lieu of covered.

3. The project site is a 33,263 square-foot property located on the west side of Parsons Avenue, south of Camden Avenue, and north of Sharp Avenue.

4. Single-family residential properties border the site to the south and west and commercial uses border the property to the north and east.

5. The lot is currently developed with one single-family residence that will be demolished as part of the proposed subdivision.

6. Single-family residential properties border the site to the south and west and commercial uses border the property to the north and east.

7. The project site is zoned R-1-6 (Residential Single-Family) as shown on the Campbell Zoning Map and will be rezoned to P-D (Planned Development).

8. The project site is designated Low Density Residential (<6 Units / Gr. Acre) as shown on the Campbell General Plan Map.

9. The proposed residential land use, at a density of approximately 5 units/gr. acre, is consistent with the allowable land use and maximum density permitted by the Low Density Residential (< 6 units per gross acre) General Plan land use designation.

10. The proposed Tentative Subdivision Map may be approved concurrently, and subject to a Planned Development Permit, and Zoning Map Amendment.

11. The project would be consistent with the following General Plan policies and strategies:

    Policy LUT-3.1: Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.

    Strategy LUT-5.2a: Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.

    Strategy LUT-9.3e: Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.

    Strategy LUT-17.1b: Landscaping: Ensure that new developments provide new tree plantings, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.

12. The project proposes 13 parking spaces (8 covered, 5 uncovered), where 12 parking spaces (10 covered, 2 uncovered) are required which is allowed with the approval of the associated Parking Modification Permit (PLN2016-68).

13. A draft Mitigation Monitoring and Reporting Program has been provided demonstrating the responsible party and phase of the project that each Mitigation Measure shall be carried out.

14. There are no responsible agencies or trustee agencies responsible for resources affected by the project.

15. On the basis of the Initial Study, and as supported by substantial evidence, the project will not have a significant effect on the environment due to the application of uniformly applicable development policies, and incorporation of project-specific mitigation

measures agreed to by the project proponent, as specified by the draft Mitigated Negative Declaration.

16. The City of Campbell provided a Notice of Intent to adopt a Mitigated Negative Declaration to the public via the Campbell Express, the County Clerk, and on the City website.

17. The City of Campbell provided a 20-day public review period of the Mitigated Negative Declaration pursuant to the California Environmental Quality Act Guidelines. The 20-day public review period was from August 3, 2016 to August 23, 2016.

18. The mitigation measures identified in the Mitigated Negative Declaration are included as Conditions of Approval of the Planned Development Permit and/or Tentative Subdivision Map.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

19. The proposed amendment is consistent with the goals, policies, and actions of the General Plan.

20. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the city.

21. The proposed amendment is internally consistent with other applicable provisions of this Zoning Code.

22. The parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested zoning designation(s) and anticipated land uses/project.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of a Zoning Map Amendment (PLN2016-35) to change the zoning district designation from R-1-6 (Single-Family Residential) to P-D (Planned Development) for the property located at **1323 Parsons Avenue**, as depicted by **Exhibit A**.

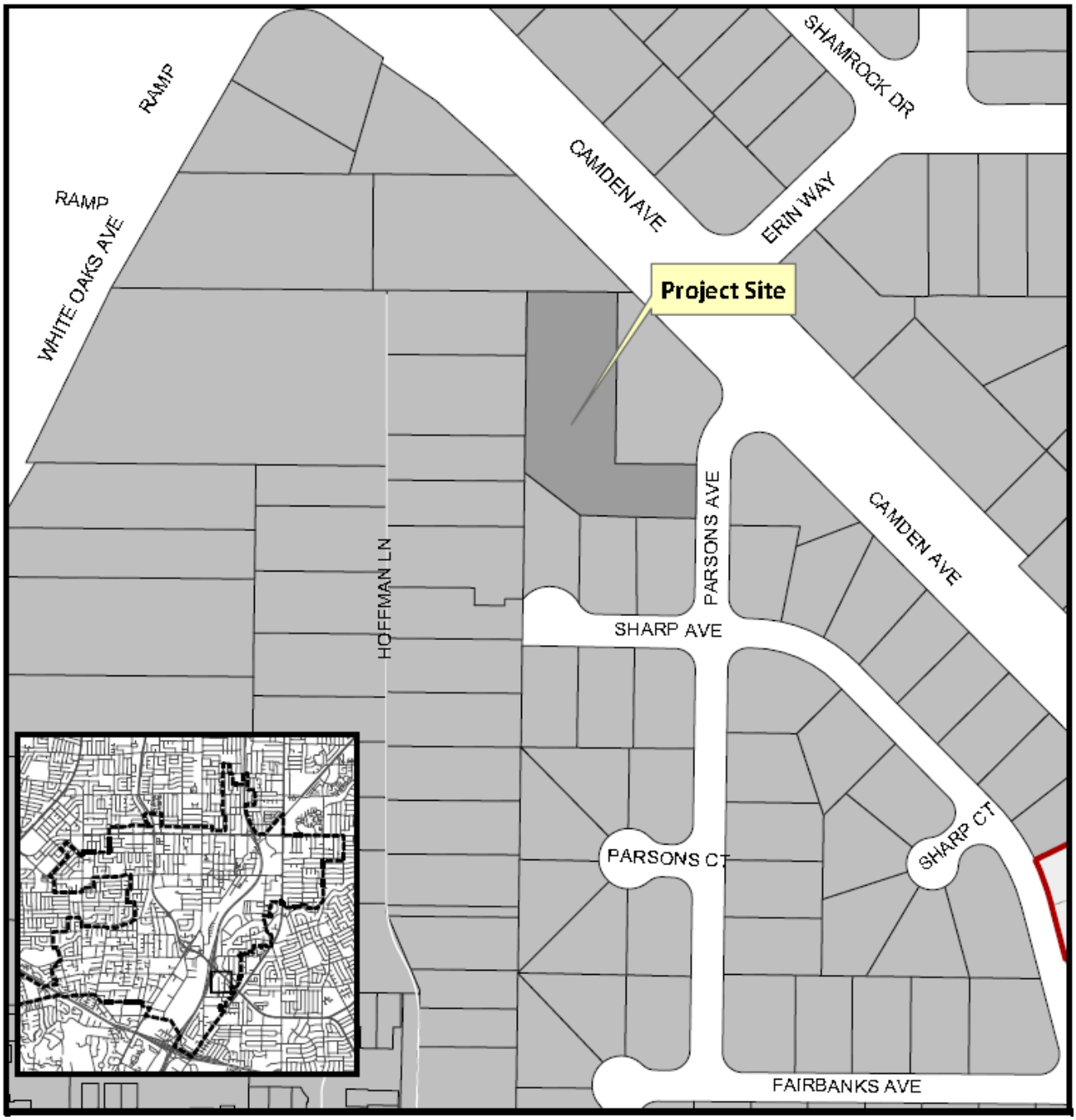
PASSED AND ADOPTED this 23rd day of August, 2016, by the following roll call vote:

AYES:	Commissioners:	Bonhagen, Dodd, Finch, Kendall, Reynolds, Rich and Young
NOES:	Commissioners:	None
ABSENT:	Commissioners	None
ABSTAIN:	Commissioners:	None

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

Project Location Map



RESOLUTION NO. 4321

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A TENTATIVE SUBDIVISION MAP (PLN2016-36) TO CREATE FOUR SINGLE-FAMILY LOTS AND ONE COMMONLY-OWNED LOT ON PROPERTY LOCATED AT **1323 PARSONS AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to the recommended approval of a Tentative Subdivision Map (PLN2016-36):

Environmental Finding

1. An Initial Study has been prepared for the project which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration (PLN2016-37) may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned.

Evidentiary Findings

2. The proposed project ("project") includes a Planned Development Permit (PLN2016-34) for the approval of site configuration, architectural design and to create residential lots which do not have frontage on a public street, Tentative Subdivision Map (PLN2016-36) to create four developable single family lots and one commonly owned lot, Zoning Map Amendment (PLN2016-35) to change the zoning from R-1-6 (Single-Family Residential) to P-D (Planned Development), and Parking Modification Permit (PLN2016-222) to allow uncovered parking in lieu of covered.

3. The project site is a 33,263 square-foot property located on the west side of Parsons Avenue, south of Camden Avenue, and north of Sharp Avenue.

4. Single-family residential properties border the site to the south and west and commercial uses border the property to the north and east.

5. The lot is currently developed with one single-family residence that will be demolished as part of the proposed subdivision.

6. Single-family residential properties border the site to the south and west and commercial uses border the property to the north and east.

7. The project site is zoned R-1-6 (Residential Single-Family) as shown on the Campbell Zoning Map and will be rezoned to P-D (Planned Development).

8. The project site is designated Low Density Residential (<6 Units / Gr. Acre) as shown on the Campbell General Plan Map.

9. The proposed residential land use, at a density of approximately 5 units/gr. acre, is consistent with the allowable land use and maximum density permitted by the Low Density Residential (< 6 units per gross acre) General Plan land use designation.

10. The proposed Tentative Subdivision Map may be approved concurrently, and subject to a Planned Development Permit, and Zoning Map Amendment.

11. The project would be consistent with the following General Plan policies and strategies:

    Policy LUT-3.1: Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.

    Strategy LUT-5.2a: Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.

    Strategy LUT-9.3e: Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.

    Strategy LUT-17.1b: Landscaping: Ensure that new developments provide new tree plantings, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.

12. The project proposes 13 parking spaces (8 covered, 5 uncovered), where 12 parking spaces (10 covered, 2 uncovered) are required which is allowed with the approval of the associated Parking Modification Permit (PLN2016-68).

13. A draft Mitigation Monitoring and Reporting Program has been provided demonstrating the responsible party and phase of the project that each Mitigation Measure shall be carried out.

14. There are no responsible agencies or trustee agencies responsible for resources affected by the project.

15. On the basis of the Initial Study, and as supported by substantial evidence, the project will not have a significant effect on the environment due to the application of uniformly applicable development policies, and incorporation of project-specific mitigation measures agreed to by the project proponent, as specified by the draft Mitigated Negative Declaration.

16. The City of Campbell provided a Notice of Intent to adopt a Mitigated Negative Declaration to the public via the Campbell Express, the County Clerk, and on the City website.

17. The City of Campbell provided a 20-day public review period of the Mitigated Negative Declaration pursuant to the California Environmental Quality Act Guidelines. The 20-day public review period was from August 3, 2016 to August 23, 2016.

18. The mitigation measures identified in the Mitigated Negative Declaration are included as Conditions of Approval of the Planned Development Permit and/or Tentative Subdivision Map.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

19. The proposed Tentative Subdivision Map is consistent with the General Plan and Zoning Ordinance of the City.

20. The proposed Tentative Subdivision Map does not impair the balance between the housing needs of the region and the public service needs of its residents and available fiscal and environmental resources.

21. The design of the Tentative Subdivision Map provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

22. The development and uses will be compatible with the General Plan of the City and will aid in the harmonious development of the immediate area.

23. There is a reasonable relationship and a rough proportionality between the Conditions of Approval and the impacts of the project.

24. There is a reasonable relationship between the use of the fees imposed upon the project and the type of development project.

25. No substantial evidence has been presented from which a reasonable argument could be made that shows that the project, as currently presented and subject to the required Conditions of Approval, will have a significant adverse impact on the environment.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of a Tentative Parcel Map (PLN2016-36) for the Project located at **1323 Parsons Avenue**, subject to the attached Conditions of Approval (attached Exhibit “A”).

PASSED AND ADOPTED this 23rd day of August, 2016, by the following roll call vote:

AYES:	Commissioners:	Bonhagen, Dodd, Finch, Kendall, Reynolds, Rich and Young
NOES:	Commissioners:	None
ABSENT:	Commissioners	None
ABSTAIN:	Commissioners:	None

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

RECOMMENDED CONDITIONS OF APPROVAL
Tentative Subdivision Map (PLN2016-36)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Project: Approval is granted for a Tentative Subdivision Map (PLN2016-36) to subdivide a parcel into four developable parcels and one common lot, subject to approval of a Zoning Map Amendment (PLN2016-35) to allow a P-D zoning designation, on property located at 1323 Parsons Avenue. The project shall substantially conform to the Revised Project Plans & Tentative Subdivision Map dated August 9, 2016 except as may be modified by the Conditions of Approval herein.

2. Plan Revisions: Prior to Tract Map submittal, the plans shall reflect the inclusion of the small sliver of driveway over Lot 2 into the Common Lot. Compliance with this requirement shall be to the satisfaction of the Director of Community Development.

3. Approval Expiration: The Tentative Subdivision Map approval is valid for a period of two years from the date of final City Council approval unless an extension is granted prior to the expiration date. Recordation of a Tract Map must occur within this two-year period.

4. Tract Map: The Planned Development Permit approval is contingent upon recordation of the Tract Map to divide the subject property. The Tract Map shall be recorded prior to the issuance of building or grading permits.

5. Indemnity: If determined necessary by the Community Development Director, the applicant shall enter into an agreement satisfactory to the City Attorney to indemnify and defend the City of Campbell, its officers, officials, employees, and agents from any and all actions, liabilities, losses, and torts, including attorney's fees arising out of or connected unto any challenge to the decision of the City Council on this application. Such agreement shall be executed within the 30 days of the Community Development Director's decision to require it.

6. Planned Development Permit: The Tentative Subdivision Map is contingent upon approval of the Planned Development Permit (PLN2015-34). A Tract Map may not be recorded if the Planned Development Permit expires or is revoked by the City Council.

7. Park Impact Fee: A park impact fee is due upon development of the site, based on the development density ranging from <6 Units per Gross Acre (Low Density), less credit for one legally constructed unit. Prior to recordation of the Tract Map, 75% of this fee

is due. The remaining 25% is due prior to issuance of a certificate of building occupancy. The fee is currently set at $18,151 per unit. This fee is subject to change and the fee in effect at the time of payment shall be the fee due.

8. Planning Mitigation Monitoring Fee: Prior to issuance of a demolition permit, the applicant shall pay a $1,000.00 deposit to cover the actual staff cost to ensure compliance with the mitigation monitoring.

9. Equal Access: As codified within the project's CC&Rs, the Home Owners Association shall maintain equal access to all common facilities and amenities for all residents (renters and homeowners) of the project.

10. CEQA Mitigation Measures:
The following measures shall be implemented pursuant to the Mitigated Negative Declaration:

Mitigation Measure AIR-1: The project applicant shall ensure that construction plans include the BAAQMD Best Management Practices for fugitive dust control. The following will be required for all construction activities within the project area. These measures will reduce fugitive dust emissions primarily during soil movement, grading and demolition activities, but also during vehicle and equipment movement on unpaved project sites:

a. Use dust-proof chutes for loading construction debris onto trucks.
b. Water or cover stockpiles of debris, soil, and other materials that can be blown by the wind.
c. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
d. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site.
e. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets, as directed by the City Engineer.
f. Enclose, cover, water twice daily or, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
g. Install erosion control measures to prevent runoff from the project site.

Mitigation Measure CUL-1: If archaeological or paleontological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity.

Mitigation Measure GEO-1: The applicant shall comply with the recommendations in the Geotechnical Investigation, dated January 7, 2016 by Wayne L. Ting C.E. (No. C46276) of Wayne Ting & Associates Incorporated. Such recommendations shall be incorporated into the project's final engineering design to minimize the damage from seismic shaking, unsuitable fill, and other geological deficiencies. The project shall use standard engineering techniques and conform to the requirements of the International Building Code to reduce the potential for seismic damage and risk to future occupants.

Mitigation Measure HAZ-1: Prior to issuance of a demolition permit, a qualified contractor shall asses the property for presence of Lead-based paint (LBP) and Asbestos containing building materials (ACBM), and if present, prepare a plan, to the satisfaction of the Building Official, to properly manage and dispose of such materials.

Mitigation Measure NOI-1: Mechanical ventilation (HVAC) shall be included in all residences constructed to allow occupants to close doors and windows as desired to achieve additional acoustic isolation. Further, the project building plans shall incorporate dual pane thermal windows and acoustically effective doors with a rated minimum Sound Transmission Class (STC) as recommended by the acoustical study.

Mitigation Measure NOI-2: An acoustical study shall be prepared for the project which will study existing noise conditions, the project plans, and provide specific structural recommendations to comply with the noise exposure limits identified in the Campbell General Plan. The project building plans shall incorporate the recommendations as mitigation measures.

11. Utility Boxes and Back-Flow Preventers: The applicant shall submit a plan prior to installation of the underground PG&E utility (transformer) boxes and San Jose Water Company back-flow preventers, indicating the location of the boxes for approval by the Community Development Director.

12. Pad Certification: Following site grading and prior to preparation of individual building pad forms, the following improvements shall be certified by a licensed land surveyor and reviewed by the Community Development Director to determine consistency with the approved plan (grade, pad and drainage).

13. Residential Address Identification: The applicant shall submit a detail sheet showing uniform residential address identification material type and location on the building wall for review and approval by the Community Development prior to the issuance of Building Permits. In order to obtain approval, numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Additionally, number material and color is required to contrast with their background.

14. Property Maintenance: The property is to be maintained free of any combustible trash, debris, and weeds until the time that actual construction commences. Any vacant existing structures shall be secured, by having windows boarded up and doors sealed shut, or be demolished or removed from the property (California Fire Code, 2013 Edition).

15. Stormwater and Grading Requirements: The project shall comply with City stormwater and grading requirements (CMC Sec. 20.80.020, 21.16.100, and 14.02), as more specifically itemized in the Public Works Department Conditions of Approval for the Tentative Subdivision Map.

16. Covenants, Codes and Restrictions (CC&R's): Prior to issuance of recordation of the Tract Map, the applicant shall submit for review and approval by the City a copy of the draft CC&R's which shall include the following:

    a. Formation of a Homeowner's Association to ensure the long-term maintenance of buildings and property.
    b. Continued architectural controls to ensure the architectural integrity of the project.
    c. Definition of common areas to be maintained and provision of maintenance for these areas.
    d. Provision which shall define the rights of use, allowable landscape or open space improvements.
    e. Provision of a funding mechanism to ensure maintenance and upkeep of common areas.
    f. Provision to provide ongoing maintenance of the required private roadways, landscaping, and sound walls as necessary. Graffiti removal from sound walls and fences within a reasonable period of time.
    g. Provision that requires ongoing maintenance of the landscaped park strip and tree wells in the public right of way. This includes, but is not limited to: trees, lawn, plantings, irrigation, etc. Trees shall not be pruned in a manner that would not allow the tree to grow to a mature height.
    h. Provision for regular monitoring and maintenance of the stormwater system, in accordance with the manufacturer's recommendations.
    i. Provision for regular monitoring and maintenance of the private sanitary system as described by the designing engineering, and as approved by the City Engineer.
    j. Provision for the availability of interior garage space for the parking of vehicles at all times.
    k. Provision to prohibit the use of outside parking spaces for storage purposes, including boats, trailers, and recreational vehicles.
    l. Provision to prohibit vehicle washing, and vehicle repair and maintenance activities in the project site, including, but not limited to garages and common parking areas.
    m. Provision that requires that all landscaping, including but not limited infiltration plantings, be maintained as depicted on the final landscaping plan.
    n. Provision guaranteeing equal access to all common facilities and amenities by all residents (renters and homeowners) of the project.

o. Provision to contact local utility companies and register contact information for HOA to assist with communications in the event of utility service emergencies.

17. Compliance with Other Regulations: The applicant shall comply with other state, county, and city ordinances that pertain to the proposed project.

18. Construction Activity: The following standards shall apply to construction of the project:

- *Construction Hours (CMC 18.04.052)*: Construction activity shall be limited to the hours of eight a.m. and five p.m. daily, Monday through Friday. Saturday hours of construction shall be nine a.m. and four p.m. There shall be no construction activity on Sundays or National Holidays.

- *Construction Noise (CMC 18.04.052)*: No loud environmentally disruptive noise over fifty dbs., such as air compressors without mufflers, continuously running motors or generators, loud playing musical instruments or radios will be allowed during the authorized hours of construction, Monday through Saturday, where such noise may be a nuisance to adjacent residential neighbors. Such nuisances shall be discontinued.

- *Contractor Contact Information Posting*: The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to issuance of building permits.

PUBLIC WORKS DEPARTMENT

19. Response Letter: Upon submittal of the Final Map, the Street Improvement Plans and the Grading and Drainage Plans, the applicant shall provide an itemized response letter verifying that all the Public Works Conditions of Approval have been met or addressed.

20. Final Map: Prior to issuance of any grading or building permits for the project, the applicant shall submit a Final Map for review by the City and recordation, upon approval by the City Council, pay various fees/deposits and submit the map in a digital format acceptable to the City.

21. Covenants, Conditions, and Restrictions: Provide copies of CC&Rs for review by the City prior to recordation of the Final Map and CC&Rs. A maintenance plan of the storm drain facilities and the pervious concrete on Lot A shall be part of the CC&Rs. If the proposed use of pervious concrete in Lot A is to be removed in the future, this removal if replaced with an impervious material will require stormwater treatment for the entire subdivision and will then be subject to C.3 requirements. Removal of the pervious concrete requires City approval.

22. Preliminary Title Report: Upon submittal of the Final Map, the applicant shall provide a current (within the past 6 months) Preliminary Title Report.

23. Right-of-Way for Public Street Purposes: Upon recordation of the Final Map, the applicant shall fully complete the process to cause additional right-of-way to be granted in fee for public street purposes along the Parsons Avenue frontage to accommodate a 30-foot half street width, unless otherwise approved by the City Engineer. The applicant shall submit the necessary documents for approval by the City Engineer, process the submittal with City staff's comments and fully complete the right-of-way process. The applicant shall cause all documents to be prepared by a registered civil engineer/land surveyor, as necessary, for the City's review and recordation.

24. Public Service Easement: Upon recordation of the Final Map, the applicant shall grant a 5-ft public service easement on private property contiguous with the public right-of-way along the Parsons Avenue frontage, unless otherwise approved by the City Engineer. The applicant shall cause all documents to be prepared by a registered civil engineer/land surveyor, as necessary, for the City's review and recordation. Private utilities such as the PG&E joint trench depicted in the park strip shall be relocated so as not to interfere with the future public street trees root system. The private utilities (JT and private water meters) shall not be placed in areas designated as public service easements.

25. Monumentation for Final Map: Prior to recordation of the Final Map, the applicant shall provide a cash deposit of $10,000.00 for setting all monuments required to be shown on the Final Map and as set forth per section 20.76.010 of the Campbell Municipal Code including but not limited to setting permanent pipe monuments (three-fourths inch galvanized steel pipe two feet long approximately six inches below finished grade) at each boundary of all lot corners within a subdivision, along the exterior boundary lines at intervals of approximately five hundred feet and at all beginning of curves and ending of curves on property lines, and monument boxes at intersections of all street monument line tangents.

26. Demolition: Prior to recording of the Final Map the applicant shall obtain a demolition permit and remove any nonconforming structures.

27. Soils Report: Upon submittal of the Final Map, applicant shall provide a soils report prepared by a registered geotechnical or civil engineer.

28. Grading and Drainage Plan: Prior to recordation of the Final Map, the applicant shall conduct hydrology studies based on a ten-year storm frequency, prepare an engineered grading and drainage plan, and pay fees required to obtain necessary grading permits. Prior to occupancy, the design engineer shall provide written certification that the development has been built per the engineered grading and drainage plans.

    In addition, a plan review letter will be required of the Geotechnical engineer for the entire grading and drainage system which should include but is not limited to a review of the subsurface of the non-compacted biotreatment material that may have potential for subsurface failure and surface failure due to vehicle loads.

29. Storm Drain Area Fee: Prior to recordation of the Final Map, the applicant shall pay the required Storm Drain Area fee, currently set at $2,120.00 per net acre, which is $1,717.00.

30. Stormwater Pollution Prevention Measures: Prior to issuance of any grading or building permits, the applicant shall comply with the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code regarding stormwater pollution prevention. The primary objectives are to improve the quality and reduce the quantity of stormwater runoff to the bay.

    Resources to achieve these objectives include *Stormwater Best Management Practices Handbook for New Development and Redevelopment* ("CA BMP Handbook") by the California Stormwater Quality Association (CASQA), 2003; *Start at the Source: A Design Guidance Manual for Stormwater Quality Protection* ("Start at the Source") by the Bay Area Stormwater Management Agencies Association (BASMAA), 1999; and *Using Site Design Techniques to Meet Development Standards for Stormwater Quality: A Companion Document to Start at the Source* ("Using Site Design Techniques") by BASMAA, 2003.

31. Utilities: All on-site utilities shall be installed underground per Section 21.18.140 of the Campbell Municipal Code for any new or remodeled buildings or additions. Applicant shall comply with all plan submittals, permitting, and fee requirements of the serving utility companies.

    Utility locations shall not cause damage to any existing street trees. Where there are utility conflicts due to established tree roots or where a new tree will be installed, alternate locations for utilities shall be explored. Include utility trench details where necessary.

    The proposed joint trench (JT) depicted in the Preliminary Utility Plans shall be relocated outside of the public right of way so as to avoid conflicts in the park strip area.

    Staff shall work with the applicant and local utility companies to discern connection requirements for adjacent properties as part of the requirement to underground utilities.

32. Water Meter(s) and Sewer Cleanout(s): Proposed water meter(s) and sewer cleanout(s) shall be relocated or installed on private property behind the public right-of-way line.

33. Utility Coordination Plan: Prior to issuance of building permits for the site, the applicant shall submit a utility coordination plan and schedule for approval by the City Engineer for installation and/or abandonment of all utilities. The plan shall clearly show the location and size of all existing utilities and the associated main lines; indicate which utilities and services are to remain; which utilities and services are to be

abandoned, and where new utilities and services will be installed. Joint trenches for new utilities shall be used whenever possible.

34. Pavement Restoration: Based on the utility coordination plan, the applicant shall prepare a pavement restoration plan for approval by the City Engineer prior to any utility installation or abandonment. Streets that have been reconstructed or overlaid within the previous five years will require boring and jacking for all new utility installations. Parsons Avenue has not been reconstructed or overlaid in the last 5 years. The pavement restoration plan shall indicate how the street pavement shall be restored following the installation or abandonment of all utilities necessary for the project. All pavement work shall extend to the most distant utility trench and pavement restoration shall encompass all utility trenches creating one rectangle.

35. Street Improvement Agreements / Plans / Encroachment Permit / Fees / Deposits: Prior to recordation of the Final Map, the applicant shall execute a street improvement agreement, cause plans for public street improvements to be prepared by a registered civil engineer, pay various encroachment permit fees and deposits, post security and provide insurance necessary to obtain an encroachment permit for construction of the standard public street improvements, as required by the City Engineer. The plans shall include the following, unless otherwise approved by the City Engineer:

    a. Show location of all existing utilities within the new and existing public right of way.
    b. Relocation of all existing utilities including utility boxes, covers, poles, etc. outside of sidewalk area. No utility boxes, covers, etc. will be allowed in the sidewalk area.
    c. Removal of existing driveway approach and necessary sidewalk, curb and gutter.
    d. Removal of existing street section to centerline or as required by the City Engineer.
    e. Installation of City approved street trees and irrigation at 30 feet on center.
    f. Installation of City standard curb, gutter, sidewalk and ADA compliant driveway approach.
    g. Installation of asphalt concrete overlay per street pavement restoration plan for utility installation and/or abandonment, as required by the City Engineer.
    h. Installation of traffic control, stripes and signs.
    i. Construction of conforms to existing public and private improvements, as necessary.
    j. Submit final plans in a digital format acceptable to the City.

36. Street Improvements Completed for Occupancy and Building Permit Final: Prior to allowing occupancy and/or final building permit signoff for any and/or all buildings, the applicant shall have the required street improvements and pavement restoration

installed and accepted by the City, and the design engineer shall submit as-built drawings to the City.

37. Utility Encroachment Permit: Separate encroachment permits for the installation of utilities to serve the development will be required (including water, sewer, gas, electric, etc.). Applicant shall apply for and pay all necessary fees for utility permits for sanitary sewer, gas, water, electric and all other utility work.

38. Additional Street Improvements: Should it be discovered after the approval process that new utility main lines, extra utility work or other work is required to service the development, and should those facilities or other work affect any public improvements, the City may add conditions to the development/project/permit, at the discretion of the City Engineer, to restore pavement or other public improvements to the satisfaction of the City.

RESOLUTION NO. 4322

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A PLANNED DEVELOPMENT PERMIT (PLN2016-34) FOR SITE CONFIGURATION RESULTING IN THE DEVELOPMENT OF FOUR UNITS, ARCHITECTURAL DESIGN, AND CREATION OF LOTS WHICH DO NOT HAVE FRONTAGE ON A PUBLIC STREET ON PROPERTY LOCATED AT **1323 PARSONS AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to the recommended approval of a Planned Development Permit (PLN2016-34):

Environmental Finding

1. An Initial Study has been prepared for the project which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration (PLN2016-37) may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned.

Evidentiary Findings

2. The proposed project ("project") includes a Planned Development Permit (PLN2016-34) for the approval of site configuration, architectural design and to create residential lots which do not have frontage on a public street, Tentative Subdivision Map (PLN2016-36) to create four developable single family lots and one commonly owned lot, Zoning Map Amendment (PLN2016-35) to change the zoning from R-1-6 (Single-Family Residential) to P-D (Planned Development), and Parking Modification Permit (PLN2016-222) to allow uncovered parking in lieu of covered.

3. The project site is a 33,263 square-foot property located on the west side of Parsons Avenue, south of Camden Avenue, and north of Sharp Avenue.

4. Single-family residential properties border the site to the south and west and commercial uses border the property to the north and east.

5. The lot is currently developed with one single-family residence that will be demolished as part of the proposed subdivision.

6. Single-family residential properties border the site to the south and west and commercial uses border the property to the north and east.

7. The project site is zoned R-1-6 (Residential Single-Family) as shown on the Campbell Zoning Map and will be rezoned to P-D (Planned Development).

8. The project site is designated Low Density Residential (<6 Units / Gr. Acre) as shown on the Campbell General Plan Map.

9. The proposed residential land use, at a density of approximately 5 units/gr. acre, is consistent with the allowable land use and maximum density permitted by the Low Density Residential (< 6 units per gross acre) General Plan land use designation.

10. The proposed Tentative Subdivision Map may be approved concurrently, and subject to a Planned Development Permit, and Zoning Map Amendment.

11. The project would be consistent with the following General Plan policies and strategies:

    Policy LUT-3.1: Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.

    Strategy LUT-5.2a: Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.

    Strategy LUT-9.3e: Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.

    Strategy LUT-17.1b: Landscaping: Ensure that new developments provide new tree plantings, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.

12. The project proposes 13 parking spaces (8 covered, 5 uncovered), where 12 parking spaces (10 covered, 2 uncovered) are required which is allowed with the approval of the associated Parking Modification Permit (PLN2016-68).

13. A draft Mitigation Monitoring and Reporting Program has been provided demonstrating the responsible party and phase of the project that each Mitigation Measure shall be carried out.

14. There are no responsible agencies or trustee agencies responsible for resources affected by the project.

15. On the basis of the Initial Study, and as supported by substantial evidence, the project will not have a significant effect on the environment due to the application of uniformly applicable development policies, and incorporation of project-specific mitigation

measures agreed to by the project proponent, as specified by the draft Mitigated Negative Declaration.

16. The City of Campbell provided a Notice of Intent to adopt a Mitigated Negative Declaration to the public via the Campbell Express, the County Clerk, and on the City website.

17. The City of Campbell provided a 20-day public review period of the Mitigated Negative Declaration pursuant to the California Environmental Quality Act Guidelines. The 20-day public review period was from August 3, 2016 to August 23, 2016.

18. The mitigation measures identified in the Mitigated Negative Declaration are included as Conditions of Approval of the Planned Development Permit and/or Tentative Subdivision Map.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

19. The proposed development will clearly result in a more desirable environment and use of the land than would be possible under any other zoning district classification.

20. The proposed development will be compatible with the General Plan of the City and will aid in the harmonious development of the immediate area.

21. The proposed development will not result in allowing more residential units than would be allowed by other residential zoning districts, which are consistent with the General Plan designation of the property.

22. The proposed development will not be detrimental to the health, safety or welfare of the neighborhood or the City as a whole.

23. There is a reasonable relationship and a rough proportionality between the Conditions of Approval and the impacts of the project.

24. There is a reasonable relationship between the use of the fees imposed upon the project and the type of development project.

25. No substantial evidence has been presented from which a reasonable argument could be made that shows that the project, as currently presented and subject to the required conditions of approval, will have a significant adverse impact on the environment.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of a Planned Development Permit (PLN2016-34) for the Project located at **1323 Parsons Avenue**, subject to the attached Conditions of Approval (attached Exhibit “A”).

PASSED AND ADOPTED this 23rd day of August, 2016, by the following roll call vote:

AYES:	Commissioners:	Bonhagen, Dodd, Finch, Kendall, Reynolds, Rich and Young
NOES:	Commissioners:	None
ABSENT:	Commissioners	None
ABSTAIN:	Commissioners:	None

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

RECOMMENDED CONDITIONS OF APPROVAL
Planned Development Permit (PLN2016-34)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Project: Approval is granted for a Planned Development Permit (PLN2016-34) approving site configuration, architectural design, and the creation of four residential lots/units which do not have frontage on a public street, in conjunction with and subject to a Zoning Map Amendment (PLN2016-34) to rezone the property from R-1-6 (Single-Family Residential) to P-D (Planned Development), Tentative Subdivision Map (PLN2016-36), and Parking Modification Permit (PLN2016-222) on property located at 1323 Parsons Avenue. The project shall substantially conform to the Revised Project Plans dated August 9, 2016 except as may be modified by the Conditions of Approval herein.

2. Planning Final Required: Planning Division clearance is required prior to Building Permit final.

3. Plan Revisions: Prior to Building Permit submittal, the project plans shall reflect the following changes:
   a. Conditions of Approval: The conditions of approval shall be stated in full in the construction plans.
   b. Fence/Wall: The applicant shall coordinate the construction of a new or reconstructed wooden fence or masonry wall that shall be between six and nine feet in height with enhanced landscaping (e.g. Italian cypress) placed in the landscape strip between the driveway and the offsite commercial uses to the east (i.e. Jiffy Lube). The final design/specifications of the wall shall incorporate recommendations of the project acoustical analysis.
   c. Barbeque: The proposed barbeque, on the common lot, shall be removed from the plans.
   d. Parking: Prior to occupancy, thirteen (eight covered and five uncovered) residential parking spaces shall be provided. Uncovered parking spaces shall be adequately striped in the locations shown on the Project Plans and incorporate wheel stops as well as signage to signify the total number and availability to guests of all units at all times.
   e. Trees: The project plans shall note reflect a minimum of two trees per lot (including two for the common lot located near the guest parking spaces). The tree species selected shall be a Crape Myrtle. Where trees are proposed for

removal, the project plans will clearly note that the root stump shall be removed as well.

The incorporation of these revisions shall be subject to the satisfaction and approval of the Director of Community Development.

4. Permit Expiration: The Planned Development Permit is valid for a period of two years from the date of final City Council approval. A building permit must be obtained within this two-year period or the Planned Development Permit shall be void.

5. Tract Map: The Planned Development Permit approval is contingent upon recordation of the Tract Map to divide the subject property. The Tract Map shall be recorded prior to the issuance of building or grading permits.

6. Equal Access: As codified within the project's CC&Rs, the Home Owners Association shall maintain equal access to all common facilities and amenities by all residents (renters and homeowners) of the project.

7. Contractor Contact Information Posting: The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to the issuance of building permits.

8. Parking and Driveways: All parking and driveway areas shall be developed and maintained in compliance chapter 21.28 (Parking and Loading Ordinance) of the Campbell Municipal Code.

9. Indemnity: If determined necessary by the Community Development Director, the applicant shall enter into an agreement satisfactory to the City Attorney to indemnify and defend the City of Campbell, its officers, officials, employees, and agents from any and all actions, liabilities, losses, and torts, including attorney's fees arising out of or connected unto any challenge to the decision of the City Council on this application. Such agreement shall be executed within the 30 days of the Community Development Director's decision to require it.

10. Planned Development Permit: The Planned Development Permit (PLN2016-34) is contingent upon approval of the Tentative Subdivision Map (PLN2016-36). A Tract Map may not be recorded if the Planned Development Permit expires or is revoked by the City Council.

11. CEQA Mitigation Measures:
The following measures shall be implemented pursuant to the Mitigated Negative Declaration:

Mitigation Measure AIR-1: The project applicant shall ensure that construction plans include the BAAQMD Best Management Practices for fugitive dust control. The following will be required for all construction activities within the project area. These measures will reduce fugitive dust emissions primarily during soil movement,

grading and demolition activities, but also during vehicle and equipment movement on unpaved project sites:

a. Use dust-proof chutes for loading construction debris onto trucks.
b. Water or cover stockpiles of debris, soil, and other materials that can be blown by the wind.
c. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
d. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site.
e. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets, as directed by the City Engineer.
f. Enclose, cover, water twice daily or, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
g. Install erosion control measures to prevent runoff from the project site.

Mitigation Measure CUL-1: If archaeological or paleontological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity.

Mitigation Measure GEO-1: The applicant shall comply with the recommendations in the Geotechnical Investigation, dated January 7, 2016 by Wayne L. Ting C.E. (No. C46276) of Wayne Ting & Associates Incorporated. Such recommendations shall be incorporated into the project's final engineering design to minimize the damage from seismic shaking, unsuitable fill, and other geological deficiencies. The project shall use standard engineering techniques and conform to the requirements of the International Building Code to reduce the potential for seismic damage and risk to future occupants.

Mitigation Measure HAZ-1: Prior to issuance of a demolition permit, a qualified contractor shall asses the property for presence of Lead-based paint (LBP) and Asbestos containing building materials (ACBM), and if present, prepare a plan, to the satisfaction of the Building Official, to properly manage and dispose of such materials.

Mitigation Measure NOI-1: Mechanical ventilation (HVAC) shall be included in all residences constructed to allow occupants to close doors and windows as desired to achieve additional acoustic isolation. Further, the project building plans shall incorporate dual pane thermal windows and acoustically effective doors with a rated minimum Sound Transmission Class (STC) as recommended by the acoustical study.

Mitigation Measure NOI-2: An acoustical study shall be prepared for the project which will study existing noise conditions, the project plans, and provide specific structural recommendations to comply with the noise exposure limits identified in the Campbell General Plan. The project building plans shall incorporate the recommendations as mitigation measures.

12. Pest Control: Prior to issuance of a demolition and/or building permit, the applicant shall be required to hire a pest control company to inspect the site for rodents and provide a report on the inspection to the City for review. If it has determined that rodents exist, a remediation plan shall be prepared by the pest control company and provided to the City for review and approval, and the remediation plan shall be implemented to rid the site of rodents prior to issuance of a demolition and/or building permit.

13. Sound Attenuation: The project shall comply with the City Residential Noise Standards (CMC 21.16.070.E).

14. Roof Vents: The applicant shall coordinate mechanical and plumbing plans to minimize the number of roof vents that are visible from the street frontage. The applicant shall provide the location of such vents on the building plan elevations and roof plans, to the satisfaction of the Community Development Director, prior to issuance of a building permit.

15. Utility Boxes and Back-Flow Preventers: The applicant shall submit a plan prior to installation of the underground PG&E utility (transformer) boxes and San Jose Water Company back-flow preventers, indicating the location of the boxes for approval by the Community Development Director.

16. Pad Certification: Following site grading and prior to preparation of individual building pad forms, the following improvements shall be certified by a licensed land surveyor and reviewed by the Community Development Director to determine consistency with the approved plan (grade, pad and drainage).

17. Residential Address Identification: The applicant shall submit a detail sheet showing uniform residential address identification material type and location on the building wall for review and approval by the Community Development prior to the issuance of Building Permits. In order to obtain approval, numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Additionally, number material and color is required to contrast with their background.

18. Property Maintenance: The property is to be maintained free of any combustible trash, debris, and weeds until the time that actual construction commences. Any vacant existing structures shall be secured, by having windows boarded up and doors sealed

shut, or be demolished or removed from the property (California Fire Code, 2013 Edition).

19. Stormwater and Grading Requirements: The project shall comply with City stormwater and grading requirements (CMC Sec. 20.80.020, 21.16.100, and 14.02), as more specifically itemized in the Public Works Department Conditions of Approval for the Tentative Subdivision Map.

20. Construction Activity: The following standards shall apply to construction of the project:

    - *Construction Hours (CMC 18.04.052)*: Construction activity shall be limited to the hours of eight a.m. and five p.m. daily, Monday through Friday. Saturday hours of construction shall be nine a.m. and four p.m. There shall be no construction activity on Sundays or National Holidays.

    - *Construction Noise (CMC 18.04.052)*: No loud environmentally disruptive noise over fifty dbs., such as air compressors without mufflers, continuously running motors or generators, loud playing musical instruments or radios will be allowed during the authorized hours of construction, Monday through Saturday, where such noise may be a nuisance to adjacent residential neighbors. Such nuisances shall be discontinued.

    - *Contractor Contact Information Posting*: The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to issuance of building permits.

Building Division

21. Permits Required: A building permit application shall be required for the proposed new dwelling structures. The building permit shall include Electrical/Plumbing/Mechanical fees when such work is part of the permit.

22. Plan Preparation: This project requires plans prepared under the direction and oversight of a California licensed Engineer or Architect. Plans submitted for building permits shall be “wet stamped” and signed by the qualifying professional person.

23. Construction Plans: The conditions of Approval shall be stated in full on the cover sheet of construction plans submitted for building permit.

24. Size Of Plans: The minimum size of construction plans submitted for building permits shall be 24 in. X 36 in.

25. Soils Report: Two copies of a current soils report, prepared to the satisfaction of the Building Official, containing foundation and retaining wall design recommendations shall be submitted with the building permit application. This report shall be prepared by a licensed engineer specializing in soils mechanics.

26. Site Plan: Application for building permit shall include a competent site plan that identifies property and proposed structures with dimensions and elevations as appropriate. Site plan shall also include site drainage details. Elevation bench marks shall be called out at all locations that are identified as “natural grade” and intended for use to determine the height of the proposed structure.

27. Foundation Inspections: A pad certificate prepared by a licensed civil engineer or land surveyor shall be submitted to the project building inspector upon foundation inspection. This certificate shall certify compliance with the recommendations as specified in the soils report and the building pad elevation and on-site retaining wall locations and elevations are prepared according to approved plans. Horizontal and vertical controls shall be set and certified by a licensed surveyor or registered civil engineer for the following items:
    a. pad elevation
    b. finish floor elevation (first floor)
    c. foundation corner locations

28. Special Inspections: When a special inspection is required by C.B.C. Chapter 17, the architect or engineer of record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the building permits, in accordance with C.B.C Chapter 1, Section 106. Please obtain City of Campbell, Special Inspection forms from the Building Inspection Division Counter.

29. Non-Point Source Pollution: The City of Campbell, standard Santa Clara Valley Non-point Source Pollution Control Program specification sheet shall be part of plan submittal. The specification sheet (size 24” X 36”) is available at the Building Division service counter.

30. Approvals Required: The project requires the following agency approval or consultation prior to issuance of the building permit:
    a. West Valley Sanitation District (378-2407)
    b. Santa Clara County Fire Department (378-4010)
    c. San Jose Water Company (408) 279-7900 (Customer Service)
    d. School District:
        i. Campbell Union School District (378-3405)
        ii. Campbell Union High School District (371-0960)
        iii. Moreland School District (379-1370)
        iv. Cambrian School District (377-2103)

    Note: To Determine your district, contact the offices identified above. Obtain the School District payment form from the City Building Division, after the Division has approved the building permit application.

31. P.G.& E.: Applicant is advised that Secondary Dwelling Units on Residential lots are not able to have separate electrical and gas service. Gas and Electric service must be provided from the services associated with the main residential structure.

32. California Green Building Code: This project is subject to the mandatory requirements for new residential structures (Chapter 4) under the California Green Building Code, 2013 edition.

33. Construction Fencing: This project shall be properly enclosed with construction fencing to prevent unauthorized access to the site during construction. The construction site shall be secured to prevent vandalism and/or theft during hours when no work is being done. All protected trees shall be fenced to prevent damage to root systems.

34. Build It Green: Applicant shall complete and submit a “Build it Green” inventory of the proposed new single family project prior to issuance of building permit.

35. Automatic Fire Sprinkler Systems: This project shall comply with Section R313 of the California Residential building Code 2013 edition, and be equipped with a complying Fire Sprinkler system.

36. Storm Water Requirements: Storm water run-off from impervious surface created by this permitted project shall be directed to vegetated areas on the project parcel. Storm water shall not drain onto neighboring parcels.

RESOLUTION NO. 4323

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A PARKING MODIFICATION PERMIT (PLN2016-222) TO ALLOW UNCOVERED PARKING IN LIEU OF COVERED ON PROPERTY LOCATED AT **1323 PARSONS AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to File No. PLN2016-222:

Environmental Finding

1. An Initial Study has been prepared for the project which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration (PLN2016-37) may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned.

Evidentiary Findings

2. The proposed project ("project") includes a Planned Development Permit (PLN2016-34) for the approval of site configuration, architectural design and to create residential lots which do not have frontage on a public street, Tentative Subdivision Map (PLN2016-36) to create four developable single family lots and one commonly owned lot, Zoning Map Amendment (PLN2016-35) to change the zoning from R-1-6 (Single-Family Residential) to P-D (Planned Development), and Parking Modification Permit (PLN2016-222) to allow uncovered parking in lieu of covered.

3. The project site is a 33,263 square-foot property located on the west side of Parsons Avenue, south of Camden Avenue, and north of Sharp Avenue.

4. Single-family residential properties border the site to the south and west and commercial uses border the property to the north and east.

5. The lot is currently developed with one single-family residence that will be demolished as part of the proposed subdivision.

6. Single-family residential properties border the site to the south and west and commercial uses border the property to the north and east.

7. The project site is zoned R-1-6 (Residential Single-Family) as shown on the Campbell Zoning Map and will be rezoned to P-D (Planned Development).

8. The project site is designated Low Density Residential (<6 Units / Gr. Acre) as shown on the Campbell General Plan Map.

9. The proposed residential land use, at a density of approximately 5 units/gr. acre, is consistent with the allowable land use and maximum density permitted by the Low Density Residential (< 6 units per gross acre) General Plan land use designation.

10. The proposed Tentative Subdivision Map may be approved concurrently, and subject to a Planned Development Permit, and Zoning Map Amendment.

11. The project would be consistent with the following General Plan policies and strategies:

    Policy LUT-3.1: Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.

    Strategy LUT-5.2a: Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.

    Strategy LUT-9.3e: Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.

    Strategy LUT-17.1b: Landscaping: Ensure that new developments provide new tree plantings, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.

12. The project proposes 13 parking spaces (8 covered, 5 uncovered), where 12 parking spaces (10 covered, 2 uncovered) are required which is allowed with the approval of the associated Parking Modification Permit (PLN2016-68).

13. A draft Mitigation Monitoring and Reporting Program has been provided demonstrating the responsible party and phase of the project that each Mitigation Measure shall be carried out.

14. There are no responsible agencies or trustee agencies responsible for resources affected by the project.

15. On the basis of the Initial Study, and as supported by substantial evidence, the project will not have a significant effect on the environment due to the application of

uniformly applicable development policies, and incorporation of project-specific mitigation measures agreed to by the project proponent, as specified by the draft Mitigated Negative Declaration.

16. The City of Campbell provided a Notice of Intent to adopt a Mitigated Negative Declaration to the public via the Campbell Express, the County Clerk, and on the City website.

17. The City of Campbell provided a 20-day public review period of the Mitigated Negative Declaration pursuant to the California Environmental Quality Act Guidelines. The 20-day public review period was from August 3, 2016 to August 23, 2016.

18. The mitigation measures identified in the Mitigated Negative Declaration are included as Conditions of Approval of the Planned Development Permit and/or Tentative Subdivision Map.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

19. Due to the unique nature and circumstances of the project, or special development features, the anticipated number (type) of parking spaces necessary to serve the use or structure is less than that required by the applicable off-street parking standards, and would be satisfied by the proposed number (type) of parking spaces.

20. Conditions of approval have been incorporated into the project to ensure the long-term adequacy of the provided off-street parking.

21. Approval of the parking modification permit will further the purpose of Campbell Municipal Code Chapter 21.28 (Parking and Loading).

22. There is a reasonable relationship and a rough proportionality between the Conditions of Approval and the impacts of the project.

23. No substantial evidence has been presented from which a reasonable argument could be made that shows that the project, as currently presented and subject to the required conditions of approval, will have a significant adverse impact on the environment.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of a Parking Modification Permit (PLN2016-222) to allow uncovered parking in lieu of covered on property located at 1323 Parsons Avenue, subject to the attached recommended Conditions of Approval (attached **Exhibit A**).

PASSED AND ADOPTED this 23rd day of August, 2016, by the following roll call vote:

AYES:	Commissioners:	Bonhagen, Dodd, Finch, Kendall, Reynolds, Rich and Young
NOES:	Commissioners:	None
ABSENT:	Commissioners	None
ABSTAIN:	Commissioners:	None

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

RECOMMENDED CONDITIONS OF APPROVAL
Parking Modification Permit (PLN2016-222)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Project: Approval is granted for a Parking Modification Permit (PLN2016-222) to allow uncovered parking in lieu of covered, in conjunction with and subject to a Planned Development Permit (PLN2016-34) approving site configuration, architectural design, and the creation of four residential lots/units which do not have frontage on a public street, in conjunction with and subject to a Zoning Map Amendment (PLN2016-34) to rezone the property from R-1-6 (Single-Family Residential) to P-D (Planned Development), Tentative Subdivision Map (PLN2016-36), and Parking Modification Permit (PLN2016-222) on property located at **1323 Parsons Avenue**. The project shall substantially conform to the Revised Project Plans and Tentative Subdivision Map dated August 9, 2016 except as may be modified by the Conditions of Approval herein.

2. Planning Final Required: Planning Division clearance is required prior to Building Permit final.

3. Approval Expiration: The Parking Modification Permit approval is valid for a period of two years from the date of final City Council approval unless an extension is granted prior to the expiration date. A building permit must be obtained within this two-year period or the Parking Modification Permit shall be void.

4. Parking: Prior to occupancy, thirteen (eight covered and five uncovered) residential parking spaces shall be provided. Uncovered parking spaces shall be adequately striped in the locations shown on the Project Plans and incorporate wheel stops as well as signage to signify the total number and availability to guests of all units at all times to the satisfaction of the Director of Community Development.

RESOLUTION NO. 4324

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL DENYING AN APPEAL (PLN2016-223) AND UPHOLDING THE COMMUNITY DEVELOPMENT DIRECTOR'S APPROVAL OF AN ADMINISTRATIVE SITE AND ARCHITECTURAL REVIEW PERMIT (PLN2016-102) AND ASSOCIATED CONDITIONS OF APPROVAL THAT ALLOWED THE CONSTRUCTION OF A SECOND-STORY ADDITION ON AN EXISTING HOME LOCATED AT **1266 W. SAN TOMAS AQUINO ROAD.**

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to file number PLN2016-223:

1. The density of the proposed project site is one unit per 10,055 gross square feet, which is consistent with the General Plan land use designation of Low Density Residential (less than 6 units per gross acre).
2. The project site is zoned R-1-6 (Single Family Residential - 6,000 sq. ft. lot size).
3. The project, as proposed and conditioned, is on a conforming lot within the R-1-6 Zoning District and meets the height restriction, building coverage, floor area ratio, and parking requirements of the R-1-6 Zoning District as specified within the San Tomas Area Neighborhood Plan.
4. The proposed project will result in a total floor area of 3,267 square-feet (32.5%) and lot coverage of 2,283 square-feet (23%) where a 45% floor area ratio and 40% building coverage are allowed.
5. The project will substantially conform to the Revised Project Plans dated as received by the Community Development Department on August 11, 2016.
6. The home includes two parking spaces in an enclosed garage.
7. The proposal incorporates representative architectural features of homes in the San Tomas Neighborhood including simple rectangular shaped forms and hipped and gabled roofs.
8. The Planning Commission considered the appeal and issues raised before and during the Public Hearing, but ultimately determined that the project, as redesigned to address privacy issues, was consistent with the Municipal Code and the San Tomas Area Neighborhood Plan.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The project will be consistent with the General Plan.
2. The project will aid in the harmonious development of the immediate area.
3. The project is consistent with applicable adopted design guidelines.
4. The project is Categorically Exempt under Section 15303, Class 3 of the California Environmental Quality Act (CEQA), pertaining to the construction of single-family dwellings.

THEREFORE, BE IT RESOLVED that the Planning Commission denies an Appeal (PLN2016-223) and Upholds the Community Development Director's approval of an Administrative Site and Architectural Review Permit (PLN2016-102) and associated conditions of approval that allowed the construction of a second-story addition on an existing home located at **1266 W. San Tomas Aquino Road**, subject to the attached Conditions of Approval (attached Exhibit "A").

PASSED AND ADOPTED this 23rd day of August, 2016, by the following roll call vote:

AYES:	Commissioners:	Bonhagen, Dodd, Finch, Kendall, Reynolds, Rich and Young
NOES:	Commissioners:	None
ABSENT:	Commissioners	None
ABSTAIN:	Commissioners:	None

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

Exhibit A

CONDITIONS OF APPROVAL
Administrative Site and Architectural Review Permit
1266 W. San Tomas Aquino Road

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division:

1. Approved Project: Approval is granted for an Administrative Site and Architectural Review Permit (PLN2016-102) for construction of a 3,267 sq. ft. two-story single-family residence and attached garage on property located at 1266 W. San Tomas Aquino Road. The project shall substantially conform to the Revised Project Plans dated as received by the Community Development Department on August 11, 2016, except as may be modified by the Conditions of Approval herein.

2. Planning Final Required: Planning sign off is required prior to Building Permit final. Construction not in substantial compliance with the approved project plans shall not be approved without prior authorization of the necessary approving body.

3. Permit Approval Expiration: The Administrative Site and Architectural Review Permit approval shall be valid for one year from the date of final approval. Within this one-year period a building permit must be obtained. Failure to meet this deadline will result in the Administrative Site and Architectural Review Permit being void.

4. Landscaping: The construction drawings submitted for a building permit shall include a front yard landscaping plan, including irrigation details and associated calculations, prepared in compliance with Campbell Municipal Code Chapter 21.26 (Landscaping Requirements) and with Chapter 2.7, Division 2, of Title 23 of the California Code of Regulations (Model Water Efficient Landscape Ordinance). All landscaping shall be maintained in good health.

5. Fences/Walls: Any newly proposed fencing and/or walls shall comply with Section 21.18.060 of the Campbell Municipal Code and shall be submitted for review and approval by the Community Development Department.

6. Contractor Contact Information Posting: The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to the issuance of building permits.

7. On-Site Lighting: On-site lighting shall be shielded away from adjacent properties and directed on site. The design and type of lighting fixtures and lighting intensity of

any proposed exterior lighting for the project shall be reviewed and approved by the Community Development Director prior to installation of the lighting for compliance with all applicable Conditions of Approval, ordinances, laws and regulations. Lighting fixtures shall be of a decorative design to be compatible with the residential development and shall incorporate energy saving features.

8. Construction Activities: The applicant shall abide by the following requirements during construction:

9. Construction activities shall be limited to weekdays between 8:00 a.m. and 5:00 p.m. and Saturdays between 9:00 a.m. and 4:00 p.m. No construction shall take place on Sundays or holidays unless an exception is granted by the Building Official.

10. All construction equipment with internal combustion engines used on the project site shall be properly muffled and maintained in good working condition.

11. Unnecessary idling of internal combustion engines shall be strictly prohibited.

12. All stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors such as existing residences and businesses.

13. Use standard dust and erosion control measures that comply with the adopted Best Management Practices for the City of Campbell.

PUBLIC WORKS DEPARTMENT CONDITIONS OF APPROVAL

14. Storm Drain Area Fee: Prior to issuance of the building permit, the applicant shall pay the required Storm Drain Area fee, currently set at $2,120.00 per net acre, which is $530.00.

15. Water Meter(s) and Sewer Cleanout(s): Proposed water meter and sewer cleanout shall be installed on private property behind the public right-of-way line.

16. Encroachment Permit/Fees/Deposits: The applicant shall obtain an encroachment permit (including fees, surety and insurance) for the construction of a new ADA compliant driveway approach.

17. Street Improvements Completed for Occupancy and Building Permit Final: Prior to allowing occupancy and/or final building permit signoff for any and/or all buildings, the applicant shall have the required street improvements and any pavement restoration installed and accepted by the City.

18. The following conditions only apply if the applicant has a need to install / upgrade utility services (water, sewer, gas, etc.) in the street:

a. Utility Encroachment Permit: Separate permits for the installation of utilities to serve the development will be required (including water, sewer, gas, electric, etc.). Applicant shall apply for and pay all necessary fees for utility permits for sanitary sewer, gas, water, electric and all other utility work.

b. Utility Coordination Plan: Prior to issuance of building permits for the site, the applicant shall submit a utility coordination plan and schedule for approval by the City Engineer for installation and/or abandonment of all utilities. The plan shall clearly show the location and size of all existing utilities and the associated main lines; indicate which utilities and services are to remain; which utilities and services are to be abandoned, and where new utilities and services will be installed. Joint trenches for new utilities shall be used whenever possible.

c. Pavement Restoration: Based on the utility coordination plan, the applicant shall prepare a pavement restoration plan for approval by the City Engineer prior to any utility installation or abandonment. Streets that have been reconstructed or overlaid within the previous five years will require boring and jacking for all new utility installations. W. San Tomas Aquino Road has not been reconstructed or overlaid in the last 5 years. The pavement restoration plan shall indicate how the street pavement shall be restored following the installation or abandonment of all utilities necessary for the project.

19. Stormwater Pollution Prevention Measures: Prior to issuance of any grading or building permits, the applicant shall comply with the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code regarding stormwater pollution prevention. The primary objectives are to improve the quality and reduce the quantity of stormwater runoff to the bay.

    Resources to achieve these objectives include *Stormwater Best Management Practices Handbook for New Development and Redevelopment* ("CA BMP Handbook") by the California Stormwater Quality Association (CASQA), 2003; *Start at the Source: A Design Guidance Manual for Stormwater Quality Protection* ("Start at the Source") by the Bay Area Stormwater Management Agencies Association (BASMAA), 1999; and *Using Site Design Techniques to Meet Development Standards for Stormwater Quality: A Companion Document to Start at the Source* ("Using Site Design Techniques") by BASMAA, 2003.

BUILDING DIVISION CONDITIONS OF APPROVAL:

Note: No building code issue has been reviewed at Development Review Committee; it will be reviewed in the Building Permit process. Please be aware that building codes are changing constantly; plans submitted for building permit shall comply with the code in effect at that time. Submit permit application together with required documents to the Building Inspection Division to obtain a building permit. No construction can be commenced without an appropriate building permit.

To the satisfaction of the Building Division Manager/Building Official:

20. Permits required: A building permit application shall be required for the proposed complete remodeling and addition to the existing structure. The building permit shall include Electrical/Plumbing/Mechanical fees when such work is part of the permit.

21. PROJECT DESCRIPTION: This project is proposed as a "remodel and addition to an existing dwelling". The Building Inspection Division will consider this project as a Remodel & Addition, and fees will be calculated based on the comparative similarities to new construction. This project has been reviewed under the provisions of Chapter 18.32 of the City Campbell Municipal Code to determine how this project is defined.

22. PLAN PREPARATION: Portions of this project require plans prepared under the direction and oversight of a California licensed Engineer or Architect. Plans submitted for building permits shall be "wet stamped" and signed by the qualifying professional person.

23. CONSTRUCTION PLANS: The conditions of Approval shall be stated in full on the cover sheet of construction plans submitted for building permit.

24. SIZE OF PLANS: The minimum size of construction plans submitted for building permits shall be 24 in. X 36 in.

25. SITE PLAN: Application for building permit shall include a competent site plan that identifies property and proposed structures with dimensions and elevations as appropriate. Site plan shall also include site drainage details.

26. SEISMIC REQUIREMENTS: Additions and Alterations to (e) residential structures shall comply with Section 3404 of the 2013 California Building Code (CBC).

27. TITLE 24 ENERGY COMPLIANCE: California Title 24 Energy Compliance forms CF-1R and MF-1R shall be blue-lined on the construction plans. 8½ X 11 calculations shall be submitted as well.

28. SPECIAL INSPECTIONS: When a special inspection is required by C.B.C. Chapter 17, the architect or engineer of record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the building permits, in accordance with C.B.C Chapter 1, Section 106. Please obtain City of Campbell, Special Inspection forms from the Building Inspection Division Counter.

29. The City of Campbell, standard Santa Clara Valley Non-point Source Pollution Control Program specification sheet shall be part of plan submittal. The specification sheet (size 24" X 36") is available at the Building Division service counter.

30. APPROVALS REQUIRED: The project requires the following agency approval prior to issuance of the building permit:

a. West Valley Sanitation District (378-2407)
b. Santa Clara County Fire Department (378-4010)
c. Bay Area Air Quality Management District (Demolitions Only)
d. San Jose Water Company (279-7900)
e. School District:
   i. Campbell Union School District (378-3405)
   ii. Campbell Union High School District (371-0960)
   iii. Moreland School District (379-1370)
   iv. Cambrian School District (377-2103)

Note: To determine your district, contact the offices identified above. Obtain the School District payment form from the City Building Division, after the Division has approved the building permit application.

31. P.G.& E.: Applicant is advised to contact Pacific Gas and Electric Company as early as possible in the approval process. Service installations, changes and/or relocations may require substantial scheduling time and can cause significant delays in the approval process. Applicant should also consult with P.G. and E. concerning utility easements, distribution pole locations and required conductor clearances.

32. INTENT TO OCCUPY DURING CONSTRUCTION: Owners shall declare their intent to occupy the dwelling during construction. The Building Inspection Division may require the premises to be vacated during portions of construction because of substandard and unsafe living conditions created by construction.

33. CONSTRUCTION FENCING: This project shall be properly enclosed with construction fencing to prevent unauthorized access to the site during construction. The construction site shall be secured to prevent vandalism and/or theft during hours when no work is being done. All protected trees shall be fenced to prevent damage to root systems.

34. BUILD IT GREEN: Applicant shall complete and submit a “Build it Green” inventory of the proposed new single family project prior to issuance of building permit.

35. STORM WATER REQUIREMENTS: Storm water run-off from impervious surface created by this permitted project shall be directed to vegetated areas on the project parcel. Storm water shall not drain onto neighboring parcels.

36. This project shall comply with the mandatory requirements for Residential Structures, Chapter 4 of the California Green Building Code 2013 ed.

37. This Structure, if classified as a new Single Family Dwelling under Chapter 18.32 of the Campbell Municipal Code, shall be equipped with residential fire sprinklers compliant with Section R313 of the California Residential Code 2013 ed.

CITY OF CAMPBELL · PLANNING COMMISSION

Staff Report · September 13, 2016

PLN2016-019 (TPM)
PLN2016-275 (ZMA)
PLN2016-276 (PD)
PLN2016-277 (TRP)
PLN2016-278 (MND)

Public Hearing to consider the application of Majid Saneinead for a Tentative Parcel Map (PLN2016-019) to create two residential lots and one common lot, Zoning Map Amendment (PLN2016-275) to change the zoning district designation from R-M (Multi-Family Residential) to P-D (Planned Development), Planned Development Permit (PLN2016-276) to allow the construction of two (2) two-story detached single-family homes, Tree Removal Permit (PLN2016-277) to allow for the removal of one protected tree, and Mitigated Negative Declaration (PLN2016-278) at **1223 Walnut Drive**.

STAFF RECOMMENDATION

That the Planning Commission take the following actions:

1. **Adopt a Resolution**, incorporating the attached findings, recommending that the City Council approve a Tentative Parcel Map (PLN2016-019) to create two residential lots and one common lot, subject to the attached Conditions of Approval.

2. **Adopt a Resolution**, incorporating the attached findings, recommending that the City Council approve a Zoning Map Amendment (PLN2016-275) to change the zoning district designation from R-M (Multi-Family Residential) to P-D (Planned Development), subject to the attached Conditions of Approval.

3. **Adopt a Resolution**, incorporating the attached findings, recommending that the City Council approve a Planned Development Permit (PLN2016-276) to allow the construction of two (2), two-story detached single-family homes, subject to the attached Conditions of Approval.

4. **Adopt a Resolution**, incorporating the attached findings, recommending that the City Council approve a Tree Removal Permit (PLN2016-277) to allow for the removal of one protected tree, subject to the attached Conditions of Approval.

5. **Adopt a Resolution**, incorporating the attached findings, recommending that the City Council adopt a Negative Declaration (PLN2016-278).

ENVIRONMENTAL DETERMINATION

Development projects are subject to review under the California Environmental Quality Act (CEQA). The level of review required under CEQA is generally commensurate with the scale and complexity of a project. Although many projects (e.g., minor land divisions, single-family residences, etc.) are generally exempt from CEQA, the proposed project requires a Zoning Map Amendment which is not generally exempt under CEQA. Projects that are not exempt require preparation of an Initial Study that analyzes the project's potential environmental impacts, including traffic, air and water pollution, etc.

Based on the Initial Study, staff prepared a Draft Negative Declaration (**Attachment 8**) finding that the proposed project will not have a significant effect on the environment and does not require the preparation of an Environmental Impact Report or a Mitigated Negative Declaration. As required by law, the Draft Negative Declaration and Initial Study were filed with the County Clerk-Recorder's Office for public review, noticed in the Campbell Express newspaper, and posted on the City's website. The public was invited to comment on the Draft Negative Declaration in writing during the 20-day comment period (May 25th to June 14th) and in person at the Planning Commission Public Hearing (June 14th and September 13th) and the City Council public hearing (October 18, 2016). Staff has not received any comments on the Draft Negative Declaration.

As evidenced by the dates above, the Draft Negative Declaration was circulated prior to the June 14th Planning Commission meeting and the subsequent proposed modifications discussed in this report. The Draft Negative Declaration includes an addendum[1] reflecting the change in the proposed project from three (3) residential units to two (2) residential units. Pursuant to CEQA Guidelines Section 15164, an addendum need not (and will not) be circulated for public review but can (and will) be included in or attached to the adopted Negative Declaration. The Addendum will also be attached to the Draft Negative Declaration that is recommended for adoption by the City Council on October 18th, until which time the public may still comment.

PROJECT DATA

General Plan Designation:	Low-Medium Density Residential (6-13 units/gr. acre)
Zoning Designation Proposed:	P-D (Planned Development)
Zoning Designation Existing:	R-M (Multi-Family Residential)
Gross Lot Area:	12,814 square feet
Net Lot Area:	10,011 square feet
Floor Area Proposed (P-D):	4,968 sq. ft. (49.7%)
Floor Area Standard (R-M):	5,001 sq. ft. (50%)
Density Proposed:	6.8 units/gr. acre (2 units)
Density Allowed:	6-13 units/gr. acre
Parking Proposed:	6 spaces (4 enclosed within garage; 2 uncovered)
Parking Required:	6 spaces (2 covered; 4 uncovered)
Surrounding Uses:	
North:	Single-Family Attached and Detached Townhomes
South:	Single Family Residential
East:	Single-Family Attached Townhomes
West:	Senior Living Facility

[1] An addendum is appropriate, though not mandated by CEQA.

BACKGROUND

On June 14, 2016, the Planning Commission reviewed the project and listened to public testimony in opposition to the proposed density (~10 units/gross acre) and floor area (~58%). After a thorough discussion, the Planning Commission continued the application to a date uncertain to allow the applicant to make design changes; recommending that the applicant reduce the floor area to 50% or less (**Attachments 10 and 11** – Staff Report & Minutes).

The applicant subsequently revised the project, reducing the density from three (3) attached townhomes to two (2) detached single-family homes, reducing the floor area (from 58.4% to 49.7%), and increasing the building height to 27-feet (from 26-feet, 6-inches). The change in density also resulted in an increase in private open space (from 928 square feet to 2,699 square feet) and fewer required parking spaces (from 9 spaces to 6 spaces). The proposed project as revised is further described below.

DISCUSSION

Applicant's Proposal: The applicant is requesting approval to subdivide the property and construct two (2) detached single-family residential homes. Required land use entitlements for the proposed project include: a Tentative Parcel Map to create two single family lots and one commonly owned lot; a Zoning Map Amendment to change the zoning from R-M (Multiple-Family Residential) to P-D (Planned Development); a Planned Development Permit to allow a smaller lot size than allowed under the current zoning and create a rear lot that does not have frontage on the public street; and a Tree Removal Permit to allow removal of one protected tree. The project requires approval by the City Council. Prior to recordation of the Final Map, the applicant will be required to submit a deed restricted Maintenance Agreement that will be recorded at the County, to ensure the long-term maintenance of the common lot and continued architectural integrity of the project.

Project Location: The project site consists of a single parcel located on Walnut Drive between Wendell Drive and Hacienda Avenue (**Attachment 6** – Location Map). The 10,011 square foot (net area) lot is currently developed with one single-family residence that will be demolished as part of the project. Abutting land uses include a single-family residence to the south, single-family townhomes to the north and east, and a senior living facility to the west.

ANALYSIS

General Plan / Land Use: The Campbell General Plan represents the City's long term vision for the community and one of its functions is to help guide decision-making regarding the City's physical growth. In this regard, the General Plan provides policies applicable to land use and development, and organizes the City into a framework of distinct land use designations (i.e., commercial, residential, industrial, etc.), as codified by the General Plan Land Use Map.

The General Plan land use designation for the project site is Low-Medium Density Residential (6-13 units per gross acre). The proposed density is approximately seven (7) units per gross acre. The proposed project complies with the General Plan Land Use Element, as follows:

Policy LUT-3.1:	Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.
Strategy LUT-5.2a:	Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.
Strategy LUT-9.3e:	Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.
Strategy LUT-17.1b:	Landscaping: Ensure that new developments provide new tree plantings, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.

San Tomas Area Neighborhood: The property is located within the San Tomas Area. The San Tomas Area Neighborhood Plan (STANP) furthers the goals and policies of the General Plan by applying specific development standards to more adequately define future developments that are in keeping with desired neighborhood goals and outcomes. The STANP was adopted in 1993 and amended in the year 2000. The STANP is the result of resident concerns over increasing traffic and small lot Planned Development subdivisions that are out of character with the neighborhood. The City recognizes the San Tomas Area as unique in its rural character. Development of the site must be consistent with the STANP and should respect and enhance the area as primarily low-density single family residential. Development should also incorporate good design and optimal open space to minimize privacy impacts, traffic impacts, and noise impacts to the neighborhood. The STANP provides design guidance in terms of scale and mass, surface articulation, building orientation, exterior design, and privacy impacts. The STANP provides additional standards for Planned Developments including height and setbacks.

Zoning District: The existing zoning on the property is R-M (Multi-Family Residential). The project requires a Zoning Map Amendment to change the zoning to P-D (Planned Development). The P-D zoning district allows for flexibility of site standards when consistent with site characteristics, particularly related to the development's design and provision of open space. In cases where the P-D Zoning Ordinance and the STANP conflict, the STANP policies prevail. In cases where both the P-D Zoning Ordinance and STANP are silent, the City looks to the standards that would be permitted using the underlying General Plan land use designation. In this case the Low-Medium Density Residential General Plan designation is equivalent to the R-M (Multi-Family Residential) Zoning District. Development within the P-D Zoning District must be consistent with applicable General Plan goals, policies, and strategies. Floor area is not specified in either the STANP or the P-D Zoning Ordinance; therefore, staff refers to the R-M zoning district floor area standard which is 50%.

Project Description and Site Configuration: The project, as revised (**Attachment 7** – Project Plans), would include the construction of two (2) single-family residential lots, ranging from 3,551 to 4,035 square feet in net site area and a single common lot. The common lot would consist of a private road/driveway and two guest parking spaces that would serve the two homes.

The private road/driveway will range in width from 16 to 20 feet with an additional one to five feet of landscape buffer on the north side of the drive aisle. A portion of the curb along the private road/driveway will be designated as a fire lane in case of emergency. The driveway and guest parking spaces will be conditioned to use permeable pavers in order to limit stormwater runoff.

The planned development will include two detached two-story single-family residences at a maximum height of 27 feet from existing grade and an average floor area ratio not to exceed 50% for the entire development, as shown in the following table. The home has been designed in a Mediterranean style with a neutral colored stucco exterior and a concrete tile roof.

Table 1 - Project Data

Lot #	Net Lot (Sq. ft.)	Living Area (Sq. ft.)	Garage (Sq. ft.)	Total F.A. (Sq. ft.)	Open Space** (Sq. ft.)
1	3,551.5	2,108	372.5	2,481	881 sq. ft.
2	4,035.5	2,115	372.5	2,487	1,818 sq. ft.
3*	2,424.0	driveway / private road and guest parking			
Total	10,011	4,223	745	4,968	2,699 sq. ft. (27%)

***** "lot 3" is the common area lot to be maintained by a deed restricted maintenance agreement
**Minimum 300 SF of open space required per R-M zoning standards (not including front setback area). The open space calculation does not include the driveway/guest parking area.

Privacy: The subject property is located between a single-story home and a 3-unit townhome complex. The second story of each home would be approximately 21 feet from the left (south) side property line and approximately 23 feet from the right (north) side property line. In their review of the project, the Site and Architectural Review Committee indicated that the proposed setbacks were sufficient to minimize privacy impacts.

Landscaping and Tree Removal: There are 10 existing trees on the property, only one of which is over 12-inches in diameter. One 13.6 inch Black acacia tree will be removed. While the Black acacia tree provides good screening, it is considered a nuisance and should be removed, as its roots are invasive towards water sources. Nine (9) trees will remain on the property and the applicant will be required to plant one additional 24-inch box tree to replace the removed tree. The ten (10) trees exceed the six-tree minimum requirement for this property (one tree per 2,000 square feet of net lot area). The project also includes new landscaping in front of the home facing Walnut Drive, along the driveway, and surrounding the two guest parking spaces.

Public Improvements: While the scope of this project normally triggers the requirement for frontage improvements, this section of Walnut Drive has been designated to remain unimproved per the STANP. However, as previously discussed, the City Council can review and approve exceptions to this policy per page 21 of the STANP. The Public Works Department requests such an exception and has recommended that at a minimum, the applicant construct a rolled curb and gutter along the frontage to facilitate proper drainage. The existing sidewalk that currently ends

at the property line should also be extended approximately five feet to the new driveway to facilitate an orderly transition from sidewalk to no sidewalk. The SARC was supportive of this request by the Public Works Department.

Public Outreach: The current proposal is a result of public opposition to the original project. The applicant met with members of the San Tomas Area Community Coalition (STACC) who have since written a letter of support for the project (**Attachment 9**).

Site and Architectural Review Committee: The Site and Architectural Review Committee (SARC) reviewed the revised proposal at its August 23, 2016 meeting and was fully supportive of the project as redesigned.

Prepared by: Cindy McCormick

Cindy McCormick, Senior Planner

Approved by: Paul

Paul Kermoyan, Community Development Director

Attachments:

1. Resolution Recommending Approval of the Tentative Parcel Map with Conditions
2. Resolution Recommending Approval of the Zoning Map Amendment with Conditions
3. Resolution Recommending Approval of the Planned Development Permit with Conditions
4. Resolution Recommending Approval of the Tree Removal Permit with Conditions
5. Resolution Recommending Adoption of the Mitigated Negative Declaration with Conditions
6. Location Map
7. Revised Project Plans & Tentative Subdivision Map
8. Addendum, Draft Negative Declaration, and Initial Study
9. Letter from San Tomas Area Community Coalition
10. June 14 2016 Planning Commission Staff Report
11. June 14 2016 Planning Commission Minutes Excerpt

RESOLUTION NO. _____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A TENTATIVE PARCEL MAP (PLN2016-19) TO CREATE TWO SINGLE-FAMILY LOTS AND ONE COMMONLY-OWNED LOT ON PROPERTY LOCATED AT **1223 WALNUT DRIVE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to the recommended approval of a Tentative Parcel Map (PLN2016-019):

Environmental Finding

1. An Initial Study has been prepared for the project which provides documentation for the factual basis for concluding that a Negative Declaration (PLN2016-278) may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned.

Evidentiary Findings

2. The proposed project ("project") includes a Tentative Parcel Map (PLN2016-019) to create two residential lots and one common lot, Zoning Map Amendment (PLN2016-275) to change the zoning designation from R-M (Multi-Family Residential) to P-D (Planned Development), a Planned Development Permit (PLN2016-276) to allow the construction of two (2) two-story detached single-family homes, a Tree Removal Permit (PLN2016-277) to allow for the removal of one protected tree, and a Mitigated Negative Declaration (PLN2016-278).

3. The project site consists of a 10,011 square foot (net area) lot located on Walnut Drive between Wendell Drive and Hacienda Avenue.

4. The lot is currently developed with one single-family residence that will be demolished as part of the proposed project.

5. Abutting land uses include a single-family residence to the south, single-family townhomes to the north and east, and a senior living facility to the west.

6. The project site is designated Low-Medium Density Residential (6-13 Units / Gr. Acre) as shown on the Campbell General Plan Map.

7. The proposed residential land use, at a density of approximately seven (7) units/gr. acre, is consistent with the allowable land use and maximum density permitted by the Low-Medium Density Residential General Plan land use designation.

8. The project site is zoned R-M (Multi-Family Residential) as shown on the Campbell Zoning Map and will be rezoned to P-D (Planned Development).

9. The land use entitlements for the proposed Project may be approved concurrently where approval of the Tentative Parcel Map is subject to approval of the Zoning Map Amendment and Planned Development Permit.

10. There are no responsible agencies or trustee agencies responsible for resources affected by the project.

11. On the basis of the Initial Study, and as supported by substantial evidence, the project will not have a significant effect on the environment due to the application of uniformly applicable development policies and incorporation of project-specific conditions of approval.

12. The City of Campbell provided a Notice of Intent to adopt a Negative Declaration to the public via the Campbell Express, the County Clerk, and on the City website.

13. The City of Campbell provided a 20-day public review period of the Negative Declaration pursuant to the California Environmental Quality Act Guidelines. The 20-day public review period began on May 25, 2016 and the public was invited to comment on the Draft Negative Declaration in writing and/or in person at the Planning Commission Public Hearing on June 14th and September 13th and the City Council public hearing on October 18, 2016. No comments have been received on the draft Negative Declaration.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

14. The proposed Tentative Parcel Map is consistent with the General Plan and Zoning Ordinance of the City.

15. The proposed Tentative Parcel Map does not impair the balance between the housing needs of the region and the public service needs of its residents and available fiscal and environmental resources.

16. The design of the Tentative Parcel Map provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

17. The development and uses will be compatible with the General Plan of the City and will aid in the harmonious development of the immediate area.

18. There is a reasonable relationship and a rough proportionality between the Conditions of Approval and the impacts of the project.

19. There is a reasonable relationship between the use of the fees imposed upon the project and the type of development project.

20. No substantial evidence has been presented from which a reasonable argument could be made that shows that the project, as currently presented and subject to the required Conditions of Approval, will have a significant adverse impact on the environment.

EXHIBIT A

RECOMMENDED CONDITIONS OF APPROVAL
Tentative Parcel Map (PLN2016-019)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Project: Approval is granted for a Tentative Parcel Map (PLN2016-019) to create two residential lots and one common lot, Zoning Map Amendment (PLN2016-275) to change the zoning designation from R-M (Multi-Family Residential) to P-D (Planned Development), a Planned Development Permit (PLN2016-276) to allow the construction of two (2) two-story detached single-family homes, a Tree Removal Permit (PLN2016-277) to allow for the removal of one protected tree, and a Mitigated Negative Declaration (PLN2016-278). The project shall substantially conform to the Revised Project Plans & Tentative Subdivision Map dated August 9, 2016 except as may be modified by the Conditions of Approval herein.

2. Approval Expiration: The Tentative Parcel Map approval is valid for a period of two years from the date of final City Council approval unless an extension is granted prior to the expiration date. Recordation of a Tract Map must occur within this two-year period.

3. Tract Map / Planned Development Permit: The Tentative Parcel Map is contingent upon approval of the Planned Development Permit (PLN2016-276). A Tract Map may not be recorded if the Planned Development Permit expires or is revoked by the City Council. The Tract Map shall be recorded prior to the issuance of building or grading permits.

4. Park Impact Fee: A park impact fee is due upon development of the site, based on the development density of 6-13 Units per Gross Acre (Low-Medium Density), less credit for one legally constructed unit. Prior to recordation of the Tract Map, 75% of this fee is due. The remaining 25% is due prior to issuance of a certificate of building occupancy. The fee is currently set at $10,595 per unit. This fee is subject to change and the fee in effect at the time of payment shall be the fee due.

5. Utility Boxes and Back-Flow Preventers: The applicant shall submit a plan prior to installation of any PG&E utility (transformer) boxes and/or San Jose Water Company back-flow preventers, indicating the location of the boxes for approval by the Community Development Director.

6. Pad Certification: Following site grading and prior to preparation of individual building pad forms, the following improvements shall be certified by a licensed land surveyor and reviewed by the Community Development Director to determine consistency with the approved plan (grade, pad and drainage).

7. Residential Address Identification: The applicant shall submit a detail sheet showing uniform residential address identification material type and location on the building wall for review and approval by the Community Development prior to the issuance of Building Permits. In order to obtain approval, numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Additionally, number material and color is required to contrast with their background.

8. Property Maintenance: The property is to be maintained free of any combustible trash, debris, and weeds until the time that actual construction commences. Any vacant existing structures shall be secured, by having windows boarded up and doors sealed shut, or be demolished or removed from the property (California Fire Code, 2013 Edition).

9. Stormwater and Grading Requirements: The project shall comply with City stormwater and grading requirements (CMC Sec. 20.80.020, 21.16.100, and 14.02), as more specifically itemized in the Public Works Department Conditions of Approval for the Tentative Subdivision Map.

10. Maintenance Agreement: Prior to issuance of recordation of the Tract Map, the applicant shall submit for review and approval by the Public Works Department a copy of the draft Maintenance Agreement.

11. Compliance with Other Regulations: The applicant shall comply with other state, county, and city ordinances that pertain to the proposed project.

12. Construction Activity: The following standards shall apply to construction of the project:

    - *Construction Hours (CMC 18.04.052)*: Construction activity shall be limited to the hours of eight a.m. and five p.m. daily, Monday through Friday. Saturday hours of construction shall be nine a.m. and four p.m. There shall be no construction activity on Sundays or National Holidays.

    - *Construction Noise (CMC 18.04.052)*: No loud environmentally disruptive noise over fifty dbs., such as air compressors without mufflers, continuously running motors or generators, loud playing musical instruments or radios will be allowed during the authorized hours of construction, Monday through Saturday, where

such noise may be a nuisance to adjacent residential neighbors. Such nuisances shall be discontinued.

- *Contractor Contact Information Posting*: The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to issuance of building permits.

PUBLIC WORKS DEPARTMENT

13. Response Letter: Upon submittal of the Parcel Map, the Street Improvement Plans and the Grading and Drainage Plans, the applicant shall provide an itemized response letter verifying that all the Public Works Conditions of Approval have been met or addressed.

14. Parcel Map: Prior to issuance of any grading or building permits for the project, the applicant shall submit a Parcel Map for recordation upon approval by the City, pay various fees/deposits and submit the map in a digital format acceptable to the City.

15. Preliminary Title Report: Upon submittal of the Parcel Map, the applicant shall provide a current (within the past 6 months) Preliminary Title Report.

16. Public Service Easement: Upon recordation of the Parcel Map, the applicant shall grant a five foot public service easement on private property contiguous with the public right-of-way along the Walnut Drive frontage, unless otherwise approved by the City Engineer. The applicant shall cause all documents to be prepared by a registered civil engineer/land surveyor, as necessary, for the City's review and recordation.

17. Private Easements: Upon recordation of the Parcel Map, the applicant shall cause private easements to be recorded for private utilities, private storm drains, reciprocal ingress and egress, emergency vehicles, etc.

18. Monumentation for Parcel Map: Prior to recordation of the Parcel Map, the applicant shall provide a cash deposit (100% of the monument estimate) for setting all monuments shown on the map. Monuments shall be set per section 20.76.010 of the Campbell Municipal Code including but not limited to setting permanent pipe monuments (three-fourths inch galvanized steel pipe two feet long approximately six inches below finished grade) at each boundary of all lot corners within a subdivision, along the exterior boundary lines at intervals of approximately five hundred feet and at all beginning of curves and ending of curves on property lines, and monument boxes at intersections of all street monument line tangents.

19. Demolition: Prior to recordation of the Parcel Map, the applicant shall obtain a demolition permit and remove any nonconforming structures.

20. Soils Report: Upon submittal of the Parcel Map, applicant shall provide a soils report prepared by a registered geotechnical or civil engineer.

21. Grading and Drainage Plan: Prior to recordation of the Parcel Map, the applicant shall conduct hydrology studies based on a ten-year storm frequency, prepare an engineered grading and drainage plan, and pay fees required to obtain necessary grading permits. Prior to occupancy, the design engineer shall provide written certification that the development has been built per the engineered grading and drainage plans.

22. Storm Drain Area Fee: Prior to recordation of the Parcel Map, the applicant shall pay the required Storm Drain Area fee, currently set at $2,385.00 per net acre, which is $572.00 (set for multi-family land use).

23. Storm Water Information: On the grading/utility plans show the amount, in square footage, of:
    a. Existing impervious area.
    b. Proposed impervious area.
    c. Proposed pervious area.

24. Stormwater Pollution Prevention Measures: Prior to issuance of any grading or building permits, the applicant shall comply with the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code regarding stormwater pollution prevention. The primary objectives are to improve the quality and reduce the quantity of stormwater runoff to the bay.

    Resources to achieve these objectives include *Stormwater Best Management Practices Handbook for New Development and Redevelopment* ("CA BMP Handbook") by the California Stormwater Quality Association (CASQA), 2003; *Start at the Source: A Design Guidance Manual for Stormwater Quality Protection* ("Start at the Source") by the Bay Area Stormwater Management Agencies Association (BASMAA), 1999; and *Using Site Design Techniques to Meet Development Standards for Stormwater Quality: A Companion Document to Start at the Source* ("Using Site Design Techniques") by BASMAA, 2003.

25. Utilities: Applicant shall comply with all plan submittals, permitting, and fee requirements of the serving utility companies.

26. Water Meter(s) and Sewer Cleanout(s): Proposed water meters and sewer cleanout shall be installed on private property behind the public right-of-way line, within the five foot Public Service Easement.

27. Utility Coordination Plan: Prior to issuance of building permits for the site, the applicant shall submit a utility coordination plan and schedule for approval by the City Engineer for installation and/or abandonment of all utilities. The plan shall clearly show the location and size of all existing utilities and the associated main

lines; indicate which utilities and services are to remain; which utilities and services are to be abandoned, and where new utilities and services will be installed. Joint trenches for new utilities shall be used whenever possible.

28. Pavement Restoration: Based on the utility coordination plan, the applicant shall prepare a pavement restoration plan for approval by the City Engineer prior to any utility installation or abandonment. Streets that have been reconstructed or overlaid within the previous five years will require boring and jacking for all new utility installations. Walnut Drive has not been reconstructed or overlaid in the last 5 years. The pavement restoration plan shall indicate how the street pavement shall be restored following the installation or abandonment of all utilities necessary for the project.

29. Street Improvement Agreements / Plans / Encroachment Permit / Fees / Deposits: Prior to recordation of the Parcel Map, the applicant shall execute a street improvement agreement, cause plans for public street improvements to be prepared by a registered civil engineer, pay various fees and deposits, post security and provide insurance necessary to obtain an encroachment permit for construction of the standard public street improvements, as required by the City Engineer. The plans shall include the following, unless otherwise approved by the City Engineer:

    d. Show location of all existing utilities within the new and existing public right of way.

    e. Relocation of all existing utilities including utility boxes, covers, poles, etc. outside of sidewalk area. No utility boxes, covers, etc. will be allowed in the sidewalk area.

    f. Removal of existing driveway approach and necessary sidewalk, curb and gutter.

    g. Removal of existing street section to centerline.

    h. Installation of City approved street trees at 30 feet on center.

    i. Installation of City standard rolled curb and gutter along project frontage.

    j. Installation of approximately five feet of sidewalk between the existing sidewalk at the northerly property line and the new ADA compliant driveway approach.

    k. Installation of engineered structural pavement section to centerline, as required by the City Engineer.

    l. Installation of asphalt concrete overlay per street pavement restoration plan for utility installation and/or abandonment, as required by the City Engineer.

    m. Installation of streetlights, conduits, conductors and related facilities in accordance with the City of Campbell's Street Lighting Policies.

    n. Installation of traffic control, stripes and signs.

o. Construction of conforms to existing public and private improvements, as necessary.

p. Submit final plans in a digital format acceptable to the City.

30. Street Improvements Completed for Occupancy and Building Permit Final: Prior to allowing occupancy and/or final building permit signoff for any and/or all buildings, the applicant shall have the required street improvements and pavement restoration installed and accepted by the City, and the design engineer shall submit as-built drawings to the City.

31. Maintenance of Landscaping: Owner(s), current and future, are required to maintain the landscaped park strip and tree wells in the public right of way. This includes, but is not limited to: trees, lawn, plantings, irrigation, etc. Trees shall not be pruned in a manner that would not allow the tree to grow to a mature height.

32. Utility Encroachment Permit: Separate encroachment permits for the installation of utilities to serve the development will be required (including water, sewer, gas, electric, etc.). Applicant shall apply for and pay all necessary fees for utility permits for sanitary sewer, gas, water, electric and all other utility work.

33. Additional Street Improvements: Should it be discovered after the approval process that new utility main lines, extra utility work or other work is required to service the development, and should those facilities or other work affect any public improvements, the City may add conditions to the development/project/permit, at the discretion of the City Engineer, to restore pavement or other public improvements to the satisfaction of the City.

RESOLUTION NO. _____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A ZONING MAP AMENDMENT (PLN2016-275) TO CHANGE THE ZONING DISTRICT DESIGNATION FROM R-M (MULTI-FAMILY RESIDENTIAL) TO P-D (PLANNED DEVELOPMENT) FOR THE PROJECT LOCATED AT **1223 WALNUT DRIVE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to recommended adoption of a Zoning Map Amendment (PLN2016-275):

Environmental Finding

1. An Initial Study has been prepared for the project which provides documentation for the factual basis for concluding that a Negative Declaration (PLN2016-278) may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned.

Evidentiary Findings

2. The proposed project ("project") includes a Tentative Parcel Map (PLN2016-019) to create two residential lots and one common lot, Zoning Map Amendment (PLN2016-275) to change the zoning designation from R-M (Multi-Family Residential) to P-D (Planned Development), a Planned Development Permit (PLN2016-276) to allow the construction of two (2) two-story detached single-family homes, a Tree Removal Permit (PLN2016-277) to allow for the removal of one protected tree, and a Mitigated Negative Declaration (PLN2016-278).

3. The project site consists of a 10,011 square foot (net area) lot located on Walnut Drive between Wendell Drive and Hacienda Avenue.

4. The lot is currently developed with one single-family residence that will be demolished as part of the proposed project.

5. Abutting land uses include a single-family residence to the south, single-family townhomes to the north and east, and a senior living facility to the west.

6. The project site is designated Low-Medium Density Residential (6-13 Units / Gr. Acre) as shown on the Campbell General Plan Map.

7. The proposed residential land use, at a density of approximately seven (7) units/gr. acre, is consistent with the allowable land use and maximum density permitted by the Low-Medium Density Residential General Plan land use designation.

8. The project would be consistent with the following General Plan policies and strategies:

   Policy LUT-3.1: Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.

   Strategy LUT-5.2a: Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.

9. The project site is zoned R-M (Multi-Family Residential) as shown on the Campbell Zoning Map and will be rezoned to P-D (Planned Development).

10. The land use entitlements for the proposed Project may be approved concurrently where approval of the Tentative Parcel Map is subject to approval of the Zoning Map Amendment and Planned Development Permit.

11. There are no responsible agencies or trustee agencies responsible for resources affected by the project.

12. On the basis of the Initial Study, and as supported by substantial evidence, the project will not have a significant effect on the environment due to the application of uniformly applicable development policies and incorporation of project-specific conditions of approval.

13. The City of Campbell provided a Notice of Intent to adopt a Negative Declaration to the public via the Campbell Express, the County Clerk, and on the City website.

14. The City of Campbell provided a 20-day public review period of the Negative Declaration pursuant to the California Environmental Quality Act Guidelines. The 20-day public review period began on May 25, 2016 and the public was invited to comment on the Draft Negative Declaration in writing and/or in person at the Planning Commission Public Hearing on June 14th and September 13th and the City Council public hearing on October 18, 2016. No comments have been received on the draft Negative Declaration.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

15. The proposed amendment is consistent with the goals, policies, and actions of the General Plan.

16. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the city.

17. The proposed amendment is internally consistent with other applicable provisions of this Zoning Code.

18. The parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested zoning designation(s) and anticipated land uses/project.

RECOMMENDED CONDITIONS OF APPROVAL
Zoning Map Amendment (PLN2016-275)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Permit: Approval is granted for a Zoning Map Amendment (PLN2016-275) to allow the property located at 1223 Walnut Drive to be rezoned from R-M (Multi-Family Residential) to P-D (Planned Development). This permit shall be valid only in conjunction with approval of Planned Development Permit (PLN2016-276) and Tentative Parcel Map (PLN2016-019).

2. Approval Expiration: The Zoning Map Amendment approval is valid for a period of two years from the date of final City Council approval unless an extension is granted prior to the expiration date.

3. Indemnity: If determined necessary by the Community Development Director, the applicant shall enter into an agreement satisfactory to the City Attorney to indemnify and defend the City of Campbell, its officers, officials, employees, and agents from any and all actions, liabilities, losses, and torts, including attorney's fees arising out of or connected unto any challenge to the decision of the City Council on this application. Such agreement shall be executed within the 30 days of the Community Development Director's decision to require it.

RESOLUTION NO. _____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A PLANNED DEVELOPMENT PERMIT (PLN2016-276) TO ALLOW THE CONSTRUCTION OF TWO (2) TWO-STORY DETACHED SINGLE-FAMILY HOMES ON PROPERTY LOCATED AT **1223 WALNUT DRIVE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to the recommended approval of a Planned Development Permit (PLN2016-276):

Environmental Finding

1. An Initial Study has been prepared for the project which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration (PLN2016-37) may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned.

Evidentiary Findings

2. The proposed project ("project") includes a Tentative Parcel Map (PLN2016-019) to create two residential lots and one common lot, Zoning Map Amendment (PLN2016-275) to change the zoning designation from R-M (Multi-Family Residential) to P-D (Planned Development), a Planned Development Permit (PLN2016-276) to allow the construction of two (2) two-story detached single-family homes, a Tree Removal Permit (PLN2016-277) to allow for the removal of one protected tree, and a Mitigated Negative Declaration (PLN2016-278).

3. The project site consists of a 10,011 square foot (net area) lot located on Walnut Drive between Wendell Drive and Hacienda Avenue.

4. The lot is currently developed with one single-family residence that will be demolished as part of the proposed project.

5. Abutting land uses include a single-family residence to the south, single-family townhomes to the north and east, and a senior living facility to the west.

6. The project site is designated Low-Medium Density Residential (6-13 Units / Gr. Acre) as shown on the Campbell General Plan Map.

7. The proposed residential land use, at a density of approximately seven (7) units/gr. acre, is consistent with the allowable land use and maximum density permitted by the Low-Medium Density Residential General Plan land use designation.

8. The project would be consistent with the following General Plan policies and strategies:

   Policy LUT-3.1: Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.

   Strategy LUT-5.2a: Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.

   Strategy LUT-9.3e: Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.

   Strategy LUT-17.1b: Landscaping: Ensure that new developments provide new tree plantings, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.

9. The project site is zoned R-M (Multi-Family Residential) as shown on the Campbell Zoning Map and will be rezoned to P-D (Planned Development).

10. The proposed floor area (<50%), lot coverage (30%), setbacks (15-feet), and height (27-feet) of the project would be consistent with the R-M zoning district and the STANP.

11. The Planned Development zoning district allows flexibility with regard to lot size. The project proposes two (2) single-family residential lots, ranging from 3,551 to 4,035 square feet in net site area and a 2,424 square foot common lot in net site area. The common lot would consist of a private road/driveway and two guest parking spaces and would be maintained through a maintenance agreement.

12. The project proposes 6 parking spaces (4 enclosed (2x 2-car garage) and 2 uncovered guest spaces), where 6 parking spaces (4 covered, 2 uncovered) are required.

13. The land use entitlements for the proposed Project may be approved concurrently where approval of the Tentative Parcel Map is subject to approval of the Zoning Map Amendment and Planned Development Permit.

14. There are no responsible agencies or trustee agencies responsible for resources affected by the project.

15. On the basis of the Initial Study, and as supported by substantial evidence, the project will not have a significant effect on the environment due to the application of uniformly applicable development policies and incorporation of project-specific conditions of approval.

16. The City of Campbell provided a Notice of Intent to adopt a Negative Declaration to the public via the Campbell Express, the County Clerk, and on the City website.

17. The City of Campbell provided a 20-day public review period of the Negative Declaration pursuant to the California Environmental Quality Act Guidelines. The 20-day public review period began on May 25, 2016 and the public was invited to comment on the Draft Negative Declaration in writing and/or in person at the Planning Commission Public Hearing on June 14th and September 13th and the City Council public hearing on October 18, 2016. No comments have been received on the draft Negative Declaration.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

18. The proposed development will clearly result in a more desirable environment and use of the land than would be possible under any other zoning district classification.

19. The proposed development will be compatible with the General Plan of the City and will aid in the harmonious development of the immediate area.

20. The proposed development will not result in allowing more residential units than would be allowed by other residential zoning districts, which are consistent with the General Plan designation of the property.

21. The proposed development will not be detrimental to the health, safety or welfare of the neighborhood or the City as a whole.

22. There is a reasonable relationship and a rough proportionality between the Conditions of Approval and the impacts of the project.

23. There is a reasonable relationship between the use of the fees imposed upon the project and the type of development project.

24. No substantial evidence has been presented from which a reasonable argument could be made that shows that the project, as currently presented and subject to the required conditions of approval, will have a significant adverse impact on the environment.

EXHIBIT A

RECOMMENDED CONDITIONS OF APPROVAL
Planned Development Permit (PLN2016-276)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Project: Approval is granted for a Planned Development Permit (PLN2016-276) to allow the construction of two (2) two-story detached single-family homes, A Tentative Parcel Map (PLN2016-019) to create two residential lots and one common lot, Zoning Map Amendment (PLN2016-275) to change the zoning designation from R-M (Multi-Family Residential) to P-D (Planned Development), a Tree Removal Permit (PLN2016-277) to allow for the removal of one protected tree, and a Mitigated Negative Declaration (PLN2016-278). The project shall substantially conform to the Revised Project Plans & Tentative Subdivision Map dated August 9, 2016 except as may be modified by the Conditions of Approval herein

2. Planning Final Required: Planning Division clearance is required prior to Building Permit final.

3. Plan Revisions: Prior to Building Permit submittal, the project plans shall reflect the following changes:
   a. Conditions of Approval: The conditions of approval shall be stated in full in the construction plans.
   b. Trees: The final landscape plan shall reflect the location, species, and size (minimum 24-inch box) of the replacement tree, as required for the tree removal permit.

   The incorporation of these revisions shall be subject to the satisfaction and approval of the Community Development Director.

4. Permit Expiration: The Planned Development Permit is valid for a period of two years from the date of final City Council approval. A building permit must be obtained within this two-year period or the Planned Development Permit shall be void.

5. Tract Map / Planned Development Permit: The Tentative Parcel Map is contingent upon approval of the Planned Development Permit (PLN2016-276). A Tract Map may not be recorded if the Planned Development Permit expires or is revoked by the

City Council. The Tract Map shall be recorded prior to the issuance of building or grading permits.

6. Contractor Contact Information Posting: The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to the issuance of building permits.

7. Parking and Driveways: All parking and driveway areas shall be developed and maintained in compliance chapter 21.28 (Parking and Loading Ordinance) of the Campbell Municipal Code.

8. Indemnity: If determined necessary by the Community Development Director, the applicant shall enter into an agreement satisfactory to the City Attorney to indemnify and defend the City of Campbell, its officers, officials, employees, and agents from any and all actions, liabilities, losses, and torts, including attorney's fees arising out of or connected unto any challenge to the decision of the City Council on this application. Such agreement shall be executed within the 30 days of the Community Development Director's decision to require it.

9. Pest Control: Prior to issuance of a demolition and/or building permit, the applicant shall be required to hire a pest control company to inspect the site for rodents and provide a report on the inspection to the City for review. If it has determined that rodents exist, a remediation plan shall be prepared by the pest control company and provided to the City for review and approval, and the remediation plan shall be implemented to rid the site of rodents prior to issuance of a demolition and/or building permit.

10. Sound Attenuation: The project shall comply with the City Residential Noise Standards (CMC 21.16.070.E).

11. Utility Boxes and Back-Flow Preventers: The applicant shall submit a plan prior to installation of any PG&E utility (transformer) boxes and San Jose Water Company back-flow preventers, indicating the location of the boxes for approval by the Community Development Director.

12. Pad Certification: Following site grading and prior to preparation of individual building pad forms, the following improvements shall be certified by a licensed land surveyor and reviewed by the Community Development Director to determine consistency with the approved plan (grade, pad and drainage).

13. Residential Address Identification: The applicant shall submit a detail sheet showing uniform residential address identification material type and location on the building wall for review and approval by the Community Development prior to the issuance of Building Permits. In order to obtain approval, numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible

from the street or road fronting the property. Additionally, number material and color is required to contrast with their background.

14. Property Maintenance: The property is to be maintained free of any combustible trash, debris, and weeds until the time that actual construction commences. Any vacant existing structures shall be secured, by having windows boarded up and doors sealed shut, or be demolished or removed from the property (California Fire Code, 2013 Edition).

15. Stormwater and Grading Requirements: The project shall comply with City stormwater and grading requirements (CMC Sec. 20.80.020, 21.16.100, and 14.02), as more specifically itemized in the Public Works Department Conditions of Approval for the Tentative Subdivision Map.

16. Construction Activity: The following standards shall apply to construction of the project:

    - *Construction Hours (CMC 18.04.052)*: Construction activity shall be limited to the hours of eight a.m. and five p.m. daily, Monday through Friday. Saturday hours of construction shall be nine a.m. and four p.m. There shall be no construction activity on Sundays or National Holidays.

    - *Construction Noise (CMC 18.04.052)*: No loud environmentally disruptive noise over fifty dbs., such as air compressors without mufflers, continuously running motors or generators, loud playing musical instruments or radios will be allowed during the authorized hours of construction, Monday through Saturday, where such noise may be a nuisance to adjacent residential neighbors. Such nuisances shall be discontinued.

    - *Contractor Contact Information Posting*: The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to issuance of building permits.

Building Division

TO THE SATISFACTION OF THE BUILDING DIVISION MANAGER/BUILDING OFFICIAL:

17. PERMITS REQUIRED: A building permit application shall be required for each proposed new dwelling structure. The building permit shall include Electrical/Plumbing/Mechanical fees when such work is part of the permit.

18. PLAN PREPARATION: This project requires plans prepared under the direction and oversight of a California licensed Engineer or Architect. Plans submitted for

building permits shall be “wet stamped” and signed by the qualifying professional person.

19. CONSTRUCTION PLANS: The conditions of Approval shall be stated in full on the cover sheet of construction plans submitted for building permit.

20. SIZE OF PLANS: The minimum size of construction plans submitted for building permits shall be 24 in. X 36 in.

21. SOILS REPORT: Two copies of a current soils report, prepared to the satisfaction of the Building Official, containing foundation and retaining wall design recommendations shall be submitted with the building permit application. This report shall be prepared by a licensed engineer specializing in soils mechanics.

22. SITE PLAN: Application for building permit shall include a competent site plan that identifies property and proposed structures with dimensions and elevations as appropriate. Site plan shall also include site drainage details. Elevation bench marks shall be called out at all locations that are identified as “natural grade” and intended for use to determine the height of the proposed structure.

23. FOUNDATION INSPECTIONS: A pad certificate prepared by a licensed civil engineer or land surveyor shall be submitted to the project building inspector upon foundation inspection. This certificate shall certify compliance with the recommendations as specified in the soils report and the building pad elevation and on-site retaining wall locations and elevations are prepared according to approved plans. Horizontal and vertical controls shall be set and certified by a licensed surveyor or registered civil engineer for the following items:

    a. pad elevation
    b. finish floor elevation (first floor)
    c. foundation corner locations

24. SPECIAL INSPECTIONS: When a special inspection is required by C.B.C. Chapter 17, the architect or engineer of record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the building permits, in accordance with C.B.C Chapter 1, Section 106. Please obtain City of Campbell, Special Inspection forms from the Building Inspection Division Counter.

25. The City of Campbell, standard Santa Clara Valley Non-point Source Pollution Control Program specification sheet shall be part of plan submittal. The specification sheet (size 24” X 36”) is available at the Building Division service counter.

26. APPROVALS REQUIRED: The project requires the following agency approval or consultation prior to issuance of the building permit:

a. West Valley Sanitation District (378-2407)
b. Santa Clara County Fire Department (378-4010)
c. San Jose Water Company (408) 279-7900 (Customer Service)
d. School District:
   i. Campbell Union School District (378-3405)
   ii. Campbell Union High School District (371-0960)
   iii. Moreland School District (379-1370)
   iv. Cambrian School District (377-2103)

Note: To determine your district, contact the offices identified above. Obtain the School District payment form from the City Building Division, after the Division has approved the building permit application.

27. CALIFORNIA GREEN BUILDING CODE: This project is subject to the mandatory requirements for new residential structures (Chapter 4) under the California Green Building Code, 2013 edition.

28. CONSTRUCTION FENCING: This project shall be properly enclosed with construction fencing to prevent unauthorized access to the site during construction. The construction site shall be secured to prevent vandalism and/or theft during hours when no work is being done. All protected trees shall be fenced to prevent damage to root systems.

29. BUILD IT GREEN: Applicant shall complete and submit a “Build it Green” inventory of the proposed new single family project prior to issuance of building permit.

30. AUTOMATIC FIRE SPRINKLER SYSTEMS: This project shall comply with Section R313 of the California Residential building Code 2013 edition, and be equipped with a complying Fire Sprinkler system.

31. STORM WATER REQUIREMENTS: Storm water run-off from impervious surface created by this permitted project shall be directed to vegetated areas on the project parcel. Storm water shall not drain onto neighboring parcels.

RESOLUTION NO. _____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A TREE REMOVAL PERMIT (PLN2016-277) TO ALLOW REMOVAL OF ONE PROTECTED TREE ON PROPERTY LOCATED AT **1223 WALNUT DRIVE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to the recommended approval of a Tree Removal Permit (PLN2016-277):

Environmental Finding

1. An Initial Study has been prepared for the project which provides documentation for the factual basis for concluding that a Negative Declaration (PLN2016-278) may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned.

Evidentiary Findings

2. The proposed project ("project") includes a Tentative Parcel Map (PLN2016-019) to create two residential lots and one common lot, Zoning Map Amendment (PLN2016-275) to change the zoning designation from R-M (Multi-Family Residential) to P-D (Planned Development), a Planned Development Permit (PLN2016-276) to allow the construction of two (2) two-story detached single-family homes, a Tree Removal Permit (PLN2016-277) to allow for the removal of one protected tree, and a Mitigated Negative Declaration (PLN2016-278).

3. The project site consists of a 10,011 square foot (net area) lot located on Walnut Drive between Wendell Drive and Hacienda Avenue.

4. The lot is currently developed with one single-family residence that will be demolished as part of the proposed project.

5. Abutting land uses include a single-family residence to the south, single-family townhomes to the north and east, and a senior living facility to the west.

6. The project site is designated Low-Medium Density Residential (6-13 Units / Gr. Acre) as shown on the Campbell General Plan Map.

7. The proposed residential land use, at a density of approximately seven (7) units/gr. acre, is consistent with the allowable land use and maximum density permitted by the Low-Medium Density Residential General Plan land use designation.

8. The project site is zoned R-M (Multi-Family Residential) as shown on the Campbell Zoning Map and will be rezoned to P-D (Planned Development).

9. The tree removal permit may be approved concurrently, subject to approval of the Tentative Parcel Map, Zoning Map Amendment and Planned Development Permit.

10. Removal of trees greater than 12-inches in diameter requires a Tree Removal Permit under the City's Tree Protection requirements (CMC 21.32).

11. One 13.6 inch Black acacia tree is proposed for removal. While it provides good screening, it is considered a nuisance and should be removed, as its roots are invasive towards water sources.

12. The applicant will be required to plant one additional 24-inch box tree to replace the removed tree. The replacement tree will be a sufficient replacement for the trees to be removed and will continue the diversity of tree species found in the community.

13. Nine (9) existing trees will remain on the property for a total (10) trees, exceeding the six-tree minimum requirement for this property (one tree per 2,000 square feet of net lot area).

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The Black acacia tree is considered a nuisance and may cause significant damage to the existing main structure(s) and/or utility services where such interference cannot be controlled or remedied through reasonable modification/relocation of the utility services and/or reasonable modification of the tree's root or branch structure.

RECOMMENDED CONDITIONS OF APPROVAL
Tree Removal Permit (PLN2016-277)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Permit: Approval is granted for a Tree Removal Permit (PLN2016-277) to allow the removal of one (1) on-site tree, a Black acacia tree that it is considered a nuisance. This permit shall be valid only in conjunction with, and subject to the approved Tentative Parcel Map (PLN2016-019), Zoning Map Amendment (PLN2016-275), and Planned Development Permit (PLN2016-276).

2. Time of Removal: The trees may only be removed in conjunction with demolition of existing on-site structures, subject to the conditions of approval for the Planned Development Permit, Zoning Map Amendment, and Tentative Parcel Map.

3. Replacement Trees: All protected tree shall be replaced at a minimum of a one-to-one ratio in accordance with CMC 21.32.100, Table 3-5 (Replacement Tree Requirements) to be noted with the project's "final" landscaping plan.

RESOLUTION NO. _____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING ADOPTION OF A NEGATIVE DECLARATION FOR THE PROJECT LOCATED AT **1223 WALNUT DRIVE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to the recommended adoption of a Negative Declaration (PLN2016-278):

Environmental Finding

1. An Initial Study has been prepared for the project which provides documentation for the factual basis for concluding that a Negative Declaration (PLN2016-278) may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned.

Evidentiary Findings

2. The proposed project ("project") includes a Tentative Parcel Map (PLN2016-019) to create two residential lots and one common lot, Zoning Map Amendment (PLN2016-275) to change the zoning designation from R-M (Multi-Family Residential) to P-D (Planned Development), a Planned Development Permit (PLN2016-276) to allow the construction of two (2) two-story detached single-family homes, a Tree Removal Permit (PLN2016-277) to allow for the removal of one protected tree, and a Mitigated Negative Declaration (PLN2016-278).

3. The project site consists of a 10,011 square foot (net area) lot located on Walnut Drive between Wendell Drive and Hacienda Avenue.

4. The lot is currently developed with one single-family residence that will be demolished as part of the proposed project.

5. Abutting land uses include a single-family residence to the south, single-family townhomes to the north and east, and a senior living facility to the west.

6. The project site is designated Low-Medium Density Residential (6-13 Units / Gr. Acre) as shown on the Campbell General Plan Map.

7. The proposed residential land use, at a density of approximately seven (7) units/gr. acre, is consistent with the allowable land use and maximum density permitted by the Low-Medium Density Residential General Plan land use designation.

8. The project site is zoned R-M (Multi-Family Residential) as shown on the Campbell Zoning Map and will be rezoned to P-D (Planned Development).

9. The land use entitlements for the proposed Project may be approved concurrently where approval of the Tentative Parcel Map is subject to approval of the Zoning Map Amendment and Planned Development Permit.

10. There are no responsible agencies or trustee agencies responsible for resources affected by the project.

11. On the basis of the Initial Study, and as supported by substantial evidence, the project will not have a significant effect on the environment due to the application of uniformly applicable development policies and incorporation of project-specific conditions of approval.

12. The City of Campbell provided a Notice of Intent to adopt a Negative Declaration to the public via the Campbell Express, the County Clerk, and on the City website.

13. The City of Campbell provided a 20-day public review period of the Negative Declaration pursuant to the California Environmental Quality Act Guidelines. The 20-day public review period began on May 25, 2016 and the public was invited to comment on the Draft Negative Declaration in writing and/or in person at the Planning Commission Public Hearing on June 14th and September 13th and the City Council public hearing on October 18, 2016. No comments have been received on the draft Negative Declaration.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

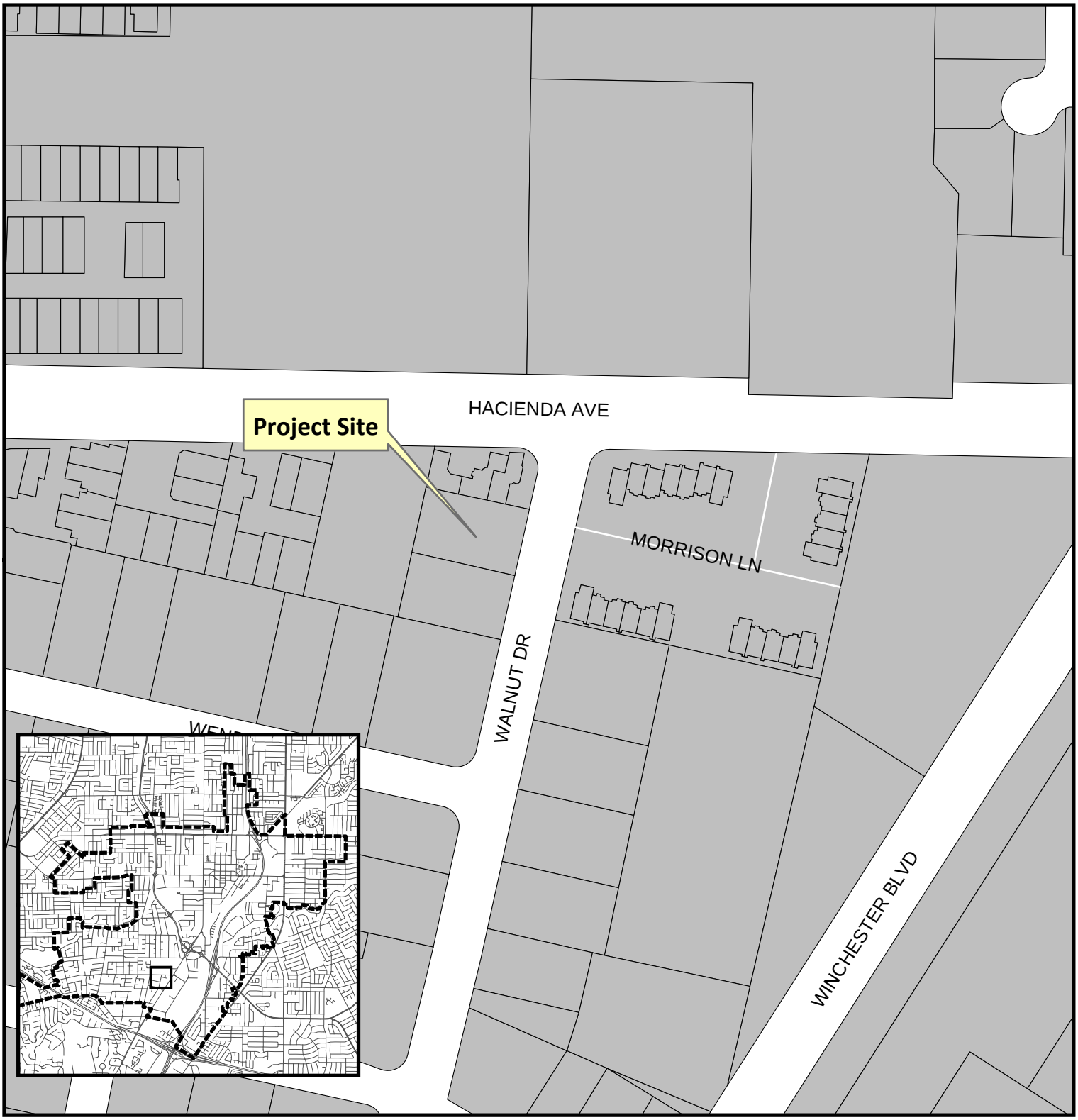
14. No substantial evidence has been presented from which a reasonable argument could be made that shows that the project, as currently presented and subject to the required conditions of approval, will have a significant adverse impact on the environment.

15. The Negative Declaration reflects the independent judgment and analysis of the City Council upon recommendation of the Planning Commission.

16. The Custodian of the Record for the Negative Declaration and Initial Study is the Community Development Department of the City of Campbell, located at 70 North First Street, Campbell, California.

Project Location Map

Attachment 6



Project Location: 1223 Walnut Drive
Application Type: Planned Development, Parcel Map, Tree Removal Permit, Zoning Map Amendment
CEQA Negative Declaration
Planning File No.: PLN2016-019
Description: 2-unit attached Townhome Development

0 115 230 Feet

N

CITY OF CAMPBELL · THE ORCHARD CITY

Community Development Department
Planning Division

PROPOSED 2 RESIDENCES FOR:

MR. M. SANEINEJAD

1223 WALNUT DRIVE

CAMPBELL, CAIFORNIA

STREETSCAPE

SCALE 1/8" = 1'-0"

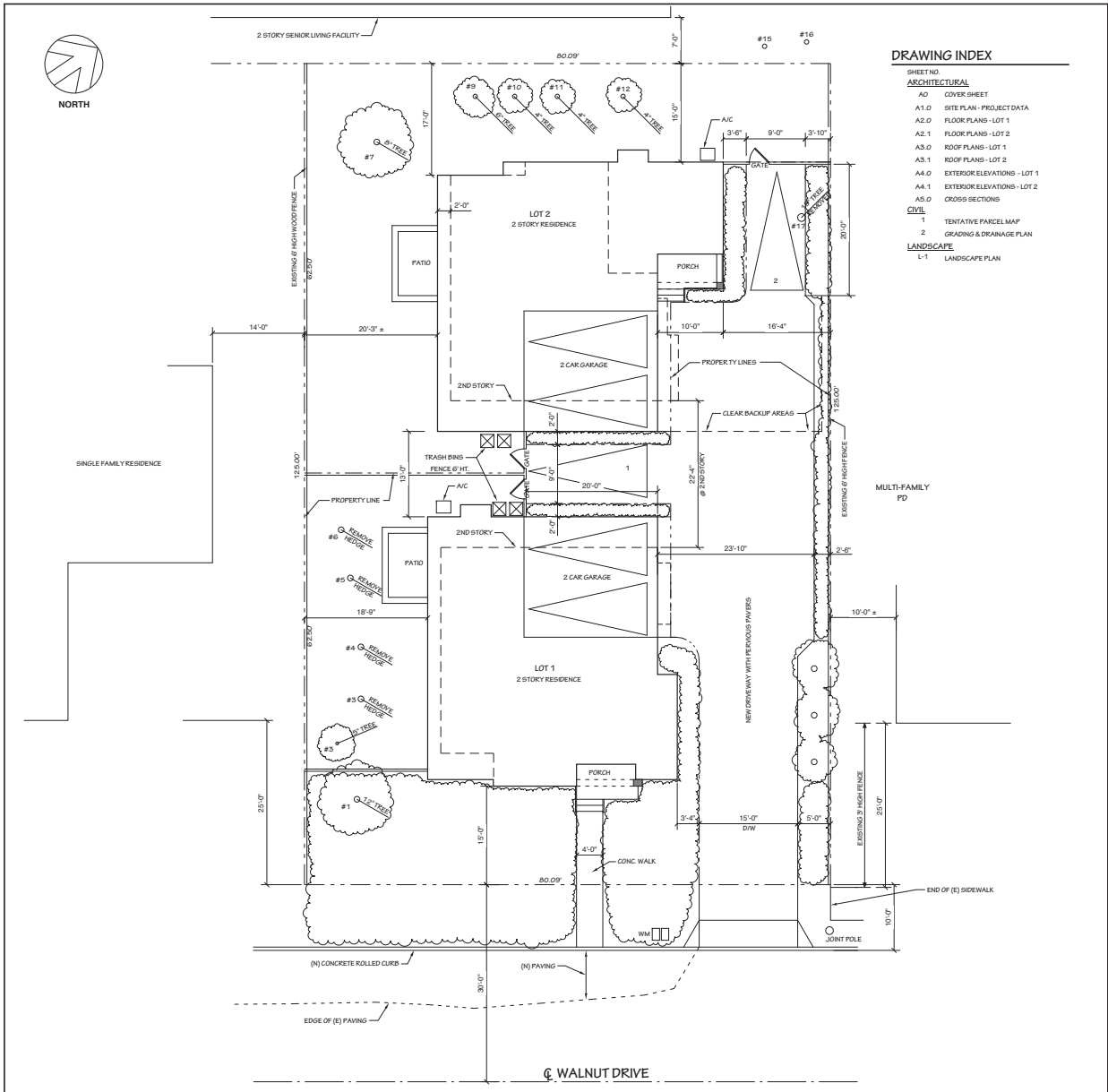
REVISIONS	BY

LOUIS DORCICH
A R C H I T E C T
P.O. BOX 7306, SANTA CRUZ, CA. 95150-7306
PHONE: (831) 430-9718
EMAIL: LEDCNG@CHECACK.COM

PROPOSED 2 RESIDENCE FOR:
MR. M. SANEINEJAD
1223 WALNUT DRIVE
CAMPBELL, CAIFORNIA

COVER SHEET
STREETSCAPE

Date 8/1/16
Scale 1/8" = 1'-0"
Drawn LD
Job 15006
Sheet A0
Of 12 Sheets



SITE PLAN

Scale: 1/8" = 1'-0"

DRAWING INDEX

SHEET NO.

ARCHITECTURAL

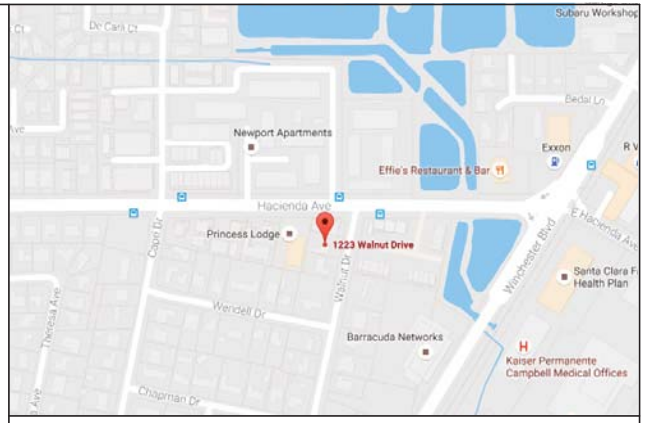
A0	COVER SHEET
A1.0	SITE PLAN - PROJECT DATA
A2.0	FLOOR PLANS - LOT 1
A2.1	FLOOR PLANS - LOT 2
A3.0	ROOF PLANS - LOT 1
A3.1	ROOF PLANS - LOT 2
A4.0	EXTERIOR ELEVATIONS - LOT 1
A4.1	EXTERIOR ELEVATIONS - LOT 2
A5.0	CROSS SECTIONS

CIVIL

1	TENTATIVE PARCEL MAP
2	GRADING & DRAINAGE PLAN

LANDSCAPE

L-1	LANDSCAPE PLAN



VICINITY MAP

GENERAL NOTES

1. ALL CONSTRUCTION MATERIALS SHALL BE AS SPECIFIED AND AS REQUIRED BY THE CURRENT EDITION OF THE CRC, LOCAL CODES, AND AUTHORITIES.
2. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURATE PLACEMENT OF THE BUILDING ON THE SITE.
3. CONTRACTORS AND ALL SUBCONTRACTORS SHALL VERIFY ALL DIMENSIONS AND SITE CONDITIONS BEFORE STARTING WORK. SHOULD A DISCREPANCY APPEAR IN THE SPECIFICATIONS OR THE DRAWINGS, OR IN THE WORK DONE BY OTHERS FROM THE CONTRACT DOCUMENTS THAT AFFECT ANY WORK, NOTIFY THE ARCHITECT FOR INSTRUCTION ON HOW TO PROCEED. IF THE CONTRACTOR PROCEEDS WITH THE WORK AFFECTED WITHOUT INSTRUCTION FROM THE ARCHITECT THE CONTRACTOR SHALL MAKE GOOD THE RESULTING DAMAGE OR DEFECT TO THE SATISFACTION OF THE ARCHITECT. SHOULD A CONFLICT OCCUR IN OR BETWEEN DRAWINGS AND SPECIFICATIONS, OR WHERE DETAIL REFERENCES ON CONTRACT DRAWINGS HAVE BEEN OMITTED, THE CONTRACTOR IS DEEMED TO HAVE ESTIMATED THE MOST EXPENSIVE MATERIALS AND CONSTRUCTION METHOD INVOLVED, UNLESS A WRITTEN DECISION FROM THE ARCHITECT HAS BEEN ATTAINED WHICH DESCRIBES AN ALTERNATE METHOD AND/OR MATERIALS.
4. THE GENERAL CONTRACTOR SHALL CONFORM HIS OPERATIONS ON THE SITE TO AREAS PERMITTED BY THE OWNER. THE WORK SHALL BE DONE IN ACCORDANCE WITH APPLICABLE LAWS, LOCAL ORDINANCES, PERMITS AND CONTRACT DOCUMENTS. THE JOB SITE SHALL BE MAINTAINED IN A CLEAN, ORDERLY MANNER FREE OF DEBRIS AND LITTER AND SHALL NOT BE UNREASONABLY ENCUMBERED WITH ANY MATERIALS OR EQUIPMENT. EACH SUN CONTRACTOR IMMEDIATELY UPON COMPLETION OF EACH PHASE OF HIS WORK SHALL REMOVE ALL TRASH AND DEBRIS THAT RESULT AS A PART OF HIS OPERATION.
5. ALL MATERIALS STORED ON THE SITE SHALL BE PROPERLY STACKED AND PROTECTED TO PREVENT DAMAGE AND DETERIORATION UNTIL USE. FAILURE TO PROTECT MATERIALS MAY BE CAUSE FOR REJECTION OF WORK.
6. THE CONTRACTOR SHALL DO ALL CUTTING, FITTING OR PATCHING OF HIS WORK THAT MAY BE REQUIRED TO MAKE ITS SEVERAL PARTS FIT TOGETHER PROPERLY AND SHALL NOT ENDANGER ANY OTHER WORK BY EXCAVATING OR CUTTING, OR OTHERWISE ALTERING THE TOTAL WORK OF ANY PART OF IT. ALL PATCHING, REPAIRING AND REPLACING OF MATERIALS AND SURFACES CUT OR DAMAGED IN EXECUTION OF WORK SHALL BE DONE WITH APPLICABLE MATERIALS SO THAT SURFACES REPLACED WILL UPON COMPLETION, MATCH SURROUNDING SIMILAR SURFACES.
7. NO PORTION OF WORK REQUIRING SHOP DRAWINGS OR SAMPLE SUBMISSION SHALL BE COMMENCED UNTIL THE SUBMISSION HAS BEEN APPROVED BY THE ARCHITECT. ALL SUCH PORTIONS OF THE WORK SHALL BE IN ACCORDANCE WITH APPROVED SHOP DRAWINGS AND SAMPLES.
8. DIMENSIONS:
   A. ALL DIMENSIONS SHALL HAVE PREFERENCE OVER SCALE.
   B. ALL DIMENSIONS ARE TO THE ROUGH UNLESS OTHERWISE NOTED.
   C. CEILING HEIGHT DIMENSIONS ARE FROM FINISH FLOOR SLAB TO FACE OF CEILING.
9. PROVIDE ALL NECESSARY BLOCKING, BACKING, AND FRAMING FOR LIGHT FIXTURES, ELECTRIC UNITS, A.C. EQUIPMENT, AND ALL OTHER ITEMS WHERE FURRING OCCURS.
10. WHERE LARGER STUDS OR FURRINGS ARE REQUIRED TO COVER DUCTS, PIPING, AND CONDUITS, THE LARGER STUD SIZE OR FURRING SHALL EXTEND THE FULL SURFACE OF THE WALL WIDTH AND LENGTH WHERE THE FURRING OCCURS.
11. VERIFY ALL NEW FINISHES WITH OWNERS BEFORE PROCEEDING. ALL COLORS, ETC. TO BE SELECTED BY OWNERS.
12. ALL CABINETS TO BE DESIGNED BY OTHERS. STYLE AND FINISHES SELECTED BY OWNERS.
13. ALL KITCHEN APPLIANCES, BATH AND OTHER PLUMBING FIXTURES ACCESSORIES AND ELECTRICAL FIXTURES SELECTED BY OWNERS.
14. WINDOWS SHALL BE DOUBLE GLAZE, VINYL FRAME 'MILGARD', OR APPROVED EQUAL.

GENERAL NOTES

OWNER
MATT SANEINEJAD
1223 WALNUT DRIVE
CAMBELL, CA 95008
408/836-1841

ARCHITECT
LOUIS R DORCICH, ARCHITECT
P.O. BOX 7306
SAN JOSE, CA 95150
831/430-9748

CIVIL ENGINEER
ADVANCED DEVELOPMENT
2933 BENJAMIN COURT
SAN JOSE, CA 95124
408/891-1689

LANDSCAPE DESIGN
J.R. NELSON & ASSOCIATES
P.O. BOX 110700
CAMBELL, CA 95001
408/377-2508

PROJECT ROSTER

ASSESSORS PARCEL NUMBER 406-20-008

LOT SIZE:

12,814	GROSS SQ. FT. (PROPERTY CENTER LINE OF STREET)
10,011	NET SQ. FT. (LOTS 1,2&3 + COMMON AREA)
3,511	GROSS SQ. FT. COMMON AREA
2,741	NET SQ. FT. COMMON AREA

DEVELOPMENT DATA	SQUARE FEET		PERCENT OF SITE	
	EXISTING	PROPOSED	EXISTING	PROPOSED
BUILDING COVERAGE	2,232	3,011	22.3	30.0
LANDSCAPE COVERAGE	5,191	4,706	51.8	47.1
PAVING COVERAGE	2,588	2,294	25.9	22.9
FLOOR AREA RATIO	2,232	4,967.5	22.3	49.6
TOTAL BLDG S.F. DIVIDED BY NET LOT SIZE				

DEVELOPMENT DATA FOR EACH LOT			
LOT / UNIT TYPE	FLOOR AREA RATIO	LOT COV. RATIO	OPEN SPACE RATIO
LOT 1 / TYPE A	80.2%	44.5%	17.9%
LOT 2 / TYP B	113.2%	63.4%	29.2%
PERCENT OF PAVING AT SITE FRONT SETBACK (50% MAX.)			26.2%

PARKING			
# STANDARD SPACES	# COMPACT SPACES	# DISABLED SPACES	# TOTAL PARKING SPACES
6	0	0	6

RESIDENTIAL PROJECTS:	UNIT TYPE A	UNIT TYPE B
LIVING AREA (SQUARE FOOTAGE)	2,108.0 S.F.	2,114.5 S.F.
GARAGE AREA (SQUARE FOOTAGE)	372.5 S.F.	372.5 S.F.
TOTAL AREA (SQUARE FOOTAGE)	2,480.5 S.F.	2,487.0 S.F.
NUMBER OF BEDROOMS	4	4
TOTAL NUMBER OF UNITS PER TYPE	1	1

ADJACENT LAND USES		
	USE	ZONING
NORTH	MULTI-FAMILY RES.	PD
SOUTH	SINGLE FAMILY RES.	R-M
EAST	MULTI-FAMILY RES.	PD
WEST	SENIOR LIVING FACILITY	R-M

PROJECT DATA

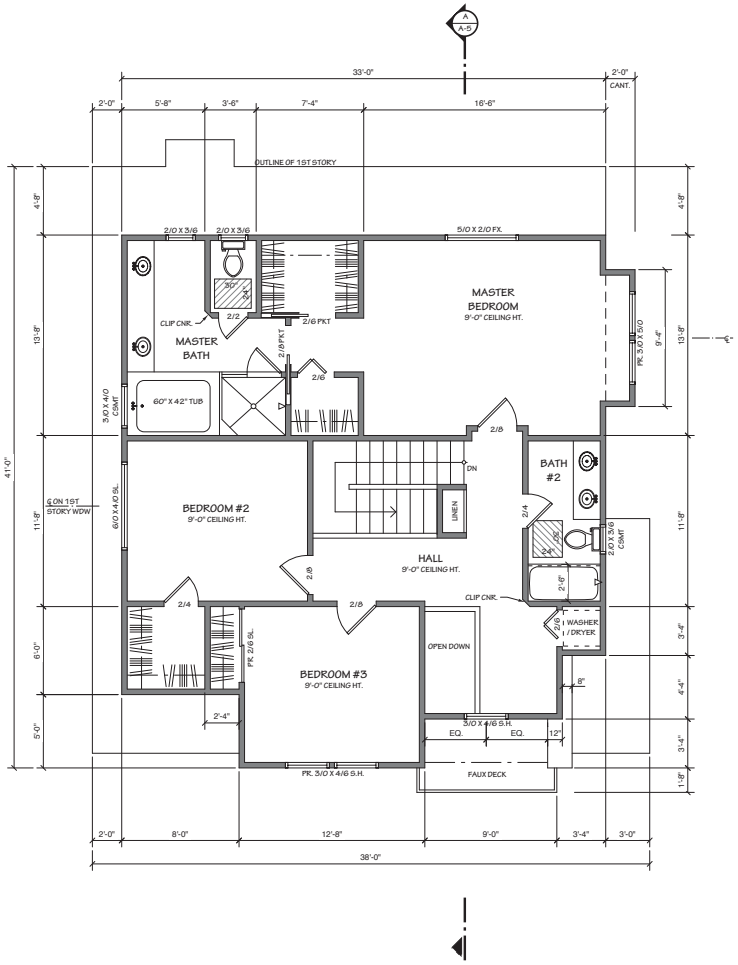
REVISIONS	BY

LOUIS DORCICH
ARCHITECT
P.O. BOX 7306, SAN JOSE, CA. 95150-7306
PHONE: 831 430 9748
EMAIL: LRDCNA@HOTMAIL.COM

PROPOSED 2 RESIDENCE FOR:
MR. M. SANEINEJAD
1223 WALNUT DRIVE
CAMPBELL, CALIFORNIA

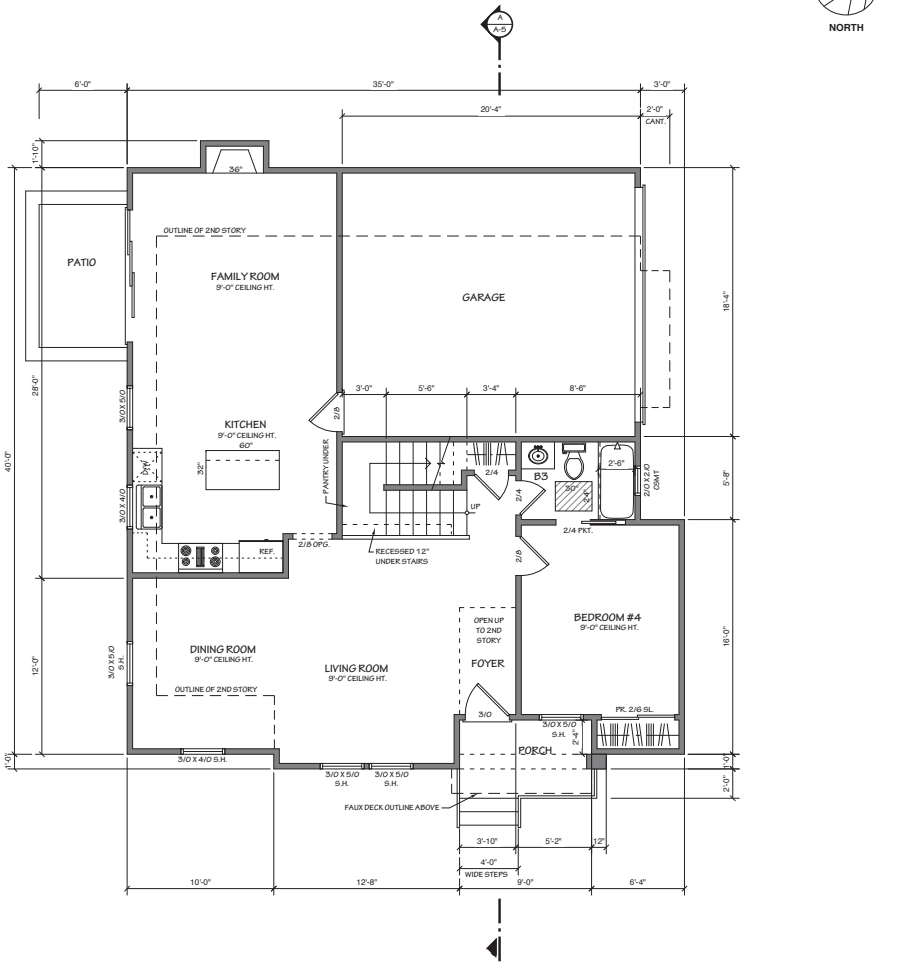
SITE PLAN
PROJECT DATA

Date	07/26/16
Scale	as shown
Drawn	MaB / LD
Job	15006
Sheet	A1.0
of	12 Sheets



2ND STORY LOT 1 FLOOR PLAN

Scale: 1/4" = 1'-0"



1ST STORY LOT 1 FLOOR PLAN

Scale: 1/4" = 1'-0"

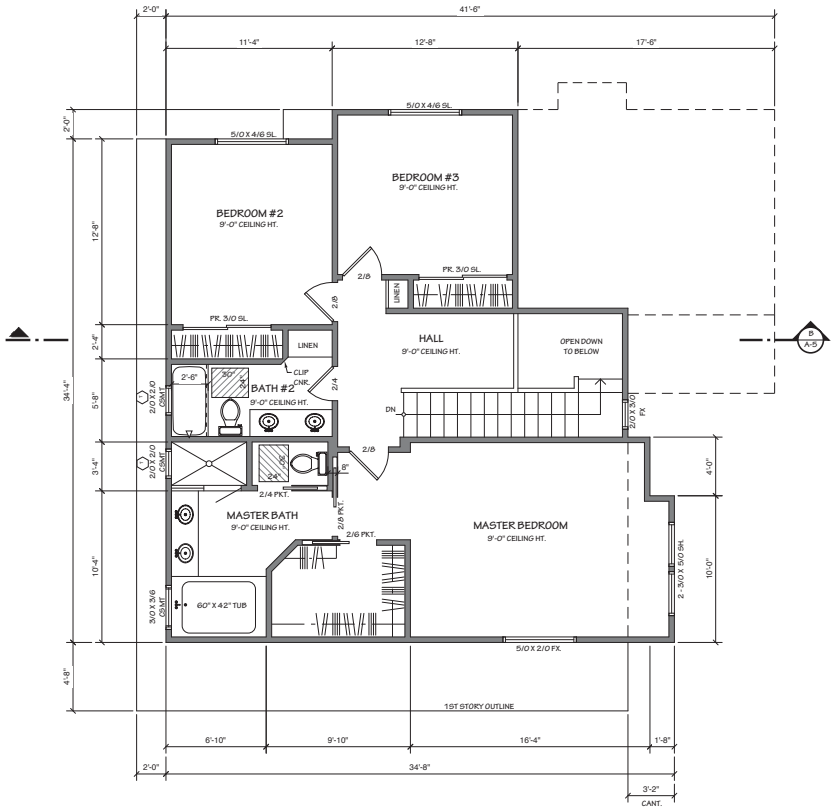
REVISIONS	BY

LOUIS DORCICH
ARCHITECT
P.O. BOX 7306 SANTA ROSA, CA. 95150-7306
PHONE: 707-545-0748
EMAIL: LDORCICH@SBCGLOBAL.NET

PROPOSED 2 RESIDENCE FOR:
MR. M. SANEINEJAD
1223 WALNUT DRIVE
CAMPBELL, CALIFORNIA

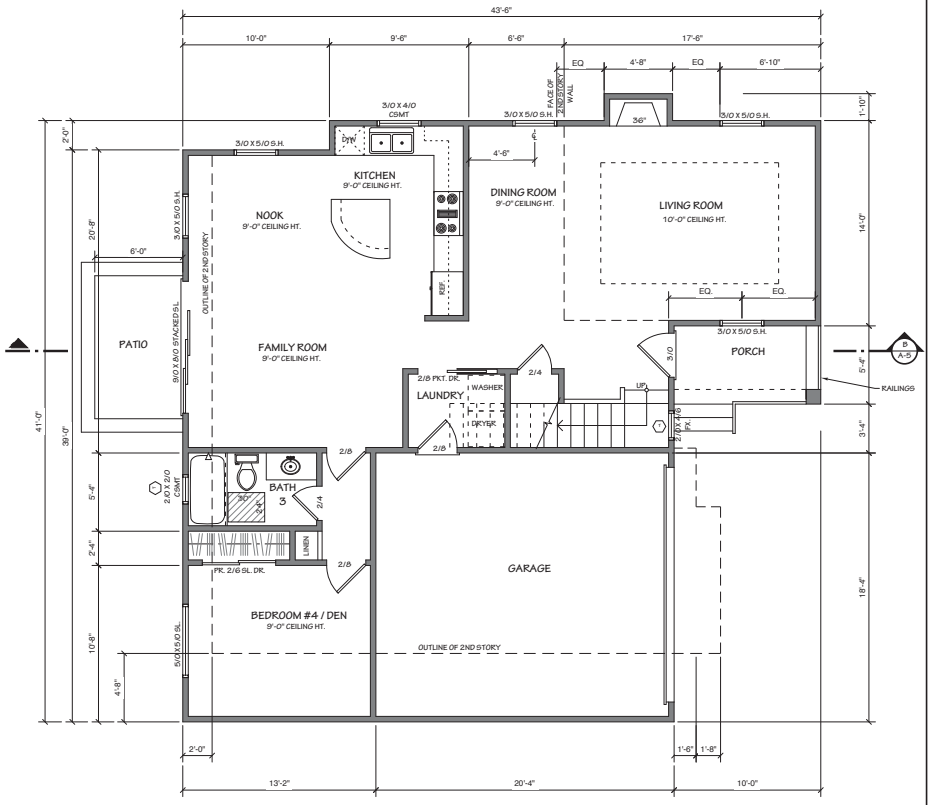
LOT 1 FLOOR PLAN

Date	07/26/16
Scale	as shown
Drawn	MaB / LD
Job	15006
Sheet	A2.0
of	12 Sheets



2ND STORY LOT 2 FLOOR PLAN

Scale: 1/4" = 1'-0"



1ST STORY LOT 2 FLOOR PLAN

Scale: 1/4" = 1'-0"

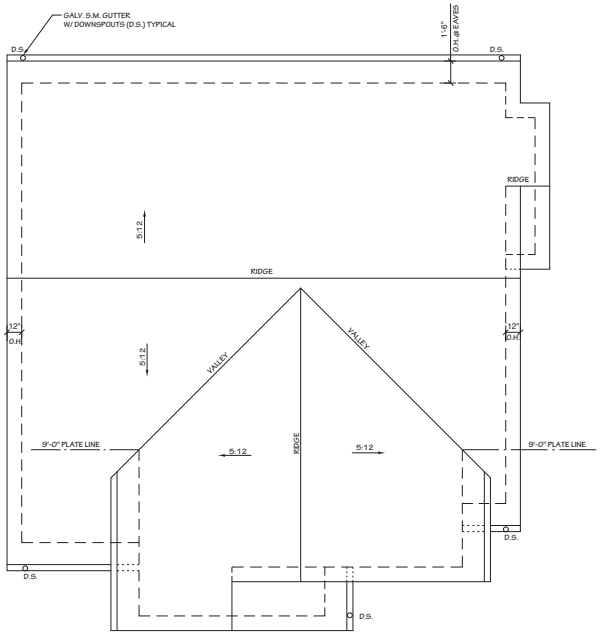
REVISIONS	BY

LOUIS DORCICH
ARCHITECT
P.O. BOX 7306, SANTA ROSA, CA. 95150-7306
PHONE: 707 545 9748
EMAIL: LDRCHARCHITECT@AOL.COM

PROPOSED 2 RESIDENCE FOR:
MR. M. SANEINEJAD
1223 WALNUT DRIVE
CAMPBELL, CALIFORNIA

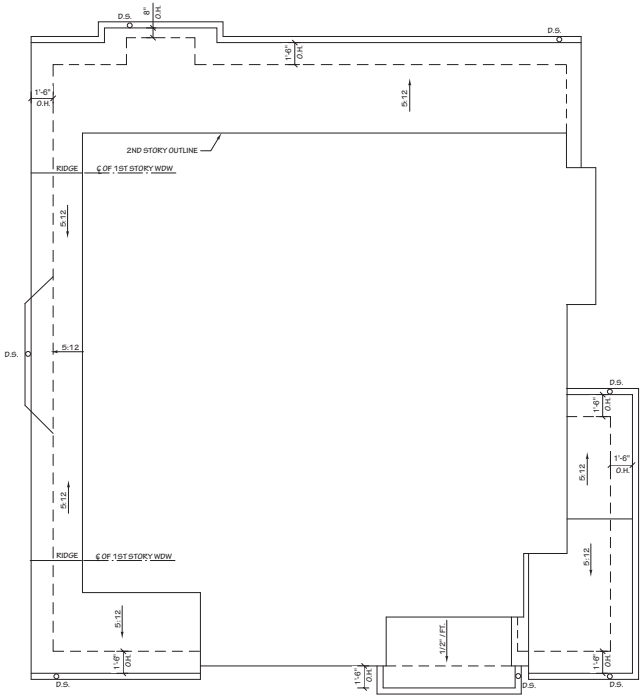
LOT 2 FLOOR PLAN

Date	07/26/16
Scale	as shown
Drawn	MaB / LD
Job	15006
Sheet	A2.1
of	12 Sheets



2ND STORY LOT 1 ROOF PLAN

Scale: 1/4" = 1'-0"



1ST STORY LOT 1 ROOF PLAN

Scale: 1/4" = 1'-0"

REVISIONS	BY

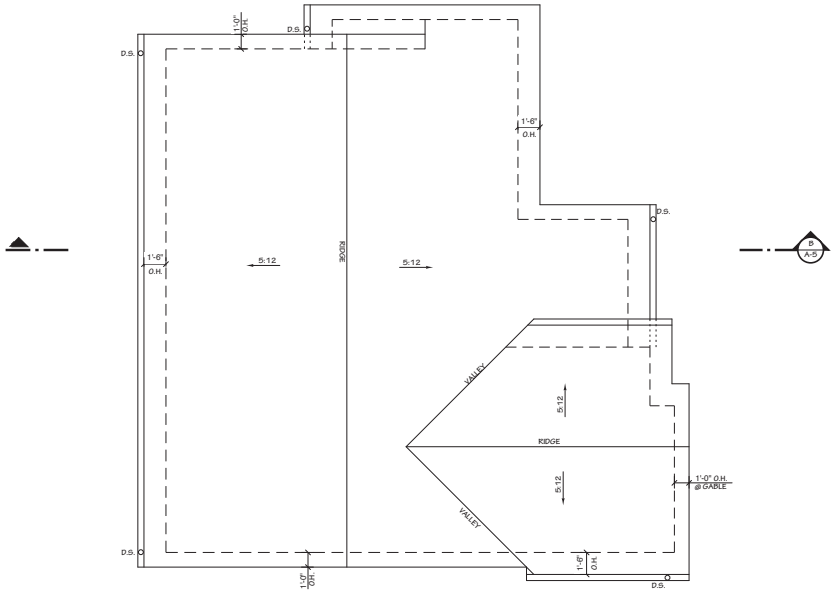
LOUIS DORCICH
ARCHITECT
P.O. BOX 7306, SANTA CRUZ, CA. 95150-7306
PHONE (831) 423-9748
EMAIL LDRCNCA@HOTMAIL.COM

PROPOSED 2 RESIDENCE FOR:
MR. M. SANEINEJAD
1223 WALNUT DRIVE
CAMPBELL, CALIFORNIA

LOT 1 ROOF PLAN

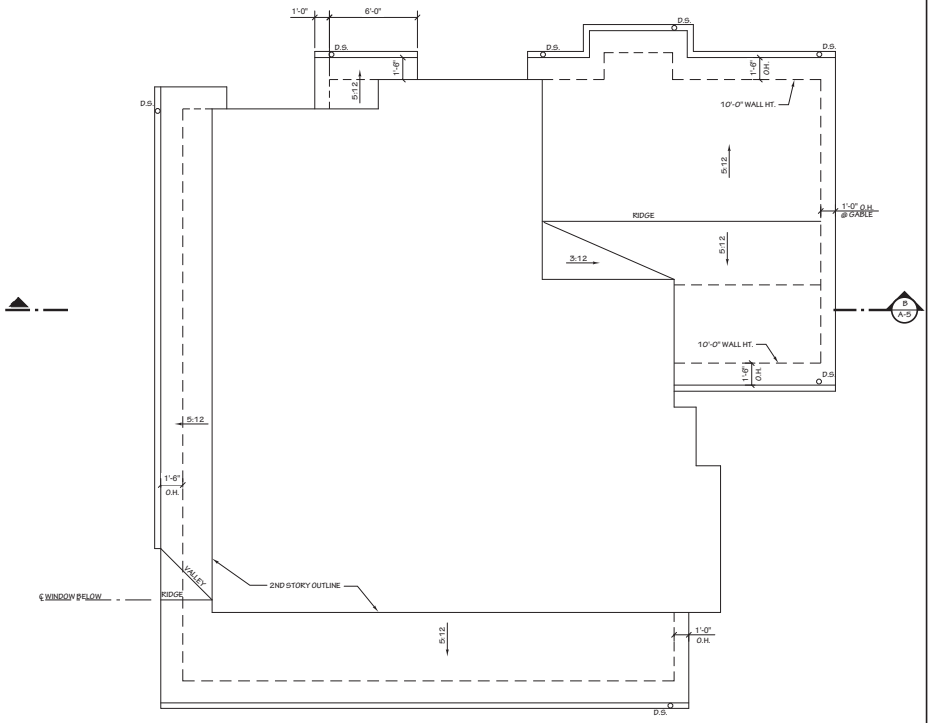
Date	07/26/16
Scale	as shown
Drawn	MaB / LD
Job	15006
Sheet	A3.0

of 12 Sheets



2ND STORY LOT 2 ROOF PLAN

Scale: 1/4" = 1'-0"



1ST STORY LOT 2 ROOF PLAN

Scale: 1/4" = 1'-0"

REVISIONS	BY

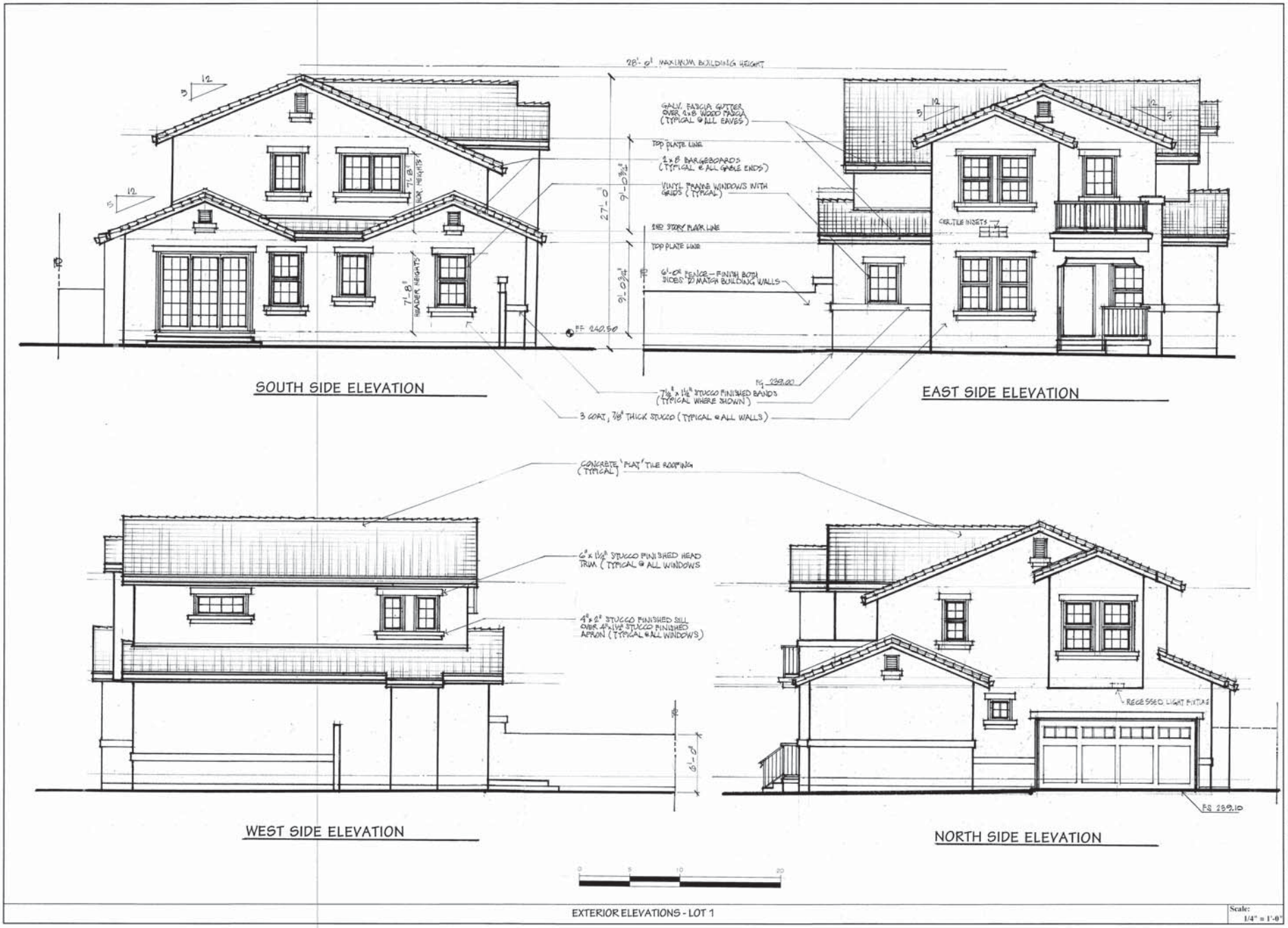
LOUIS DORCICH
ARCHITECT
P.O. BOX 7306, SANTA CRUZ, CA. 95150-7306
PH.(831) 423-0748
EMAIL: LDRCNCA@HOTMAIL.COM

PROPOSED 2 RESIDENCE FOR:
MR. M. SANEINEJAD
1223 WALNUT DRIVE
CAMPBELL, CAIFORNIA

LOT 2 ROOF PLAN

Date	07/26/16
Scale	as shown
Drawn	MaB / LD
Job	15006
Sheet	A3.1

of 12 Sheets



EXTERIOR ELEVATIONS - LOT 1

Scale: 1/4" = 1'-0"

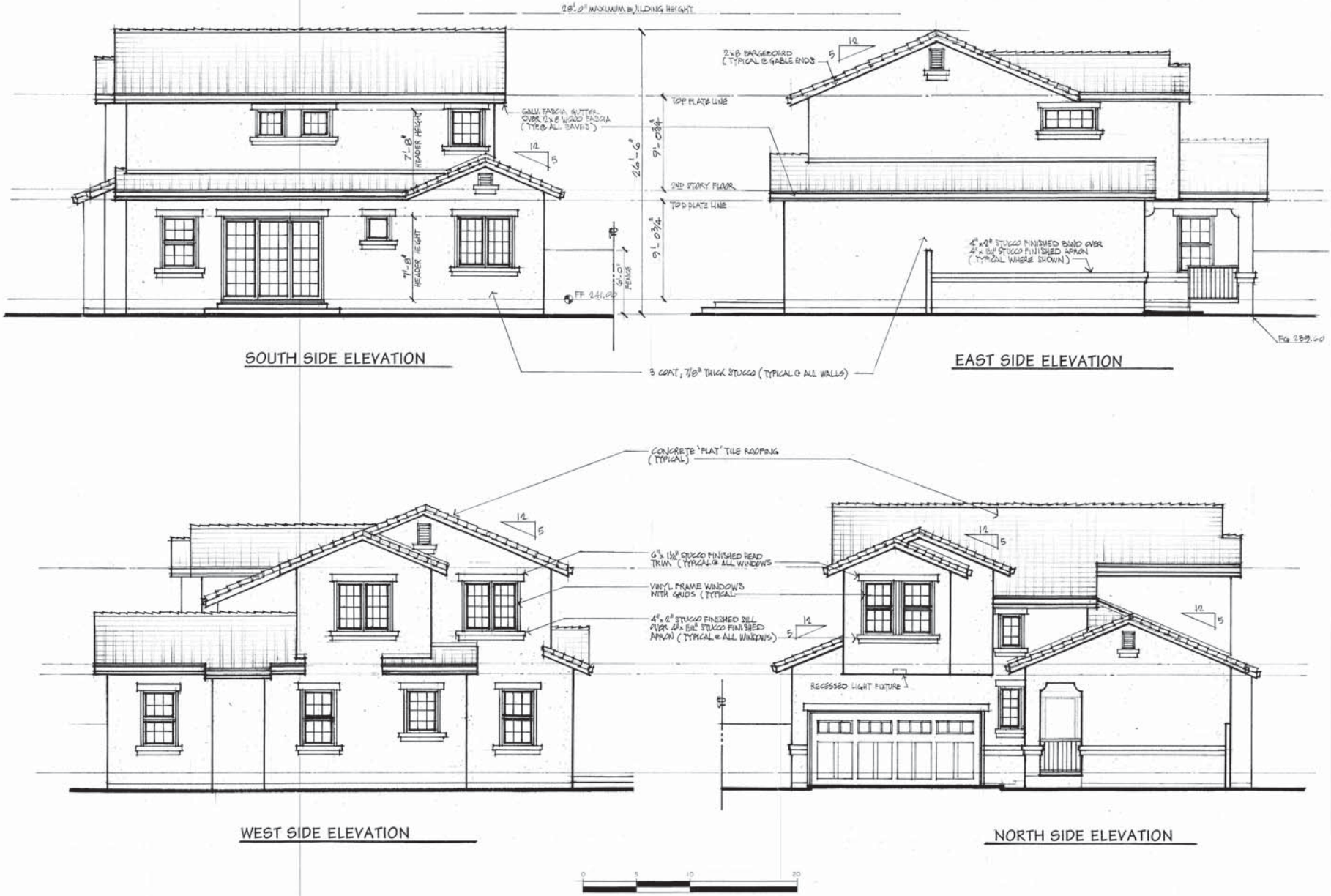
REVISIONS	BY

LOUIS DORCICH
A.R. [illegible] A.I.A.E.C.I.
P.O. BOX 7306, SAN [illegible], CA. 95150-7306
PHONE: (408) 370-9718 FAX: (408) 370-9719

PROPOSED 2 RESIDENCE FOR
MR. M. SANEINEJAD
1223 WALNUT DRIVE
CAMPBELL, CAIFORNIA

EXTERIOR ELEVATIONS
LOT 1

Date	07/26/16
Scale	as shown
Drawn	MaB / LD
Job	15006
Sheet	A4.0
of 12 Sheets	



SOUTH SIDE ELEVATION

EAST SIDE ELEVATION

WEST SIDE ELEVATION

NORTH SIDE ELEVATION

EXTERIOR ELEVATIONS - LOT 2

Scale: 1/4" = 1'-0"

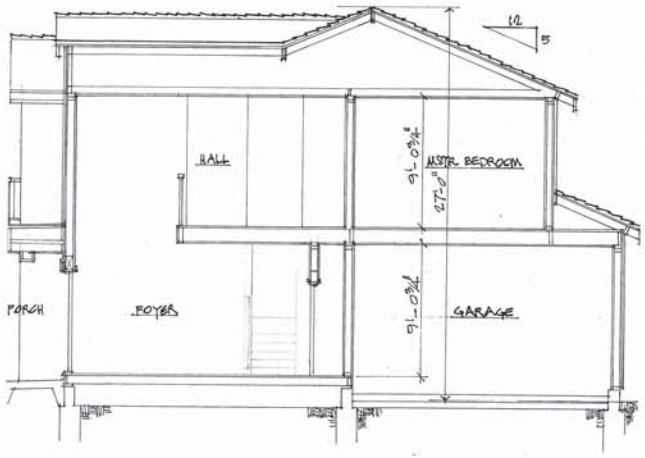
REVISIONS	BY

LOUIS DORCICH
ARCHITECT
P.O. BOX 5306, SANTA CLARA, CA 95056-5306
PHONE: (408) 830-9748
EMAIL: LDARCHITECT@AOL.COM

PROPOSED 2 RESIDENCE FOR
MR. M. SANEINEJAD
1223 WALNUT DRIVE
CAMPBELL, CAIFORNIA

EXTERIOR ELEVATIONS
LOT 2

Date	07/26/16
Scale	as shown
Drawn	MaB / LD
Job	15006
Sheet	A4.1
	of 12 Sheets



CROSS SECTION (A / A5.0)

0 5 10 20

CROSS SECTIONS

Scale: 1/4" = 1'-0"

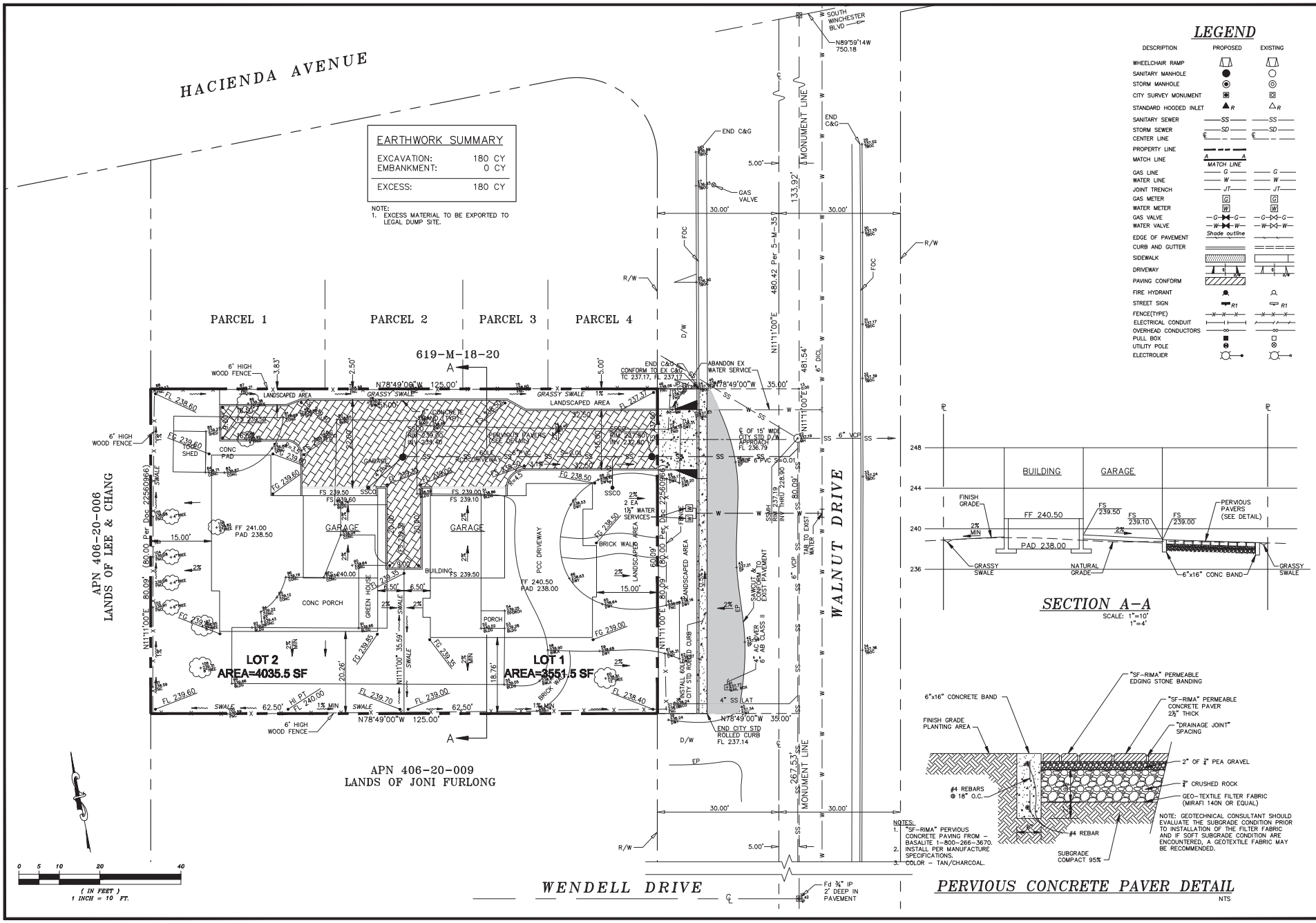
REVISIONS	BY

LOUIS DORCICH
A R C H I T E C T
P.O. BOX 7306, SAN JOSE, CA 95150-7306
PH/FAX: (831) 430 - 9748
EMAIL: LDARCH@LDARCH.COM

PROPOSED 2 RESIDENCE FOR
MR. M. SANEINEJAD
1223 WALNUT DRIVE
CAMPBELL, CAIFORNIA

CROSS SECTIONS

Date	07/26/16
Scale	as shown
Drawn	MaB / LD
Job	15006
Sheet	A5.0
	of 12 Sheets



LEGEND

DESCRIPTION	PROPOSED	EXISTING
WHEELCHAIR RAMP		
SANITARY MANHOLE		
STORM MANHOLE		
CITY SURVEY MONUMENT		
STANDARD HOODED INLET	R	R
SANITARY SEWER	SS	SS
STORM SEWER	SD	SD
CENTER LINE		
PROPERTY LINE		
MATCH LINE	A MATCH LINE A	
GAS LINE	G	G
WATER LINE	W	W
JOINT TRENCH	JT	JT
GAS METER	G	G
WATER METER	W	W
GAS VALVE	G	G
WATER VALVE	W	W
EDGE OF PAVEMENT	Shade outline	
CURB AND GUTTER		
SIDEWALK		
DRIVEWAY		
PAVING CONFORM		
FIRE HYDRANT		
STREET SIGN	R1	R1
FENCE(TYPE)	X X X	X X X
ELECTRICAL CONDUIT		
OVERHEAD CONDUCTORS		
PULL BOX		
UTILITY POLE		
ELECTROLIER		

SECTION A-A

SCALE: 1"=10'
1"=4'

NOTES:
1. "SF-RIMA" PERVIOUS CONCRETE PAVING FROM – BASALITE 1-800-266-3670.
2. INSTALL PER MANUFACTURE SPECIFICATIONS.
3. COLOR – TAN/CHARCOAL.

NOTE: GEOTECHNICAL CONSULTANT SHOULD EVALUATE THE SUBGRADE CONDITION PRIOR TO INSTALLATION OF THE FILTER FABRIC AND IF SOFT SUBGRADE CONDITION ARE ENCOUNTERED, A GEOTEXTILE FABRIC MAY BE RECOMMENDED.

PERVIOUS CONCRETE PAVER DETAIL

NTS

ADVANCED DEVELOPMENT
2933 BENJAMIN COURT
SAN JOSE, CALIFORNIA 95124
(408) 378-0370
JACOB SADDAN - CIVIL ENGINEER

Revision	Date	App'd	Description

GRADING AND DRAINAGE PLAN FOR WALNUT PLACE

CAMPBELL, CALIFORNIA

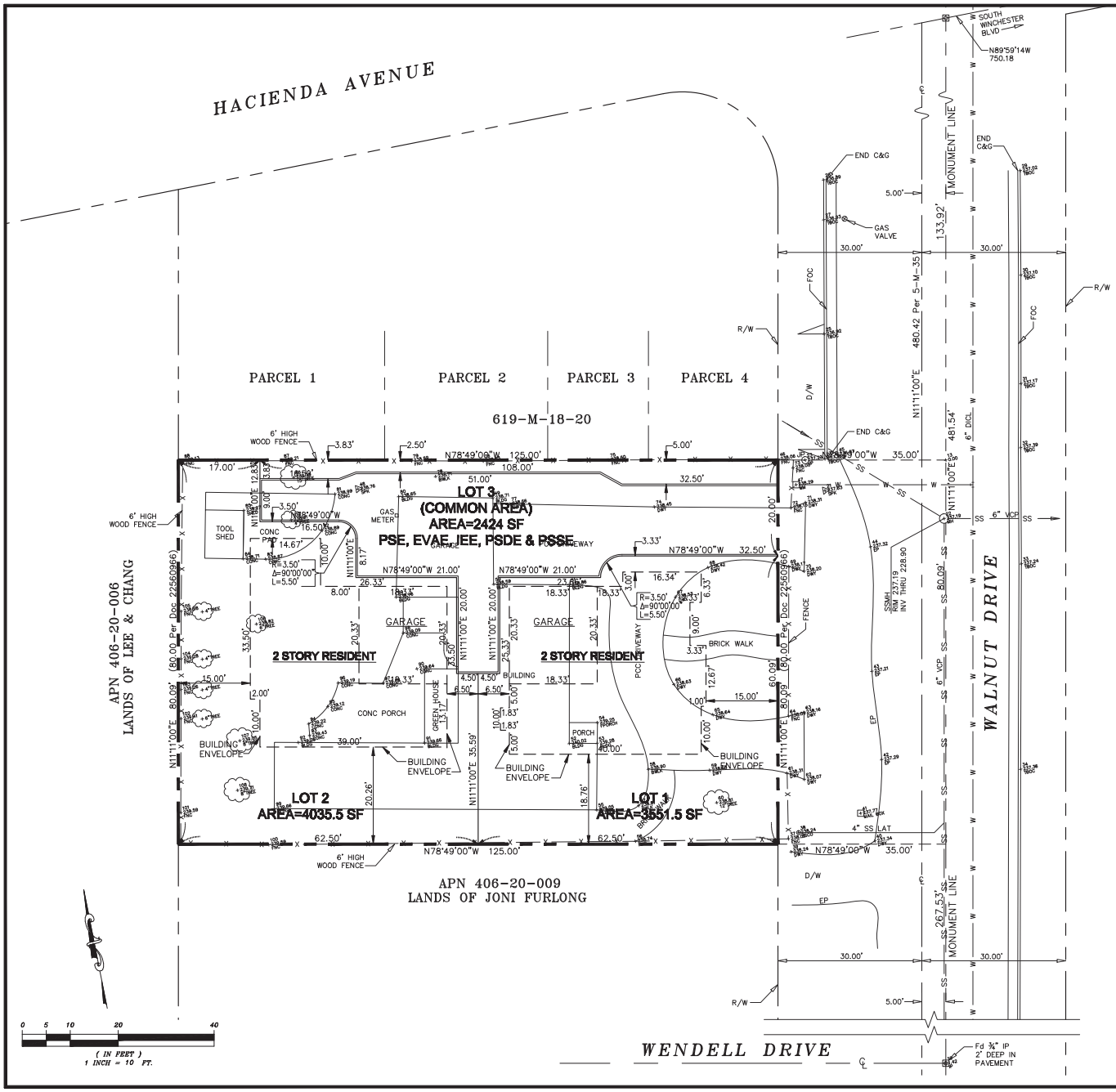
REGISTERED PROFESSIONAL ENGINEER JACOB SADDAN No. 33509 Exp. 06/30/18 CIVIL STATE OF CALIFORNIA

APPROVED BY: JACOB SADDAN
R.C.E. NO. 33509
EXPIRES 06/30/18

Checked: JS
Drawn: AG
Designed: JS
Surveyed: JS
Scale: 1"=10'
Date: 07-27-18

Sheet No. 1 OF 2

Job No. WALNUT



DEVELOPMENT SUMMARY

LOT 1	3551.5 SF (NET)
LOT 2	4035.5 SF (NET)
LOT 3	2424.0 SF (NET)
TOTAL LAND	10011 SF (NET) 12814 SF (GROSS)

BUILDING FLOOR AREA

LOT 1 (UNIT A)	RESIDENCE	2108.0 SF
	GARAGE	372.6 SF
LOT 2 (UNIT B)	RESIDENCE	2114.5 SF
	GARAGE	372.6 SF
TOTAL BUILDING AREA		4967.5 SF
FLOOR AREA RATIO		49.6%
BUILDING COVERAGE		30%
PAVING COVERAGE		27.9%
LANDSCAPE COVERAGE		47.1%

BASIS OF BEARINGS

THE MONUMENT LINE OF WALNUT DRIVE TAKEN AS N11°11'00"E AS SHOWN ON THAT CERTAIN PARCEL MAP FILED IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA IN BOOK 535 OF MAPS AT PAGE 25 WAS USED AS THE BASIS OF ALL BEARINGS SHOWN ON THIS MAP.

LEGAL DESCRIPTION

BEING A PORTION OF LOT 1 AS SHOWN UPON THE MAP OF TRACT NO. 172, SAN TOMAS HACIENDAS, WHICH SAID MAP WAS FILED FOR RECORD IN THE OFFICE OF THE RECORDER OF THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, ON JANUARY 27, 1941 IN BOOK 5 OF MAPS, AT PAGE 35. AREA NET = 10,011 SF (0.230 AC±)

BASIS OF ELEVATION

CITY OF CAMPBELL BM#-1, 2¾" BRASS DISK IN TOP OF CURB LOCATED AT WINCHESTER BOULEVARD AND HACIENDA AVENUE NORTHWEST CORNER AT CENTER OF CURB RETURN (CR).

ELEVATION: 231.127

ABBREVIATIONS

A.B.	AGGREGATE BASE	M.H.	MANHOLE
A.C.	ASPHALT CONCRETE	MIN.	MINIMUM
B.C.	BEGINING OF CURVE(HORIZONTAL)	M.V.C.	MIDDLE OF VERTICAL CURVE
BLDG	BUILDING	M.W	MONITORING WELL
BOW/BWLK	BACK OF WALK	NO.	NUMBER
B.V.C.	BEGINING OF VERTICAL CURVE	N.T.S.	NOT TO SCALE
C.B.	CATCH BASIN	P.C.C.	PORTLAND CEMENT CONCRETE
CLF	CHAIN LINK FENCE	P.C.R.	POINT OF CURB RETURN
C.O.	CLEAN OUT	P.P.B.	PEDESTRIAN PUSH BUTTON
CONT.	CONTINUOUS	PP&T	PLASTIC PLUG & TACK
D.I.	DRAINAGE INLET	P.V.C.	POLYVINYL CHLORIDE
D/W	DRIVEWAY	P.V.I.	POINT OF VERTICAL INTERSECTION
E.C.	END OF CURVE(HORIZONTAL)	R	RADIUS
ELEV.	ELEVATION	R.C.P.	REINFORCED CONCRETE PIPE
EXIST.	EXISTING	R/W	RIGHT-OF-WAY
E.V.C.	END OF VERTICAL CURVE	S	SLOPE
F.F.	FINISHED FLOOR ELEVATION	S.D.	STORM DRAIN
F.G.	FINISHED GRADE	S.D.M.H	STORM DRAIN MANHOLE
F.H.	FIRE HYDRANT	S.F.	SQUARE FEET
F.C.	FACE OF CURB	SHT.	SHEET
F.L.	FLOW LINE	S.S.M.H.	SANITARY SEWER MANHOLE
FOC	FACE OF CURB	S.S.	SANITARY SEWER
F.S.	FINISHED SURFACE	S/W	SIDEWALK
G.B.	GRADE BREAK	T.C.	TOP OF CURB
G.V.	GATE VALVE	TFOC	TOP FACE OF CURB
H.P.	HIGH POINT	TYP.	TYPICAL
I.D.	INSIDE DIAMETER	U.O.N.	UNLESS OTHERWISE NOTED
INV.	INVERT	V.C.	VERTICAL CURVE
J.P.	JOINT POLE	V.C.P.	VITRIFIED CLAY PIPE (EXTRA STRENGTH)
L.F.	LINEAR FEET	W	WATER
L.P.	LOW POINT	W.M.	WATER METER
L&T	LEAD & TACK	W.V.	WATER VALVE
MAX.	MAXIMUM		

ADVANCED DEVELOPMENT
2933 BENJAMIN COURT
SAN JOSE, CALIFORNIA 95124
(408) 378-0370
JACOB SADDAN - CIVIL ENGINEER

Revision	Date	App'd	Description

TENTATIVE PARCEL MAP
FOR WALNUT PLACE
CAMPBELL, CALIFORNIA

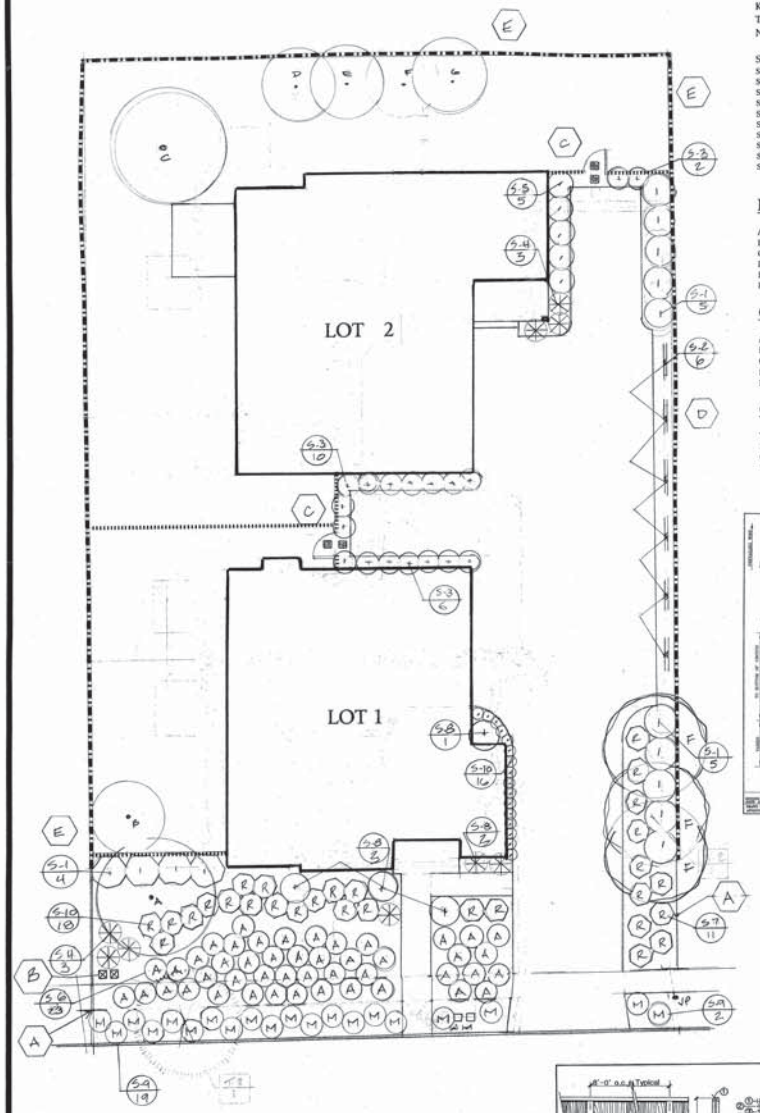
REGISTERED PROFESSIONAL ENGINEER JACOB SADDAN 33509 Exp. 06/30/18 CIVIL STATE OF CALIFORNIA

APPROVED BY: JACOB SADDAN
R.C.E. NO. 33509
EXPIRES 06/30/18

Checked: JS
Drawn: AG
Designed: JS
Surveyed: JS
Scale: 1"=10'
Date: 07-26-16

Sheet No. 1 OF 2

Job No. WALNUT



WALNUT DRIVE

NOTE: THIS PROJECT IS DESIGNED TO HAVE 100% AUTOMATICALLY IRRIGATED SPRINKLER COVERAGE OF ALL PLANTED AREAS. THE APPLICATION IS DESIGNED TO USE CLIMATICALLY CONTROLLED IRRIGATION CONTROLLERS, SENSORS AND DRIP EMITTERS, NO SPRAY OR ROTOR HEADS WILL BE INSTALLED. FURTHERMORE TO TURF OR ANNUAL FLOWERS ARE INCORPORATED IN THIS LOW WATER USE DESIGN.

PLANT PALETTE:

KEY	QUANTITY	SIZE	NAME	NOTES
TREES				
NONE REQUIRED OR NEEDED				
SHRUBS				
S-1	14	5 GALLON	PRUNUS CAROLINA "COMPACTA"	CAROLIANA CHERRY
S-2	6	5 GALLON	PANDORA JASMODES "PINK"	BOWER VINE
S-3	18	5 GALLON	NANDINA "COMPACTA"	HEAVENLY BAMBOO
S-4	6	5 GALLON	PHORIUM "JACK SPRAT"	NEW ZEALAND FLAX
S-5	5	5 GALLON	RAPHIOLEPIS "CLARA"	INDIAN HAWTHORN
S-6	46	1 GALLON	ARCTOSTAPHYLOS "EMERALD CARPET"	MANZANITA
S-7	29	5 GALLON	RAPHIOLEPIS "PINKIE"	INDIAN HAWTHORN
S-8	4	5 GALLON	STRELITZIA REGINAE	BIRD F PARADISE
S-9	18	1 GALLON	MYPORUM "PINK"	MYOPORUM
S-10	16	1 GALLON	PELARGONIUM PELTATIUM	IVY GERANIUM

EXISTING SITE TREES TO BE SAVED:

A	APRICOT	SHAPE, PRUNE AND THIN OUT	TREE PROTECTION D
B	MALUS "PAIRIE FIRE"	SAVE	TREE PROTECTION D
C	CITRUS	SHAPE, PRUNE AND THIN OUT	TREE PROTECTION D
D	PLUM "PURPLE LEAF"	SHAPE, PRUNE AND THIN OUT	TREE PROTECTION D
E	PLUM "PURPLE LEAF"	SHAPE, PRUNE AND THIN OUT	TREE PROTECTION D
F	LAGERSTROEMIA	SHAPE, PRUNE AND THIN OUT	TREE PROTECTION D

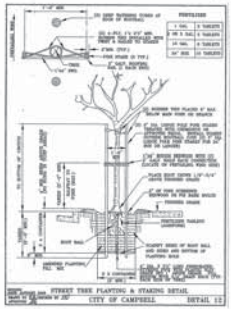
CONSTRUCTION NOTES:

A PLASTIC HEADERBOARD
B MAILBOX MODULE (OWNER SUPPLIED, PER USPS SPEC)
C CONCRETE STEPPING STONES (18" X 18")
D WOOD LATH PANEL ATTACHED TO FENCE
E 6'-0" HIGH "GOOD NEIGHBOR" REWOOD FENCE

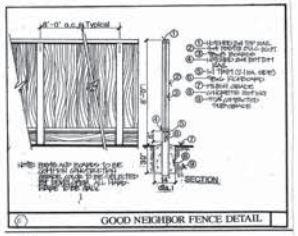
CITY OF CAMPBELL WATER EFFICIENT ORDINANCE:

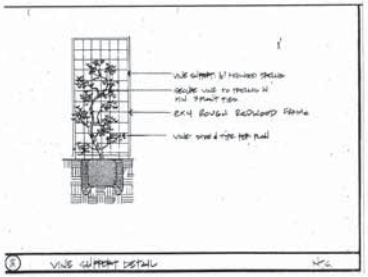
THIS PROJECT WAS DESIGNED TO INCLUDE THE CITY OF CAMPBELL WATER EFFICIENT LANDSCAPE GUIDELINES IN EFFECT AS OF JANUARY 1, 2010 AND HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM TOWARD THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

JON NELSON JULY 22, 2016


STREET TREE PLANTING & STAKING DETAIL
CITY OF CAMPBELL DETAIL 12

STREET TREE PLANTING NOTES
CITY OF CAMPBELL DETAIL 13


GOOD NEIGHBOR FENCE DETAIL


VINE SUPPORT DETAIL

University of California
Water Use Classification of Landscape Species (WUCOLS IV)

Plant Search Database

Export List
Campbell, CA
10 result

Type	Botanical Name	Common Name	Water Use	Export
Gc S N	Arctostaphylos 'Emerald Carpet'	Emerald Carpet manzanita	Moderate	
T A	Lagerstroemia spp., hybrids and cvs.	crape myrtle	Low	
Gc S	Myoporum parvifolium & cvs.	myoporum	Low	
S	Nandina domestica	heavenly bamboo	Low	
V	Pandorea pandorana	wonga wonga vine	Moderate	
Gc P	Pelargonium peltatum	ivy geranium	Low	
P	Phormium hybrids	flax	Low	
T	Prunus caroliniana	Carolina laurel cherry	Low	
S	Rhaphiolepis indica & cvs	Indian hawthorne	Low	
S	Strelitzia reginae (shade in desert)	bird of paradise	Moderate	

800-227-2600

811 Know what's below. Call before you dig.

PROJECT NORTH

THESE DRAWINGS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE, ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHOSE PROJECT THEY WERE PREPARED FOR WHICH THEY ARE MADE ARE EXECUTED OR NOT; THESE DRAWINGS AND SPECIFICATIONS SHALL NOT BE USED BY ANY PERSON OR ENTITY WITHOUT THE WRITTEN CONSENT OF JR NELSON / ARCHITECTURE, INC. COPYRIGHT 2014

PLANTING NOTES:

THE CONTRACTOR SHALL LOCATE AND VERIFY THE EXISTENCE OF ALL UTILITIES PRIOR TO STARTING WORK.

ALL WORK TO BE PERFORMED BY PERSONS FAMILIAR WITH THIS TYPE OF WORK AND UNDER THE SUPERVISION OF A QUALIFIED PLANTING FOREMAN.

ALL LANDSCAPED AREAS SHALL RECEIVE AN AUTOMATIC IRRIGATION SYSTEM WHICH WILL SPRINKLE 100% OF PLANTED AREA WITH A MINIMUM OF RUNOFF TO STREETS AND SIDEWALKS. IRRIGATION WILL BE ADJUSTED TO ELIMINATE OVER-SPRAY ON BUILDINGS, FENCES AND CARS. THIS SYSTEM SHALL BE SET TO WATER LANDSCAPED AREAS DURING THE NIGHT TIME OR AS EARLY IN THE MORNING TO REDUCE WATER LOST TO EVAPORATION.

ALL PLANTING AREAS AND TREE/ SHRUB PLANTING HOLES SHALL BE FREE FROM ROCKS AND CONSTRUCTION DEBRIS LARGER THAN 2" IN DIAMETER.

ALL LANDSCAPED AREAS SHALL HAVE NITRIFIED REDWOOD BARKDUST ROTOTILLED INTO THE TOP 6" OF SOIL. THE APPLICATION RATE WILL BE 6 CUBIC YARDS OF NITRIFIED BARKDUST PER 1,000 SQUARE FEET. THIS AMOUNTS TO A 2" LAYER OF BARKDUST INCORPORATED AS SOIL AMENDMENT INTO EXISTING SOIL.

FINISH SOIL GRADE SHALL BE 1" BELOW TOP OF PAVING, CURBS OR SIDEWALKS. LANDSCAPE CONTRACTOR SHALL ENSURE POSITIVE SURFACE DRAINAGE AWAY FROM BUILDING FOUNDATION IN ALL AREAS.

THE PLANT MATERIAL LOCATIONS ARE DIAGRAMMATIC AND SUBJECT TO CHANGE IN THE FIELD AS DIRECTED BY THE LANDSCAPE DESIGNER. LAYOUT PLANTS ACCORDING TO THE PLAN SO THAT PLANTS ARE PROPERLY SPACED FOR FUTURE GROWTH. MINOR ADJUSTMENTS MAY BE NECESSARY DUE TO VARIATIONS IN SITE CONDITIONS (BALUSTERS, UTILITIES, LIGHT FIXTURES AND DRAINAGE STRUCTURES).

ALL PLANT MATERIAL SHALL CONFORM TO THE GUIDELINES ESTABLISHED BY THE CURRENT AMERICAN STANDARD OF NURSERY STOCK, PUBLISHED BY THE THE AMERICAN ASSOCIATION OF NURSERYMEN.

ALL TREES AND SHRUBS SHALL HAVE AGRIFORM 21 GRAM FERTILIZER TABLETS INSTALLED IN THE BACKFILL AND ROOT ZONE OF PLANTS. TABLET APPLICATION RATE SHALL BE 24" BOX PLANT MATERIAL WILL HAVE 4 TABLETS, 15 GALLON CONTAINER SIZE SHALL GET 3 TABLETS, 5 GALLON CONTAINER SIZE 2 TABLETS AND 1 GALLON PLANTS WILL GET 1 TABLET.

THE PLANT COUNT IS FOR CONTRACTOR'S CONVENIENCE. IN CASE OF DISCREPANCY, THE PLAN SHALL GOVERN.

ALL GROUNDCOVER/ SHRUB AREAS SHALL RECEIVE A 2" DEPTH OF SMALL SIZE WOOD MULCH CONSISTING OF FIBRARK OR RECYCLED WOOD FIBER. IF RECYCLED WOOD CHIP IS USED ALL MATERIAL SHALL BE CERTIFIED FROM SUPPLIER TO CONTAINING NO CHEMICAL, PAINT, LEAD OR OTHER HAZARDOUS MATERIAL PRIOR TO SHIPPING TO SITE.

ALL TREES TO BE STAKED AS NOTED. STREET TREE INSTALLATION (WITHIN COUNTY OF ALAMEDA STREET RIGHT OF WAY) SHALL BE PER COUNTY OF ALAMEDA PUBLIC WORKS DETAIL STANDARD. ALL TREES SHALL HAVE VERPRO 24" ROOT BARRIERS INSTALLED.

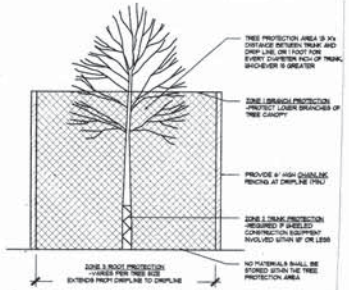
CONTRACTOR SHALL APPLY ONE APPLICATION OF "RONSTAR" PRE-EMERGENT WEED CONTROL TO ALL PLANTED GROUNDCOVER AREAS. THE PRE-EMERGENT WEED CONTROL SHALL BE APPLIED USING THE MANUFACTURES RECOMMENDED RATE OF APPLICATION.

CONTRACTOR SHALL PROVIDE A 30 DAY LANDSCAPE MAINTENANCE PERIOD BEGINNING FROM THE DATE OF FINAL PLANT INSTALLATION, APPLICATION OF WEED CONTROL AND FINAL PROJECT CLEANUP.

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL LANDSCAPE PLANTING FOR A PERIOD OF 6 MONTHS FROM FINAL INSTALLATION AND LANDSCAPE MAINTENANCE PERIOD.

FOR ADDITIONAL INFORMATION SEE PLANTING, IRRIGATION, HARDSCAPE, GRADING/IMPROVEMENT AND CONSTRUCTION DETAIL PLANS.

DESIGN PREPARED UNDER SECTION 7027.5
JR NELSON



G TREE PROTECTION
SCALE: NTS

BAY FRIENDLY STATEMENT:

THIS PROJECT HAS BEEN DESIGNED TO USE THE BEST LANDSCAPE PRACTICES THAT MINIMIZE IRRIGATION AND RUN-OFF; PROMOTES SURFACE INFILTRATION WHERE POSSIBLE AND MINIMIZES THE USE OF PESTICIDES AND FERTILIZERS, AND INCORPORATES APPROPRIATE SUSTAINABLE LANDSCAPING PRACTICES AND PROGRAMS SUCH AS BUT NOT LIMITED TO BAY FRIENDLY LANDSCAPING.

SIGNED _____ DATED: 7/22 2016

GRAPHIC SCALE
0 4 8 16 32
(IN FEET)
1 inch = 8 ft.

LANDSCAPE PLAN

REVISIONS	BY
REVISED 7/19/2016 LOT COVERAGE	
ADD ADDITIONAL EXISTING TREES 7/20/2016	
REVISE PLANT WITHOUT REVISE SIDEWALK 7/22/2016	

BASED ON SITE PLAN PREPARED BY LOU DORICH JULY 2016

LANDSCAPE PLANNERS:
J.R. NELSON AND ASSOCIATES; INC.
23585 SUMMIT ROAD
LOS GATOS, CALIFORNIA 95033
PHONE (408) 591.0873 EMAIL: CNDEV@AOL.COM

NEW RESIDENTIAL FOR:
MR. MATT SANENEJAD
1223 WALNUT DRIVE
CAMPBELL, CALIFORNIA

DRAWN	JRN
CHECKED	
DATE	12.24.2015
SCALE	1" = 8'-0"
JOB NO.	CAMPBELL
SHEET	L-
OF	SHEETS

PRINTED ON CLEARPRINT 1000H

CITY OF CAMPBELL
Community Development Department

ADDENDUM TO A DRAFT NEGATIVE DECLARATION

1223 Walnut Drive - Parcel Map (Revised)

Pursuant to CEQA Guidelines Section 15164, this addendum has been prepared for the Draft Negative Declaration previously noticed and circulated on May 20, 2016 for the development project at 1223 Walnut Drive, finding that the proposed revisions to the original project include only minor changes which do not create new significant impacts and do not require the preparation of a subsequent Initial Study or re-circulation of the Draft Negative Declaration.

Project Name: 1223 Walnut Drive – Parcel Map

File Nos.: Tentative Parcel Map (PLN2016-019);
Zoning Map Amendment (PLN2016-275);
Planned Development Permit (PLN2016-276);
Tree Removal Permit (PLN2016-277)

Location: 1223 Walnut Drive, Campbell CA 95008

ANALYSIS

Original Project: Four (4) residential lots consisting of nine (9) parking spaces and three (3) attached townhomes with a maximum height of 26-feet-six-inches, a total floor area ratio of 58.4%, and 928 square feet of private open space.

Revised Project: Three (3) residential lots consisting of six (6) parking spaces and two (2) detached single-family homes with a maximum height of 27-feet, a total floor area ratio of 49.7%, and 2,699 square feet of private open space. All other substantive aspects of the revised project remain the same as the original project.

The proposed changes include a reduction in the number of parking spaces, a reduction in the density, a reduction in the total floor area ratio, an increase in the amount of private open space, and a minor increase in building height. As revised, the proposed project will have fewer impacts due to an overall reduction in development intensity. Therefore, the revised project would not result in any new significant impacts not previously analyzed in the Initial Study / Draft Negative Declaration. For these reasons, a supplemental Initial Study is not required for the revised project, nor does the Draft Negative Declaration need to be re-circulated. An addendum to the Draft Negative Declaration has been prepared and attached to the Draft Negative Declaration.

RECOMMENDATION

That the City of Campbell Planning Commission and City Council find on the basis of substantial evidence in the light of the whole record that the proposed modifications to the original project are within the scope of the Initial Study analysis and will not cause any new significant environmental impacts, substantially increase previously identified impacts, nor require any new or modified mitigation.

In making this finding, the Planning Commission and City Council have considered evidence presented by City Staff, the applicant, and other interested parties and have determined that:

(1) NO substantial changes are proposed in the project which will require major revisions of the Draft Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) NO substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the Draft Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information which was not known and could not have been known with the exercise of reasonable diligence at the time the Draft Negative Declaration was circulated, does NOT show any of the following:

(a) The project will have one or more significant effects not discussed in the previously adopted Mitigated Negative Declaration;

(b) Significant effects previously examined will be substantially more severe than shown in the previously adopted Mitigated Negative Declaration;

(c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Pursuant to CEQA Guidelines Section 15164, an addendum need not (and will not) be circulated for public review but can be (and will be) included in or attached to the adopted Negative Declaration. All documents referenced in this Addendum are available for public review in the Campbell Community Development Department at Campbell City Hall, 70 N. First Street, during normal business hours and online on the City's 'Environmental Notices' webpage (http://www.cityofcampbell.com/Archive.aspx?AMID=49).

Cynthia McCormick September 2, 2016

Cynthia McCormick, Senior Planner **Date**

County of Santa Clara

Office of the County Clerk-Recorder
Business Division

County Government Center
70 West Hedding Street, E. Wing, 1st Floor
San Jose, California 95110 (408)-299-5688

Santa Clara County Clerk – Recorder's Office
State of California

L 114328

Document No.: 1055
Number of Pages: 33
Filed and Posted On: 5/19/2016
Through: 6/08/2016
CRO Order Number:
Fee Total: 0.00

REGINA ALCOMENDRAS, County Clerk – Recorder
by **Mike Louie, Clerk – Recorder Office Spe,**

CEQA DOCUMENT DECLARATION

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

1. LEAD AGENCY: Cityof Campbell
2. PROJECT TITLE: Negative Declaration - 1223 Walnut Drive, Campbell CA
3. APPLICANT NAME: Majid Saneinead PHONE: (408) 836-1841
4. APPLICANT ADDRESS: 1223 Walnut Drive, Campbell CA 95008
5. PROJECT APPLICANT IS A: ☐ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☒ Private Entity
6. NOTICE TO BE POSTED FOR 20 DAYS.
7. CLASSIFICATION OF ENVIRONMENTAL DOCUMENT

a. PROJECTS THAT ARE SUBJECT TO DFG FEES

☐ 1. ENVIRONMENTAL IMPACT REPORT (PUBLIC RESOURCES CODE §21152)	$ 3,070.00	$ 0.00
☐ 2. NEGATIVE DECLARATION (PUBLIC RESOURCES CODE §21080(C)	$ 2,210.25	$ 0.00
☐ 3. APPLICATION FEE WATER DIVERSION (STATE WATER RESOURCES CONTROL BOARD ONLY)	$ 850.00	$ 0.00
☐ 4. PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS	$ 1,043.75	$ 0.00
☐ 5. COUNTY ADMINISTRATIVE FEE (REQUIRED FOR a-1 THROUGH a-4 ABOVE) Fish & Game Code §711.4(e)	$ 50.00	$ 0.00

b. PROJECTS THAT ARE EXEMPT FROM DFG FEES

☐ 1. NOTICE OF EXEMPTION ($50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)	$ 50.00	$ 0.00
☐ 2. A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, OR AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE *SAME PROJECT IS ATTACHED ($50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)		
DOCUMENT TYPE: ☐ ENVIRONMENTAL IMPACT REPORT ☐ NEGATIVE DECLARATION	$ 50.00	$ 0.00

c. NOTICES THAT ARE *NOT* SUBJECT TO DFG FEES *OR* COUNTY ADMINISTRATIVE FEES

☐ NOTICE OF PREPARATION ☒ NOTICE OF INTENT	NO FEE	$ NO FEE

8. OTHER: _____ FEE (IF APPLICABLE): $ _____
9. TOTAL RECEIVED..... $ 0.00

*NOTE: "*SAME PROJECT*" MEANS NO CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A "NO EFFECT DETERMINATION" LETTER FROM THE DEPARTMENT OF FISH AND GAME FOR THE SUBSEQUENT FILING OR THE APPROPRIATE FEES ARE REQUIRED.

THIS FORM MUST BE COMPLETED AND ATTACHED TO THE FRONT OF ALL CEQA DOCUMENTS LISTED ABOVE (*INCLUDING COPIES*) SUBMITTED FOR FILING. WE WILL NEED AN ORIGINAL (WET SIGNATURE) AND THREE COPIES. *(YOUR ORIGINAL WILL BE RETURNED TO YOU AT THE TIME OF FILING.)*

CHECKS FOR ALL FEES SHOULD BE MADE PAYABLE TO: SANTA CLARA COUNTY CLERK-RECORDER

PLEASE NOTE: FEES ARE ANNUALLY ADJUSTED (Fish & Game Code §711.4(b); PLEASE CHECK WITH THIS OFFICE AND THE DEPARTMENT OF FISH AND GAME FOR THE LATEST FEE INFORMATION.

"*. . . NO PROJECT SHALL BE OPERATIVE, VESTED, OR FINAL, NOR SHALL LOCAL GOVERNMENT PERMITS FOR THE PROJECT BE VALID, UNTIL THE FILING FEES REQUIRED PURSUANT TO THIS SECTION ARE PAID.*" Fish & Game Code §711.4(c)(3)

(Fees Effective 01-01-2016)

NOTICE OF INTENT
INTENT TO ADOPT A NEGATIVE DECLARATION
CITY OF CAMPBELL, CALIFORNIA

Notice is hereby given of the intent of the Campbell Planning Commission to adopt a Negative Declaration pursuant to Public Resources Code Section 21092(b)(1) for an application (PLN2016-019) for a Planned Development Permit for site configuration, architectural design and to create lots which do not have frontage on a public street, Tentative Parcel Map to create three single family lots and one commonly owned lot, Zoning Map Amendment to change the zoning from R-M (Multiple-Family Residential) to P-D (Planned Development), and Tree Removal Permit to allow removal of one protected tree, pursuant to Public Resources Code Section 21092(b)(1), for property located at **1223 Walnut Drive, Campbell, CA.**

The project site consists of a single parcel located on Walnut Drive between Wendell Drive and Hacienda Avenue. The 10,011 square foot (net area) lot is currently developed with one single-family residence that will be demolished as part of the project. Abutting land uses include a single-family residence to the south, single-family townhomes to the north and east, and a senior living facility to the west. The current Zoning is R-M (Multiple-Family Residential) and the General Plan Land Use Designation is Low-Medium Density Residential (6-13 units/gr. acre).

The Initial Study prepared by the City was undertaken for the purpose of determining whether the project may have a significant effect on the environment. On the basis of the Initial Study, Community Development Department staff has determined that the project will not have a significant effect on the environment and has therefore prepared a draft Negative Declaration for consideration by the Campbell Planning Commission.

All interested parties are invited and encouraged to submit comments in writing regarding the draft Negative Declaration and/or attend the below described public hearings. The public review period for the draft Negative Declaration begins on **May 25, 2016** and ends on **June 14, 2016**. Any comments must be submitted in writing, including email, to the Community Development Department by 5:00 p.m. on **June 14, 2016.** The Initial Study and draft Negative Declaration are available for review from 8:00 a.m. to 5:00 p.m. at the Community Development Department, City Hall, 70 North First Street, Campbell, CA or online at http://www.cityofcampbell.com/501/Public-Notices under ' Environmental Notices'.

The Campbell Planning Commission will consider the project and draft Negative Declaration at a public hearing to be held on **June 14, 2016**. The meeting will be held at 7:30 p.m., or shortly thereafter, in the City Hall City Council Chambers, 70 North First Street, Campbell, CA.

Please be advised that if you challenge the decision on the Negative Declaration and/or project in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or in written correspondence delivered to the City of Campbell prior to the public hearings. Questions and written comments may be addressed to:

Cindy McCormick, Senior Planner: cindym@cityofcampbell.com (408) 871-5103

PLANNING COMMISSION
CITY OF CAMPBELL
PAUL KERMOYAN
SECRETARY

INITIAL STUDY

1223 Walnut Drive - Parcel Map

An environmental evaluation
prepared in compliance with the
California Environmental Quality Act

Prepared by
Cindy McCormick
Senior Planner

City of Campbell
Community Development Department
Planning Division
70 N. First Street
Campbell, CA 95008

Public Review Period
May 20, 2016 – June 14, 2016

I. PROJECT OVERVIEW

Project Title: 1223 Walnut Drive – Parcel Map

File Number(s): PLN2016-019
- Planned Development Permit
- Tentative Parcel Map
- Zoning Map Amendment
- CEQA Review
- Tree Removal Permit

Project Address: 1223 Walnut Drive, Campbell CA 95008

Project Sponsor: Majid Saneinead
1223 Walnut Drive, Campbell CA 95008
(408) 836-1841

Existing Zoning: R-M (Multiple-Family Residential)
Proposed Zoning: P-D (Planned Development)

General Plan *Low-Medium Density Residential (6-13 units/gr. acre)*

Lead Agency: City of Campbell, Community Development Department
70 N. First Street, Campbell, CA 95008

Contact Person: Cindy McCormick, Senior Planner
(408) 871-5103 | cindym@cityofcampbell.com

Date Posted: May 19, 2016

Project Location and Surrounding Land Use: The project site consists of a single parcel located on Walnut Drive between Wendell Drive and Hacienda Avenue. The 10,011 square foot (net area) lot is currently developed with one single-family residence that will be demolished as part of the project. Abutting land uses include a single-family residence to the south, single-family townhomes to the north and east, and a senior living facility to the west. The current Zoning is R-M (Multiple-Family Residential) and the General Plan Land Use Designation is Low-*Medium Density Residential (6-13 units/gr. acre).*

Project Description: The project includes an application for a Tentative Parcel Map to allow subdivision of the project site into three single-family residential parcels, ranging from 2,126 to 2,281 square feet in net site area. The project also includes a common lot consisting of a private street, driveway, and guest parking for the development. Access to the private street/driveway would be taken from the west side of Walnut Drive. The private street will range in width from 16 to 20 feet with an additional one to five feet of landscape buffer on the north side of the drive aisle. The development will include construction of three attached two-story single-family residences at a maximum height of 26 feet, five inches from existing grade and an average floor area ratio not to exceed 58.4% for the entire development.

Project Data

Gross Lot Area: 12,814 square feet (including 2,813 sq. ft. of R.O.W.)
Net Lot Area:

Lot 1: 2,406 square feet
Lot 2: 1,704 square feet
Lot 3: 2,832 square feet
Lot 4: 3,069 square feet (common lot; Lot "A" where noted on plans)
Total Net Lot Area: 10,001 square feet

Proposed Density: 10.2 units/gr. acre (3 units / 0.294 gross acres)
Maximum Density Allowed: 13.0 units/gr. acre

Building Height: 26 Feet, 5 Inches

Parking:	Provided	Minimum Required
	9 spaces (6 enclosed)	9 spaces (3 covered)

Project Entitlements: Required land use entitlements for the proposed project include a Planned Development Permit for site configuration, architectural design and to create lots which do not have frontage on a public street, Tentative Parcel Map to create three single family lots and one commonly owned lot, Zoning Map Amendment to change the zoning from R-M (Multiple-Family Residential) to P-D (Planned Development), and Tree Removal Permit to allow removal of one protected tree.

Other public agencies whose approval is required: None

Project Location

Figure 1: Regional Setting

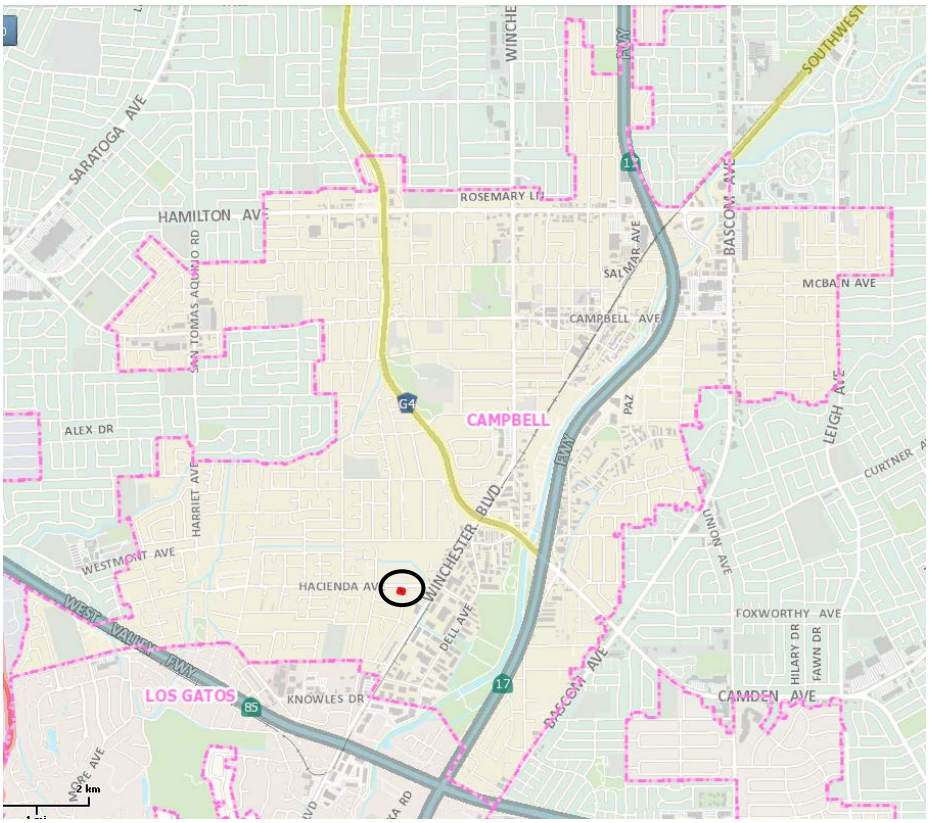
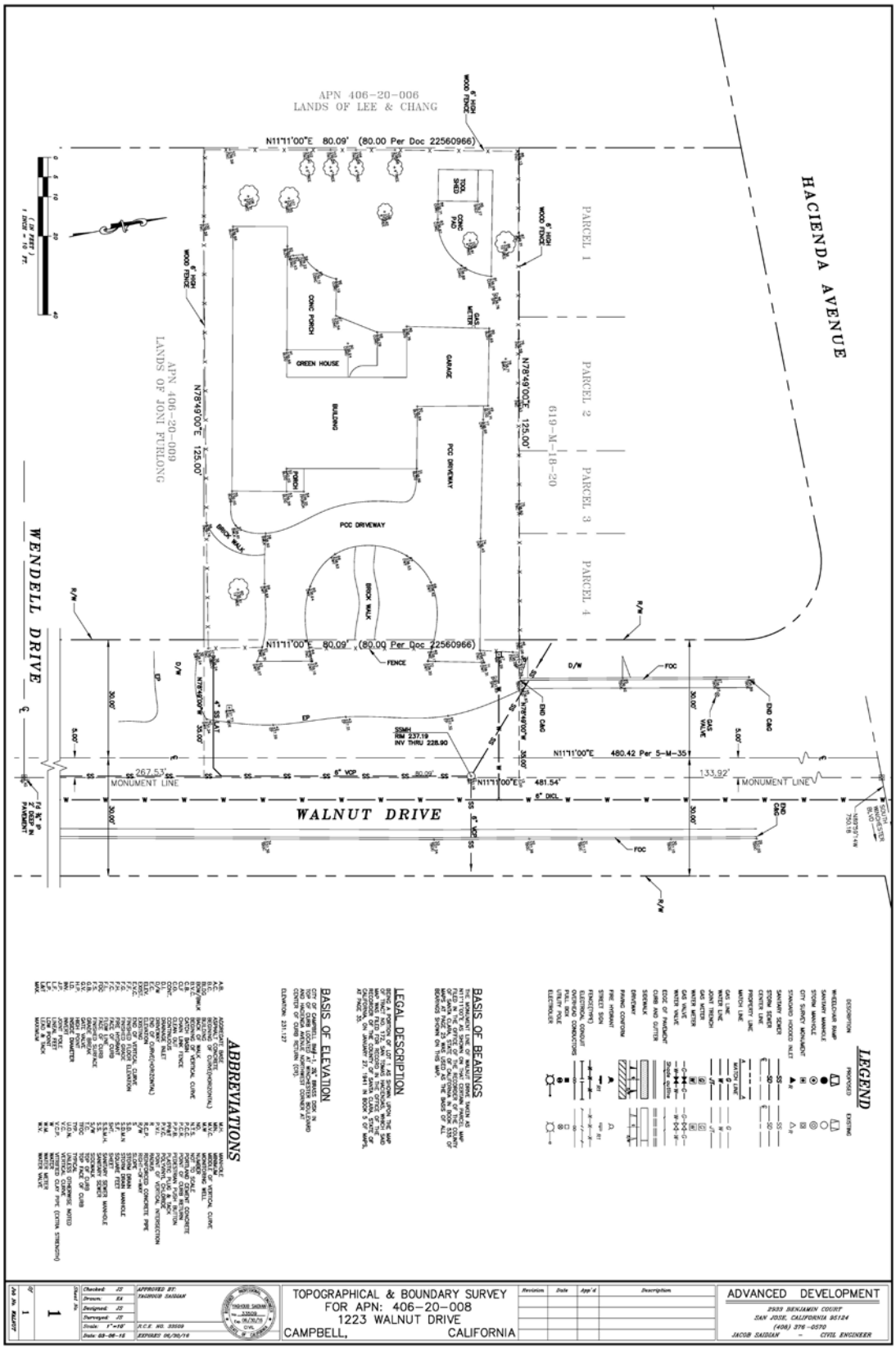


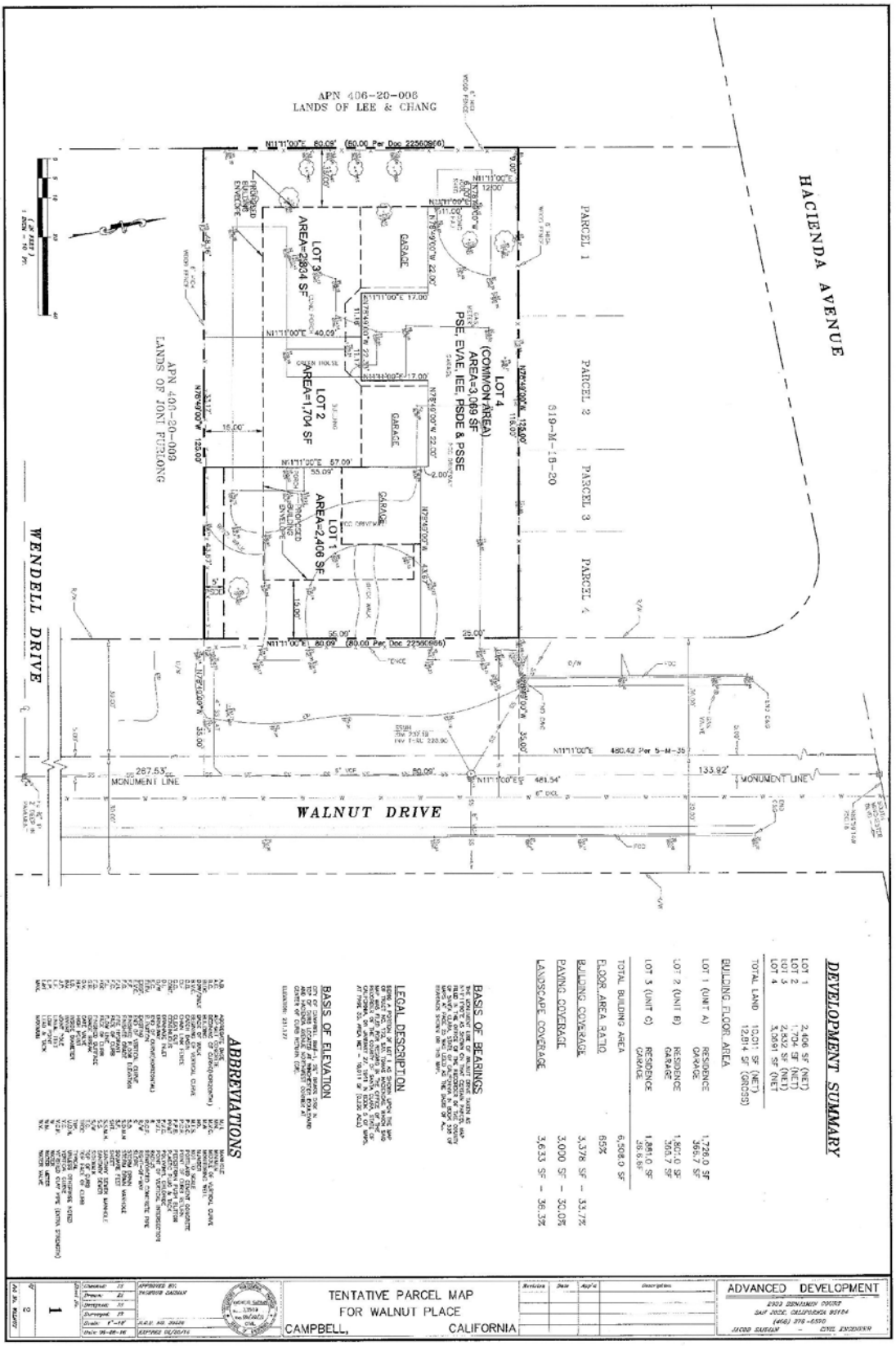
Figure 2: Project Site

Project Address: 1223 Walnut Drive, Campbell CA 95008

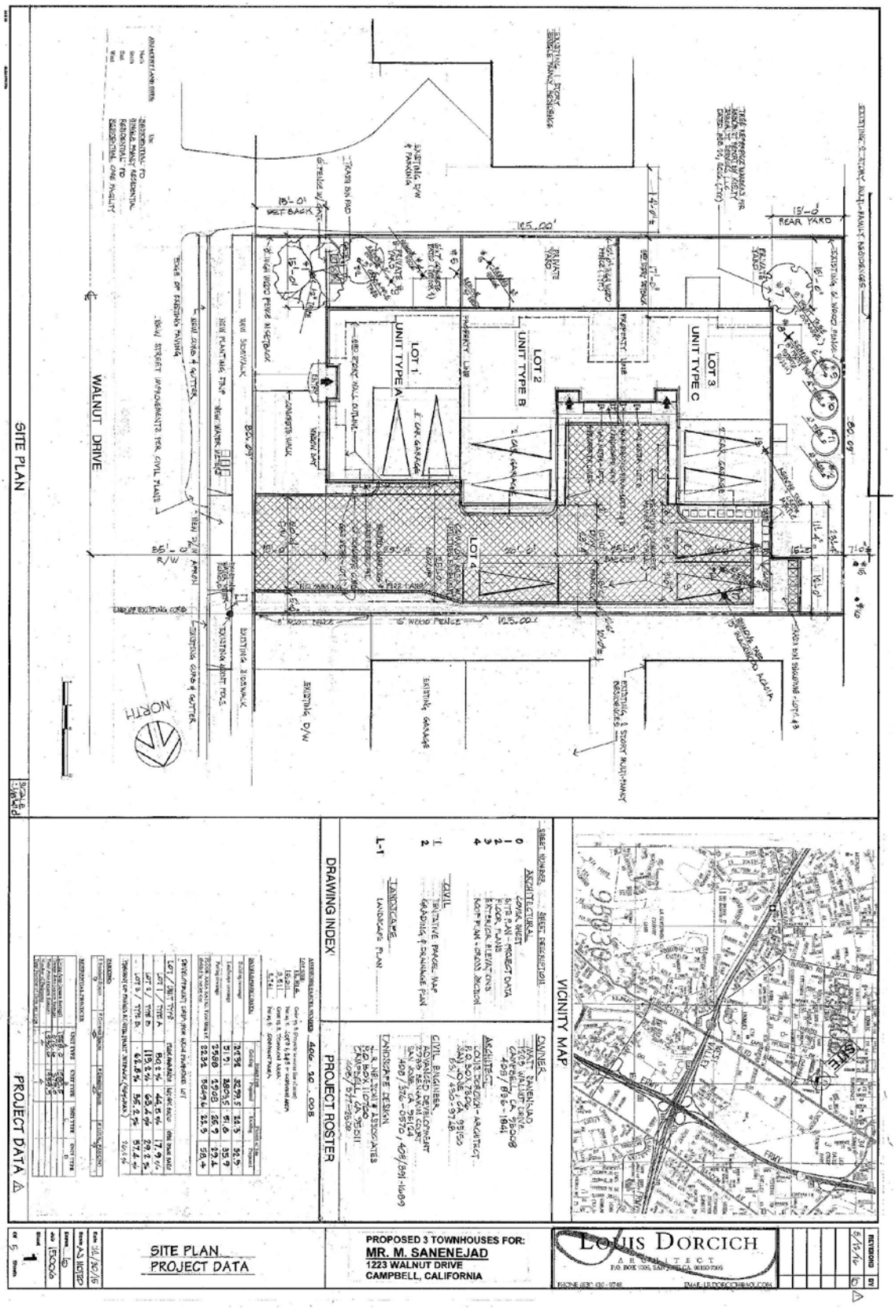
Existing Site Survey



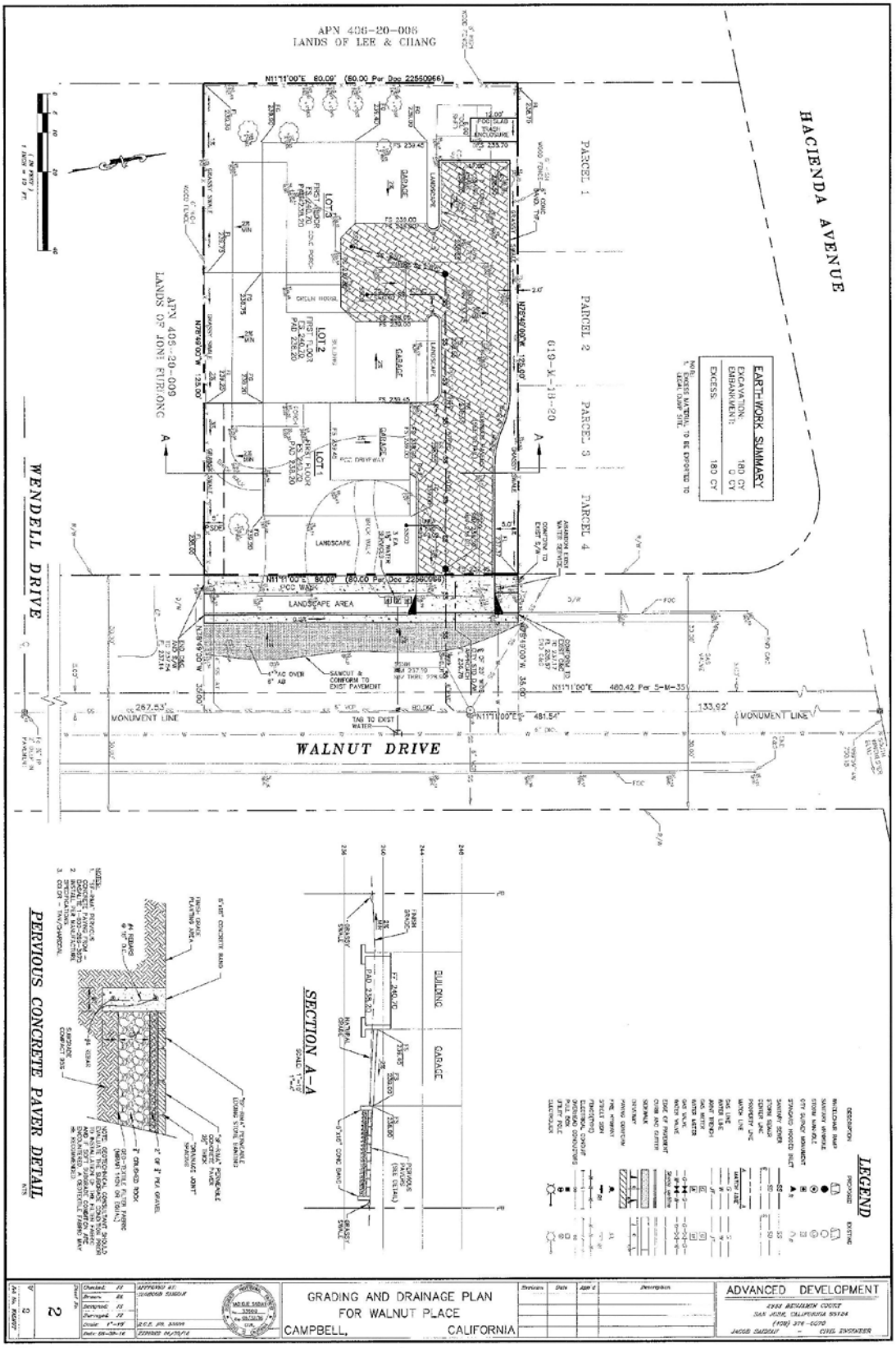
Preliminary Vesting Tentative Subdivision Map



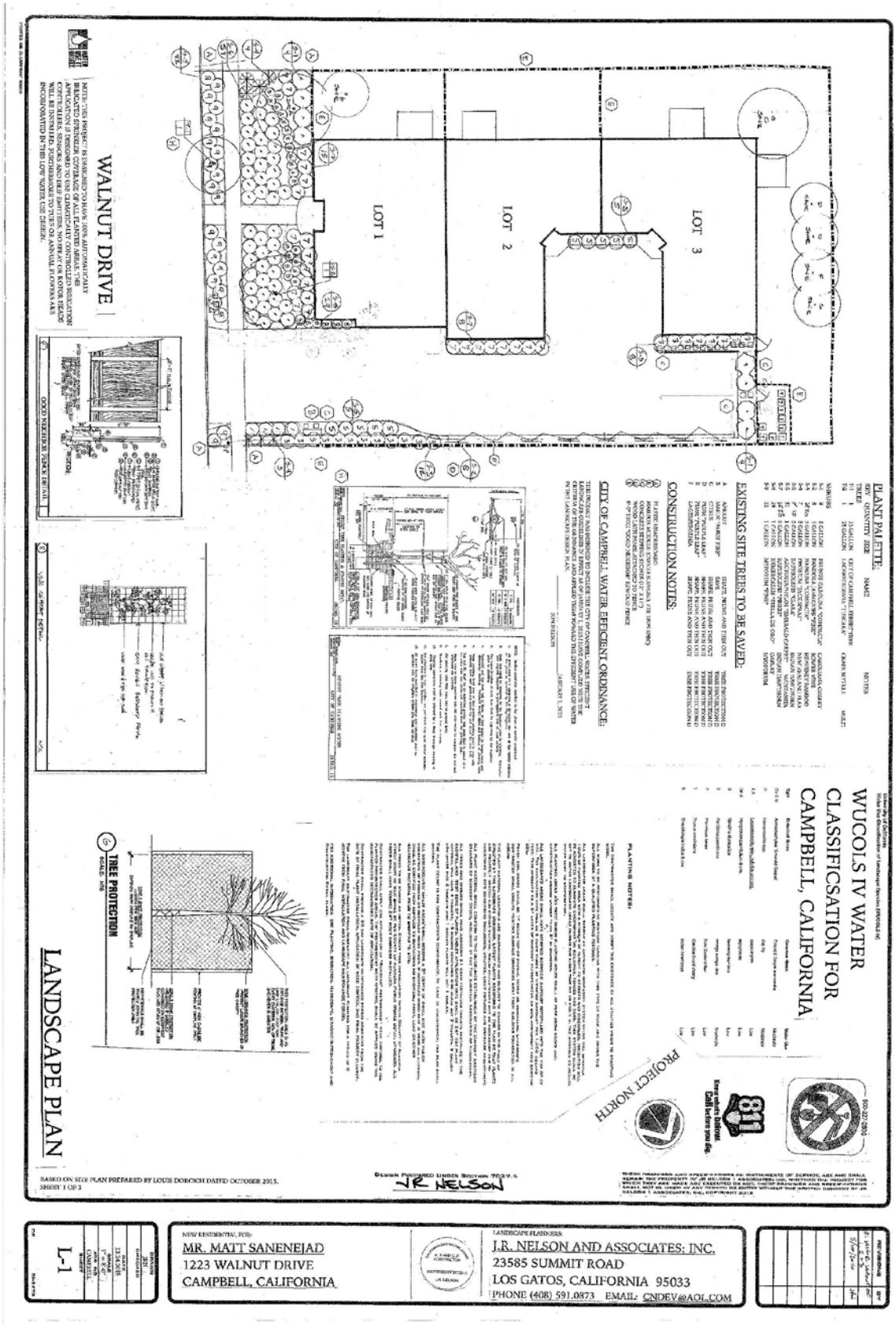
Site Plan


SITE PLAN
WALNUT DRIVE
NORTH
LOT 1
UNIT TYPE A
LOT 2
UNIT TYPE B
LOT 3
UNIT TYPE C
LOT 4
REAR YARD
VICINITY MAP
SITE
DRAWING INDEX
PROJECT ROSTER
PROJECT DATA
SITE PLAN
PROJECT DATA
PROPOSED 3 TOWNHOUSES FOR:
MR. M. SANENEJAD
1223 WALNUT DRIVE
CAMPBELL, CALIFORNIA
LOUIS DORCICH
ARCHITECT

Preliminary Grading and Drainage Plan



Preliminary Landscaping Plan



EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question; and

b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project. Please see the checklist for additional information.

☐	Aesthetics	☐	Agriculture and Forestry	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Service Systems	☐	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

X	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:

Cynthia McCormick

Cynthia McCormick

Date:

5-19-16

City of Campbell

I. AESTHETICS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	X	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	X	☐

a-b) The site is located on Walnut Drive. The General Plan has not identified any scenic vistas or scenic resources within the project area. The project is not located near a state scenic highway. The existing residence to be demolished has not been determined to be historically significant. There are 10 existing trees on the property. Only one of the trees is proposed for removal; a Black acacia tree that is considered a nuisance.

c) The project will not have a significant adverse effect on the scenic value of the area. The project is subject to the San Tomas Area Neighborhood Plan (STANP). The STANP provides development standards (e.g., setbacks and height) as well as design criteria for neighborhood compatibility, scale and mass, surface articulation, building orientation, and privacy. The project has been designed so that the public street elevation fosters the appearance of a single family residence. The design includes architectural features that help break up the mass of the three-unit, two-story townhome structure.

d) The project will not have a significant adverse effect on day or nighttime views in the area. The project is subject to lighting design standards, pursuant to City Code section 21.18.090, whereby exterior lighting shall be architecturally integrated with the character of the structure(s) and fully shielded or recessed. Outdoor lighting fixtures shall be designed and installed so that light rays are not emitted across property lines, to the extent possible.

Based on the above discussion, No mitigation is necessary or required in relation to impact on Aesthetics.

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

DISCUSSION:

a-e) The property is not zoned for farm or agricultural land uses and it is not under a Williamson Act contract. No forest land, as defined in Public Resources Code section 12220(g) exists on the property.

Therefore, no mitigation is necessary or required in relation to impacts on Agricultural and Forest Resources.

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

DISCUSSION:

The Bay Area Air Quality Management District (BAAQMD) regulates stationary sources of air pollution in the nine counties that surround San Francisco Bay. The City of Campbell is located within the southern region of the San Francisco Bay Area air basin. The Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines assist Lead Agencies in evaluating potential air quality impacts of projects. Specifically, these Guidelines explain the procedures that BAAQMD recommends be followed during environmental review processes required by the California Environmental Quality Act (CEQA). The Guidelines provide direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The goal of the CEQA Guidelines is to minimize air quality impacts of plans and development proposals.

The BAQMD CEQA Guidelines provide screening criteria to determine if a project may have potentially significant impacts requiring a detailed analysis. This preliminary screening provides the lead agency with a conservative indication of whether the proposed project would result in the generation of construction-related criteria air pollutants and/or precursors that exceed the *Thresholds of Significance*. If all of the *Screening Criteria* are met, the construction of the proposed project would result in a less-than-significant impact from criteria air pollutant and precursor emissions.

BAAQMD has established significance thresholds for determining whether a project may have a substantial, or potentially substantial, adverse change in air quality within the area affected by the project. Where no significant air quality impacts of a project can be identified (i.e., none of the significance thresholds are exceeded), a Negative Declaration can be prepared. Pending final resolution of a court issued a writ of mandate regarding BAAQMD's CEQA Guidelines (updated May 2012), BAAQMD is no longer recommending that the Thresholds be used as a generally applicable measure of a project's significant air quality impacts. Although the updated thresholds are no longer recommending, lead agencies may continue to rely on the Air District's 1999 Thresholds of Significance in determining the significance of an individual project's air quality impacts. The project was evaluated under both thresholds of significance as discussed below:

Under the BAAQMD May 2011 CEQA Guidelines, the threshold for single-family residential construction-related air pollutants is 114-units, while the threshold for greenhouse gas emissions is 56 units. The project, which would create three residential units, is below these significance thresholds.

Under the BAAQMD's 1999 CEQA Guidelines, the size of project likely to exceed the 80 lbs/day NOx threshold for total emissions from project operations is 320 single-family units. The three unit single-family residential project is below this significance threshold. Per the BAAQMD's 1999 CEQA Guidelines, sources of air pollutant emissions from construction activities that comply with all applicable BAAQMD regulations (e.g., control measures), would be considered a less than significant impact.

a-e) Air emissions associated with the proposed project would not be considered significant since the size of the proposed project would not exceed the BAAQMD's threshold levels for potential significance. Traffic generated by the project would not have the potential to generate significant air quality impacts. Increases in emissions and odors resulting from construction activities (e.g., demolition activities; transport of workers, machinery and construction materials; earthmoving, and construction) are considered temporary and can be minimized through site control measures that will be required as conditions of approval.

The following conditions of approval will be placed on the project:

1. All haul trucks transporting soil, sand, or other loose material off-site shall be covered and required to maintain at least two feet of freeboard.
2. All active construction areas and exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered three times per day.
3. All paved access roads, parking areas and staging areas at construction sites shall be swept daily (with water sweepers).
4. All visible mud, soil or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
5. All vehicle speeds on unpaved roads shall be limited to 15 mph.
6. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
7. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
8. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
9. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
10. A publicly visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Based on the above discussion, No mitigation is necessary or required in relation to impacts on Air Quality.

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

DISCUSSION:

a-d) There are no known species identified as a candidate, sensitive, or special status species within the project area. The development is located on an infill lot that is currently developed with a single-family home. The property is not located near a creek or other body of water and therefore the project is not expected to affect any riparian habitat, sensitive natural community, native resident or migratory fish or wildlife species, or federally protected wetlands.

e) The project applicant's Arborist has provided an inventory of 10 trees on the site. Only one (1) of the trees, a 13.6 inch Black acacia tree, is protected by City Code (any tree with at least one trunk measuring twelve inches or greater in diameter) for an undeveloped lot (i.e., a lot that becomes vacant following demolition of structures). While the Black acacia tree provides good screening, it is considered a nuisance and will be removed, as its roots are invasive towards water sources. Nine trees will remain on the property, exceeding the six-tree minimum requirement for this property (one tree per 2,000 square feet of net lot area). The Arborist has provided a tree protection plan to help reduce impacts to the trees being preserved. The applicant will be required to replace the removed tree with one (1) new 24" box tree, in compliance with the City's Tree Preservation Ordinance.

f) There is no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan in effect for the project area and no conflict with such a plan is anticipated.

Based on the above discussion, No mitigation is necessary or required in relation to impacts on Cultural Resources.

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	X	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	X	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	X	☐

DISCUSSION:

a-d) There are no known historical resources, archeological resources, paleontological, unique geological features, or human remains on the property. If archaeological, paleontological, or cultural resources or human remains are discovered, a standard City Condition of Approval will require proper handling of any discovered archeological or paleontological resources, per General Plan Strategy CNR-1.1b.

> Archaeological Resources: In accordance with CEQA and the State Public Resources Code, require the discontinuation of all work in the immediate vicinity and the preparation of a resource mitigation plan and monitoring program by a licensed archaeologist if archaeological resources are found on any sites within the City.

Should human remains be discovered during excavation or construction, such remains shall be handled pursuant to § 7050.5 of the California Health and Safety Code and § 5097.94 of the California Public Resources Code. Specifically, in the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The Santa Clara County Coroner shall be notified and shall make a determination as to whether remains are Native American in origin and take such actions as required by law.

Based on the above discussion, No mitigation is necessary or required at this time in relation to impacts on Cultural Resources.

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

DISCUSSION:

(a-e): The subject site is located near the seismically active San Francisco Bay Area. The site is not located in the earthquake fault zone area (Alquist-Priolo Earthquake Fault Zoning Act 1972) established by the California Department of Conservation. The primary seismic risk at the site is related to very strong ground shaking from potential major earthquake events on active faults in the region. The known active faults capable of producing earthquakes that would cause the highest ground accelerations at the subject site are the San Andreas, Hayward and Calaveras Faults. San Andreas Fault is located at approximately 7.3 miles southwest to the site. Monte Vista Fault is located approximately 3.4 miles south-southwest to the site. Hayward Fault and Calaveras Fault are located at approximately 10.3 and 13.0 miles northeast of the site, respectively. The project site is outside the area designated by the State Geologist as being vulnerable to liquefaction. The project's preliminary grading, draining, and utility plan indicates the project would include minimal grading, which would not result in substantial soil erosion or the loss of topsoil. The project would not involve the use of septic tanks or alternative waste water disposal systems.

Based on the above discussion, No mitigation is necessary or required in relation to impacts on geology and soils.

VII. GREENHOUSE GAS EMISSIONS:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	X	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	X	☐

DISCUSSION:

a-b) As discussed under the Air Quality section, the project would not generate significant greenhouse gas emissions, either directly or indirectly. The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Therefore no mitigation is necessary or required in relation to impacts on greenhouse gas emissions.

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

DISCUSSION:

a-h) The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project is not located within an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. The project is not located in a Wildland-Urban Interface Fire Area and would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Therefore no mitigation is necessary or required in relation to hazards and hazardous materials.

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

DISCUSSION:

a-j) The project will be subject to standard conditions of approval requiring conformance with applicable water quality and hydrology standards. Given these requirements, the project will not a) violate any water quality standards or waste discharge requirements; b) substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level; c-d) substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; e) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; f) otherwise substantially degrade water quality; g) place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; h) place within a 100-year flood hazard area structures which would impede or redirect flood flows; i) expose people or structures to a significant risk of loss, injury or death

involving flooding, including flooding as a result of the failure of a levee or dam; or j) be subject to inundation by seiche, tsunami, or mudflow.

The following conditions of approval will be placed on the project

1. All active construction areas shall be watered at least twice daily.
2. Cover all trucks hauling soil and other loose materials stationed or prior to leaving the site.
3. Pave, apply water, or apply non-toxic soil stabilizers on all unpaved surfaces, and staging areas at the construction site.
4. Sweep daily all paved access roads, parking areas, staging areas, and adjacent public streets as directed by the City Engineer.
5. Enclose, cover, water or apply soil binders to exposed stockpiles.
6. Install sandbags or other erosion control measures to prevent runoff to all roadways, waterways or pubic walkways accessed by the public.

Based on the above discussion, No mitigation is necessary or required in relation to impacts on Hydrology and Water Quality Resources.

X. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X

DISCUSSION:

a-c) The project involves an application to create three (3) new attached single-family townhomes. The project would occur on a 12,814 gross square foot residential zoned property which allows the proposed use. The proposed project would not physically divide an established community or conflict with any habitat conservation or natural community plans of the City of Campbell. The City of Campbell General Plan includes numerous goals, objectives and policies to guide new development. The proposed project does not conflict with any goals or policies of the City's General Plan, Subdivision ordinance or Zoning ordinance. Based on the above discussion, the project does not present the potential for a significant adverse effect on the environment related to land use and planning.

No mitigation is necessary or required in relation to impacts on Land Use and Planning.

XI. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	X

DISCUSSION:

a-b) The property is not categorized or referenced within the General Plan as having mineral deposits of value to the region and has not been recognized as being a locally important mineral resource recovery site. Based on the above discussion, the project does not present the potential for a significant adverse effect on the environment related to mineral resources.

No mitigation is necessary or required in relation to impacts on Mineral Resources.

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

DISCUSSION:

a-d) The project site is subject to several sources of urban noise including vehicular traffic on Walnut Drive. The project will not a) expose persons to or generation of noise levels in excess of standards established in the City's general plan or noise ordinance; b) expose persons to or generate excessive groundborne vibration or groundborne noise levels; c) create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or d) create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. e-f) The project is not located within an airport land use plan or within two miles of a public airport or public use airport or within the vicinity of a private airstrip.

The following conditions of approval will be placed on the project

1. Construction activities will be limited to daytime hours of 8:00 am to 5:00 p.m. weekdays and 9:00 a.m. to 4:00 p.m. Saturdays. Construction is prohibited on Sundays and Holidays unless an exception is granted by the Building Official.
2. No pile driving is allowed for construction of the project.
3. All internal combustion engines for construction equipment used on the site will be properly muffled and maintained.
4. All stationary noise generating construction equipment, such as air compressors and portable power generator, will be located as far as practical from the existing residences and businesses.

Based on the above discussion, No mitigation is necessary or required in relation to Noise impacts.

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

DISCUSSION:

a-c) The project involves the demolition of one single-family home and construction of three new attached single-family townhomes. The neighborhood is primarily comprised of single-family homes and townhomes. The project does not have the potential to induce substantial population growth, displace substantial numbers of existing housing, or displace substantial numbers of people. Based on the above discussion, the project does not present the potential for a significant adverse effect on the environment related to population and housing.

Based on the above discussion, No mitigation is necessary or required in relation to impacts on Population and Housing.

XIV. PUBLIC SERVICES:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	X	☐
Police protection?	☐	☐	X	☐
Schools?	☐	☐	X	☐
Parks?	☐	☐	X	☐
Other public facilities?	☐	☐	X	☐

DISCUSSION:

a) Fire protection services are provided by the Santa Clara County Fire District. Development of the project will comply with the most current Building and Fire Code requirements. Police protection is provided by the City of Campbell. The project site is already served by the Campbell Police Department, and development of the project would not affect their ability to provide services. The project site is located in the Moreland School District and the Campbell Union High School District. Development of the project would result in a negligible increase in the number of school age children attending local schools. Park in-lieu fees would be collected for any net increase in residences to help fund improvements to City parks. The City is served by the Santa Clara County Library System, which has a branch library located in Campbell. Property taxes and assessments fund the library operations.

Based on the above discussion, No mitigation is necessary or required in relation to impacts on Public Services.

XV. RECREATION:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	X	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	X

DISCUSSION:

a-b) The project will not significantly increase the use of existing neighborhood, regional or other recreational facilities, nor does the project require construction or expansion of recreational facilities. The applicant will be required to pay a park in-lieu fee.

Based on the above discussion, No mitigation is necessary or required in relation to impacts on Recreation.

XVI. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	X
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
e) Result in inadequate emergency access?	☐	☐	☐	X
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	X

DISCUSSION:

a-f) The proposed project would include the construction of three attached single-family townhomes. The project is projected to generate a negligible amount of new vehicle traffic. The project will not conflict with any City plan, ordinance, or policy or applicable congestion management program. The proposed project would not result in a significant change in traffic patterns, substantially increase hazards due to a design feature, or result in inadequate emergency access. The proposed project will not conflict with any adopted policies or plans supporting alternative transportation**.**

Therefore no mitigation is necessary or required in relation to transportation and traffic.

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

DISCUSSION:

The project involves demolition of an existing residence and construction of three (3) new single-family attached townhomes on a residential zoned property. Water supply to the project site is served by Santa Clara Valley Water and sewer services are provided by West Valley Sanitation District. Development of the proposed project would not significantly increase the demand for water or sanitary sewer facilities. Development of the proposed project will be conditioned so as to not significantly increase stormwater runoff compared to existing conditions.

a-c) The project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities; or require or result in the construction of new storm water drainage facilities or expansion of existing facilities.

d-g) The project would have sufficient water supplies available to serve the project from existing entitlements and resources; have adequate capacity to serve the project's projected wastewater treatment demand in addition to the provider's existing commitments; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; and comply with federal, state, and local statutes and regulations related to solid waste.

Based on the above discussion, No mitigation is necessary or required in relation to impacts on Utilities and Service Systems.

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

SUMMARY OF MITIGATION MEASURES

1. **Aesthetics**: None Required
2. **Agricultural Resources**: None Required
3. **Air Quality**: None Required. Standard conditions of approval apply.
4. **Biological Resources**: None Required
5. **Cultural Resources**: None Required. Standard conditions of approval apply.
6. **Geology and Soils**: None Required
7. **Greenhouse Gas Emissions**: None Required
8. **Hazards and Hazardous Materials**: None Required
9. **Hydrology and Water Quality**: None Required. Standard conditions of approval apply.
10. **Land Use and Planning**: None Required
11. **Mineral Resources**: None Required
12. **Noise**: None Required
13. **Population and Housing**: None Required
14. **Public Services**: None Required
15. **Recreation**: None Required
16. **Transportation and Traffic**: None Required
17. **Utilities and Service Systems**: None Required
18. **Mandatory Findings of Significance**: None Required

II. REFERENCE MATERIALS

Exhibits (May be viewed at http://www.cityofcampbell.com/General/PublicNotices.htm):

1. Tree Inventory and Assessment, dated February 22, 2016.

Reference Documents:

1. Bay Area Air Quality Management District (BAAQMD), December 1999, *BAAQMD CEQA Guidelines - Assessing the Air Quality Impacts of Projects and Plans*
2. Bay Area Air Quality Management District (BAAQMD), updated May 2012, *BAAQMD CEQA Air Quality Guidelines*
3. Bay Area Air Quality Management District (BAAQMD), December 2008, *Source Inventory of Bay Area Greenhouse Gas Emissions*.
4. California Environmental Protection Agency (CEPA) California Air Resources Board (CARB), April 2005, *Air Quality and Land Use Handbook: A Community Health Perspective*.
5. California Environmental Protection Agency (CEPA) California Air Resources Board (CARB), November 16, 2007, *Staff Report: California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*.
6. California Natural Diversity Database, 2000.
7. California Office of Planning and Research (OPR), June 19, 2008, *Technical Advisory: CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*.
8. CEQA Guidelines, 2012 version.
9. City of Campbell General Plan.
10. City of Campbell Zoning Code.
11. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community Map Number 06085C0239H, Effective Date May 18, 2009.
12. State of California, Seismic Hazard Zones Map, San Jose West Quadrangle, February 7, 2002.
13. U.S. Environmental Protection Agency, April 15, 2009, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2007*.

San Tomas Area Community Coalition

P.O. Box 320663
Los Gatos CA 95032

408.410.6528 phone
info@staccna.org
http://staccna.org

City of Campbell
70 N. First Street
Campbell CA 95008

August 23, 2016

Attn: SARC
Paul Kermoyan, Director Community Development Department
Cindy McCormick, Senior Planner
Planning Commission

Subject: :PLN2016-019 — 1223 Walnut Dr

Dear SARC Committee Members, Planning Commission and Staff:

STACC members have reviewed the new plans submitted by Mr. Majid Saneinejad for two single family homes replacing an existing single family residence at 1223 Walnut Dr. It has been reviewed by the STACC Board, and was also reviewed by all attendees at our July 20th, 2016 member meeting.

We would like to mention what a pleasure it has been to work with Mr. Saneinejad on his proposed development. This project is a terrific example of where working together we have made a difference. This developer originally proposed a 3 unit townhouse design which the neighbors all objected to as being too dense and not fitting with the area. As a result, he came to the STACC membership with a new design of two single family homes which we completely support. This cooperation between developer and community is a great example of how business, residents and the city of Campbell can work together. We would like to also acknowledge the work of Cindy McCormick who has done a fine job of working with the developer and community to promote good communication.

STANP/Zoning: As the proposed development is currently zoned R-M (Multi Family Residential), the community ***supports*** a Zoning Map Amendment changing this lot to PD so as to allow for development of ***two*** single family homes rather than an apartment complex.

FAR and Maximum Lot Coverage: The new development is designed to fit in well with the neighborhood, and now meets the FAR at 49.7%, slightly below the 50% required.

Privacy: We agree with the staff suggestion that the applicant raise the sill height of the second-story windows, particularly those far enough back to be overlooking neighbors back yards. We also suggest the use of *privacy glass* where windows are in bathrooms.

Planting area on North side of driveway fence line. We would like to acknowledge our appreciation that at the request of STACC members Mr. Saneinejad has added to this new design 5 feet of planting area on the side of the driveway, and 2.5' to 3.8' continuing down where bamboo or other vertical plants will be placed for visual beauty and privacy between the neighbors.

Public Improvements: Remove the sidewalks, curbs and gutters. The STANP Appendix B Street Improvement designates Walnut Dr as a street to remain with no curb, gutter and sidewalks.

Mr. Saneinejad has reviewed with the STACC board the option of extending the adjacent sidewalk only to the right side of the proposed new driveway, and we indicated this seems a reasonable solution. This will allow the front of the homes to be consistent with the adjacent single family home and with the rest of the street while creating a reasonable transition to the townhomes next to the property on the south side.

Aesthetics & Exterior Space: Having reviewed the proposed colors (shades of brown and beige) and style (Mediterranean) we believe that this would fit in well and meets the standards for aesthetics in the neighborhood.

The only suggestion the STACC board and members have is to consider a *composition shingle roof* design rather than the proposed barrel tile roof so as to reduce the heaviness of the appearance overall.

We are very pleased with the design changes which *increase* the backyard area, as well as *creating* the side yard spaces between the two single family homes. These changes will allow light and air to flow around and through the structures and to the townhomes and single family residences to the South and North.

Overall we appreciate the efforts to keep the appearance of the homes within the standards of the STANP by creating variety in the roof planes, a good use of textural materials, second story setback, and landscaping, as well as pavers for the driveway.

We propose the following changes to this design:

- Change the second story design by having windows not required for egress placed higher up on the wall to allow light and air, but not encourage viewing, use privacy glass for windows in bathrooms on the second story.

- Use the suggestion option for having sidewalks ONLY to the right side of the proposed driveway.
- **Roof Materials**: Consider using composition roof with roof colors and material which are consistent with both the Mediterranean design and the paint and trim colors.

ROOF MATERIAL:
COMPOSITION SHINGLES PRESIDENTIAL SHAKE TL
COLOR : AGED BARK

Finally we would again like to state what a pleasure it is to be able to work hand in hand with a developer of the caliber of Majid Saneinejad to create homes that will be an attractive addition to our neighborhoods. These are exactly the type of projects we need to provide increased housing for the City of Campbell while following the San Tomas Area Neighborhood Plan guidelines to preserve the character of the neighborhood with a more rural look and feel.

Best regards,

Audrey Kiehtreiber

Audrey Kiehtreiber

President

cc:
Majid Saneinejad
1223 Walnut Dr.
Campbell, CA 95008-6838

CITY OF CAMPBELL · PLANNING COMMISSION
Staff Report · June 14, 2016

PLN2016-019 Public Hearing to consider the application of Majid Saneinead for a Planned Development Permit to allow the construction of three (3) two-story attached townhomes. Tentative Parcel Map to create three residential lots and one common lot, Zoning Map Amendment to change the zoning district designation from R-M (Multi-Family Residential) to P-D (Planned Development), and Tree Removal Permit to allow for the removal of one protected tree at **1223 Walnut Drive** (PLN2016-019).

STAFF RECOMMENDATION

That the Planning Commission take the following actions:

1. **Continue the Item**, requesting the applicant return to the Site and Architectural Review Committee (SARC) with revised plans with a floor area ratio of 50% or less.

ENVIRONMENTAL DETERMINATION

Development projects are subject to review under the California Environmental Quality Act (CEQA). The level of review required under CEQA is generally commensurate with the scale and complexity of the proposed development. Although many projects (e.g., minor land divisions, single-family residences, small "infill" developments, etc.) are generally exempt from CEQA, the project requires a Zoning Map Amendment which is not generally exempt under CEQA. Development proposals that are not exempt require preparation of an Initial Study that analyzes a project for various potential environmental impacts, including traffic, air and water pollution, greenhouse gas emissions, and noise.

Based on the Initial Study (reference **Attachment 3**), staff prepared a Negative Declaration finding that the proposed project will not have a significant effect on the environment and does not require the preparation of an Environmental Impact Report or a Mitigated Negative Declaration. As required by law, the Draft Negative Declaration and Initial Study were filed with the County Clerk-Recorder's Office for public review, noticed in the Campbell Express newspaper, and posted on the City's website. The public was invited to comment on the Draft Negative Declaration in writing during the 20-day comment period (May 25 to June 14th) and in person at the Planning Commission Public Hearing (June 14, 2016) and City Council public hearing (Date TBD). Staff has not received any comments on the draft Negative Declaration.

If the Planning Commission recommends approval of the project, the Negative Declaration should be adopted. Otherwise, staff recommends that the Planning Commission continue consideration of the Negative Declaration until the entire project is recommended for approval.

PROJECT DATA

General Plan Designation:	Low-Medium Density Residential (6-13 units/gr. acre)
Zoning Designation Proposed:	P-D (Planned Development)
Zoning Designation Existing:	R-M (Multi-Family Residential)
Gross Lot Area:	12,814 square feet
Net Lot Area:	10,011 square feet
Floor Area Proposed (P-D):	5,850 sq. ft. (58.43%)
Floor Area Standard (R-M):	5,001 sq. ft. (50%)
Density Proposed:	10.2 units/gr. acre (3 units)
Density Allowed:	6-13 units/gr. acre (1-3[1] units)
Parking Proposed:	9 spaces (6 enclosed within garage; 3 uncovered)
Parking Required:	9 spaces (3 covered; 6 uncovered)
Surrounding Uses:	
North:	Single-Family Attached and Detached Townhomes
South:	Single Family Residential
East:	Single-Family Attached Townhomes
West:	Senior Living Facility

DISCUSSION

Applicant's Proposal: The project includes an application to subdivide the project site into three (3) single-family residential parcels, ranging from 2,126 to 2,281 square feet in net site area (reference **Attachment 1** – Project Plans). The development will include construction of three attached two-story single-family residences at a maximum height of 26 feet, five inches from existing grade and an average floor area ratio not to exceed 58.43% for the entire development. Required land use entitlements for the proposed project include a Planned Development Permit for site configuration, architectural design and to create lots which do not have frontage on a public street, Tentative Parcel Map to create three single family lots and one commonly owned lot, Zoning Map Amendment to change the zoning from R-M (Multiple-Family Residential) to P-D (Planned Development), and Tree Removal Permit to allow removal of one protected tree. The project requires approval by the City Council.

Project Location: The project site consists of a single parcel located on Walnut Drive between Wendell Drive and Hacienda Avenue (reference **Attachment 1** – Location Map). The 10,011 square foot (net area) lot is currently developed with one single-family residence that will be demolished as part of the project. Abutting land uses include a single-family residence to the south, single-family townhomes to the north and east, and a senior living facility to the west.

ANALYSIS

[1] Per CMC Section 21.02.20(D), the fractional result of calculating the number of housing units allowed within a zoning district shall be rounded down to the next whole number.

General Plan / Land Use: The Campbell General Plan represents the City's long term vision for the community and one of its functions is to help guide decision-making regarding the City's physical growth. In this regard, the General Plan provides policies applicable to land use and development, and organizes the City into a framework of distinct land use designations (i.e., commercial, residential, industrial, etc.), as codified by the General Plan Land Use Map.

The General Plan land use designation for the project site is Low-Medium Density Residential (6-13 units per gross acre). The proposed density is approximately ten (10) units per gross acre.

San Tomas Area Neighborhood: The property is located within the San Tomas Area Neighborhood. The San Tomas Area Neighborhood Plan (STANP) furthers the goals and policies of the General Plan by applying specific development standards to more adequately define future developments that are in keeping with desired goals/outcomes. The STANP was adopted in 1993 and amended in the year 2000. The STANP is the result of resident concerns over increasing traffic and small lot Planned Development subdivisions that are out of character with the neighborhood. The City recognizes the San Tomas Area as unique in its rural character. The objectives of the STANP are to:

1. Ensure that the size of homes is in proportion to lot size.
2. Ensure that new developments are integrated with homes in the surrounding area.
3. Ensure that projects in PD zones are compatible with the surrounding area.
4. Use landscaping to enhance the rural characteristics of the area.
5. Establish criteria to determine larger than minimum lot size.

Development of the site must be consistent with the STANP and should respect and enhance the area as primarily low-density single family residential. Development should also incorporate good design and optimal open space to minimize privacy impacts, traffic impacts, and noise impacts to the neighborhood. The STANP provides design guidance in terms of scale and mass, surface articulation, building orientation, exterior design variation, and privacy impacts. The STANP provides additional standards for Planned Developments including height and setbacks.

Zoning District: The existing zoning on the property is R-M (Multi-Family Residential). The project requires a Zoning Map Amendment to change the zoning to P-D (Planned Development). Although the townhome project is attached, the project requires a P-D zoning designation because each home in the subdivision will be located on a separate lot, where two lots will not have frontage on the public street. The P-D zoning district allows for flexibility of site standards when consistent with site characteristics, particularly related to the development's design and provision of open space. In cases where the P-D Zoning Ordinance and the STANP conflict, the STANP policies prevail. In cases where both the P-D Zoning Ordinance and STANP are silent, the City looks to the standards that would be permitted using the underlying General Plan land use designation. In this case the Low-Medium General Plan designation is equivalent to the R-M (Multi-Family Residential) Zoning District. Development within the P-D Zoning District must be consistent with applicable General Plan goals, policies, and strategies.

Tentative Parcel Map: The applicant is requesting approval of a Tentative Parcel Map to subdivide the property into three residential lots and one common lot (as described further in this report). Prior to recordation of the Final Map, the applicant will be required to submit draft Covenants, Conditions and Restrictions (CC&R's) which provide for the formation of a homeowner's association to ensure the long-term maintenance of the common lot and continued architectural integrity of the project.

Site Layout: The project includes a common lot consisting of guest parking and a single private road/driveway that will serve the three attached townhomes. Access to the private street/driveway would be taken from the west side of Walnut Drive. The private street will range in width from 16 to 20 feet with an additional one to five feet of landscape buffer on the north side of the drive aisle. Each unit has their own two-car garage in addition to guest parking. A portion of the curb along the private roadway will be designated as a fire lane in case of emergency.

Landscaping and Tree Removal: There are 10 existing trees on the property, only one of which is over 12-inches in diameter. One protected 13.6 inch Black acacia tree will be removed. While the Black acacia tree provides good screening, it is considered a nuisance and should be removed, as its roots are invasive towards water sources. The applicant will also remove two smaller non-protected trees. Seven (7) trees will remain on the property and the applicant will plant two additional trees including one 15-gallon street tree and one 24-inch crape myrtle tree to replace the removed tree. The nine (9) trees exceed the six-tree minimum requirement for this property (one tree per 2,000 square feet of net lot area). The project also includes new landscaping in front of the home facing Walnut Drive, as well as some minimal landscaping in front of the other two homes. The driveway and guest parking spaces will be conditioned to use permeable pavers in order to limit stormwater runoff.

Floor Area: Floor area is not specified in either the STANP or the P-D Zoning Ordinance. Therefore, staff refers to the underlying General Plan equivalent (the R-M zoning district) for the floor area standard. The applicant has been informed that the maximum floor area ratio (FAR) permitted under the R-M zoning is 50%; however the applicant is requesting flexibility under the Planned Development zoning. The applicant's original proposal included a FAR of 66%. As discussed later in this report, the Site and Architectural Review Committee (SARC) requested that the applicant reduce the floor area to be "closer to 50%". The applicant interpreted this direction to allow some flexibility as to the appropriate floor area ratio and therefore reduced the floor area to approximately 58%. While the SARC did not specify an exact percentage, staff is recommending that the maximum floor area be no greater than 50%, consistent with the R-M zoning district.

Table 1 - Project Data					
Lot #	**Net Lot** (Sq. ft.)	**Living Area** (Sq. ft.)	**Garage** (Sq. ft.)	**Total F.A.** (Sq. ft.)	**Open Space**[2] (Sq. ft.)
1	2,406	1,558	373	1,931	430
2	1,704	1,580	379	1,959	498
3	2,832	1,581	379	1,960	1,407
4*	3,069	driveway / private road and guest parking			
Total	10,011	4,719	1,131	5,850	2,335

***** "lot 4" is the common area lot to be maintained by a homeowners association

In addition to asking for flexibility under the Planned Development designation, the applicant is asking the Planning Commission and City Council to consider the FAR of the two adjacent subdivisions. The following table shows the FAR of the 3-unit subdivision immediately north of the subject property and the 23-unit subdivision across the street. The adjacent 3-unit subdivision was approved in 1989 as a Planned Development with a FAR of 65.63%. The 23-unit subdivision across the street, which retains the R-M multi-family zoning designation, was approved in 1980 with a FAR of 52.78%.

Table 2 – Floor Area Comparisons		
Reference	**Net Lot** (Sq. ft.)	**Floor Area** (FAR)
Proposed Project	10,011	
Abutting 3-unit Subdivision [3]	8,462	5,554 SF (66%)
Neighboring 23-unit Subdivision [4]	81,170	42,838 SF (53%)
R-M District	9,000	50%

While the applicant's proposed FAR of 58.4% is below the average of the two adjacent developments, it should be noted that these two developments were approved prior to the STANP being adopted in 1993. As previously stated the STANP was created in response to neighborhood concerns over small lot Planned Development subdivisions that were considered out of character with the neighborhood. Staff is recommending a FAR of 50% which would be consistent with the underlying General Plan designation and could provide more open space by reducing the building footprint. Moreover, a lower FAR could be found more consistent with the primarily single-family residential characteristics of Walnut Drive and the San Tomas area.

[2] Minimum 300 SF of open space required per R-M zoning standards (not including front setback area).
[3] The 3-unit townhome project is located at the southwestern corner of Walnut Dr. and Hacienda Ave, immediately right of the subject property.
[4] The 23-unit townhome development is located at the northeastern corner of Walnut Dr. and Hacienda Ave, across the street.

Design Scale and Massing: Staff has worked with the applicant on the design of the townhome structure. In particular, the original proposal has been redesigned to add more surface articulation to the left side façade in order to be more compatible with the single-story home to the left. The Mediterranean design is similar in style (stucco, barrel tile roof) to the subdivision to the right. The entry way of 'lot 1' faces the public street, giving the appearance of a single-story home. Two of the three garage doors face inward, so that only one garage door faces the neighboring property, minimizing aesthetic impacts of the three-unit attached townhome structure. The design incorporates a neutral color palette of tans and browns.

Privacy: The subject property is located next to an existing single-story single-family dwelling. The second story of the structure is approximately 17 feet from the property line and approximately 31 feet from the single-story home on the adjacent property. In response to concerns identified by staff, the applicant reduced the size of four second-story windows and redesigned the second-story balconies to be non-operational to reduce privacy impacts.

Public Improvements: Given the intensification of this property and to ensure consistency with the existing development to the north and across the street, the Public Works Department has recommended that the applicant construct City standard curb, gutter and detached sidewalk. While Walnut Drive is designated to remain unimproved per the STANP, the City Council can review and approve exceptions to STANP policies (reference STANP page 21). Outside of the STANP area, the scope of the project would trigger frontage improvements per Campbell Municipal Code 11.24.040.

Public Outreach: The applicant provided copies of the architectural plans to abutting property owners, consistent with the City's application requirements. Three (3) forms were returned without comment from the neighbors immediately left of the subject property and two of three townhomes immediately right of the subject property. The applicant informed staff that he was unsuccessful in contacting the owner of the third townhome because a renter resides there. The applicant also attempted to notify the senior living facility behind the subject property but did not receive a response. Following posting of the SARC report (and prior to the most recent design changes), the City received a letter from the San Tomas Area Community Coalition (STACC). The STACC supports the P-D zoning change with single-family homes but has concerns regarding the proposed floor area, lot coverage, windows, balconies, and landscape strip adjacent to the driveway.

Site and Architectural Review Committee: The Site and Architectural Review Committee (SARC) reviewed the design and configuration of the proposed project at its April 26, 2016 meeting. The SARC was supportive of the project's 3-unit density, proposed setbacks, architecture, and color palette but recommended that the floor area be reduced "closer to 50%". The SARC also recommended that the applicant incorporate more open space into the development. In response, the applicant reduced the floor area from 66% to 58.4% and added additional landscaping along the right side of the driveway, as discussed earlier in this report.

ALTERNATIVES

The Planning Commission may pursue the following alternatives in forming their recommendation to the City Council.

1. Accept the proposed application and ***provide staff with specific findings*** explaining how the project as proposed including the floor area complies with the Zoning Ordinance and the STANP and why a recommendation for approval is able to be made. **Continue the Item**, and direct Staff to return to the Planning Commission on July 12, 2016 with draft findings and conditions of approval recommending that the City Council ***approve*** the project as proposed (PLN2016-019) which includes a Planned Development Permit to allow the construction of three (3) two-story attached townhomes. Tentative Parcel Map to create three residential lots and one common lot, Zoning Map Amendment to change the zoning district designation from R-M (Multi-Family Residential) to P-D (Planned Development), Tree Removal Permit to allow for the removal of one protected tree; and Negative Declaration; OR

2. **Continue the Item**, requesting the applicant return to the Site and Architectural Review Committee (SARC) with revised plans with specific direction regarding requested changes in addition to or in lieu of reducing the floor area (e.g., reduce density to a specific number of units, detach the units with a specific setback between units, etc.); OR

3. **Continue the Item**, requesting additional information from staff and/or the applicant; OR

4. **Adopt a Resolution**, recommending that the City Council ***deny*** the project (PLN2016-019) which includes a Planned Development Permit to allow the construction of three (3) two-story attached townhomes, a Tentative Parcel Map to create three residential lots and one common lot, a Zoning Map Amendment to change the zoning district designation from R-M (Multi-Family Residential) to P-D (Planned Development), and a Tree Removal Permit to allow for the removal of one protected tree. Staff will then prepare findings for denial for the Council's consideration.

Cindy McCormick, Senior Planner

Paul Kermoyan, Community Development Director

Attachments:
1. Project Plans & Tentative Parcel Map
2. Location Map
3. Initial Study
4. Letter with attachments from San Tomas Area Community Coalition

.

CITY OF CAMPBELL PLANNING COMMISSION

MINUTES

7:30 P.M. TUESDAY

JUNE 14, 2016
CITY HALL COUNCIL CHAMBERS

The Planning Commission meeting of June 14, 2016, was called to order at 7:30 p.m., in the Council Chambers, 70 North First Street, Campbell, California by Chair Dodd and the following proceedings were had, to wit:

ROLL CALL

Commissioners Present:	Chair:	Cynthia L. Dodd
	Vice Chair:	Yvonne Kendall
	Commissioner:	Philip C. Reynolds, Jr.
	Commissioner:	Michael L. Rich
	Commissioner:	Donald C. Young
Commissioners Absent:	Commissioner:	Ron Bonhagen
	Commissioner:	Pamela Finch
Staff Present:	Community Development Director:	Paul Kermoyan
	Senior Planner:	Cindy McCormick
	Associate Planner:	Daniel Fama
	Associate Planner:	Stephen Rose
	Acting City Attorney:	Heather Lenheart
	Recording Secretary:	Corinne Shinn

APPROVAL OF MINUTES

Motion: **Upon motion by Commissioner Young, seconded by Commissioner Rich, the Planning Commission minutes of the meeting of May 24, 2016, were approved as submitted. (5-0-2; Commissioners Bonhagen and Finch were absent)**

COMMUNICATIONS

1. Photo-simulation for Item 3 – 1600 W. Campbell Avenue
2. Memo to the Commission regarding Item 5 – 16146 Mozart Avenue
3. Letter from STACC re Item 7 – Density Bonus Update

AGENDA MODIFICATIONS OR POSTPONEMENTS

Chair Dodd suggested taking the three wireless applications on the tonight's agenda first so that Commissioner Kendall can then leave for the balance of the agenda after those three public hearings are completed. Since Commissioner Reynolds must recuse from the three wireless applications there would not be a quorum available if Commissioner Kendall is not present. The Commission agreed to this change in order.

ORAL REQUESTS

None

CONSENT

There were no consent items.

***

DISCLOSURES

None

PUBLIC HEARINGS

Commissioner Reynolds advised the Commission that he must recuse from Agenda Items 3, 4 and 5 due to a professional conflict of interest. He left the dais and chambers.

Chair Dodd read Agenda Item No. 3 into the record as follows:

3. **PLN2016-107** Public Hearing to consider the application of Donald Bordenave for a Conditional Use Permit (PLN2016-107) to allow for a new rooftop wireless facility (Verizon) which would be concealed in four new rooftop dormers affixed to the roof of an existing cupola on property located at **1600 W. Campbell Avenue**. Staff is recommending that this item be deemed Categorically Exempt under CEQA. Planning Commission action final unless appealed in writing to the City Clerk within 10 calendar days. Project Planner: *Stephen Rose, Associate Planner*

Mr. Stephen Rose, Associate Planner, presented the staff report.

Chair Dodd asked if there were questions of staff. There were none

Commissioner Kendall gave the Site and Architectural Review Committee report as follows:

- SARC reviewed this proposal on May 24th and was basically supportive with some design modifications.

Chair Dodd opened the Public Hearing for Agenda Item No. 3.

Chad Baran, Applicant's Representative, said that he was available for any questions.

There were no questions for the applicant.

Chair Dodd closed the Public Hearing for Agenda Item No. 3.

Motion: **Upon motion of Commissioner Rich, seconded by Commissioner Young, the Planning Commission adopted Resolution No. 4297 approving a Conditional Use Permit (PLN2016-107) to allow for a new rooftop wireless facility (Verizon) which would be concealed in four new rooftop dormers affixed to the roof of an existing cupola on property located at 1600 W. Campbell Avenue, subject to the conditions of approval, by the following roll call vote:**

AYES: **Dodd, Kendall, Rich and Young**
NOES: **None**
ABSENT: **Bonhagen and Finch**
ABSTAIN: **Reynolds**

Chair Dodd advised that this action is final unless appealed in writing to the City Clerk within 10 calendar days.

***

Chair Dodd read Agenda Item No. 4 into the record as follows:

4 **PLN2015-386** Public Hearing to consider the application of Mackenzie Edwards for a Conditional Use Permit (PLN2015-386) to allow for the continued operation and expansion of an existing wireless facility (T-Mobile) installation on the roof of property located at **700 W. Hamilton Avenue**. Staff is recommending that this project be deemed Categorically Exempt under CEQA. Planning Commission action final unless appealed in writing to the City Clerk within 10 calendar days. Project Planner: *Stephen Rose, Associate Planner*

Mr. Stephen Rose, Associate Planner, presented the staff report.

Chair Dodd asked if there were questions of staff. There were none

Chair Dodd opened the Public Hearing for Agenda Item No. 4.

Chair Dodd closed the Public Hearing for Agenda Item No. 4.

Motion: **Upon motion of Commissioner Young, seconded by Commissioner Rich, the Planning Commission adopted Resolution No. 4298 approving a Conditional Use Permit (PLN2015-386) to allow for the continued operation and expansion of an existing wireless facility (T-Mobile) installation on the roof of property located at 700 W. Hamilton Avenue, subject to the conditions of approval, by the following roll call vote:**

AYES: **Dodd, Kendall, Rich and Young**
NOES: **None**
ABSENT: **Bonhagen and Finch**
ABSTAIN: **Reynolds**

Chair Dodd advised that this action is final unless appealed in writing to the City Clerk within 10 calendar days.

***

Chair Dodd read Agenda Item No. 5 into the record as follows:

5. **PLN2016-146** Public Hearing to consider the application of Annie Freeman for a Modification (PLN2016-146) to a previously approved Conditional Use Permit to allow three new antenna panels and associated equipment to be added to an existing monopole located at **16146 Mozart Avenue**. Staff is recommending that this project be deemed Categorically Exempt under CEQA. Planning Commission action final unless appealed in writing to the City Clerk within 10 calendar days. Project Planner: *Stephen Rose, Associate Planner*

Mr. Stephen Rose, Associate Planner, presented the staff report.

Chair Dodd asked if there were questions of staff. There were none.

Commissioner Kendall asked if it might be possible to ask in the future for conversion of this monopole into a monopine for aesthetic purposes.

Planner Stephen Rose replied yes but cautioned that there would be timing (and legal) challenges. There are Use Permit expiration date differences for the three wireless

providers co-locating on this site. The entitlements for all three providers would have to be in a position to concurrently expire, which is presently not the case.

Commissioner Rich asked staff to re-cap the discussion on Condition 20.

Planner Stephen Rose said that this was a modification of a previous condition of approval. Even if Condition 20 is stricken, that condition is still a part of the original permit. Staff is also recommending striking Condition 23 as well.

Commissioner Rich clarified that the original condition would still apply.

Chair Dodd opened the Public Hearing for Agenda Item No. 5.

Judith Justice, Applicant's Representative, said that she was here on behalf of Annie Freeman and is available for any questions.

Chair Dodd asked if there were any questions for the applicant. There were none.

Chair Dodd closed the Public Hearing for Agenda Item No. 5.

Motion: **Upon motion of Commissioner Young, seconded by Commissioner Kendall, the Planning Commission adopted Resolution No. 4299 approving a Modification (PLN2016-146) to a previously approved Conditional Use Permit to allow three new antenna panels and associated equipment to be added to an existing monopole located at 16146 Mozart Avenue, subject to the conditions of approval but with the removal of draft conditions 8, 20 and 23, by the following roll call vote:**

AYES: **Dodd, Kendall, Rich and Young**
NOES: **None**
ABSENT: **Bonhagen and Finch**
ABSTAIN: **Reynolds**

Chair Dodd advised that this action is final unless appealed in writing to the City Clerk within 10 calendar days.

***

Commissioner Reynolds returned to the chambers and dais following the conclusion of Item 5.

Commissioner Kendall excused herself and left for the remainder of the agenda as she is feeling unwell.

Chair Dodd read Agenda Item No. 1 into the record as follows:

1. **PLN2016-91** Public Hearing to consider the application of Paul Fick for a Site and Architectural Review Permit (PLN2016-91) to allow an approximately 1,000 square-foot single-story rear addition to an existing single-family residence on property located at **363 Curtner Avenue**. Staff is recommending that this item be deemed Categorically Exempt under CEQA. Planning Commission action final unless appealed in writing to the City Clerk within 10 calendar days. Project Planner: *Daniel Fama, Associate Planner*

Mr. Daniel Fama, Associate Planner, presented the staff report.

Chair Dodd asked if there were questions of staff. There were none

Chair Dodd opened the Public Hearing for Agenda Item No. 1.

Chair Dodd closed the Public Hearing for Agenda Item No. 1.

Motion: **Upon motion of Commissioner Young, seconded by Commissioner Rich, the Planning Commission adopted Resolution No. 4300 approving a Site and Architectural Review Permit (PLN2016-91) to allow an approximately 1,000 square-foot single-story rear addition to an existing single-family residence on property located at 363 Curtner Avenue, subject to the conditions of approval, by the following roll call vote:**
AYES: Dodd, Reynolds, Rich and Young
NOES: None
ABSENT: Bonhagen, Finch and Kendall
ABSTAIN: None

Chair Dodd advised that this action is final unless appealed in writing to the City Clerk within 10 calendar days.

***

Chair Dodd read Agenda Item No. 2 into the record as follows:

2. **PLN2015-338** Public Hearing to consider the application of Zack Puckett for an Administrative Planned Development Permit (PLN2015-338) with a request for an exception to a parking setback contained within the Winchester Boulevard Master Plan, to allow for the redevelopment of an existing building and site (formerly Michi Sushi) on property located **at 2220 S Winchester Boulevard**. Staff is recommending that this item be deemed Categorically Exempt under CEQA. Tentative City Council Meeting Date: July 19, 2016. Project Planner: *Stephen Rose, Associate Planner*

Mr. Stephen Rose, Associate Planner, presented the staff report.

Chair Dodd asked if there were questions of staff.

Commissioner Young asked if work was done on this site without permits.

Planner Stephen Rose said some interior demolition work was done, a tree was removed from the site and a fence constructed. He advised that there will be a penalty imposed of about $1,800 for the improperly removed tree.

Commissioner Young pointed out that at this time the applicants don't know what type of business will be going in here. He stressed the importance of being consistent with this site as the Commission has been with other nearby sites.

Planner Stephen Rose reported that this item is going to go to Council to ask for clarification on that issue since this is an existing developed site.

Chair asked for clarification that the Commission will be forwarding its recommendation on to Council.

Planner Stephen Rose said that exceptions to the Winchester Plan must be considered by the Council. The Council can let staff and the Commission know if they feel differently on the recommendation forwarded.

Commissioner Reynolds asked staff what the City is gaining by granting an exception.

Planner Stephen Rose said that this site is requesting a two-foot wide landscape strip between the property line and parking spaces where typically an eight-foot landscaping strip is required.

Director Paul Kermoyan:

- Replied to Commissioner Reynolds that the City is gaining a lot. This exception would move parking to the rear of the building in what is currently a fenced in area that has accumulated trash and debris.
- Advised that the new owners are eager and started work on the demolition inside without necessary permits.
- Reminded that the existing nine-stall parking spaces on site are located on the side of the building.
- Added that staff is trying to embrace the broad intention of the Winchester Plan, which allows an exception written in the plan. That becomes a question for Council. Should we vary a standard so they have more parking?

Planner Stephen Rose:

- Pointed out that the existing nine parking spaces back directly onto the public street. The revised plan will dramatically improve traffic.

Director Paul Kermoyan added that the driveway onto Winchester is already there.

Commissioner Rich asked if there would be more parking on the back.

Planner Stephen Rose said that the site is gaining three additional spaces as proposed.

Chair Dodd opened the Public Hearing for Agenda Item No. 2.

Marvin Bamburg, Project Architect:
- Said that he is here this evening for the property owners. Additionally, a representative of the owners is also here.
- Stated that the staff report was good and he has nothing to add to it.
- Reported that these owners are eager to do what is necessary to make this building happen. The plans are almost complete and they'd like to get on with it.
- Advised that it will be a shell only initially and final tenant improvements will be installed later when a specific tenant is identified.

Rodel Hubilla, Resident on Sunnyside Avenue:
- Advised that he shares a fence with this location.
- Questioned how his fence will be protected from cars.
- Expressed concern about potential noise impacts at night on his property resulting from users of the parking area.

Marvin Bamburg:
- Reported that the shared fence with Mr. Hubilla was recently replaced by his clients.
- Added that as grading and building repairs are underway, they will have to raise the site grade to manage water drainage on site and this fence will likely have to be replaced again and his clients will pay for that again and not this neighbor.

Chair Dodd closed the Public Hearing for Agenda Item No. 2.

Commissioner Reynolds:
- Said that he would support this request.
- Reminded that the goal is to keep parking on site.
- Added that this offers an opportunity to add parking and keep that parking on site.

Commissioner Rich:
- Agreed that this exception is worthwhile and he would be supportive.

Commissioner Young:
- Said that he would support this request.
- Added that it would be better aligned with the Winchester Plan.

Commissioner Reynolds:
- Said that he has heard the neighbor's concerns.

- Assured that when the specific use comes before the Commission, issues such as noise and parking will be addressed at that time.

Director Paul Kermoyan:
- Clarified that this use would require an Administrative Planned Development Permit which is managed at the staff level.
- Assured that potential for impacts would be considered under that process as well.
- Added that as for protecting the fence, there will be parking blocks put in place that would stop tires from reaching the fence.

Chair Dodd:
- Said that she appreciates watching out for the neighbors/residents in the surrounding area.
- Added that the idea with this proposal is to provide safer parking and the means to enter and exit from the site.

Motion: **Upon motion of Commissioner Rich, seconded by Commissioner Reynolds, the Planning Commission adopted Resolution No. 4301 recommending that the City Council approve an Administrative Planned Development Permit (PLN2015-338) with the request for an exception to a parking setback contained within the Winchester Boulevard Master Plan, to allow for the redevelopment of an existing building and site (formerly Michi Sushi) on property located at 2220 S Winchester Boulevard, subject to the conditions of approval, by the following roll call vote:**

AYES: **Dodd, Reynolds, Rich and Young**
NOES: **None**
ABSENT: **Bonhagen, Finch and Kendall**
ABSTAIN: **None**

Chair Dodd advised that this action is final unless appealed in writing to the City Clerk within 10 calendar days.

***

Chair Dodd read Agenda Item No. 6 into the record as follows:

6. **PLN2016-19** Public Hearing to consider the application of Majid Sanenejad for a Tentative Parcel Map, Zoning Map Amendment and Planned Development Permit for a three unit townhome development, and Tree removal Permit (PLN2016-19) to allow the removal of one protected tree on property located at **1223 Walnut Drive**. Staff is recommending that a Negative Declaration be adopted for this project. Tentative City Council Meeting Date: July 19, 2016. Project Planner: *Cindy McCormick, Senior Planner*

Ms. Cindy McCormick, Senior Planner, presented the staff report.

Chair Dodd asked if there were questions of staff.

Commissioner Reynolds asked if the street improvements will be required.

Planner Cindy McCormick said that this street is exempt from improvements per the San Tomas Area Neighborhood Plan but Public Works is recommending the improvements as a condition of approval with this application.

Commissioner Rich referenced the proposed FAR at 58.4 percent.

Planner Cindy McCormick:
- Reminded that at its meeting on April 26th, SARC was okay with this project's proposed three-unit density, the setbacks, architectural style and colors but asked for a decrease in FAR and an increase in landscaping.
- Stated that staff is recommending a continuance of this item and ask the applicant to return to SARC with plans that have a FAR that is at 50 percent or less.

Chair Dodd opened the Public Hearing for Agenda Item No. 6.

Lou Dorcich, Project Architect:
- Pointed out that the lot coverage is well below 40 percent.
- Added that the FAR is the only issue in discussion.
- Admitted that the reason his client wants to have three units is economic. There are fixed development costs in such a project including public improvements.
- Added that units with less than 50 percent FAR will be a tough sell.
- Assured that this plan is workable and he hopes that the Planning Commission considers it as presented.

Sreeram R. Chakrovorthy, Resident on Hacienda Avenue:
- Said that the safety of his backyard is of concern.
- Added that there is a wooden fence separately his property from this property.
- Expressed concern over the potential loss of airflow and sunlight with this project as proposed. From what he understands the maximum height of this building is proposed to be 20 feet.

David Kison, Resident on Hacienda Avenue:
- Advised that his lives directly across the street from this "eyesore".
- Reported that there are traffic issues in their neighborhood.
- Reminded that Barracuda recently tried to turn a residential lot in their neighborhood into a parking lot.
- Cautioned that if three units are allowed on this parcel there will not be enough parking to serve those units.
- Informed that they already deal with visitors to the nearby apartment complex who are parking on their street.
- Stated that this parcel needs to stay residential single-family.

Majid Sanenejad, Applicant:
- Reported that he has been working with the Planning Department over the last 16 months.
- Added that he has reduced the FAR several times.
- Said that his proposed density is allowed per the General Plan.
- Pointed out that these homes are proposed at 1,550 to 1,580 square feet, minus the garage. These are not huge homes.
- Stated that another project was developed at a 56 percent FAR nearby.

Audrey Kiehtreiber, Resident on Walnut:
- Advised that she is the President of the San Tomas Area Community Coalition (STACC).
- Added that she had met with this applicant who is a very courteous gentleman.
- Said that she also submitted a written letter on behalf of STACC in opposition of this project as currently proposed.
- Stated that this project's architect, Mr. Dorcich, is an excellent architect.
- Suggested that he needs to go back to the drawing board as this proposal is too dense.
- Reminded that this area is designed with slightly larger homes that provide a more livable environment.
- Stated that two units on this parcel would be more acceptable although they would prefer to see a single very nice home there. Three units is too crammed. The lot is too small to support three units.
- Opined that this proposal doesn't do anything for this neighborhood and would be precedent setting.
- Asked the Commission to keep to the standards of the San Tomas Area Neighborhood Plan and preserve the look and feel of this neighborhood.
- Stated that she can understand the City's need to provide housing and as such can support two units on this parcel but not three.

Chair Dodd asked if there were questions for Ms. Kiehtreiber.

Commissioner Rich asked Ms. Kiehtreiber whether it is the number of proposed units or the total FAR that are of most concern.

Audrey Kiehtreiber:
- Said that it was both number of units and livability.
- Stated that they prefer to see more livable homes.
- Advised that there are R-1-10 lots in this neighborhood that allow for desirable homes with large backyards.
- Added that two townhomes on this site would be acceptable and a better fit into the community than would be three units there.

Mitch Stermer, Resident on Walnut:
- Said that he has been a resident in the neighborhood since 1988.

- Said that he too would prefer to see a single-family residence on this lot perhaps with a secondary living unit as well.
- Pointed out that this owner is trying to maximize his profit.
- Cautioned that changing the street frontage on this parcel will also change their neighborhood. That is the reason they have the San Tomas Area Neighborhood Plan.
- Asked the Commission to do what the residents want.

Chair Dodd closed the Public Hearing for Agenda Item No. 6.

Commissioner Reynolds:
- Admitted that he is leaning to a continuance as staff has recommended.
- Added that the Commission has heard from the community and he agrees with each of them.
- Said that development is changing our environment from what brought people here in the first place. We are being asked to cram more in on each property.
- Opined that this would not be a good fit.
- Stated that he doesn't like the idea of street improvements being required and reminded that is the reason for the existence of the STANP. He wants to do his part to see that continues.
- Said that this project needs to go back to the drawing board and reduce the FAR to less than 50 percent. Perhaps they need to reduce from three to two townhome units or consider one large home with a secondary unit as well on this lot.
- Stated that he is not concerned about the potential for profit but rather with the neighborhood itself.
- Said he supports either a continuance or a denial of the existing request.

Commissioner Rich:
- Inquired of Commissioner Reynolds what he would like to see should this project be continued.
- Asked if his focus is on the number of units or the maximum FAR?
- Can he support three units if they fall within the maximum of 50 percent FAR?
- Asked what guidance he would offer to the applicant if this item should be continued?
- Stated his preference to see the FAR under and/or closer to the maximum 50 percent FAR.

Commissioner Reynolds reminded that this will ultimately be a Council decision but he prefers a reduction to two units with a maximum 50 percent FAR. That is a reasonable compromise.

Commissioner Young asked if that meets that all lots in the future should only have two units and not three even if they fall within a 50 percent FAR?

Commissioner Reynolds replied that this is a single-family neighborhood.

Chair Dodd asked the Director for his comments on this.

Director Paul Kermoyan:
- Said that questioning density is a good discussion to have but this parcel is zoned differently.
- Added that reducing from three units to two units in this case would still be in compliance with the General Plan land use designation of 6-13 units per gross acre, which is the designated range for this particular property.

Commissioner Young:
- Pointed out that between Capri and Walnut there is most P-D (Planned Development) zoning.
- Said that additional information is needed to evaluate for optimum use. Maybe it's two units or maybe it's one.
- Suggested allowing staff to work further with the applicant in order to bring additional information back to the Commission.

Chair Dodd:
- Said that she understands the parking problems in this neighborhood and concerns over the long driveway proposed.
- Reminded that the underlying General Plan allows for 50 percent FAR.
- Stated that she doesn't want to impose a particular number of units for the site but rather leaves that up to staff and the architect to consider.
- Said that she is supportive of a 50 percent FAR.

Director Paul Kermoyan:
- Said that it appears there is a consensus of the Commission for a 50 percent maximum FAR.
- Pointed out that staff previously has had that conversation with the applicant.
- Asked if there is any consensus on the number of units.

Chair Dodd suggested letting them be creative.

Commissioner Rich suggested letting the FAR drive that as he is not comfortable restricting a particular number of units.

Motion: **Upon motion of Commissioner Young, seconded by Commissioner Rich, the Planning Commission CONTINUED TO A DATE UNCERTAIN the consideration of a Tentative Parcel Map, Zoning Map Amendment and Planned Development Permit for a three unit townhome development, and Tree removal Permit (PLN2016-19) to allow the removal of one protected tree on property located at 1223 Walnut Drive, then return a revised project to SARC with an FAR of 50 percent or less. (4-0-3; Commissioners Bonhagen, Finch and Kendall were absent)**

***

Chair Dodd read Agenda Item No. 7 into the record as follows:

7. **PLN2016-135** Public Hearing to consider the City-initiated Text Amendment (PLN2016-135) to allow minor changes to the **Density Bonus Ordinance**. Staff is recommending that this project be deemed Categorically Exempt under CEQA. Tentative City Council Meeting Date: July 19, 2016. Project Planner: *Cindy McCormick, Senior Planner*

Ms. Cindy McCormick, Senior Planner, presented the staff report.

Chair Dodd asked if there were questions of staff. She asked for an example of equity sharing.

Planner Cindy McCormick explained the process of equity sharing between the City and BMR unit owner that would occur at the time of the sale of a BRM unit. It is a somewhat complicated calculation.

Commissioner Reynolds asked who takes the loss if there is one. If a BMR unit is trashed or otherwise devalued, who takes that loss? Is it the taxpayers?

Planner Cindy McCormick explained that the needed repairs would come out of the equity. If there is zero equity and/or the house sells for less, the loss is borne by the City.

Commissioner Rich clarified with Acting City Attorney that this Text Amendment is underway to conform with State law.

Heather Lenheart, Acting City Attorney, replied correct. She added that staff has explained the proposed text amendments very well.

Planner Cindy McCormick reminded the Commission of the table item distributed this evening from the San Tomas Area Community Coalition (STACC).

Chair Dodd opened the Public Hearing for Agenda Item No. 7.

Audrey Kiehtreiber, Resident on Walnut & President of STACC:

- Advised that she generated a letter as President of STACC after having heard from a number of people who were upset that developers are being given incentives that negatively impact existing residents.
- Added that STACC is opposed to reducing the required parking for BMR units as incentives for developers.
- Reiterated the need to restrict the use of parking reductions.
- Pointed out that an “affordable” unit in a million dollar development is $800,000. They will have cars.
- Asked that projects not be approved without adequate parking to serve them.

Commissioner Rich:

- Reminded Ms. Kiehtreiber that the text amendments being discussed this evening are to align existing Ordinances with existing State law.
- Said that as Planning Commissioners, "we all live in Campbell."
- Suggested that the focus of energy against these issues is better directed to the State level who adopts the laws that all cities must adhere to.

Jo-Ann Fairbanks, Resident on Hacienda:
- Said that she understands State laws.
- Stated that additional terms need to be defined. For example, she'd like to see a definition for "Affordable Housing".
- Said that she has heard that it (Affordable Housing) can be defined by a city itself.
- Admitted that some of the language in State Code particularly bothers her. State Code is taking parking out of the hands of the City.
- Suggested that a Parking Study should be initiated.
- Said that she is interested in understanding the inventory of prospective infill and transit-oriented housing sites in Campbell.
- Said that impact and spillover into surrounding neighborhoods needs to be considered.
- Suggested that the City look twice before eliminating commercial sites nestled within residential neighborhoods such as the Milk Farm located on San Tomas Aquino Road that was at one point proposed for conversion into a residential development site.
- Stated that concessions are confusing and she'd like to know more about that.
- Admitted that she is bothered by the State telling us what we are to decide.
- Concluded that this was her "feedback" to you this evening.

Planner Cindy McCormick:
- Advised that the existing Code does have a definition for "Affordable Housing" and can share it with Ms. Fairbanks and the Planning Commission. She read the formulas to the Commission.
- Added that the proposed Parking Study is a big undertaking at a large cost to the City. It is only good for seven years and then would have to be done again.

Chair Dodd closed the Public Hearing for Agenda Item No. 7.

Commissioner Reynolds:
- Admitted that mandates from the State have been bothering him for some time.
- Pointed out that transportation spending is shrinking while the requirement for local communities to increase transit-oriented housing is growing. If we want to grow housing we also need to grow transportation.
- Pointed out concerns with existing infrastructure that is deteriorating as evidenced by big sink holes cropping up in other communities.
- Questioned where in Campbell are there schools with class sizes as small as 20 as is recommended.
- Said that control is being taken away from us as decision makers. Growth needs to be done but in a balanced manner.

- Stated that he cannot say yes to this. It feels like caving in to the demands of Sacramento. He will not support this to send a message to Sacramento.

Chair Dodd asked staff what happens if the City does not update its Ordinance to comply with State laws.

Director Paul Kermoyan:
- Reminded that the action of the Planning Commission is advisory to Council.
- Advised that a Parking Study would be used to demonstrate why greater parking is needed.

Planner Cindy McCormick:
- Reported that the State law is already in effect.
- Added that this proposed Text Amendment is intended to bring the City's Code into compliance with State law.

Commissioner Young:
- Said that creative solutions regarding mass transportation are needed.
- Advised that he personally uses a lot of alternative transportation.
- Admitted that changing the culture of driving takes time.
- Stated that State law has changed and we must comply with it.
- Added that with the City's General Plan being amended perhaps it will be possible to create ways for local transportation.
- Suggested adopting this text amendment and consider other tools in the future as well.
- Said that if the Council wants to go against State law that is their prerogative.

Commissioner Rich asked Director Kermoyan if the Commission could send its message of concerns raised this evening on to Council.

Director Paul Kermoyan:
- Replied yes.
- Added that the essence of the conversation will be captured in the staff report that goes on to Council.
- Reminded that there will be the minutes of this meeting.
- Concluded that he was also confident that some members of the Council were likely watching this meeting now.
- Said that it is typical for local jurisdictions to have concerns and often ask, "How dare the State tell us how to grow."
- Cautioned that we could expose the City to litigation if we don't comply with State law.

Commissioner Rich:
- Said that he is in favor of this text amendment as he doesn't want to expose the City.
- Advised that he is a 20-plus-year Campbell resident.
- Agreed that there are quality of life issues from where it was to how it is.

- Admitted that he has concerns for his three children.
- Stated that it would be a good idea to bring the point to the attention of the State somehow.
- Added that Commissioner Reynolds has made some great points.

Chair Dodd:
- Reported that at her school they have a Walk n 'Roll to School day where students and staff walk, ride a bike, roller skate, etc., as an alternative to driving. That's the community taking charge.
- Added that she takes a few days during a school break in the spring to go to Sacramento to meet with lobbyists on issues of importance to her School District.
- Stated that she would like to see more activism from Campbell.
- Concluded that she would support this text amendment since it is law.

Commissioner Young said that Engineer to Engineer, he'd like to convince Commissioner Reynolds to support this amendment. He said that technology changes things fast and that he takes the train to work in San Francisco once a week as an effort to take advantage of alternate transportation.

Motion: **Upon motion of Commissioner Young, seconded by Commissioner Rich, the Planning Commission adopted Resolution No. 4302 recommending that the City Council approve a Text Amendment (PLN2016-135) to allow minor changes to the Density Bonus Ordinance, by the following roll call vote:**
AYES: **Dodd, Rich and Young**
NOES: **Reynolds**
ABSENT: **Bonhagen, Finch and Kendall**
ABSTAIN: **None**

Chair Dodd advised that this item would be considered by the City Council at its meeting on July 19, 2016.

***

Commissioner Reynolds suggested inviting Assemblyman Evan Low to attend the next Planning Commission meeting in order to discuss AB2101.

Director Paul Kermoyan advised that such an invitation would be more appropriately extended by the Mayor and City Manager.

Chair Dodd asked for the Commission to be kept apprised if such a meeting is to occur.

Director Paul Kermoyan said he would do so.

REPORT OF THE COMMUNITY DEVELOPMENT DIRECTOR

Director Paul Kermoyan added the following information to his written report:

- Advised that Council encourages training. The League of California Cities event sold out prior to any Campbell Commissioners could register.
- Reported that the American Planning Association is conducting its State Conference in Pasadena in October and he has the budget to send two members of the Planning Commission. He asked any interested members to let him know. If there are more than two interested, some form of "lottery" might be necessary to choose those to attend. Chair Dodd and Commissioner Rich both indicated an interest.

ADJOURNMENT

The Planning Commission meeting adjourned at 9:36 p.m. to the next Regular Planning Commission Meeting of **June 28, 2016**.

SUBMITTED BY: _____
Corinne Shinn, Recording Secretary

APPROVED BY: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

CITY OF CAMPBELL · PLANNING COMMISSION

Staff Report · September 13, 2016

PLN2016-263 (PD)
PLN2016-266 (TRP)
Chang, J.

Public Hearing to consider the application of Jimmy Chang for a Planned Development Permit (PLN2016-263) to allow for the conversion of private patio areas to common open space, alterations to existing staircase, and installation of new lighting fixtures within two courtyards of an existing apartment community and Tree Removal Permit (PLN2016-266) to allow removal of protected trees on property located at **225 Union Avenue**. Staff is recommending that this item be deemed Categorically Exempt under CEQA.

STAFF RECOMMENDATION

That the Planning Commission take the following actions:

1. **Adopt a Resolution**, incorporating the attached findings, recommending that the City Council approve a Planned Development Permit (PLN2016-263) to allow for the conversion of private patio areas to common open space, alterations to existing staircases, and installation of new lighting fixtures within two courtyards of an existing apartment community; and

2. **Adopt a Resolution**, incorporating the attached findings, recommending that the City Council approve a Tree Removal Permit (PLN2016-266) to allow for the removal of protected trees, subject to the attached Conditions of Approval.

ENVIRONMENTAL DETERMINATION

Staff recommends that the Planning Commission find that this project is Categorically Exempt under Section 15301 Class 1 of the California Environmental Quality Act (CEQA) pertaining to minor alterations to an existing private structure, involving negligible or no expansion of use.

PROJECT DATA

Zoning Designation:	P-D (Planned Development)	
General Plan Designation:	High-Density Residential (21-27 units/gr. acre)	
Net Lot Area:	380,278 square feet	
Project Overview	Existing	Proposed
Building Height:	28-feet	No Change
Parking:	408 Parking Spaces	No Change
Floor Area Ratio (FAR):	39%	No Change
Building (Lot) Coverage:	27.5%	27.2%[1]
Common Landscape Area:	93,895 sq. ft.	99,165 sq. ft.

[1] Nominal reduction in building lot coverage resulting from the loss of ten staircases (combined from Building A & B). Staircases estimated to be 92 sq. ft. each.

Private Landscape Area:	13,350 sq. ft.	8,680 sq. ft.
Number of Units:	252 units	No Change
Number of Parking Spaces:	408 parking spaces	No Change

DISCUSSION

Background: In 1971 the property had been rezoned from R-3-S to P-D (Planned Development) to enable the Cardiff Swim and Racquet Club to comply with Alcoholic Beverage Control regulations which required the change in zoning in order to issue a change in liquor license type. The Swim and Racquet Club subsequently closed, the two tennis courts were replaced with a grass field, and alcohol is no longer served on site.

On September 9, 1997 the Planning Commission approved "S" 97-19 (Site Approval) by Resolution No. 3117 which allowed for the renovation of the 252-unit apartment complex (known at the time as Cardiff Gardens). The permit allowed architectural enhancements to the existing apartment complex, the conversion of carports to garports, and provided 10 additional parking spaces onsite.

Over the course of the past year, the property owners vacated Buildings 2 & 4 in anticipation of tenant and architectural improvements being approved for the units. While a building permit was able to be issued for interior work (kitchen, bathroom remodels etc.), the proposed exterior alterations to the courtyards were withheld pending review and approval of the subject permit. While a more comprehensive redevelopment of the property is in the works, the applicant has submitted the subject permit, with a narrow focus, in the hopes of combining the ongoing interior tenant improvements with exterior improvements to Buildings 2 & 4, while the units are still vacant.

Applicant's Proposal: The applicant is seeking approval of a Planned Development Permit (PLN2016-263) to allow for the conversion of private patio areas to common open space, alterations to existing staircases, and installation of new lighting fixtures within two courtyards of an existing apartment community (d.b.a. The Parc at Pruneyard) (reference **Attachment 4** – Project Plans). The applicant's proposal also includes a request for a Tree Removal Permit (PLN2016-266), to allow the removal of protected trees.

As the existing apartment community is regulated by the previous "S" 97-19 (Site Approval) the subject permit would also serve to supersede this previous entitlement, establishing the subject Planned Development Permit, in compliance with the P-D Zoning Ordinance, as the foundation for future land use entitlements and modifications.

Project Site: The project site is located on the west side of Union Avenue, east of Highway 17, south of E. Campbell Avenue, and north of Valley Drive in the P-D (Planned Development) Zoning District (reference **Attachment 3** – Location Map). As a developed site, the property has four distinct apartment building 'clusters' (identified as Building 1 through 4 on the project plans), a combination of covered carports and garports, and a recreation building/leasing office and pool that is located at the rear of the site.

ANALYSIS

General Plan / Land Use: The Campbell General Plan represents the City's long term vision for the community and is intended to guide decision-making regarding the City's physical and economic growth. In this regard, the General Plan provides policies applicable to land use and development, and organizes the City into a framework of distinct land use designations (i.e., commercial, residential, industrial, etc.), as codified by the General Plan Land Use Map.

The General Plan land use designation for the project site is High Density Residential (21-27 units per gross acre). Existing density is approximately 59 units per gross acre. The proposed project could be found consistent with the following Goals, Policies, and Strategies of the General Plan:

Policy LUT-3.1:	Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.
Strategy LUT-5.2a:	Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.
Strategy LUT-9.3e:	Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.
Goal OPS-3:	Ensure that new development provides and/or contributes toward additional open space, parks and recreational facilities.
Policy OPS-3.1:	Standards for Residential Projects: Ensure the provision of private open space or recreational facilities in residential projects.
Policy OPS-3.4c:	Retention of Existing Private Open Space and Recreation Facilities: Explore incentives to encourage the retention of existing private open space and recreation facilities.

Zoning District: The project site is located within the P-D (Planned Development) Zoning District. Pursuant to CMC 21.12.070A, the purpose of the P-D Zone District is intended to provide a degree of flexibility that is not available in other zoning districts so as to allow developments that are more consistent with site characteristics, while creating an opportunity for good design and open space. Development within the P-D Zoning District must also be consistent with the underlying General Plan Land Use designation as well as applicable General Plan goals, policies, and strategies. Generally, the City looks to the standards that would be permitted using the underlying General Plan land use designation, such as the R-3 zoning district (which also has an allowable density range of 21-27 units per gross acre), for guidance.

The applicant's proposal, which removes existing staircases and private patio areas, reduces the property lot coverage and increases the amount of common open space, consistent with the purpose of the Planned Development Zoning District.

Planned Development Permit: The previous "S" 97-19 (Site Approval) serves as the existing land use entitlement for the apartment community with the City. The proposed Planned Development Permit (PLN2016-263) is intended to supersede this entitlement and allow for the proposed improvements and alterations to the site. However, in that the subject plans do not convey adequate detail on their own to supplant the previous records these entitlements will be included in

the entitlement by reference, and shall remain operative in their conveyance of a right to reconstruct buildings or as necessary to further the administrative record and permitted site condition.

Tree Removal: As part of the proposed improvements to central courtyards of Buildings 2 & 4, the applicant is proposing to remove nine cypress trees. The existing redwood, birch and sycamore trees would be retained.

Site and Architectural Review Committee: The Site and Architectural Review Committee (SARC) reviewed the design and configuration of the proposed project at its meeting of August 23, 2016. The Committee was supportive of the project with the recommended changes (applicant revisions/changes in response to recommended changes are noted in *italics*):

- Consider providing patio tables for dining in the new open space areas.
  The applicant is in the process of evaluating design options which would achieve this recommendation. A condition of approval has been included to reflect this requirement.

- Consider ways of providing additional bicycle parking and a new barbeque area on site.
  The applicant indicated that they have plans to add bicycle parking and a new barbeque area as part of a more comprehensive redevelopment of the site. As the applicant has separately applied for that permit (see Background) a preference was indicated to submit these plans separately. However, as the requirements recommended by the SARC must be self-contained on this entitlement, a requirement to provide additional bicycle parking and a new barbeque area has been included as a condition of approval, but allowing flexibility for the applicant to submit these details as part of a separate permit provided that such work is completed no later than one year from the building final of the rest of the project.

- Consider planting eastern redbud trees as a replacement tree species in the common open space areas.
  At the meeting the applicant indicated that they would explore this recommendation with their landscape architect. A condition of approval has been included by staff recommending the selection of this species, but allowing the flexibility to select another species in the event the landscape architect identifies a compatibility concern.

- Consider enlarging existing trash enclosures to accommodate existing bins on site, or where not possible due to site constraints, propose more frequent trash pickup such that smaller and/or fewer bins could be used.
  At the meeting the applicant indicated that the trash enclosure next to Building 2 provided adequate room to enlarge the trash enclosure but that expansion of other enclosures onsite could impinge on existing parking areas. Acknowledging the site is short on parking already, the applicant indicated that they would present a proposal at Planning Commission meeting in response to this recommendation. Nevertheless, a condition of approval has been included by staff to reflect this requirement.

Public Noticing: The application was noticed to all property owners within a 300-foot radius of the project site. No public comments were received during the noticing period.

ALTERNATIVES

The Planning Commission may pursue the following alternatives in forming their recommendation to the City Council.

1. **Continue the Item**, allowing the applicant or staff the opportunity to provide any expanded analysis or information as requested.

Prepared by: _____
Stephen Rose, Associate Planner

Approved by: _____
Paul Kermoyan, Community Development Director

Attachments:
1. Resolution Recommending Approval of PLN2016-263 (Planned Development Permit)
2. Resolution Recommending Approval of PLN2016-266 (Tree Removal Permit)
3. Location Map
4. Project Plans
5. SARC Memo – August 23, 2016

RESOLUTION NO.

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A PLANNED DEVELOPMENT PERMIT (PLN2016-263) TO ALLOW FOR THE CONVERSION OF PRIVATE PATIO AREAS TO COMMON OPEN SPACE, ALTERATIONS TO EXISTING STAIRCASES, AND INSTALLATION OF NEW LIGHTING FIXTURES WITHIN TWO COURTYARDS OF AN EXISTING APARTMENT COMMUNITY LOCATED AT **225 UNION AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to the recommended approval of a Planned Development Permit (PLN2016-263):

Environmental Finding

1. The project is Categorically Exempt under Section 15301 Class 1 of the California Environmental Quality Act (CEQA) pertaining to minor alterations to an existing private structure, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

Evidentiary Findings

2. The proposed project ("project") includes a Planned Development Permit (PLN2016-263) to allow for the conversion of private patio areas to common open space, alterations to existing staircase, and installation of new lighting fixtures within two courtyards of an existing apartment community and Tree Removal Permit (PLN2016-266) to allow removal of protected trees.

3. The project site consists of a single parcel (approximately 380,278 sq. ft. net) located on the west side of Union Avenue, east of Highway 17, south of E. Campbell Avenue, and north of Valley Drive.

4. The subject property is zoned P-D (Planned Development) and has a General Plan Land Use Designation of High-Density Residential (21-27 units/gr. acre).

5. As a developed site, the property has four distinct apartment building 'clusters' (identified as Building 1 through 4 on the project plans), a combination of covered carports and garports, and a recreation building/leasing office and pool that is located at the rear of the site. The property further has 252 rental units and 408 onsite parking spaces.

6. The project, as conditioned, would be consistent with the following General Plan policies and strategies:

Policy LUT-3.1: Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future

	residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.
Strategy LUT-5.2a:	Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.
Strategy LUT-9.3e:	Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.
Goal OPS-3:	Ensure that new development provides and/or contributes toward additional open space, parks and recreational facilities.
Policy OPS-3.1:	Standards for Residential Projects: Ensure the provision of private open space or recreational facilities in residential projects.
Policy OPS-3.4c:	Retention of Existing Private Open Space and Recreation Facilities: Explore incentives to encourage the retention of existing private open space and recreation facilities.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

7. The proposed development will clearly result in a more desirable environment and use of the land than would be possible under any other zoning district classification.

8. The proposed development will be compatible with the General Plan of the City and will aid in the harmonious development of the immediate area.

9. The proposed development will not result in allowing more residential units than would be allowed by other residential zoning districts, which are consistent with the General Plan designation of the property.

10. The proposed development will not be detrimental to the health, safety or welfare of the neighborhood or the City as a whole.

11. There is a reasonable relationship and a rough proportionality between the Conditions of Approval and the impacts of the project.

12. There is a reasonable relationship between the use of the fees imposed upon the project and the type of development project.

13. No substantial evidence has been presented from which a reasonable argument could be made that shows that the project, as currently presented and subject to the required conditions of approval, will have a significant adverse impact on the environment.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of a Planned Development Permit (PLN2016-263) to allow for the conversion of private patio areas to common open space, alterations to existing staircases, and installation of new

lighting fixtures within two courtyards of an existing apartment community, subject to the attached Conditions of Approval (attached Exhibit “A”).

PASSED AND ADOPTED this 13th day of September, 2016, by the following roll call vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners
ABSTAIN: Commissioners:

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

RECOMMENDED CONDITIONS OF APPROVAL
Planned Development Permit (PLN2016-263)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division:

1. Approved Project: Approval is granted for a Planned Development Permit allowing the conversion of private patio areas to common open space, alterations to existing staircase, and installation of new lighting fixtures within two courtyards of an existing apartment community in conjunction with and subject to a Tree Removal Permit (PLN2016-266) to allow removal of protected trees on property located at 225 Union Avenue. The project shall substantially conform to the Project Plans dated August 17, 2016 except as may be modified by the Conditions of Approval herein.

2. Planning Final Required: Planning Division clearance is required prior to Building Permit final.

3. Plan Revisions: Prior to building permit submittal, the project plans shall be revised to incorporate the following revisions:
   a. Patio Tables: Provide patio tables for dining in the new open space areas of Building 2 and Building 4.
   b. Bicycle Parking and Barbeque Area: As part of the building permit, or as part of a separate permit, the applicant shall submit plans which provide additional bicycle parking onsite and a barbeque area for residents. The flexibility to submit as part of a separate building permit is with the intent of providing flexibility for the design of these amenities to be approved separately, as part the more comprehensive redevelopment of the site, but must be submitted no later than six months from building final of the rest of the subject permit, and completed no later than one year from building final.
   c. Trash Enclosures: The existing trash enclosures shall be enlarged to accommodate existing bins on site. Where enlarging the existing enclosures is not feasible due to site constraints, more frequent trash pickups shall be scheduled such that smaller and/or fewer bins may be used to ensure that all trash is contained within the existing enclosures.

4. Permit Expiration: The Planned Development Permit is valid for a period of two years from the date of final City Council approval. A building permit must be obtained within this two-year period or the Planned Development Permit shall be void.

5. Supersede: The subject permit serves to supersede all previous land use entitlements on the property. These entitlements, including but not limited to "S" 97-19 (Site Approval) are herein incorporated by reference, and shall remain operative in their conveyance of a right to reconstruct buildings of a certain size, height, and placement upon involuntary destruction by cause of natural calamity, or act of God or the public enemy. Further all vested rights are herein transferred and assigned to the subject Planned Development Permit except as may otherwise be approved and governed by the Planned Development Permit approved herein.

6. Indemnity: If determined necessary by the Community Development Director, the applicant shall enter into an agreement satisfactory to the City Attorney to indemnify and defend the City of Campbell, its officers, officials, employees, and agents from any and all actions, liabilities, losses, and torts, including attorney's fees arising out of or connected unto any challenge to the decision of the City Council on this application. Such agreement shall be executed within the 30 days of the Community Development Director's decision to require it.

7. Utility Boxes and Back-Flow Preventers: No new utility boxes or back-flow preventers shall be installed without prior written authorization by the Community Development Director.

Building Division

8. Permits Required: A building permit application shall be required for each proposed new dwelling structure. The building permit shall include Electrical/Plumbing/Mechanical fees when such work is part of the permit.

9. Plan Preparation: This project requires plans prepared under the direction and oversight of a California licensed Engineer or Architect. Plans submitted for building permits shall be "wet stamped" and signed by the qualifying professional person.

10. Construction Plans: The Conditions of Approval shall be stated in full on the cover sheet of construction plans submitted for building permit.

11. Size of Plans: The minimum size of construction plans submitted for building permits shall be 24 inches by 36 inches.

12. Site Plan: Application for building permit shall include a competent site plan that identifies property and proposed structures with dimensions and elevations as appropriate. Site plan shall also include site drainage details. Elevation bench marks shall be called out at all locations that are identified as "natural grade" and those that are "finished grade" and intended for use to determine the height of proposed improvements.

13. Special Inspections: When a special inspection is required by C.B.C. Chapter 17, the architect or engineer of record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the building permits, in

accordance with C.B.C Appendix 1, Section 106. Please obtain City of Campbell Special Inspection forms from the Building Inspection Division Counter.

14. Non-Point Source Pollution Control: The City of Campbell standard Santa Clara Valley Non-point Source Pollution Control Program specification sheet shall be part of plan submittal. The specification sheet (size 24" X 36") is available at the Building Division service counter.

15. Approvals Required: The project requires the following agency approval prior to issuance of the building permit:
    a. Santa Clara County Fire Department (378-4010)
    b. San Jose Water Company (408) 279-7900 (Customer Service)
    c. Bay Area Air Quality Management District (Demolitions Only)

16. Construction Fencing: This project shall be properly enclosed with construction fencing to prevent unauthorized access to the site during construction. The construction site shall be secured to prevent vandalism and/or theft during hours when no work is being done. All protected trees shall be fenced to prevent damage to root systems.

17. Storm Water Requirements: Storm water run-off from impervious surface created by this permitted project shall be directed to vegetated areas on the project parcel. Storm water shall not drain onto neighboring parcels.

RESOLUTION NO.

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A TREE REMOVAL PERMIT (PLN2016-266) TO ALLOW FOR THE REMOVAL OF PROTECTED TREES WITHIN TWO COURTYARDS OF AN EXISTING APARTMENT COMMUNITY LOCATED AT **225 UNION AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to the recommended approval of a Tree Removal Permit (PLN2016-266):

Environmental Finding

1. The project is Categorically Exempt under Section 15301 Class 1 of the California Environmental Quality Act (CEQA) pertaining to minor alterations to an existing private structure, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

Evidentiary Findings

1. The proposed project ("project") includes a Planned Development Permit (PLN2016-263) to allow for the conversion of private patio areas to common open space, alterations to existing staircase, and installation of new lighting fixtures within two courtyards of an existing apartment community and Tree Removal Permit (PLN2016-266) to allow removal of protected trees.

2. The project site consists of a single parcel (approximately 380,278 sq. ft. net) located on the west side of Union Avenue, east of Highway 17, south of E. Campbell Avenue, and north of Valley Drive.

3. The subject property is zoned P-D (Planned Development) and has a General Plan Land Use Designation of High-Density Residential (21-27 units/gr. acre).

4. As a developed site, the property has four distinct apartment building 'clusters' (identified as Building 1 through 4 on the project plans), a combination of covered carports and garports, and a recreation building/leasing office and pool that is located at the rear of the site. The property further has 252 rental units and 408 onsite parking spaces.

5. The project, as conditioned, would be consistent with the following General Plan policies and strategies:

Policy LUT-3.1:	Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.

Strategy LUT-5.2a:	Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics.
Strategy LUT-9.3e:	Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.
Goal OPS-3:	Ensure that new development provides and/or contributes toward additional open space, parks and recreational facilities.
Policy OPS-3.1:	Standards for Residential Projects: Ensure the provision of private open space or recreational facilities in residential projects.
Policy OPS-3.4c:	Retention of Existing Private Open Space and Recreation Facilities: Explore incentives to encourage the retention of existing private open space and recreation facilities.

6. The project includes improvements to the interior courtyard areas such that the retention of the existing trees would not be feasible or practical. As a result, the removal of all cypress trees is necessary to accommodate the proposed onsite improvements.

7. Nine protected trees (cypress trees included as part of an approved landscape plan) are proposed for removal and will be replaced in compliance with the City's Tree Preservation Ordinance.

8. Removal of trees greater than 12-inches in diameter requires a Tree Removal Permit under the City's Tree Protection requirements (CMC 21.32).

9. The proposed replacement trees will be a sufficient replacement for the trees to be removed and will continue the diversity of tree species found in the community.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

10. The retention of the trees restricts the economic enjoyment of the property and creates an unusual hardship for the property owner by severely limiting the use of the property in a manner not typically experienced by owners of similarly zoned and situated properties, and the applicant has demonstrated to the satisfaction of the Planning Commission that there are no reasonable alternatives to preserve the trees due to the site constraints.

11. No substantial evidence has been presented from which a reasonable argument could be made that shows that the project, as currently presented and subject to the required conditions of approval, will have a significant adverse impact on the environment.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of a Tree Removal Permit (PLN2016-266) to allow for the removal of protected trees within

two courtyards of an existing apartment community, subject to the attached Conditions of Approval (attached Exhibit “A”).

PASSED AND ADOPTED this 13th day of September, 2016, by the following roll call vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners
ABSTAIN: Commissioners:

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

RECOMMENDED CONDITIONS OF APPROVAL
Tree Removal Permit (PLN2016-266)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division:

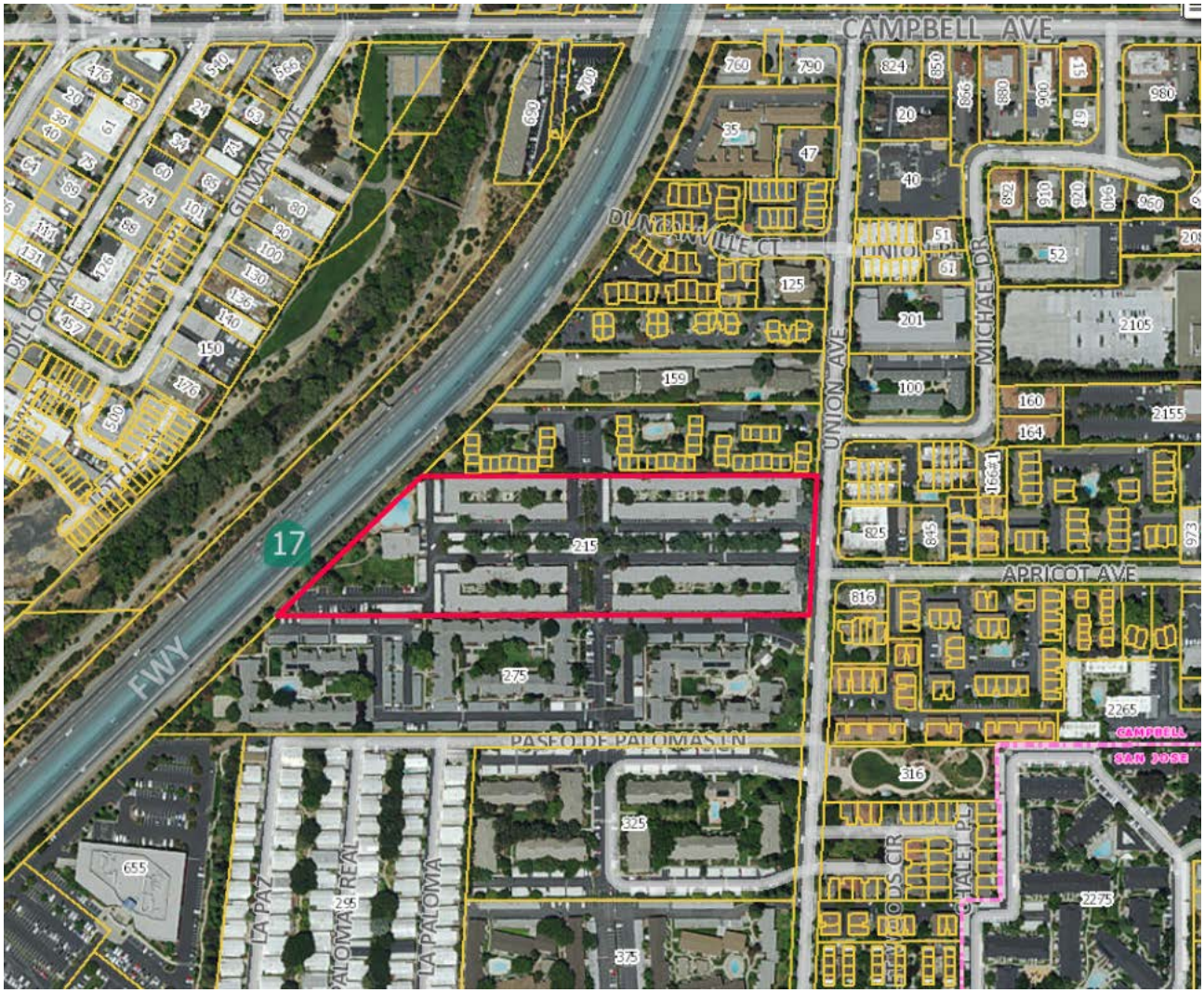
1. Approved Permit: Approval is granted for a Tree Removal Permit (PLN2015-310) to allow the removal of twelve (12) on-site trees, as provided on page L1 of the project plans. This permit shall be valid only in conjunction with, and subject to the approved Planned Development Permit (PLN2016-263).

2. Time of Removal: The trees may only be removed in conjunction with demolition of existing on-site structures, subject to the conditions of approval for the Planned Development Permit.

3. Replacement Trees: All protected tree(s) shall be replaced at a minimum of a one-to-one ratio in accordance with CMC 21.32.100, Table 3-5 (Replacement Tree Requirements) to be noted with the project's "final" landscaping plan. The trees species selected shall not be a “fruit tree” or “eucalyptus tree” as defined in the Campbell Municipal Code. Further, the applicant is encouraged to plant several eastern redbud trees in the central courtyards of Building 2 and 4 unless such selection would be incompatible with the proposed landscaping. Such determination shall be provided in writing by the project landscape architect, subject to review and approval by the Director of Community Development. In the event the services of a third-party arborist is required to assist in rendering a decision, the applicant shall be required to pay a $500.00 deposit to cover the cost of such services.

4. Tree Removal Permit Required: The removal of any tree, irrespective of species or size, which is shown on the approved project plans or final landscaping plan, shall require review and approval through a Tree Removal Permit.

Location Map



THE PARC AT PRUNEYARD

COURTYARD IMPROVEMENTS FOR BUILDINGS 2 & 4 AT:

225 UNION AVENUE, CAMPBELL, CA 95008

GENERAL SCOPE OF WORK

THE FOLLOWING IMPROVEMENTS WILL BE MADE AT THE COURTYARDS IN BUILDINGS 2 & 4:

1. REMOVE EXISTING STAIRS (TEN PER BUILDING) AS NOTED ON THE PLANS.
2. REMOVE EXISTING PATIO FENCES.
3. INSTALL NEW METAL FRAME STAIRS (FIVE AT EACH BUILDING) AT DESIGNATED LOCATIONS THROUGHOUT THE COURTYARD.
4. INSTALL NEW IPE WOOD CAP AT EXISTING GUARDRAIL OF THE SECOND FLOOR WALKWAYS.
5. LANDSCAPE IMPROVEMENTS THROUGHOUT THE COURTYARD.

PROJECT DATA SUMMARY

ASSESSOR'S PARCEL NUMBER:	412-16-002
TYPE OF CONSTRUCTION:	V-B
OCCUPANCY:	R-2
ZONING:	R-3
STORIES:	TWO
LOT AREA:	8.73 ACRES
PARKING:	408 (EXISTING)
NUMBER OF UNITS:	252 (EXISTING)

DRAWING INDEX

ARCHITECTURAL:

A 0.0	TITLE SHEET
A 1.0	SITE PLAN
A 2.0	BUILDING 2 EXISTING PLANS
A 2.1	BUILDING 2 PROPOSED PLANS
A 2.2	BUILDING 2 PROPOSED COURTYARD ELEVATIONS
A 3.0	BUILDING 4 EXISTING PLANS
A 3.1	BUILDING 4 PROPOSED PLANS
A 3.2	BUILDING 4 PROPOSED COURTYARD ELEVATIONS
A 4.0	BUILDING 2 & 4 FIRST FLOOR EXITING PLANS
A 4.1	BUILDING 2 & 4 SECOND FLOOR EXITING PLANS

LANDSCAPE:

L0.3	DEMOLITION PLAN
L0.4	DEMOLITION PLAN
L1.3	LAYOUT PLAN
L1.4	LAYOUT PLAN
L2.3	GRADING AND DRAINAGE PLAN
L2.4	GRADING AND DRAINAGE PLAN
L4.3	LIGHTING PLAN
L4.4	LIGHTING PLAN
L5.3	IRRIGATION PLAN
L5.4	IRRIGATION PLAN
L6.3	PLANTING PLAN
L6.4	PLANTING PLAN

PROJECT INFO

OWNER:
PARC RESIDENCES, LLC
CONTACT: TIM THITITHANYANONT, P.E.

225 UNION AVENUE
CAMPBELL, CA 95008

TEL: 714.655.4586

ARCHITECT:
RSS ARCHITECTURE, INC.
ANDREW RAYMUNDO, ARCHITECT
CONTACT: OMAR HERNANDEZ

915 TERMINAL WAY, SUITE C
SAN CARLOS, CA 94070

TEL: 650.802.6865

PROJECT MANAGEMENT:
STANTEC ARCHITECTURE
CONTACT: JAMES SHIVELY

100 CALIFORNIA STREET, SUITE 100
SAN FRANCISCO, CA 94111

TEL: 415.281.5508

LANDSCAPE ARCHITECT:
KIKUCHI + KANKEL DESIGN GROUP
CONTACT: NATHAN ROSE

730 MILL STREET
HALF MOON BAY, CA 94019

TEL: 650.726.7100

GENERAL NOTES

1. REFER TO SPECIFICATIONS FOR MATERIALS AND OTHER INFORMATION NOT SHOWN ON THESE DRAWINGS.
2. CONTRACTOR SHALL NOTIFY ARCHITECT IF THERE ARE ANY DISCREPANCIES BETWEEN THE REFERENCE DRAWINGS AND ACTUAL BUILT CONDITION, PRIOR TO CONSTRUCTION TO RESOLVE.
3. IT IS THE INTENT OF THESE DOCUMENTS TO MAINTAIN ALL EXISTING RATED WALL AND CEILING ASSEMBLIES. CONTRACTOR SHALL FIELD VERIFY THE EXISTING LOCATIONS OF SUCH ASSEMBLIES.
4. AUTOMATIC SPRINKLER PROTECTION WILL BE PROVIDED AS A DEFERRED SUBMITTAL UNDER A SEPARATE PERMIT. THE SPRINKLER SYSTEM DESIGN AND INSTALLATION SHALL BE IN ACCORDANCE WITH NFPA 13R. THE DESIGN TEAM WILL COORDINATE WITH THE CITY OF CAMPBELL FOR REVIEW AND APPROVAL OF A PHASED INSTALLATION.

APPLICABLE CODES

- 2013 CALIFORNIA BUILDING CODE
- 2013 CALIFORNIA PLUMBING CODE
- 2013 CALIFORNIA ELECTRICAL CODE
- 2013 CALIFORNIA FIRE CODE
- 2013 CALIFORNIA ENERGY CODE
- ALL APPLICABLE LOCAL ORDINANCES & MUNICIPAL CODES

SYMBOLS

∠	ANGLE
&	AND
@	AT
℄	CENTER LINE
Ø	DIAMETER OR ROUND
¢	PENNY
# or NO.	NUMBER SQUARE FOOT

ABBREVIATIONS

A.B.	ANCHOR BOLT
ABV.	ABOVE
A.C. PAVING	ASPHALT CONCRETE PAVING
A/C	AIR CONDITIONING
A.D.	AREA DRAIN
ADH.	ADHESIVE
ADJ.	ADJACENT
AFF	ABOVE FINISH FLOOR
ALT.	ALTERNATE
ALUM.	ALUMINUM
ANG.	ANGLE
BA.	BATHROOM
BD.	BOARD
BDRM.	BEDROOM
BLDG.	BUILDING
BLKG.	BLOCKING
BM.	BEAM
BOT.	BOTTOM
CAB.	CABINET
CEM.	CEMENT
CLG.	CEILING
CLO.	CLOSET
CLR.	CLEAR
COL.	COLUMN
CONC.	CONCRETE
CONST.	CONSTRUCTION
CONT.	CONTINUOUS
CTR.	CENTER
D.	DRYER
DBL.	DOUBLE
D.F.	DOUGLAS FIR OR DRINKING FOUNTAIN
DIA.	DIAMETER
DIAG.	DIAGONAL
DIM.	DIMENSION
DIN. RM.	DINING ROOM
DN.	DOWN
D.S.	DOWNSPOUT
DTL.	DETAIL
DWG.	DRAWING
(E) or EXIST.	EXISTING
EA.	EACH
EIFS	EXTERIOR INSULATION FINISH SYSTEM
ELEC.	ELECTRICAL
EQ.	EQUAL
EQPT.	EQUIPMENT
E.W.	EACH WAY
EXT.	EXTERIOR
F.A.U.	FORCED AIR UNIT
F.A.R.	FLOOR AREA RATIO
FD.	FLOOR DRAIN
FDN.	FOUNDATION
F.E.C.	FIRE EXTINGUISHER CABINET
FIN.	FINISH
FLASHG.	FLASHING
FLR.	FLOOR
F.O.C.	FACE OF CONCRETE
F.O.M.	FACE OF MASONRY
F.O.S.	FACE OF STUD
FRM.	FRAME
FT.	FEET
FTG.	FOOTING
GA.	GUAGE
GAR.	GARAGE
G.D.	GARBAGE DISPOSAL
G.F.I.	GROUND FAULT INTERRUPTER
G.I.	GALVANIZED IRON
GLULAM.	GLULAM BEAM
GYP.BD.	GYPSUM BOARD
H.B.	HOSE BIB
H.C.	HOLLOW CORE
HDWD.	HARDWOOD
HORIZ.	HORIZONTAL
HR.	HOUR
HT.	HEIGHT
HVAC	HEATING VENTILATION & AIR CONDITIONING
I.I.C.	IMPACT INSULATION CLASS
IN.	INCH
INCL.	INCLUDE
INSUL.	INSULATION
INT.	INTERIOR
JAN.	JANITOR
KIT.	KITCHEN
LAM.	LAMINATE
LAUND.	LAUNDRY
LAV.	LAVATORY
LB. or #	POUND
LIN.	LINEN
LIV. RM.	LIVING ROOM
LT. WT.	LIGHTWEIGHT
MAT.	MATERIAL
MAX.	MAXIMUM
MECH.	MECHANICAL
MEMB.	MEMBRANE
MFR.	MANUFACTURER
MIN.	MINIMUM
MSTR. BDRM.	MASTER BEDROOM
MTL.	METAL
(N)	NEW
N.I.C.	NOT IN CONTRACT
N.T.S.	NOT TO SCALE
O/	OVER
O.C.	ON CENTER(S)
O.H.	OPPOSITE HAND
OPNG.	OPENING
OPP.	OPPOSITE
PAN.	PANTRY
PDR.	POWDER ROOM
PL.	PLATE
P.LAM.	PLASTIC LAMINATE
PLAST.	PLASTER
PLYWD.	PLYWOOD
PREFAB.	PREFABRICATED
PT.	PRESSURE-TREATED
PT.D.F.	PRESSURE TREATED DOUGLAS FIR
PT. SLAB	POST TENSION SLAB
RAG	RETURN AIR GRILLE
RFG.	REFRIGERATOR
REG.	REGISTER
REQ'D.	REQUIRED
RM.	ROOM
RDWD.	REDWOOD
REF.	REFER
S.C.	SOLID CORE
SCH.	SCHEDULE
S.G.D.	SLIDING GLASS DOOR
SHT.	SHEET
SIM.LAR	SIMILAR
SPEC.	SPECIFICATION
S.T.C.	SOUND TRANSMISSION CLASS
STL.	STEEL
STOR.	STORAGE
STRUCT.	STRUCTURE OR STRUCTURAL
SUB.FLR.	SQUARE
SQ.	SQUARE FOOR
SQ. FT.	SQUARE FEET
TEL.	TELEPHONE
T.O.	TOP OF
TOIL.	TOILET
T.P.H.	TOILET PAPER HOLDER
TYP.	TYPICAL
U.O.N.	UNLESS OTHERWISE NOTED
VERT.	VERTICAL
V.G.D.F.	VERTICAL GRAIN DOUGLAS FIR
V.I.F.	VERIFY IN FIELD
W/	WITH
W.	WASHER
WD.	WOOD
W.R. GYP.BD.	W.R. GYPSUM BOARD
WT.	WEIGHT
W.W.F.	WELDED WIRE FABRIC
YD.	YARD

AGENCIES

ACI.	AMERICAN CONCRETE INSTITUTE
AIA	THE AMERICAN INSTITUTE OF ARCHITECTS
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION
AITS	AMERICAN INSTITUTE OF TIMBER CONSTRUCTION
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
ASTM	AMERICAN SOCIETY FOR TESTING & MATERIALS
CAC	CALIFORNIA ADMINISTRATIVE CODE
CBC	CALIFORNIA BUILDING CODE
CEC	CALIFORNIA ELECTRICAL CODE
CMC	CALIFORNIA MECHANICAL CODE
CPC	CALIFORNIA PLUMBING CODE
CSI	CONSTRUCTION SPECIFICATION INSTITUTE
ICBO	INTERNATIONAL CONFERENCE OF BUILDING OFFICIALS
NFPA	NATIONAL FIRE PROTECTION ASSOCIATION
NRCA	NATIONAL ROOFING CONTRACTORS ASSOCIATION
SMACNA	SHEET METAL & AIR CONDITIONING CONTRACTORS NATIONAL ASSOCIATION
UBC	UNIFORM BUILDING CODE
UFC	UNIFORM FIRE CODE
UL	UNDERWRITERS LABORATORIES, INC.
WIC	WOODWORK INSTITUTE OF CALIFORNIA

ABBREVIATED CODES & STANDARDS

ADA	AMERICANS WITH DISABILITIES ACT
ADAAG	AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES

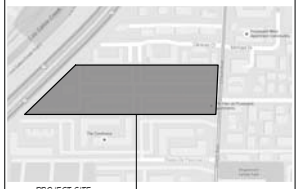
SYMBOLS

EXTERIOR ELEVATIONS
ELEVATION NUMBER
SHEET NUMBER

ARCHITECTURAL DETAILS
DETAIL NUMBER
SHEET NUMBER

LEGEND NOTES
NOTE NUMBER

LOCATION MAP



PROJECT SITE

PLANNING SUBMITTAL SET 08/15/16

RSS ARCHITECTURE
915 TERMINAL WAY, SUITE C
SAN CARLOS, CA. 94070
Ph. 650.802.6865
www.rssarchitecture.com

LICENSED ARCHITECT
ANDREW RAYMUNDO
C-24193
Ren. 10-31-17
STATE OF CALIFORNIA

COURTYARD IMPROVEMENTS AT:

PARC AT PRUNEYARD

225 UNION AVENUE
CAMPBELL, CA 95008

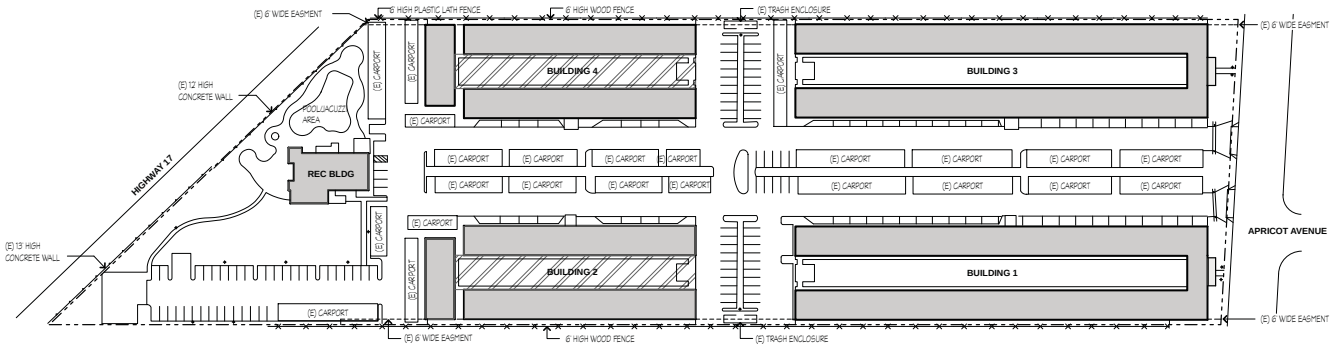
REVISIONS

TITLE SHEET

JOB:	DRAWN
1551	KR

SHEET NO.

A0.0



1 **SITE PLAN**
SCALE: 1/64" = 1'-0"

SITE PLAN LEGEND

- EXISTING BUILDING
- WORK AREA
- PROPERTY LINE

SITE PLAN NOTES

1. THIS PLAN IS SHOWN FOR REFERENCE INFORMATION ONLY AND IS INTENDED TO PROVIDE AN OVERALL IMAGE OF THE PROJECT SITE. IT IS NOT TO BE USED TO ASCERTAIN THE PROJECT SCOPE NOR IS IT MEANT TO PROVIDE DETAILED INFORMATION FOR THE CONFIGURATION OF ANY BUILDING OR SITE COMPONENTS.
2. THE EXISTING DISABLED ACCESSIBILITY OF THE PROJECT SITE INCLUDING PATH OF TRAVEL FROM PUBLIC PARKING TO COMMON AREAS SHALL IN NO WAY BE REDUCED OR OTHERWISE ALTERED BY THE WORK OF THIS PROJECT. ADDITIONALLY, ANY AND ALL WORK ON THE BUILDINGS SHALL PRESERVE EXISTING ASPECTS OF DISABLED ACCESSIBILITY TO EACH COVERED UNIT AND COMMON USE FACILITY.

915 TERMINAL WAY, SUITE C
SAN CARLOS, CA. 94070
Ph. 650.802.6865
www.rssarchitecture.com

LICENSED ARCHITECT
C-24193
Ren. 10-31-17
STATE OF CALIFORNIA

COURTYARD IMPROVEMENTS AT:

PARC AT PRUNEYARD

225 UNION AVE
CAMPBELL, CA 95008

REVISIONS

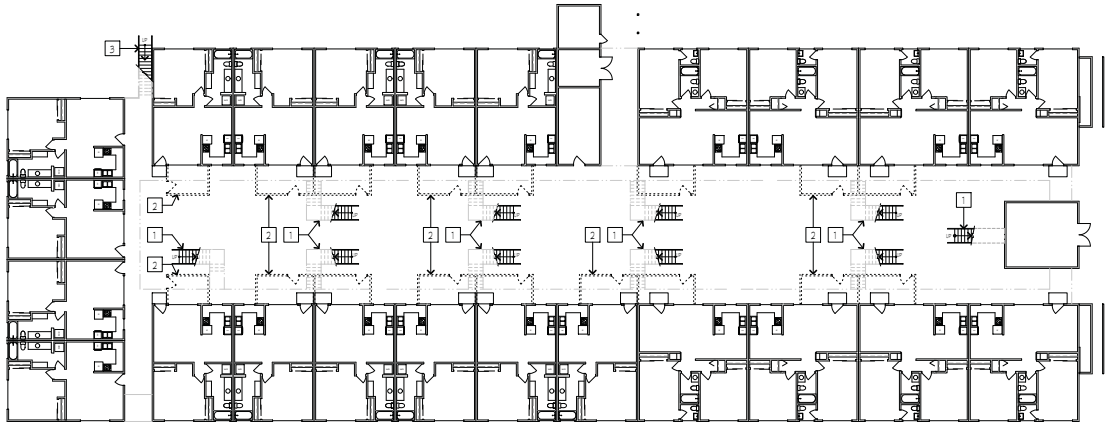
SITE PLAN

JOB:	DRAWN
1551	KR

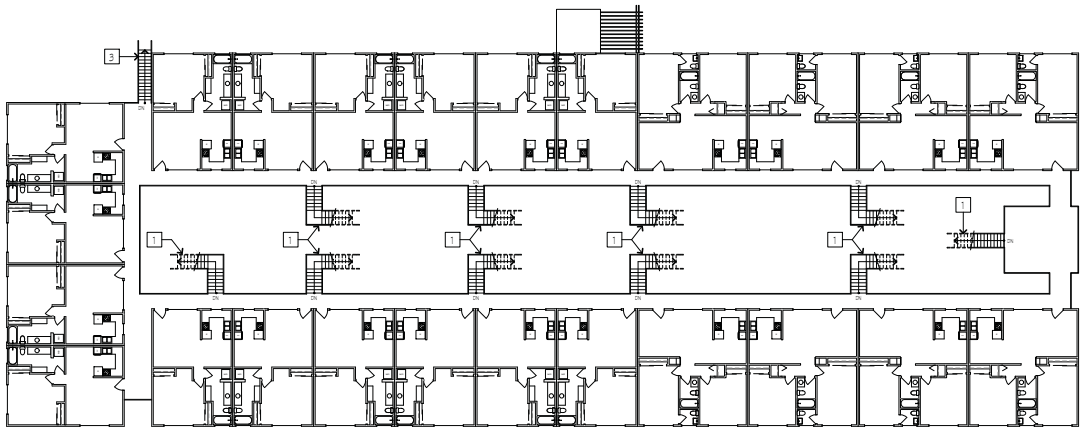
N

SHEET NO.
A1.0

PLANNING SUBMITTAL SET 08/15/16



1 **BUILDING 2 EXISTING FIRST FLOOR PLAN**
SCALE: 1/16" = 1'-0"



2 **BUILDING 2 EXISTING SECOND FLOOR PLAN**
SCALE: 1/16" = 1'-0"

PLAN KEYNOTES

1. EXISTING STAIRS TO BE REMOVED
2. EXISTING PATIO FENCE TO BE REMOVED
3. EXISTING STAIR TO REMAIN
4. NEW METAL FRAME STAIRS

915 TERMINAL WAY, SUITE C
SAN CARLOS, CA. 94070
Ph. 650.802.6865
www.rssarchitecture.com

LICENSED ARCHITECT
C-24193
Ren. 10-31-17
STATE OF CALIFORNIA

COURTYARD IMPROVEMENTS AT:

PARC AT PRUNEYARD

225 UNION AVE
CAMPBELL, CA 95008

REVISIONS

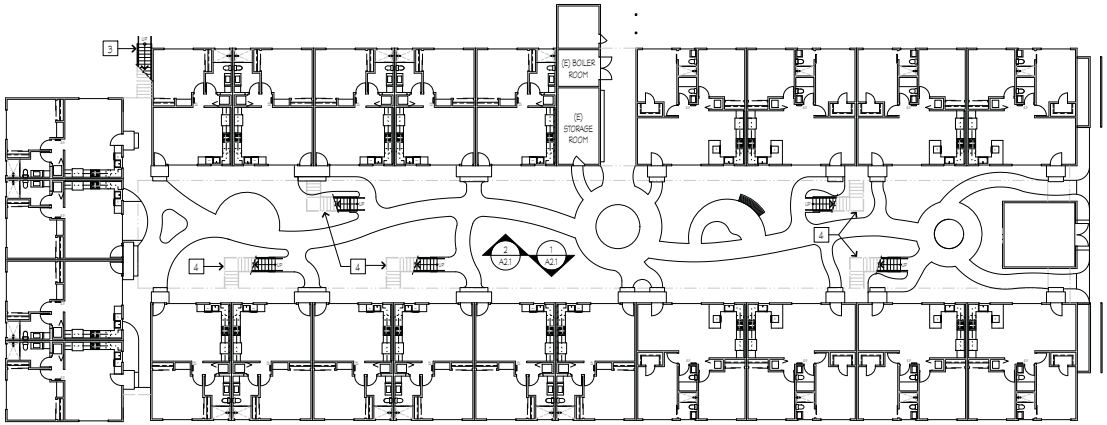
BUILDING 2 EXISTING PLANS

JOB:	DRAWN
1551	KR

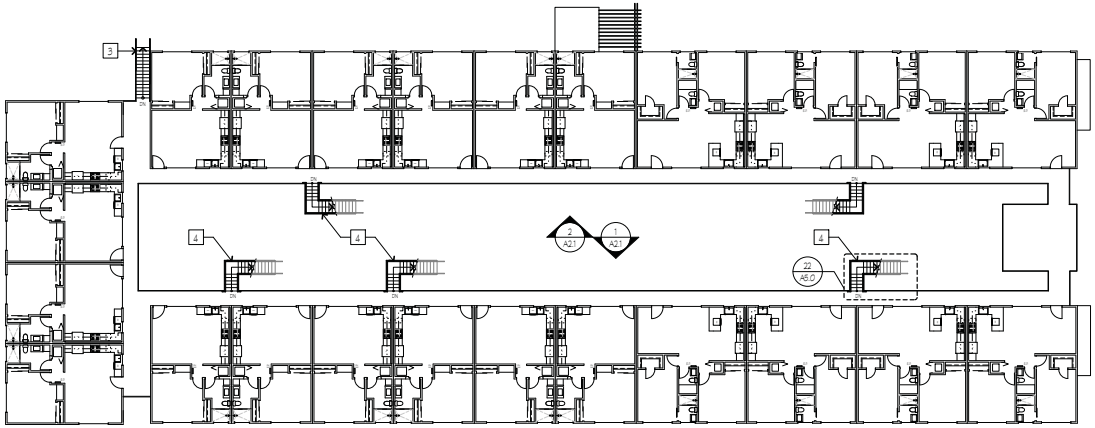
N

SHEET NO.
A2.0

PLANNING SUBMITTAL SET 08/15/16



1 **BUILDING 2 PROPOSED FIRST FLOOR PLAN**
SCALE: 1/16" = 1'-0"



2 **BUILDING 2 PROPOSED SECOND FLOOR PLAN**
SCALE: 1/16" = 1'-0"

PLAN KEYNOTES

1. EXISTING STAIRS TO BE REMOVED
2. EXISTING PATIO FENCE TO BE REMOVED
3. EXISTING STAIR TO REMAIN
4. NEW METAL FRAME STAIRS

915 TERMINAL WAY, SUITE C
SAN CARLOS, CA. 94070
Ph. 650.802.6865
www.rssarchitecture.com

LICENSED ARCHITECT
ROBERT RAYMOND
C-24193
Ren. 10-31-17
STATE OF CALIFORNIA

COURTYARD IMPROVEMENTS AT:

PARC AT PRUNEYARD

225 UNION AVE
CAMPBELL, CA 95008

REVISIONS

BUILDING 2 PROPOSED PLANS

JOB:	DRAWN
1551	KR

N

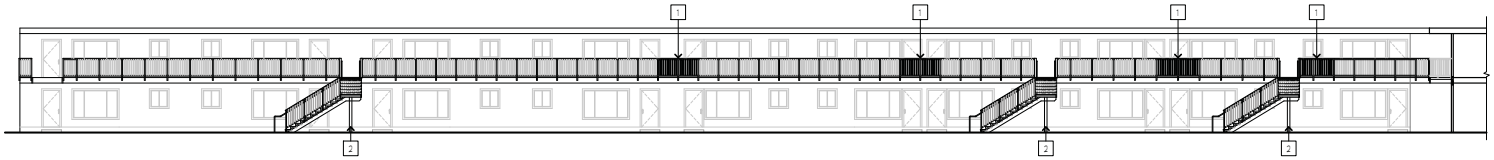
SHEET NO.

A2.1

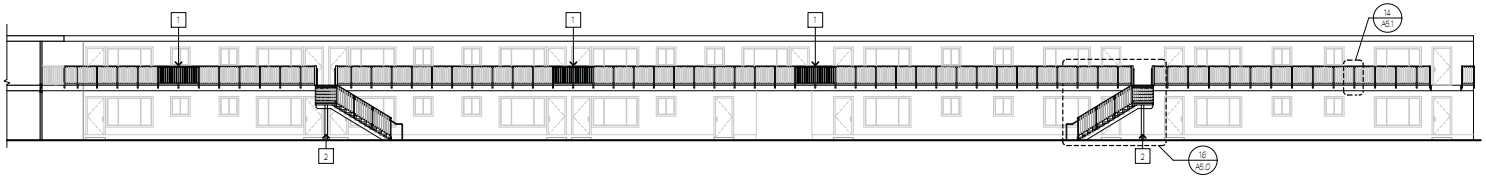
PLANNING SUBMITTAL SET 08/15/16

ELEVATION KEYNOTES

1. NEW GUARDRAIL TO MATCH EXISTING. ONLY AT LOCATIONS WHERE THE EXISTING STAIRWAY WAS REMOVED.
2. NEW METAL FRAME STAIR WITH PRECAST CONCRETE STEPS



1 **BUILDING 2 INTERIOR COURTYARD ELEVATION 1**
SCALE: 3/32" = 1'-0"



2 **BUILDING 2 INTERIOR COURTYARD ELEVATION 2**
SCALE: 3/32" = 1'-0"

915 TERMINAL WAY, SUITE C
SAN CARLOS, CA. 94070
Ph. 650.802.6865
www.rssarchitecture.com

LICENSED ARCHITECT
ROGER RAYMOND
C-24193
Ren. 10-31-17
STATE OF CALIFORNIA

COURTYARD IMPROVEMENTS AT:

PARC AT PRUNEYARD

225 UNION AVE
CAMPBELL, CA 95008

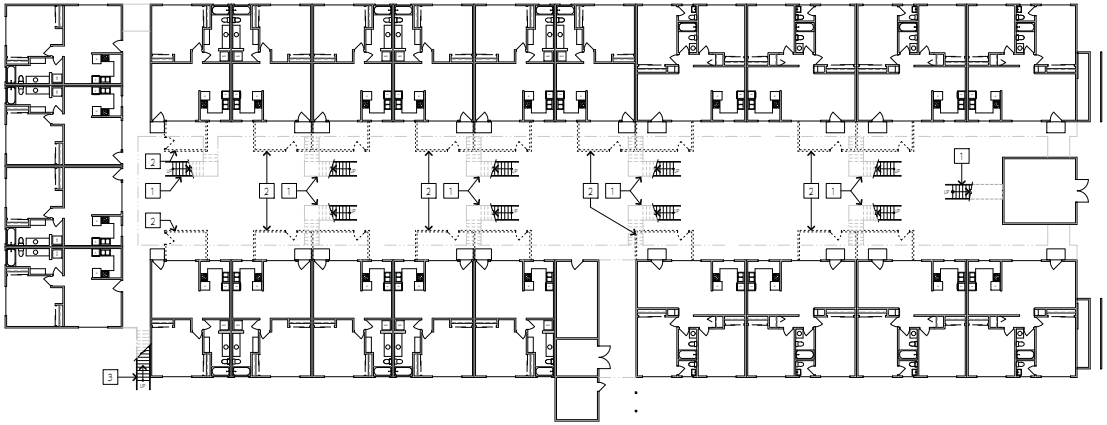
REVISIONS

BUILDING 2 PROPOSED COURTYARD ELEVATIONS

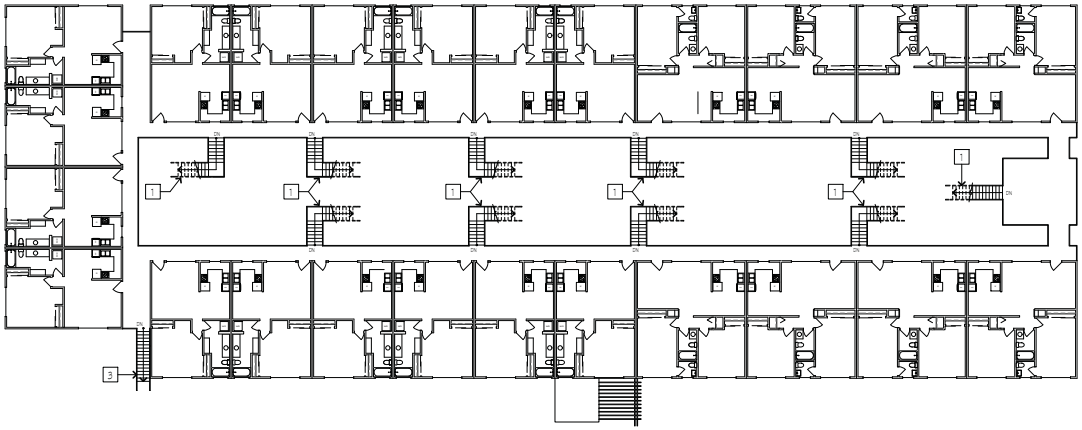
JOB:	DRAWN
1551	KR

SHEET NO.
A2.2

PLANNING SUBMITTAL SET 08/15/16



1 **BUILDING 4 EXISTING FIRST FLOOR PLAN**
SCALE: 1/16" = 1'-0"



2 **BUILDING 4 EXISTING SECOND FLOOR PLAN**
SCALE: 1/16" = 1'-0"

PLAN KEYNOTES

1. EXISTING STAIRS TO BE REMOVED
2. EXISTING PATIO FENCE TO BE REMOVED
3. EXISTING STAIR TO REMAIN
4. NEW METAL FRAME STAIRS

915 TERMINAL WAY, SUITE C
SAN CARLOS, CA. 94070
Ph. 650.802.6865
www.rssarchitecture.com

LICENSED ARCHITECT
C-24193
Ren. 10-31-17
STATE OF CALIFORNIA

COURTYARD IMPROVEMENTS AT:

PARC AT PRUNEYARD

225 UNION AVE
CAMPBELL, CA 95008

REVISIONS

BUILDING 4 EXISTING PLANS

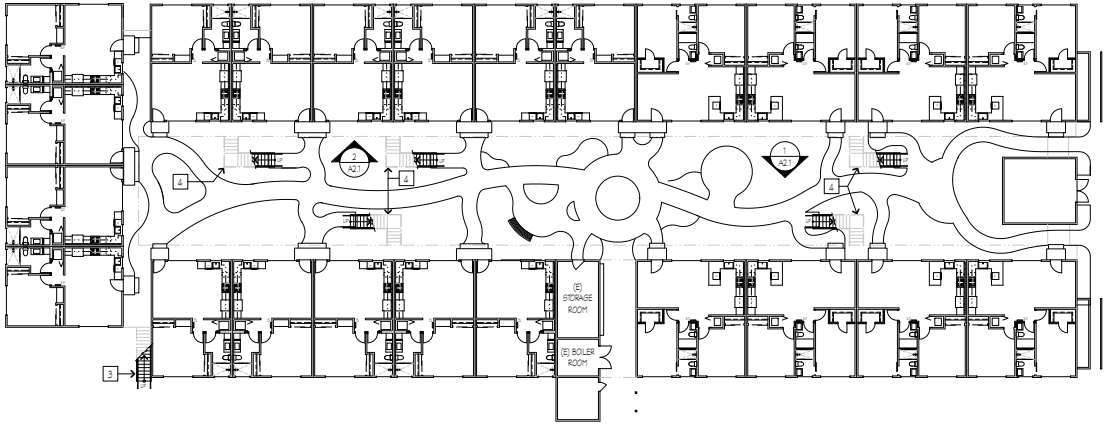
JOB:	DRAWN
1551	KR

N

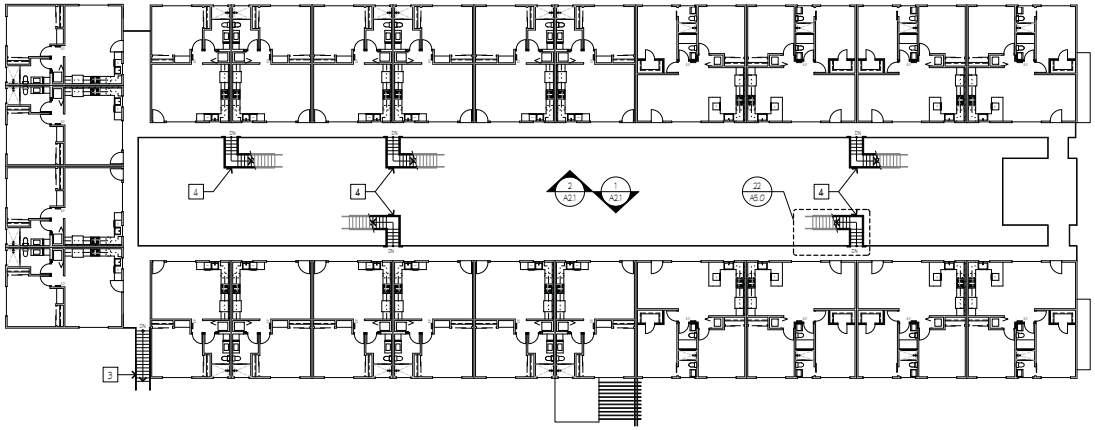
SHEET NO.

A3.0

PLANNING SUBMITTAL SET 08/15/16



1 **BUILDING 4 PROPOSED FIRST FLOOR PLAN**
SCALE: 1/16" = 1'-0"



2 **BUILDING 4 PROPOSED SECOND FLOOR PLAN**
SCALE: 1/16" = 1'-0"

PLAN KEYNOTES

1. EXISTING STAIRS TO BE REMOVED
2. EXISTING PATIO FENCE TO BE REMOVED
3. EXISTING STAIR TO REMAIN
4. NEW METAL FRAME STAIRS

915 TERMINAL WAY, SUITE C
SAN CARLOS, CA. 94070
Ph. 650.802.6865
www.rssarchitecture.com

LICENSED ARCHITECT
C-24193
Exp. 10-31-17
STATE OF CALIFORNIA

COURTYARD IMPROVEMENTS AT:

PARC AT PRUNEYARD

225 UNION AVE
CAMPBELL, CA 95008

REVISIONS

BUILDING 4 PROPOSED PLANS

JOB:	DRAWN
1551	KR

N

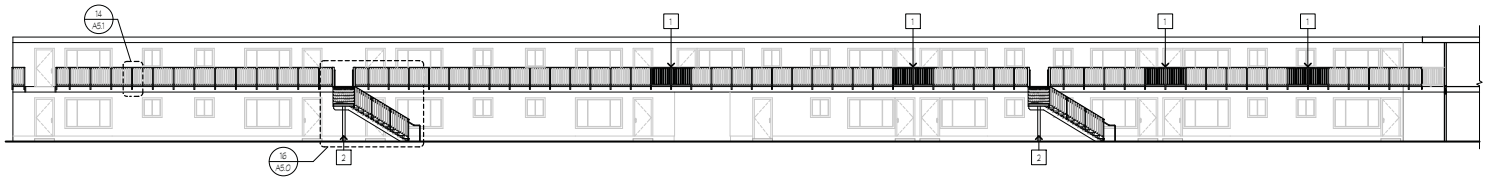
SHEET NO.

A3.1

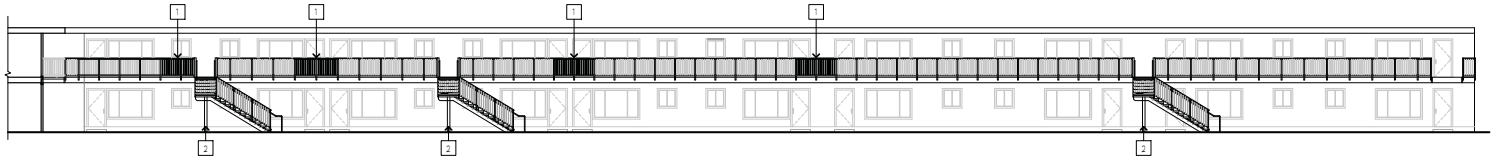
PLANNING SUBMITTAL SET 08/15/16

ELEVATION KEYNOTES

1. NEW GUARDRAIL TO MATCH EXISTING. ONLY AT LOCATIONS WHERE THE EXISTING STAIRWAY WAS REMOVED.
2. NEW METAL FRAME STAIR WITH PRECAST CONCRETE STEPS



1 **BUILDING 4 INTERIOR COURTYARD ELEVAITON 1**
SCALE: 3/32" = 1'-0"



2 **BUILDING 4 INTERIOR COURTYARD ELEVAITON 2**
SCALE: 3/32" = 1'-0"

915 TERMINAL WAY, SUITE C
SAN CARLOS, CA. 94070
Ph. 650.802.6865
www.rssarchitecture.com

LICENSED ARCHITECT
ROBERT RAYMOND
C-24193
Ren. 10-31-17
STATE OF CALIFORNIA

COURTYARD IMPROVEMENTS AT:

PARC AT PRUNEYARD

225 UNION AVE
CAMPBELL, CA 95008

REVISIONS

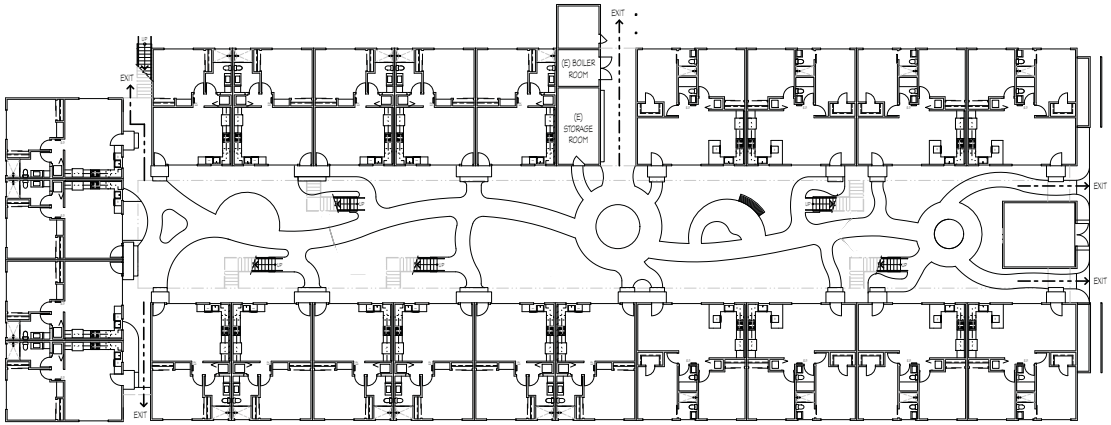
BUILDING 4 PROPOSED COURTYARD ELEVATIONS

JOB:	DRAWN
1551	KR

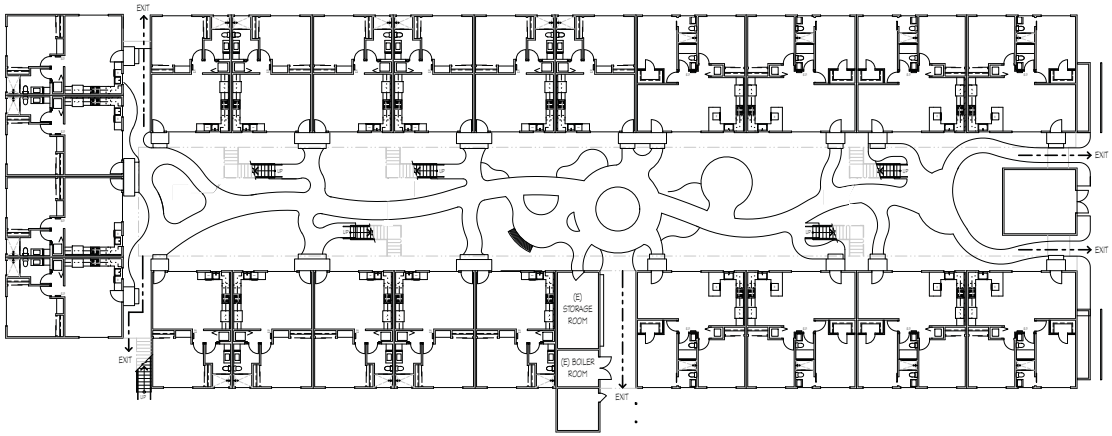
SHEET NO.

A3.2

PLANNING SUBMITTAL SET 08/15/16



1 **BUILDING 2 FIRST FLOOR EXITING PLAN**
SCALE: 1/16" = 1'-0"



2 **BUILDING 4 FIRST FLOOR EXITING PLAN**
SCALE: 1/16" = 1'-0"

PLAN LEGEND

EXIT PATH

MAXIMUM TRAVEL DISTANCE

PLAN NOTES

1. MAXIMUM TRAVEL DISTANCE AT THE FURTHEST POINT FROM ANY STAIR = 214 FEET

915 TERMINAL WAY, SUITE C
SAN CARLOS, CA. 94070
Ph. 650.802.6865
www.rssarchitecture.com

LICENSED ARCHITECT
C-24193
Ren. 10-31-17
STATE OF CALIFORNIA

COURTYARD IMPROVEMENTS AT:

PARC AT PRUNEYARD

225 UNION AVE
CAMPBELL, CA 95008

REVISIONS

BUILDING 2 & 4 FIRST FLOOR EXITING PLANS

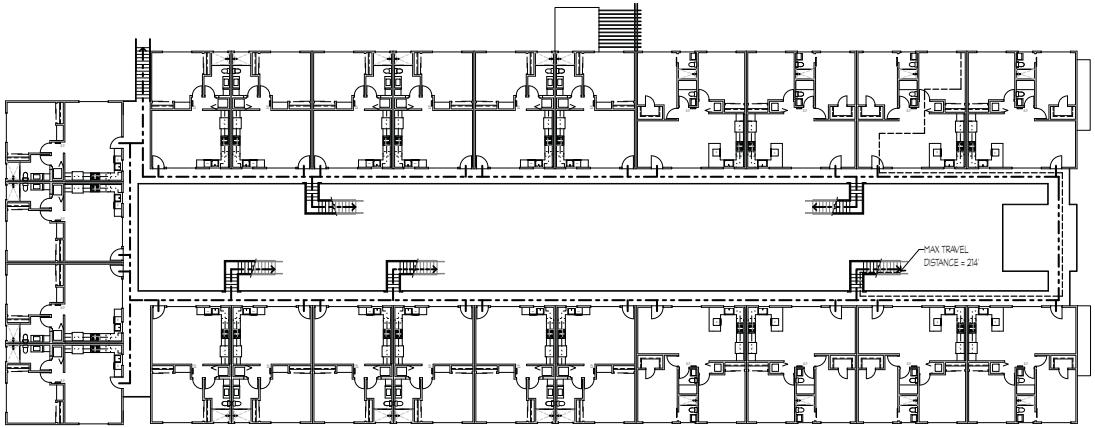
JOB:	DRAWN
1551	KR

N

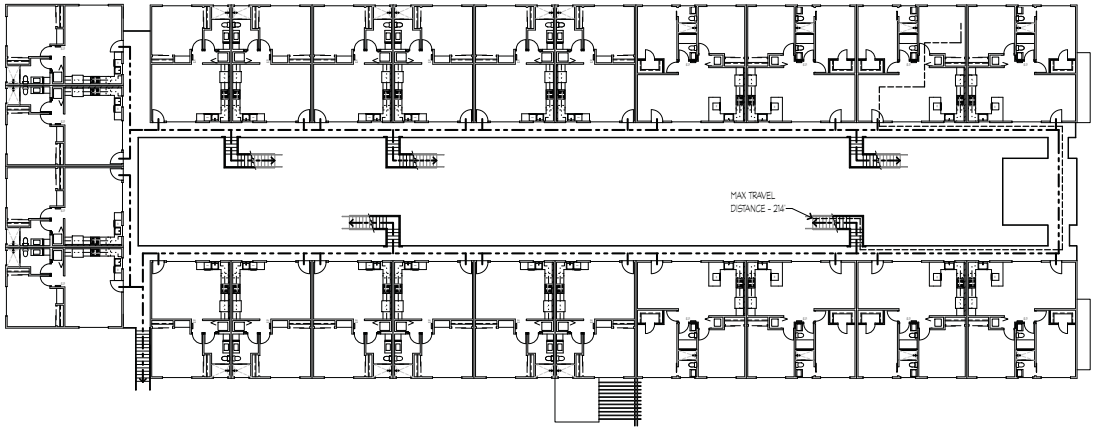
SHEET NO.

A4.0

PLANNING SUBMITTAL SET 08/15/16



1 **BUILDING 2 SECOND FLOOR EXITING PLAN**
SCALE: 1/16" = 1'-0"



2 **BUILDING 4 SECOND FLOOR EXITING PLAN**
SCALE: 1/16" = 1'-0"

PLAN LEGEND

EXIT PATH

MAXIMUM TRAVEL DISTANCE

PLAN NOTES

1. MAXIMUM TRAVEL DISTANCE AT THE FURTHEST POINT FROM ANY STAIR = 214 FEET

915 TERMINAL WAY, SUITE C
SAN CARLOS, CA. 94070
Ph. 650.802.6865
www.rssarchitecture.com

LICENSED ARCHITECT
RONALD SAYMOND
C-24193
Ren. 10-31-17
STATE OF CALIFORNIA

COURTYARD IMPROVEMENTS AT:

PARC AT PRUNEYARD

225 UNION AVE
CAMPBELL, CA 95008

REVISIONS

BUILDING 2 & 4 SECOND FLOOR EXITING PLANS

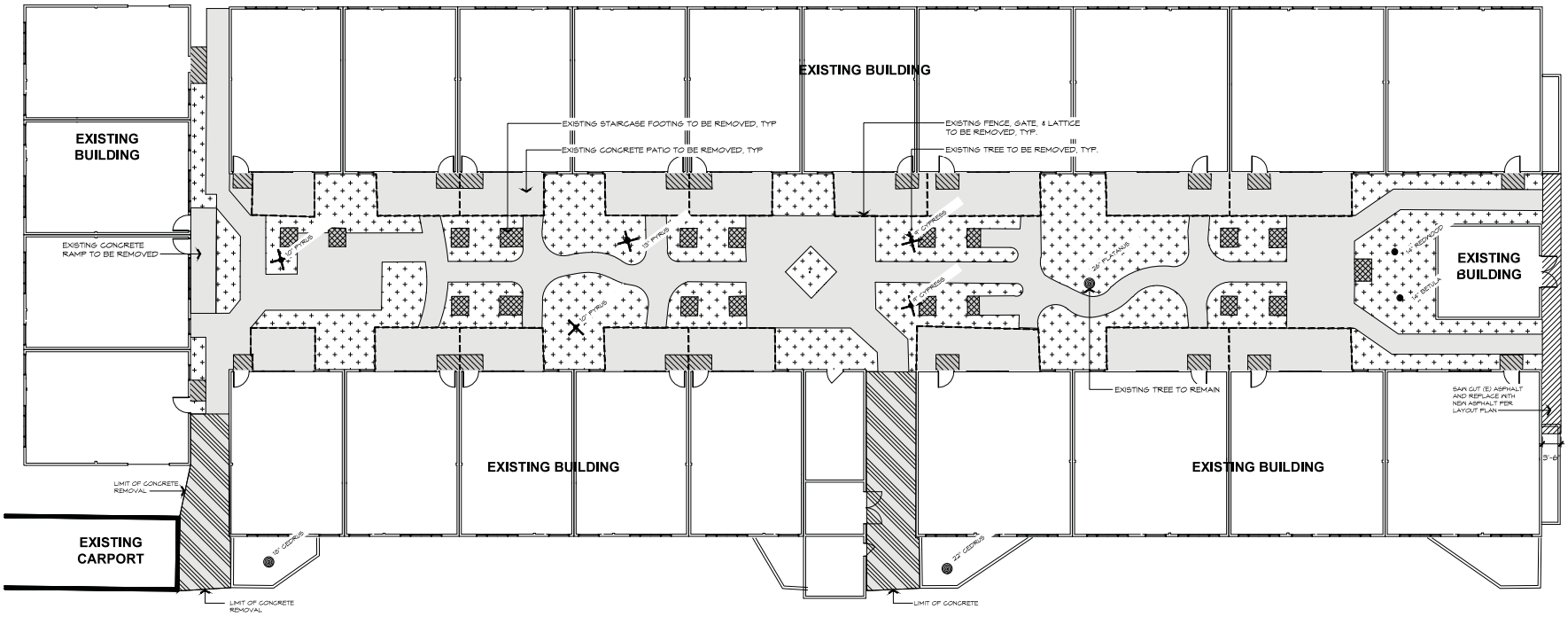
JOB:	DRAWN
1551	KR

N

SHEET NO.

A4.1

PLANNING SUBMITTAL SET 08/15/16



DEMOLITION LEGEND

- EXISTING CONCRETE PAVING & BASEROCK TO BE REMOVED. SAW-CUT AS NECESSARY AT LINE WHERE CONCRETE IS TO REMAIN.
- EXISTING CONCRETE PAVING TO BE REMOVED, BASEROCK TO REMAIN. SAW-CUT AS NECESSARY AT LINE WHERE CONCRETE IS TO REMAIN.
- EXISTING CONCRETE STOOP & BASEROCK TO BE REMOVED
- EXISTING CONCRETE STAIR FOOTINGS TO BE REMOVED
- EXISTING ASPHALT PAVING & BASEROCK TO BE REMOVED. SAW-CUT AS NECESSARY AT LINE WHERE ASPHALT IS TO REMAIN.
- EXISTING PLANTS AND/OR TURF TO BE REMOVED. VERIFY IN FIELD W/ LANDSCAPE ARCHITECT. DO NOT REMOVE TREES UNLESS OTHERWISE NOTED.
- EXISTING WOOD FENCE, POSTS AND GATES TO BE REMOVED
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO REMAIN

DEMOLITION NOTES

- TOPOGRAPHIC INFORMATION USED IN THE PREPARATION OF THIS PLAN IS BASED ON SURVEY INFORMATION PREPARED BY BKF, DATED 5/1/2015. ALL GRADES AND CONTOURS INDICATED AS EXISTING ARE BASED ON SURVEY INFORMATION PERFORMED PRIOR TO BUILDING CONSTRUCTION. CONTRACTOR SHALL VERIFY AND ACCEPT EXISTING CONDITIONS PRIOR TO BIDDING AND CONSTRUCTION.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DISTANCES & LOCATIONS PRIOR TO COMMENCING WORK. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES.
- THIS PLAN IS FOR REFERENCE ONLY AND DOES NOT NECESSARILY INDICATE THE FULL EXTENT OR LIMITS OF DEMOLITION. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS & NEW WORK PRIOR TO COMMENCING WORK.
- CONTRACTOR SHALL ENSURE ALL BASE MATERIAL & DELETERIOUS MATERIAL IS REMOVED FROM SOIL IN PROPOSED PLANTING AREAS.
- CONTRACTOR SHALL ALLOW FOR REPAIR & REPLACEMENT OF ALL FEATURES 'TO REMAIN' TO RETURN TO PRE-CONSTRUCTION CONDITION. CONTRACTOR SHALL REPAIR ANY DAMAGE AS A RESULT OF CONSTRUCTION ACTIVITIES.
- EXISTING DOWNSPOUT LEADERS & DRAINAGE SHALL REMAIN UNLESS OTHERWISE INDICATED BY GRADING & DRAINAGE PLANS.
- ALL EXISTING LIGHT BOLLARDS SHALL BE RETAINED IN PLACE OR RELOCATED. SEE LIGHTING PLANS.
- ALL EROSION CONTROL MEASURES MUST BE IN PLACE PRIOR TO ANY LAND DISTURBING ACTIVITY. SEE CIVIL PLANS.
- ALL DEBRIS SHALL BE REMOVED FROM THE SITE. THE CONTRACTOR SHALL VERIFY WITH THE LANDSCAPE ARCHITECT THE LOCATION OF MATERIALS TO BE STORED OR RELOCATED. THE CONTRACTOR SHALL PROTECT ALL FEATURES TO REMAIN.
- NO CONSTRUCTION MATERIAL, EQUIPMENT, PORTABLE TOILETS, TRASH CONTAINERS, OR DEBRIS SHALL BE PLACED IN THE PUBLIC RIGHT-OF-WAY.
- A TRASH CONTAINER SHALL BE MAINTAINED ON SITE AT ALL TIMES AND DEBRIS ON SITE WHICH COULD OTHERWISE BLOW AWAY, SHALL BE REGULARLY COLLECTED AND PLACED IN THE CONTAINER.
- ALL PLANT MATERIAL NOT INDICATED TO BE REMOVED SHALL REMAIN.
- CONTRACTOR SHALL PROTECT ALL EXISTING TREES & ROOT SYSTEMS.
- CONTRACTOR SHALL MAINTAIN THE AUTOMATIC IRRIGATION SYSTEM OPERATIONAL TO ALL LANDSCAPE AREAS TO REMAIN. IF SUCH IRRIGATION IS NOT MAINTAINABLE, CONTRACTOR SHALL HAND WATER TO ENSURE PLANT HEALTH FOR DURATION OF THE PROJECT.
- SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

Kikuchi + Kankel
Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
STEVEN T. KIKUCHI
No. 2005
Signature
9/21/17
Renewal Date
Date
STATE OF CALIFORNIA

LANDSCAPE RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

Date: 8/17/16 PERMIT SET

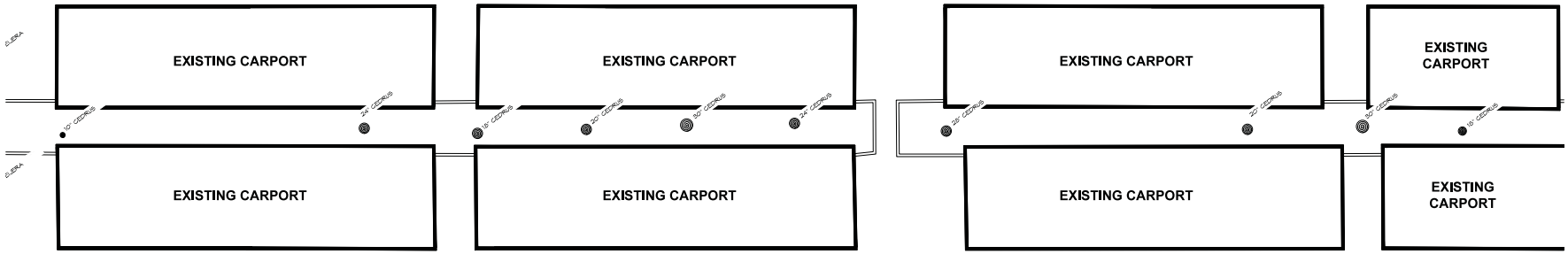
Scale: 1" = 10'-0"

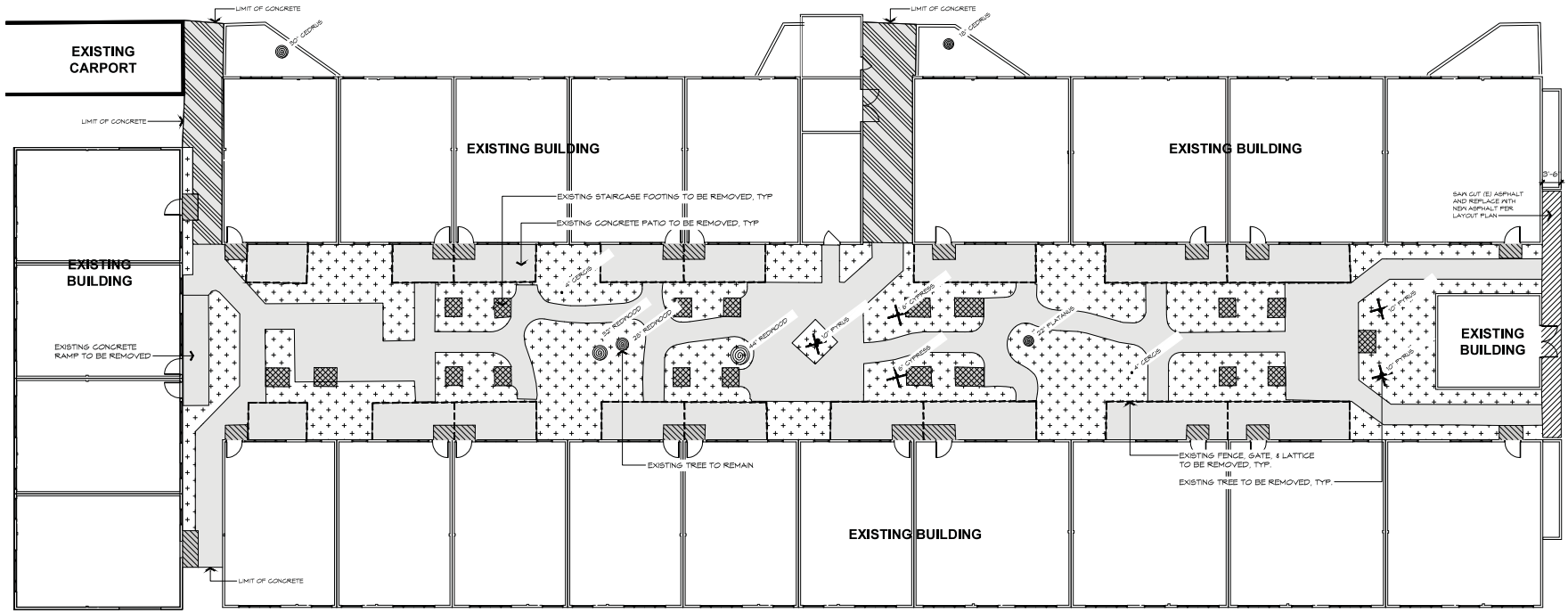
Drawn By: NR, AL

DEMOLITION PLAN

Sheet No.
L0.3
Of

RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.





SEE SHEET L0.3 FOR NOTES AND LEGEND

RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.

Kikuchi + Kankel Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
STEVEN T. KIKUCHI
No. 2005
Signature
Renewal Date
Date
STATE OF CALIFORNIA

LANDSCAPE RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

Date: 8/17/16 PERMIT SET

Scale: 1" = 10'-0"

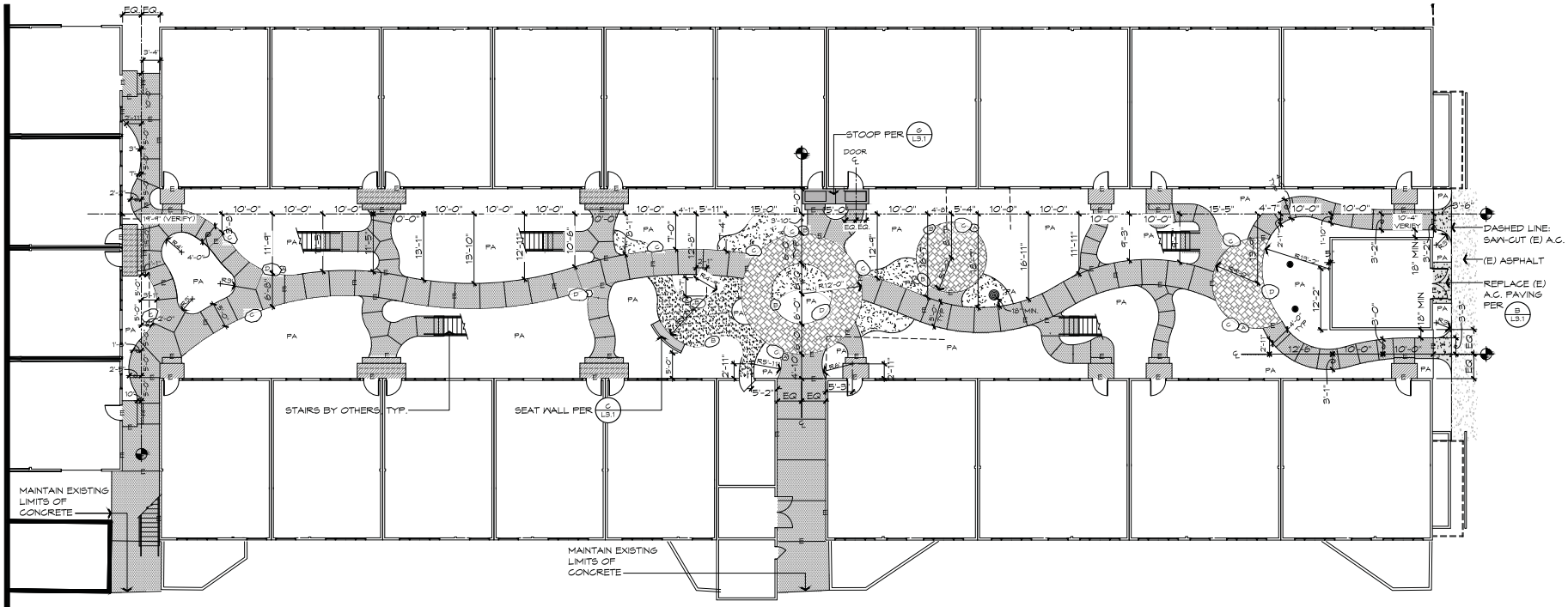
Drawn By: NR, AL

DEMOLITION PLAN

Sheet No.

L0.4

Of



LAYOUT LEGEND

- CONCRETE PAVING: 4" THICK INTEGRAL COLOR CONCRETE W/ MEDIUM BROOM FINISH. COLOR AND SEAL PER SPECS. — D L3.1
  - TOOLED SCORE JOINT
  - EXPANSION JOINT
- CONCRETE PAVERS: CAST CONCRETE PAVER OVER 4" CONCRETE BASE. COLOR & FINISH TO BE SELECTED BY OWNER. — E L3.1
- GRAVEL: 3" THICK GRAVEL BED OF 1/2" X 1" LA PAZ PEBBLES. — E L6.5
- GRAVEL OR D.G. PAVING: 2" THICK BLUE FINES, DECOMPOSED GRANITE WITH STABILIZER PER SPECS. — A L3.1
- REPLACE EXISTING ASPHALT PAVING — B L3.1
- DOUBLE WIDE STOOP: CONCRETE REINFORCED W/ #4 REBAR @ 12" O.C., #3 REBAR CONTINUOS @ EACH NOSING. INTEGRAL COLOR, STAINING, SEALING AND FINISH PER PLAN. DIMENSIONS PER — A L1.4
- SINGLE WIDE STOOP: CONCRETE REINFORCED W/ #4 REBAR @ 12" O.C., #3 REBAR CONTINUOS @ EACH NOSING. INTEGRAL COLOR, STAINING, SEALING AND FINISH PER PLAN. DIMENSIONS PER — B L1.4
- PA — PLANTING AREA
- BOULDERS: NAPA FIELDSTONE BOULDERS or (AS SELECTED BY OWNER OR LANDSCAPE ARCHITECT). — F L3.1
- EXISTING TREE TO REMAIN, TYP.

LAYOUT NOTES

- CONTRACTOR SHALL VERIFY ALL DIMENSIONS, DISTANCES & LOCATIONS PRIOR TO COMMENCING WORK. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES.
- ALL WORK SHALL CONFORM TO LOCAL BUILDING CODES & ORDINANCES. CONTRACTOR SHALL OBTAIN & PAY FOR ALL NECESSARY PERMITS.
- REFER TO CIVIL DRAWINGS FOR ALL GRADING, DRAINAGE, SUBGRADE DRAINAGE AND EARTHWORK.
- CONTRACTOR SHALL INSTALL UTILITY SLEEVES PRIOR TO FORMING CONCRETE. REFER TO IRRIGATION PLANS FOR LOCATIONS.
- PAVING SCORE LINES, WHEN NOT DIMENSIONED, SHALL BE LOCATED PER PLAN, ALIGNED AS INDICATED, AND SPACED EQUALLY. NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES PRIOR TO LAYING REBAR.
- ALL VISIBLE POURED-IN-PLACE CONCRETE SHALL BE SEALED PER SPECS.
- CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT 48 HOURS IN ADVANCE TO ARRANGE FOR FIELD REVIEW OF ALL PAVING AND PATH LAYOUTS.
- CONTRACTOR SHALL PROVIDE POOL SHOP DRAWINGS, INDICATING SIGNAGE, TILE MARKERS, RAILINGS, ETC., AND SUBMITTED FOR REVIEW BY THE LANDSCAPE ARCHITECT PRIOR TO COMMENCING POOL CONSTRUCTION.
- CONTRACTOR SHALL PROTECT ALL EXISTING TREES & ROOT SYSTEMS. NO EXCAVATION FOR ANY PURPOSE SHALL BE DUG WITHIN 15 FEET OF EXISTING TREE TRUNKS. EXCAVATION BEYOND 15 FEET AND WITHIN DRIPLINES OF EXISTING VEGETATION AND TREES TO REMAIN SHALL BE HAND DUG. NO ROOTS GREATER THAN 1"Ø SHALL BE CUT. ALL CUT ROOTS SHALL BE CLEANLY CUT & DRESSED.
- NO CONSTRUCTION MATERIAL, EQUIPMENT, PORTABLE TOILETS, TRASH CONTAINERS, OR DEBRIS SHALL BE PLACED IN THE PUBLIC RIGHT-OF-WAY.
- A TRASH CONTAINER SHALL BE MAINTAINED ON SITE AT ALL TIMES AND DEBRIS ON SITE WHICH COULD OTHERWISE BLOW AWAY, SHALL BE REGULARLY COLLECTED AND PLACED IN THE CONTAINER.
- ALL CONSTRUCTION DEBRIS (WOOD SCRAPS AND OTHER DEBRIS, WHICH CANNOT BLOW AWAY) SHALL BE PILED WITHIN THE PROPERTY LINES OF THE PROJECT IN A NEAT AND SAFE MANNER.
- SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

BOULDER KEY

(EXISTING STOCKPILED BOULDERS) or (NEW NAPA FIELDSTONE BOULDERS) or (AS SELECTED BY THE LANDSCAPE ARCHITECT). SIZES AS FOLLOWS:

A	12-15" x 21-24"	C	24-30" x 36-42"
B	18-24" x 24-30"	D	36-42" x 48-54"

Kikuchi + Kankel Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
STEVEN T. KI KIKUCHI
No. 2505
Date
STATE OF CALIFORNIA

LANDSCAPE RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

Date: 6/10/16 — PERMIT SET

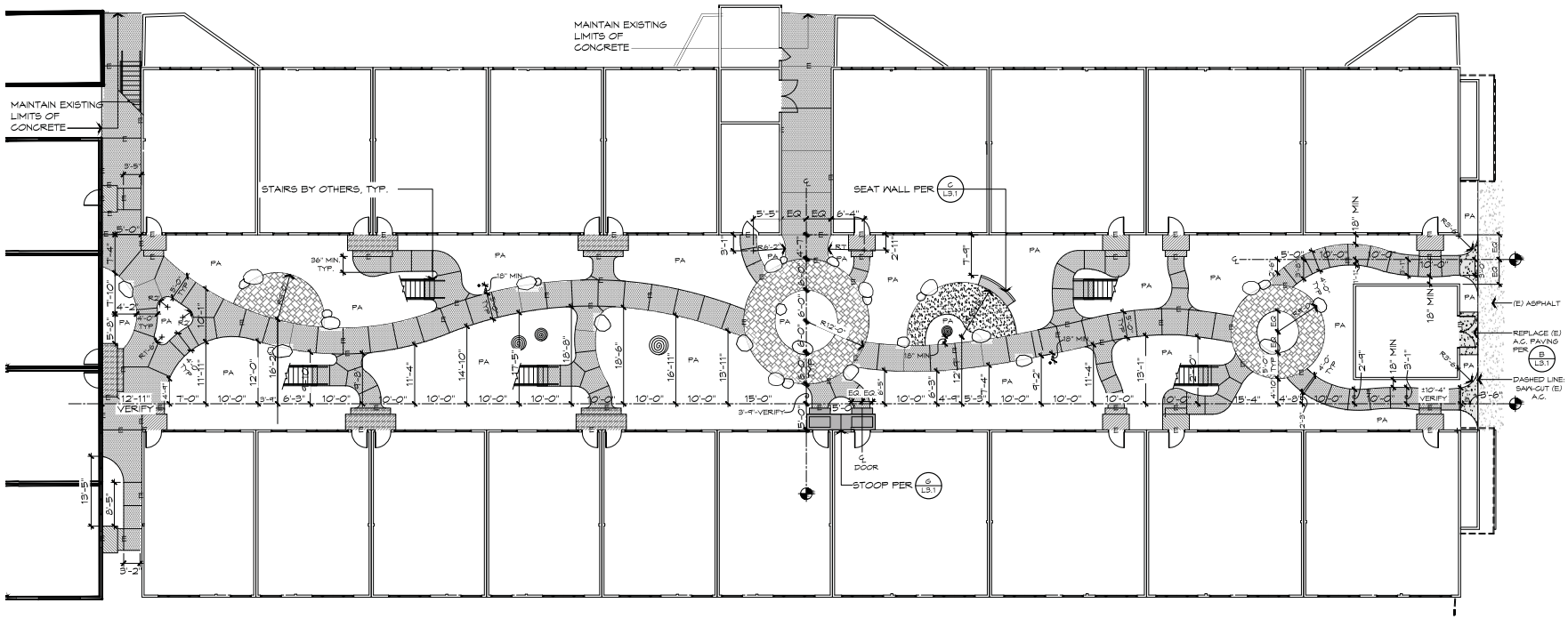
Scale: 1" = 10'-0"

Drawn By: NR, AL

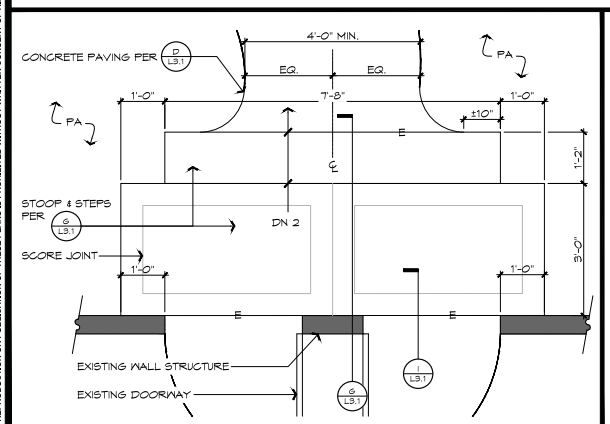
LAYOUT PLAN

Sheet No.
L1.3
Of

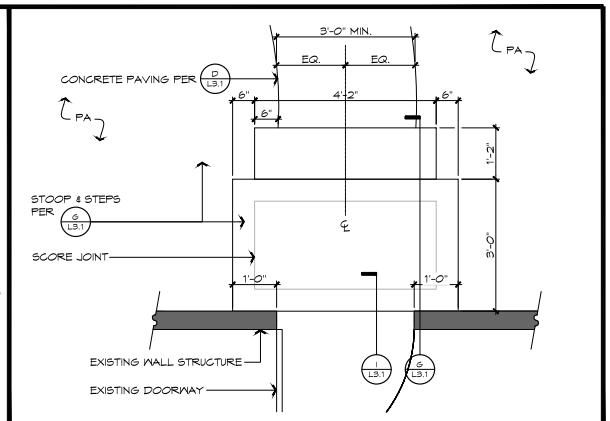
RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.



SEE SHEET L1.3 FOR NOTES AND LEGEND



(A) DOUBLE WIDE STOOP 3/4" = 1'-0"



(B) SINGLE WIDE STOOP 3/4" = 1'-0"

RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.

Kikuchi + Kankel Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
STEVEN T. KIKUCHI
No. 2365
STATE OF CALIFORNIA

LANDSCAPE RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

Date: 6/10/16 PERMIT SET

Scale: 1" = 10'-0"

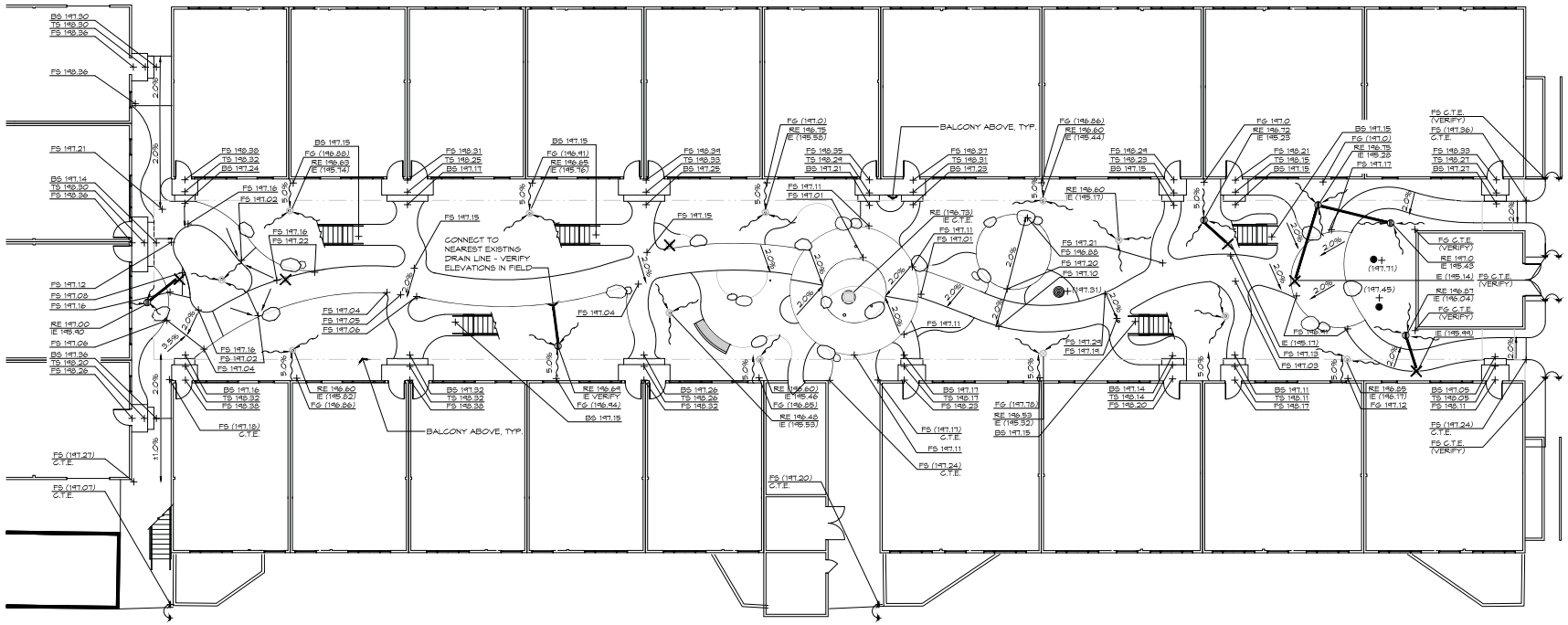
Drawn By: NR, AL

LAYOUT PLAN

Sheet No.

L1.4

Of



GRADING LEGEND

FS 100.00 / FG 99.99	PROPOSED SPOT ELEVATION (SEE ABBREVIATION KEY)
(FS 100.00) / C.T.E.	EXISTING SPOT ELEVATION
	INDICATES CONFORMING ELEVATIONS
	RIDGE OR VALLEY LINE
	DRAIN PIPE: PVC SDR 35, 4"Ø UNLESS OTHERWISE NOTED, MINIMUM 1% SLOPE.
2.0%	INDICATES DEGREE AND DIRECTION OF SLOPE ACROSS PAVED SURFACES
4.4%	INDICATES DEGREE AND DIRECTION OF SLOPE ACROSS PLANTED AREAS
	RELOCATED AREA DRAIN OR NDA TO MATCH EXISTING
	EXISTING AREA DRAIN TO REMAIN
X	EXISTING AREA DRAIN TO REMOVED OR RELOCATED
	EXISTING CATCH BASIN TO REMAIN

ABBREVIATION KEY

FFE	FINISHED FLOOR ELEVATION (PER ARCHITECT'S PLANS)
FS	FINISHED SURFACE ELEVATION
FG	FINISHED GRDE ELEVATION
RE/IE	RIM/INVERT ELEVATION
TW/BW	TOP/BOTTOM OF WALL ELEVATION
TC/BC	TOP/BOTTOM OF CURB ELEVATION
TS/BS	TOP/BOTTOM OF STEP ELEVATION
TR/BR	TOP/BOTTOM OF RAMP ELEVATION
TBG	TOP OF BARBEQUE COUNTER
TBR	TOP OF BRIDGE
C.T.E.	CONFORM TO EXISTING ELEVATION

GRADING NOTES

- CONTRACTOR SHALL VERIFY ALL EXISTING & PROPOSED ELEVATIONS PRIOR TO CONSTRUCTION & SHALL NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCES FOUND.
- DRAINAGE INTENT: IT IS THE INTENT OF THESE DRAWINGS TO PROVIDE POSITIVE DRAINAGE IN ALL PAVED AND LANDSCAPED AREAS. THE CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE FOR ALL AREAS.
- ALL NDA PLANTING AREAS (EXCEPT UNDER EXISTING TREE CANOPIES) SHALL RECEIVE A 2" LAYER OF ORGANIC AMENDMENTS INCORPORATED INTO THE TOP 6" O FSOIL PER SPECS. ALL PLANTING AREAS SHALL RECEIVE A 2" LAYER OF BARK MULCH PER SPECS.
- THE SUBGRADE BELOW ALL PAVED AREAS (EXCEPT UNDER EXISTING TREE CANOPIES) SHALL BE BASEROCK COMPACTED TO 95%, DEPTH PER PLAN. SEE DETAILS FOR PAVING AND SUBGRADE COMPACTION BENEATH EXISTING TREES.
- ALL GRADING SHALL CONFROM TO LOCAL CODES AND ORDINANCES.
- NO TRENCHES FOR ANY PURPOSE SHALL BE DUG WITHIN 15 FEET OF EXISTING TREE TRUNKS. TRENCHES BEYOND 15 FEET AND WITHIN DRIPLINES OF EXISTING VEGETATION AND TREES TO REMAIN SHALL BE HAND DUG. NO ROOTS GREATER THAN 1" DIAMETER SHALL BE CUT. ALL CUT ROOTS BETWEEN 1/2" AND 1" DIAMETER SHALL BE CLEANLY CUT AND DRESSED.
- ALL PERFORATED PIPES SHALL DRAIN TO SOLID PIPES. UNDER NO CIRCUMSTANCES SHALL A SOLID PIPE BE ALLOWED TO DRAIN INTO A PERFORATED PIPE. WHERE TIGHT LINES ARE INDICATED TO FLOW BENEATH A WALL, PERFORATED PIPE SHALL CONNECT WITH A VERTICAL SOLID PIPE STRAIGHT DOWN TO THE SOLID PIPE.
- ALL DRAINAGE PIPES SHALL BE 4" DIAMETER MINIMUM SOLID PIPE PER SPECS, SLOPED AT 1% MINIMUM UNLESS OTHERWISE NOTED ON PLAN.
- ALL BUILDING RAIN WATER LEADERS SHALL REMAIN CONNECTED TO EXISTING DRAINAGE SYSTEM.
- TOPOGRAPHIC INFORMATION USED IN THE PREPARATION OF THIS PLAN IS BASED ON SURVEY INFORMATION PREPARED BY BKF, DATED 5/1/2015. ALL GRADES AND CONTOURS INDICATED AS EXISTING ARE BASED ON SURVEY INFORMATION PERFORMED PRIOR TO BUILDING CONSTRUCTION. CONTRACTOR SHALL VERIFY AND ACCEPT EXISTING CONDITIONS PRIOR TO BIDDING AND CONSTRUCTION.
- ALL FINISH GRADES SHALL BE NO LESS THAN 6" BELOW TOP OF FOUNDATION. CONTRACTOR SHALL VERIFY.
- EROSION CONTROL MEASURES MUST BE IN PLACE PRIOR TO COMMENCEMENT OF ANY LAND DISTURBING ACTIVITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL EROSION CONTROL MEASURES AND SHALL BE RESPONSIBLE FOR ANY AND ALL FINES ASSOCIATED WITH THE DISCHARGE OF SEDIMENTS, EROSION, OR POLLUTANTS LEAVING THE SITE AS A RESULT OF CONSTRUCTION ACTIVITY.
- THE CONTRACTOR SHALL USE A SILT FENCE BARRIER, STRAW BALE BARRIER, SAND BAGS, BRUSH OR ROCK FILTER OR OTHER APPROPRIATE MEASURES, AS NECESSARY, TO MINIMIZE THE QUANTITY OF SEDIMENT-LADEN RUNOFF FROM THE SITE.
- CONTRACTOR SHALL STABILIZE ANY AREAS THAT HAVE BEEN STRIPPED OF VEGETATION AND MAINTAIN EROSION CONTROL MEASURES BETWEEN OCTOBER 15 AND APRIL 15 OR PER CITY STANDARDS.
- CONTRACTOR SHALL USE WATERING AND OTHER MEANS NECESSARY TO CONTROL DUST DURING PERFORMANCE OF WORK TO PREVENT A NUISANCE TO THE PUBLIC.
- SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

STAIRWAY FABRICATION & FLATWORK INSTALLATION

CONTRACTOR SHALL VERIFY ALL EXISTING & PROPOSED ELEVATIONS PRIOR TO FABRICATION OF STAIRWAYS OR INSTALLATION OF FLATWORK. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES FOUND IN THE FIELD. CONTRACTOR SHALL REVIEW ALL FIELD ADJUSTMENTS W/ LANDSCAPE ARCHITECT PRIOR TO ANY CONCRETE POUR.

Kikuchi + Kankel Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LANDSCAPE RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

Date: 6/10/16 PERMIT SET

Scale: 1" = 10'-0"

Drawn By: NR, AL

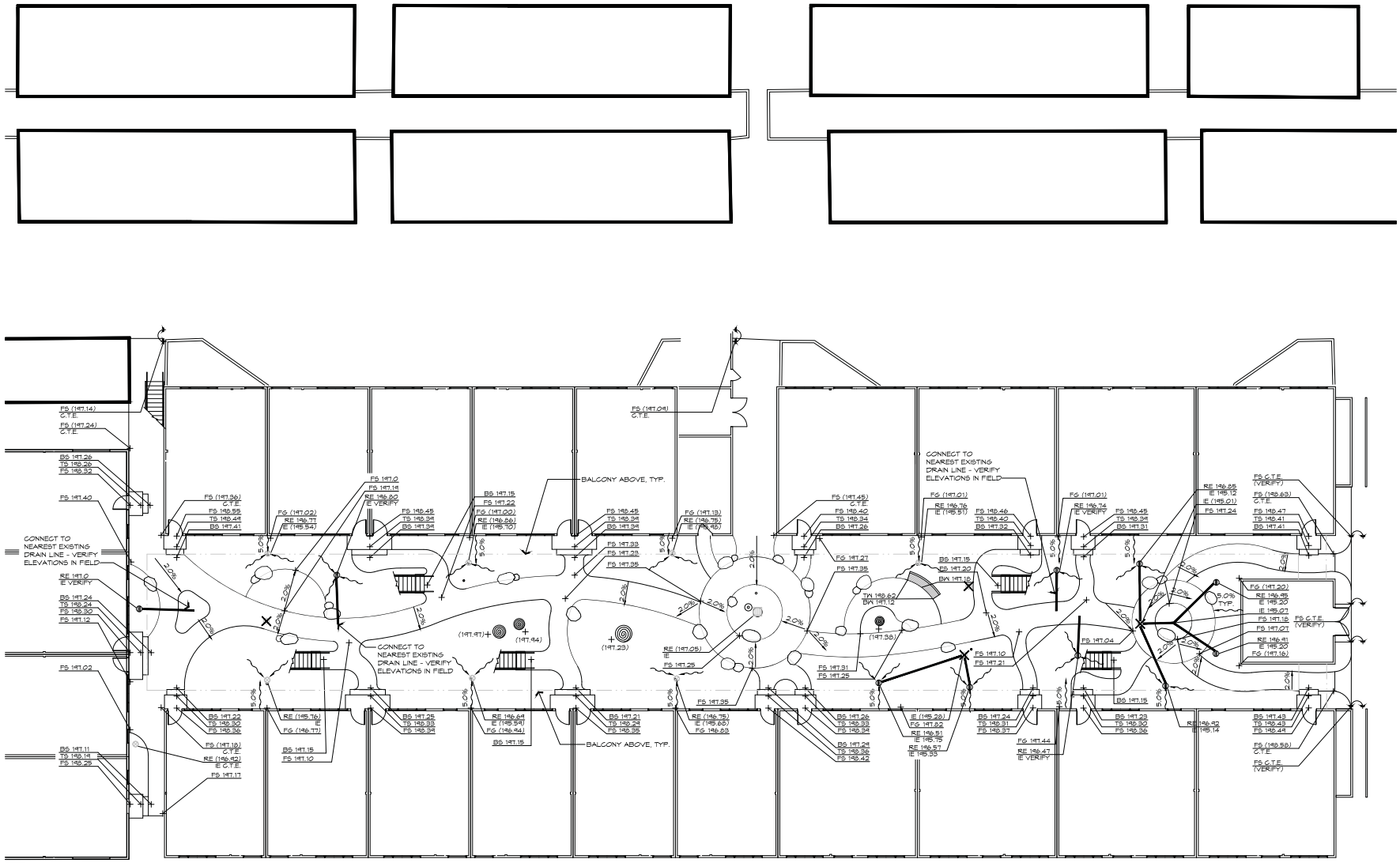
GRADING & DRAINAGE PLAN

Sheet No.

L2.3

Of

RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.



RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.

Kikuchi + Kankel Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
STEVEN T. KIKUCHI
No. 2007
Signature
Date
STATE OF CALIFORNIA

LANDSCAPE RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

Date: 6/10/16 PERMIT SET

Scale: 1" = 10'-0"

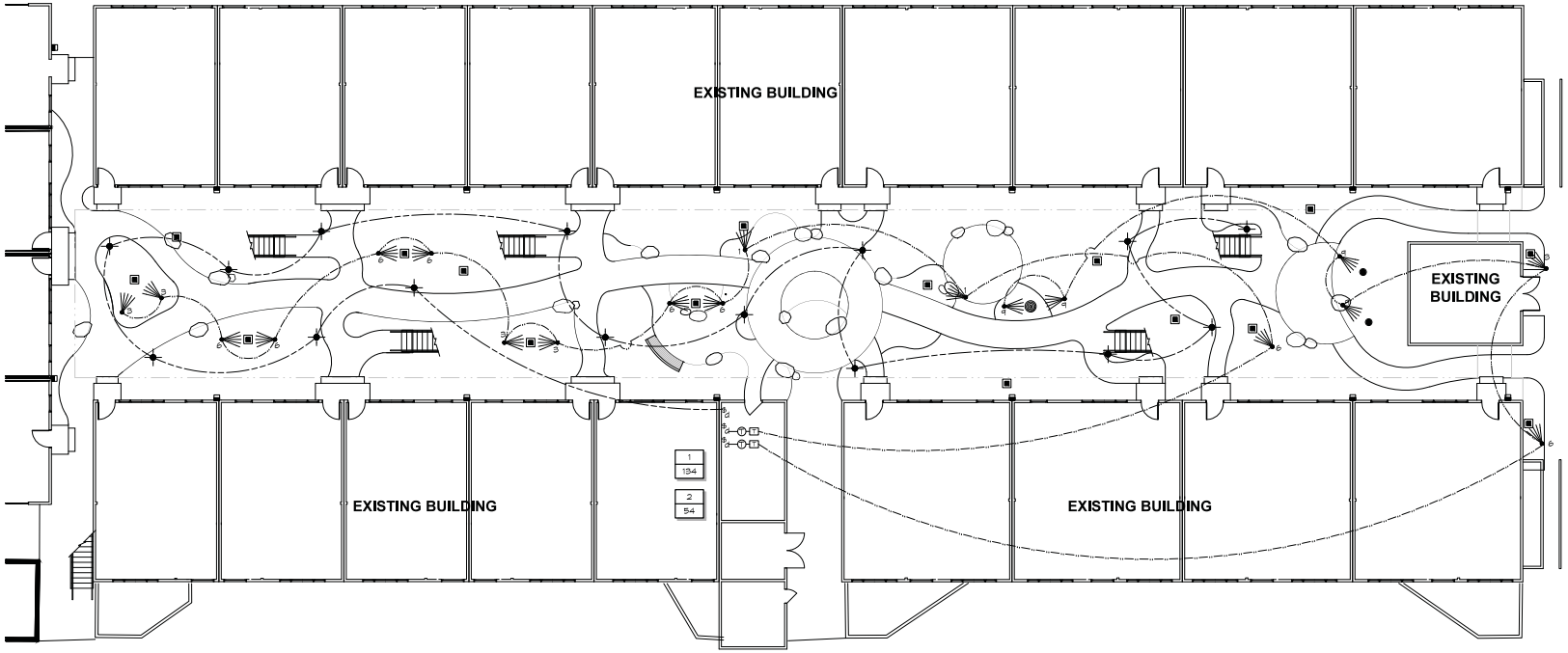
Drawn By: NR, AL

GRADING & DRAINAGE PLAN

Sheet No.

L2.4

Of



LIGHTING LEGEND

- LINE VOLTAGE WIRING: SCHEMATIC LOCATION. WIRE TO BE SOLID-CONDUCTOR COPPER, GAUGE AS REQUIRED. ROUTE WIRE IN CONDUIT, SIZE AS REQUIRED. BURIAL PER CODES.
- LOW VOLTAGE WIRING: SCHEMATIC LOCATION. WIRE TO BE DIRECT-BURIAL, #10/2 OR 12/2, AS REQUIRED. SIX-INCH (6") MINIMUM BURIAL. ROUTE INSIDE WOOD VENEERING, ATOP BEAMS, ETC. TO MINIMIZE VISIBILITY AND IMPACT TO TREE ROOTS.
- TRANSFORMER: FX LUMINAIRE MODEL 'PX' 150 OR 300 WATT (AS APPROPRIATE PER ZONE WATTAGE), MULTI-TAP TRANSFORMER WITH PHOTOCELL. PROVIDE HARD-WIRED 120V POWER SUPPLY. LOCATION AS DETERMINED IN THE FIELD.
- ELECTRICAL JUNCTION BOX
- UP LIGHT (LOW VOLTAGE): FX LUMINAIRE 'NP-'#'LED-BZ-TB', MOUNT ON '555' STAKE. '#' INDICATES NUMBER OF LEDs PER FIXTURE.
- BOLLARD LIGHT: PHILLIPS GARDCO SQUARE BOLLARD 'BS700', METAL HALIDE, ON CONCRETE FOOTING. FINISH AS SELECTED BY OWNER. MOUNT PER MFG. RECOMMENDATIONS.
- BUILDING LIGHT TO REMAIN OR BY OTHERS
- INTERIOR SWITCH: NEW INTERIOR SINGLE POLE DIMMER SWITCH
- TIMER: INTERMATIC ELECTROMECHANICAL IN-WALL TIMER, OR APPROVED EQUIVALENT.
- TRANSFORMER NUMBER
- ZONE WATTAGE
- EXISTING TREE
- PROPOSED TREE

LIGHTING NOTES

- SWITCHING AND SWITCHING CONTROLS SHALL BE COORDINATED WITH BUILDING CONTROLS AND LIGHTING.
- SWITCHING SHALL BE ON TIMERS/PHOTOCELLS TO SATISFY TITLE 24 REQUIREMENTS.
- NO LOW-VOLTAGE WIRE RUN SHALL EXCEED 120 FT. AND/OR 100 WATTS. PROVIDE BETWEEN 11.0 & 11.5 VOLTS AT EACH FIXTURE.
- WATERPROOF JUNCTION BOXES SHALL BE UTILIZED WHENEVER REQUIRED TO CONNECT TO EXISTING STUB BY OTHERS OR TO EXTEND CIRCUIT. CONTRACTOR SHALL USE BELL STYLE BOXES ON SIDE OF BUILDING WHERE OCCURS; ALL JUNCTION BOXES SHALL BE PAINTED TO MATCH ADJACENT SURFACE.
- PRECISE LOCATIONS FOR ALL FIXTURES SHALL BE FIELD STAKED, MARKED, AND VERIFIED WITH LANDSCAPE ARCHITECT PRIOR TO WIRING AND INSTALLATION. ADJUSTABLE FIXTURES SHALL BE DIRECTED IN THE FIELD BY LANDSCAPE ARCHITECT.
- ALL LOW VOLTAGE CIRCUITS SHALL BE WIRED TO UTILIZE THE APPROPRIATE TRANSFORMER LOADS AND SHALL NOT EXCEED 80% OF RATED MAXIMUM LOAD. ALL CIRCUITS SHALL BE WIRED TO MINIMIZE VOLTAGE DROP AT THE END OF THE LINE.
- ALL TRANSFORMERS SHALL BE HARD WIRED. TRANSFORMERS ADJACENT TO BUILDING OR SITE WALLS SHALL BE MOUNTED TO WALL 12" ABOVE GRADE. ALL TRANSFORMERS LOCATED IN PLANTING AREAS SHALL BE MOUNTED 4" ABOVE GRADE ON A CON HRT RND 4x4 POST PAINTED DARK BROWN AND SET IN A 9"Ø x 12" DEEP CONCRETE FOOTING.
- ALL WORK SHALL CONFORM TO LOCAL ELECTRICAL CODES.
- NO TRENCHES FOR ANY PURPOSE SHALL BE DUG WITHIN 15' OF EXISTING TREE TRUNKS. TRENCHES BEYOND 15' AND WITHIN DRIPLINES OF EXISTING VEGETATION & TREES TO REMAIN SHALL BE HAND DUG. NO ROOTS GREATER THAN 1"Ø SHALL BE CUT. ALL ROOTS BETWEEN 1/2" & 1"Ø SHALL BE CLEANLY CUT AND DRESSED.
- ALL FX LUMINARIE FIXTURES AND TRANSFORMERS HAVE A 10 YEAR WARRANTY AS A COMPLETE SYSTEM. FX LUMINAIRE AVAILABLE FROM EWING IRRIGATION. ALL FIXTURES SHALL BE UL 1838 APPROVED.
- ON SITE TECHNICAL SERVICES PROVIDED BY FX LUMINAIRE. CONTACT FX TECHNICAL SERVICES @ 800-888-1264. SAMPLE FIXTURES AND DEMONSTRATION AVAILABLE.
- SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

Kikuchi + Kankel Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
STEVEN T. KIKUCHI
No. 3887
Signature
Date
STATE OF CALIFORNIA

LANDSCAPE RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

Date: 6/10/16 PERMIT SET

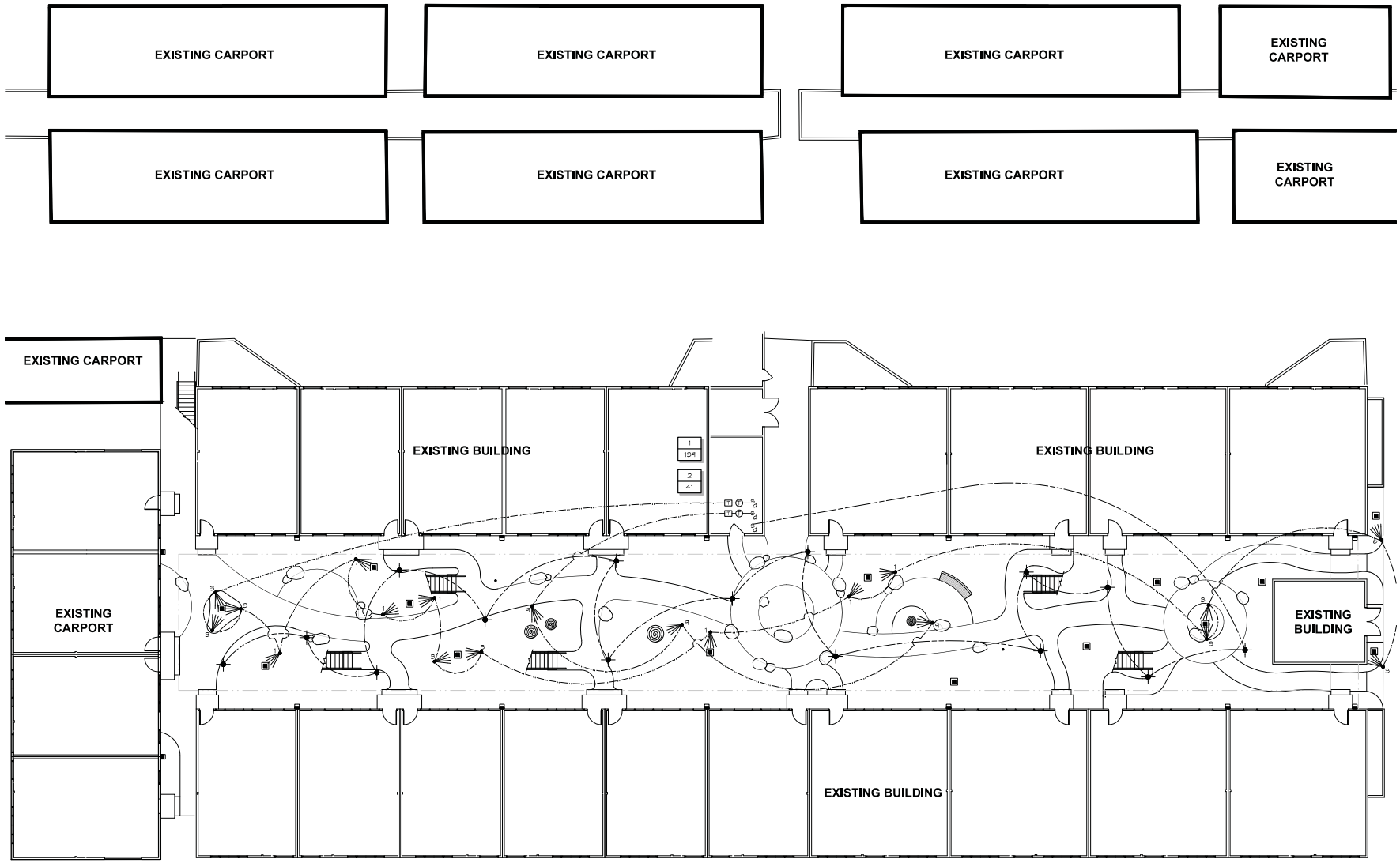
Scale: 1" = 10'-0"

Drawn By: NR, AL

LIGHTING PLAN

Sheet No.
L4.3
Of

RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.



SEE SHEET L4.3 FOR NOTES AND LEGEND

RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.

Kikuchi + Kankel
Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
KENTON T. KIKUCHI
No. 2005
Signature
Date
STATE OF CALIFORNIA

LANDSCAPE
RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

Date: 6/10/16 PERMIT SET

Scale: 1" = 10'-0"

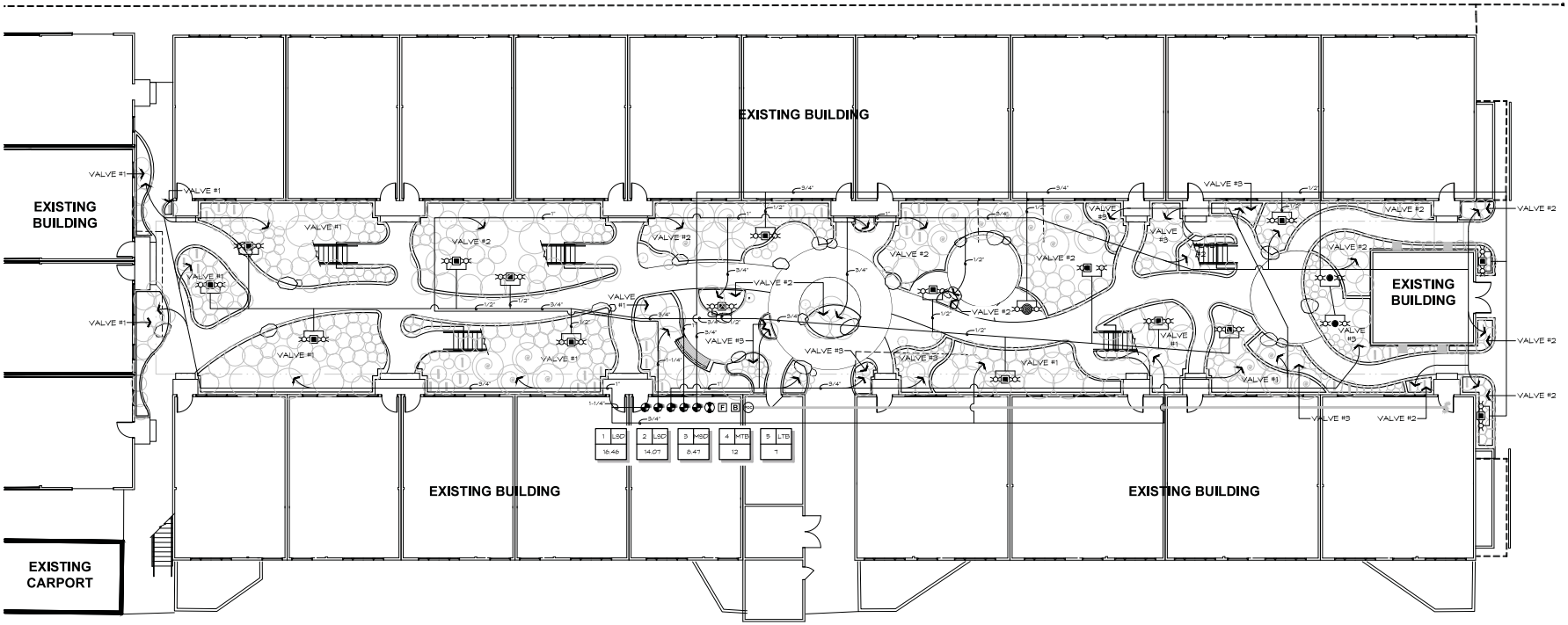
Drawn By: NR, AL

LIGHTING PLAN

Sheet No.

L4.4

Of



SEE SHEET ATTACHMENT FOR WELO WORKSHEET

IRRIGATION LEGEND

EXISTING MAINLINE. APPROXIMATE LOCATION SHOWN.

LATERAL LINE. PVC CLASS 200, SIZE AS SHOWN PER PLAN. 12" MINIMUM BURIAL, UNLESS OTHERWISE NOTED.

POINT OF CONNECTION. LOCATE IN VALVE BOX W/ SHUT OFF VALVE.

BACKFLOW PREVENTER. EXISTING TO REMAIN

FILTER. RAINBIRD QUICK-CHECK BASKET FILTER 'QKCHK-100' 1" BASKET FILTER W/ 100 MESH SCREEN.

BALL VALVE. SCH. 80 PVC BALL VALVE AS MANUFACTURED BY KING BROTHERS INDUSTRIES (OR EQ.). SIZE PER LINE; LOCATE IN VALVE BOX.

SOLENOID VALVE. IRRITROL SYSTEMS 700 SERIES VALVE, 1" SIZE. INSTALL OMNIREG "OMR-100" PRESSURE REGULATION MODULE; INITIAL PRESSURE SETTING 35 PSI. LOCATE IN VALVE BOX.

(<- SELECT ONE) TREE BUBBLERS. TORO 570Z XF 12" POP-UP BODIES W/ TORO (SB-4-180-PCJ/FB-50-PC) (STREAM/FLOOD) BUBBLER NOZZLES.

VALVE # INDICATES LIMITS OF DRIP IRRIGATION AND RESPECTIVE VALVE

INDICATES POLYETHYLENE DRIP TUBE TRANSITION FROM PVC TO POLY AS REQ'D. POLY LINE SHALL BE 3/4"Ø TRUNK LINE W/ EMITTERS PLUGGED DIRECTLY INTO 3/4"Ø TUBING. USE NO 1/4"Ø TUBING. TUBING SHALL BE STAKED @ 4'-0" O.C. MAX. TO GRADE & COVERED WITH BARK MULCH. DRIP EMITTERS SHALL BE TORO NSE 2 GPH PRESSURE COMPENSATING EMITTERS MODEL TPCG06-DC-RED. 2 EMITTERS PER PLANT.

STATION/VALVE NUMBER - LETTER INDICATES CONTROLLER
STATION TYPE
STATION GPM

LSD	LOW SHRUB DRIP
MSD	MEDIUM SHRUB DRIP
LTB	LOW TREE BUBBLER
MTB	MEDIUM TREE BUBBLER

IRRIGATION NOTES

- THIS SYSTEM IS BASE ON AN ESTIMATED AVAILABLE 50 GPM @ 65 PSI. CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES.
- ALL WORK SHALL CONFORM TO LOCAL PLUMBING & ELECTRICAL CODES.
- CONTRACTOR SHALL LOCATE ALL NEW LATERALS, MAINS & VALVES IN PLANTING AREAS WHENEVER POSSIBLE. WATER LINES SHOWN BENEATH WALKS AND DRIVES ARE FOR GRAPHIC CLARITY ONLY. PLACE NO ELLS OR TEES BENEATH PAVING. ALL PIPING BENEATH PAVING SHALL BE LOCATED WITHIN PVC SCH 40 SLEEVING - SEE LIGHTING PLANS FOR LOCATIONS.
- CONTRACTOR SHALL INSTALL FILTER AND REGULATOR AND THOROUGHLY FLUSH ALL DRIP IRRIGATION LINES PRIOR TO INSTALLING FLUSH VALVE.
- CONTRACTOR SHALL REPAIR ANY EXISTING IRRIGATION SYSTEMS DAMAGED DURING CONSTRUCTION, REGARDLESS OF LOCATION ON SITE. CONTRACTOR SHALL TEST & VERIFY OPERATION OF EXISTING SYSTEM & NOTIFY THE LANDSCAPE ARCHITECT OF ANY CURRENT DIFFICENCIES. NEW AND EXISTING IRRIGATION SYSTEMS SHALL BE FULLY OPERATIONAL UPON COMPLETION OF PROJECT.
- NO TRENCHES FOR ANY PURPOSE SHALL BE DUG WITHIN 10 FEET OF EXISTING TREE TRUNKS. TRENCHES WITHIN DRIPLINES OF EXISTING VEGETATION AND TREES TO REMAIN SHALL BE HAND DUG. NO ROOTS GREATER THAN 1"Ø SHALL BE CUT. ALL CUT ROOTS BETWEEN 1/2" AND 1"Ø SHALL BE CLEANLY CUT AND DRESSED.
- SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

NOTES TO BIDDERS

- THESE IRRIGATION DRAWINGS ARE SCHEMATIC HERE DEVELOPED FOR PERMIT PURPOSES. THEY PROVIDE ONLY A GENERAL GUIDELINE FOR INSTALLATION.
- CONTRACTOR SHALL RETROFIT THE EXISTING IRRIGATION SYSTEM AS NECESSARY AND AS DIRECTED BY OWNER.
- CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE EXISTING METER(S) AND BACKFLOW PREVENTION DEVICE(S) ARE DEDICATED SOLELY FOR IRRIGATION PURPOSES.
- METER SIZE, AVAILABLE FLOW AND PRESSURE, AND MAINLINE SIZE SHALL BE VERIFIED AS ADEQUATE PRIOR TO BIDDING.
- CONTRACTOR SHALL CALCULATE DEMAND FOR EACH STATION AND COMPARE WITH AVAILABLE FLOW AND PRESSURE TO PROVIDE A FULLY OPERATIONAL SYSTEM.

Kikuchi + Kankel Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
STEVEN T. KI KIKUCHI
No. 2505
Expiration Date 12/31/17
STATE OF CALIFORNIA

LANDSCAPE RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

Date: 6/10/16 PERMIT SET

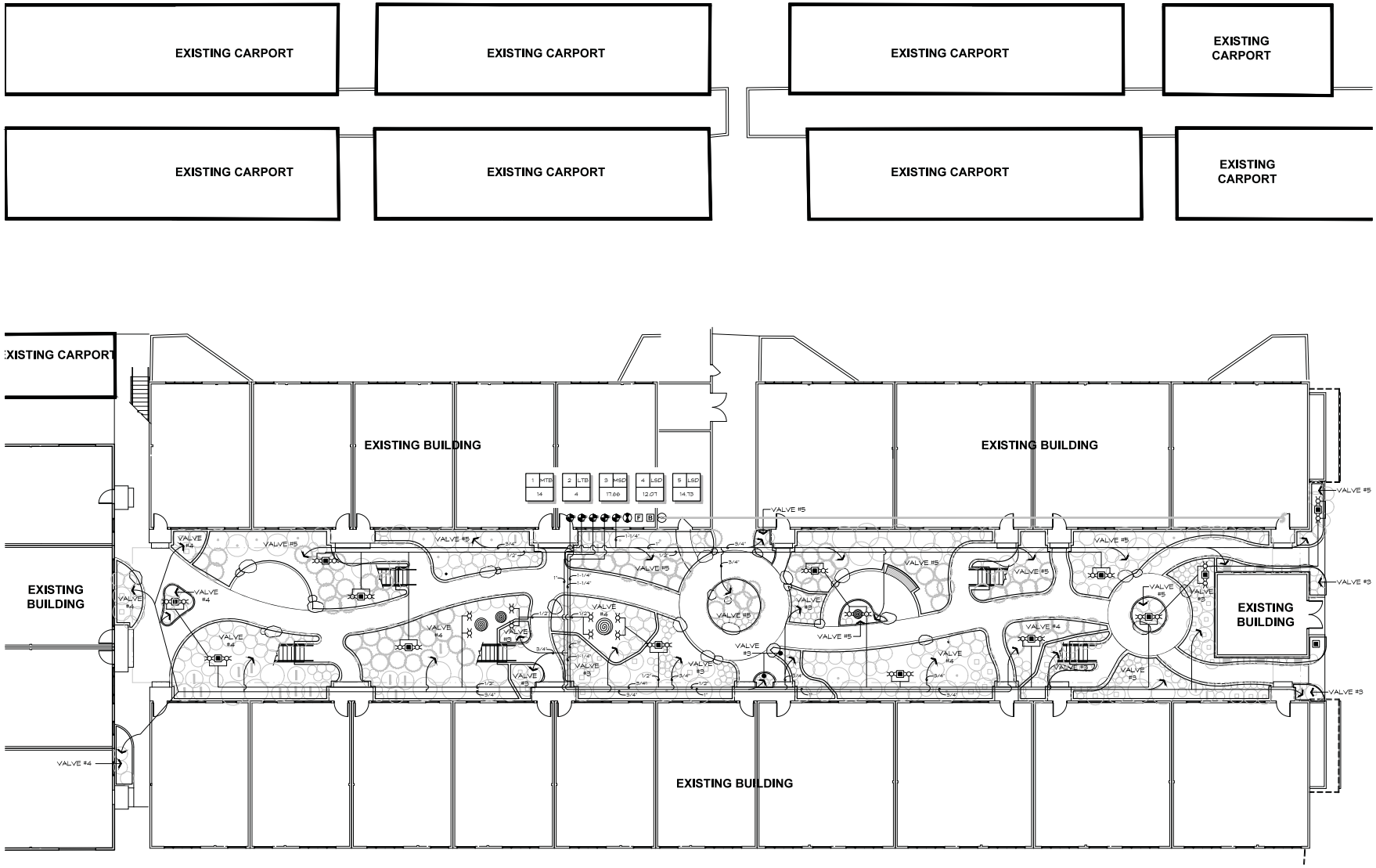
Scale: 1" = 10'-0"

Drawn By: NR, AL

IRRIGATION PLAN

Sheet No.
L5.3
Of

RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.



SEE SHEET L5.3 FOR NOTES AND LEGEND
SEE SHEET ATTACHMENT FOR WELO WORKSHEET

RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.

Kikuchi + Kankel
Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
STEVEN T. KIKUCHI
No. 2265
STATE OF CALIFORNIA

LANDSCAPE
RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

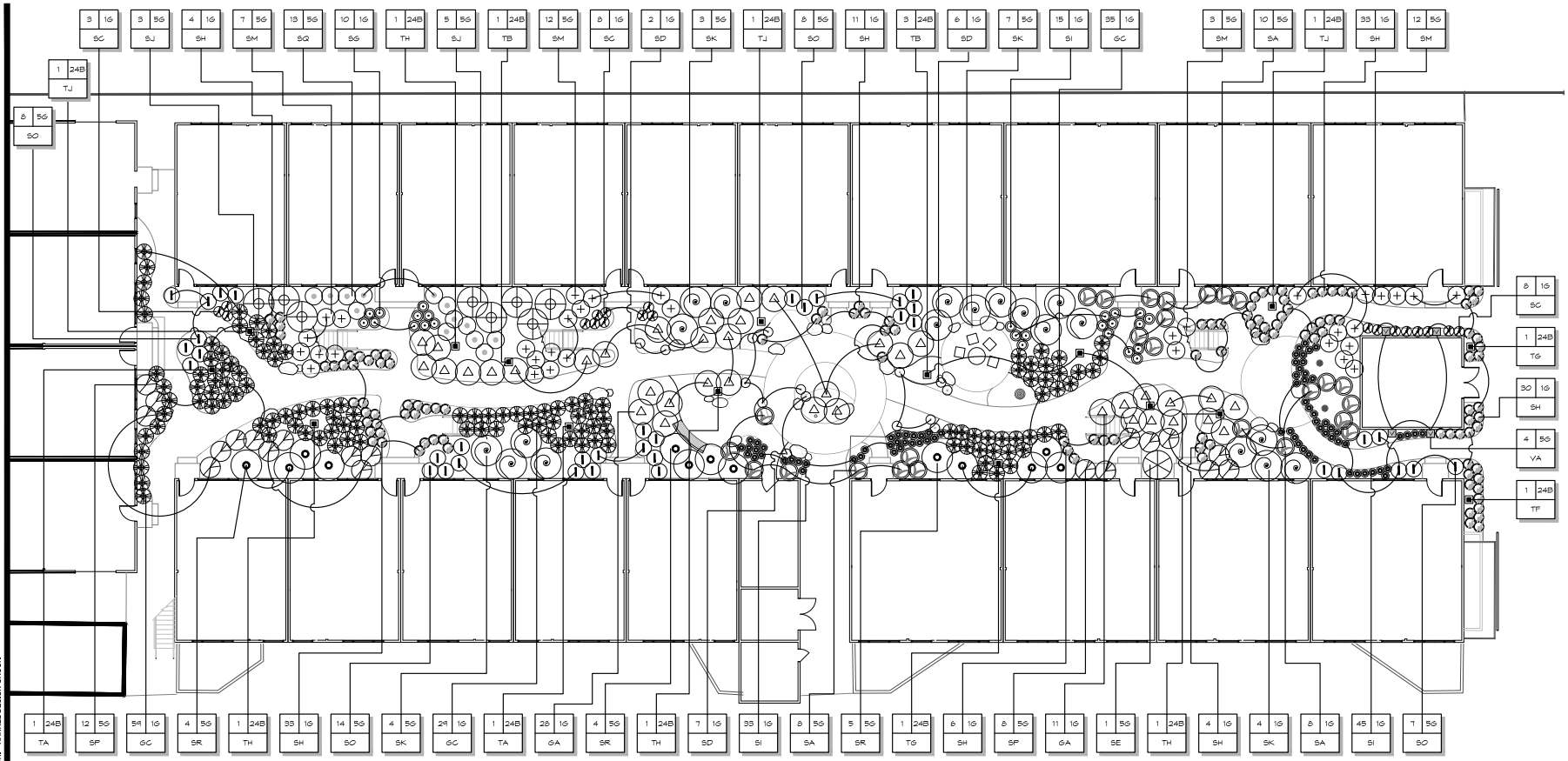
Date: 6/10/16 PERMIT SET

Scale: 1" = 10'-0"

Drawn By: NR, AL

IRRIGATION PLAN

Sheet No.
L5.4
Of



PLANTING NOTES

- ALL TREES SHALL BE TRIPLE-STAKED PER B-C / L6.5
- ALL SHRUBS SHALL BE PLANTED PER A / L6.5
- ALL GROUNDCOVER SHALL BE PLANTED PER D / L6.5
- PLANT QUANTITIES IN THE ABOVE KEY ARE FOR REFERENCE ONLY. GRAPHIC SYMBOLS ON PLAN(S) SUPERCEDES ABOVE LISTED QUANTITIES OR QUANTITIES SHOWN IN THE PLANT ID TAG.
- FINAL PLANT LOCATIONS SHALL BE REVIEWED BY THE LANDSCAPE ARCHITECT PRIOR TO PLANT EXCAVATION.
- WHEN PLANTING IN ESTABLISHED PLANTING AREAS, CONTRACTOR SHALL TAKE UTMOST CARE AS TO NOT DAMAGE ANY EXISTING PLANTS OR TREES.
- ALL PLANTING AREAS SHALL RECEIVE A 2" LAYER OF ORGANIC AMENDMENTS INCORPORATED INTO THE TOP 6" OF SOIL. NO TILLING SHALL OCCUR BENEATH EXISTING TREES OR SHRUBS. AREAS BENEATH EXISTING TREES AND SHRUBS SHALL RECEIVE TOP DRESSING. AREAS BENEATH EXISTING TREES SHALL HAVE PLANT PITS INDIVIDUALLY AMENDED.
- ALL GROUND COVERS PLANTED FROM 1 GALLON CANS SHALL BE INSTALLED MIN 36" CLEAR FROM ADJACENT PAVING OR TURF AREAS.
- "ADDITIONAL PLANTS" ARE TO BE FIELD LOCATED AS DIRECTED BY LANDSCAPE ARCHITECT. CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT 48 HOURS IN ADVANCE FOR FIELD REVIEW. THE CONTRACTOR SHALL PROVIDE THE FOLLOWING "ADDITIONAL PLANTS" FOR INSTALLATION AS INFILL PER FIELD DIRECTION BY THE LANDSCAPE ARCHITECT:

  (xx) - 1 GAL - xxxxxxxxx
- SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.

SEE SHEET L6.4 FOR ADDITIONAL PLANT KEY & QUANTITIES

PLANTING LEGEND

- ● EXISTING TREE TO REMAIN
- ▣ NEW 24" BOX TREE

QUANTITY OF PLANTS IN MASS
SIZE OF NURSERY CAN
SYMBOL PER PLANT KEY

PLANT KEY & QUANTITIES

TREES

BOTANICAL NAME (Common Name)	LETTER & GRAPHIC SYMBOL	SIZE	QTY.	WUCOLS ID	COMMENTS
ACER PALMATUM var. ATROPURPUREUM 'BLOODSGOOD' (Bloodgood Japanese Maple)	TA ▣	24B	2	MED	
ACER PALMATUM DISSECTUM 'VIRIDIS' (Viridis Laceleaf Japanese Maple)	TB ▣	24B	4	MED	
ACER PALMATUM var. DISSECTUM 'GARNET' (Japenese Maple)	TC ▣	24B	3	MED	
ACER JAPONICA 'SANGO KAKU' (Coral Bark Japanese Maple)	TD ▣	24B	3	MED	
CEDRUS ATLANTICA 'GLAUCA PENDULA' (Weeping Blue Atlas Cedar)	TE ▣	24B	2	MED	
CHAMAECYPARIS OBTUSA 'WELLS SPECIAL' (Hinoki Cypress)	TF ▣	24B	2	MED	
CRYPTOMERIA JAPONICA 'BLACK DRAGON' (Black Dragon Japanese Cedar)	TG ▣	24B	4	MED	
GINKGO BILOBA (Maidenhair Tree)	TH ▣	24B	4	MED	
PINUS MUGO (Creeping Pine)	TI ▣	24B	2	LOW	
PINUS MUGO VAR. PUMILIO (Dwarf Mugo Pine)	TJ ▣	24B	3	LOW	

VINES

BOTANICAL NAME (Common Name)	LETTER & GRAPHIC SYMBOL	SIZE	QTY.	WUCOLS ID	COMMENTS
FICUS PUMILA (Creeping Fig)	VA ☑	5G	10	MED	

RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.

Kikuchi + Kankel Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
STEVEN T. KI KUCHI
No. 2322
STATE OF CALIFORNIA

LANDSCAPE RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

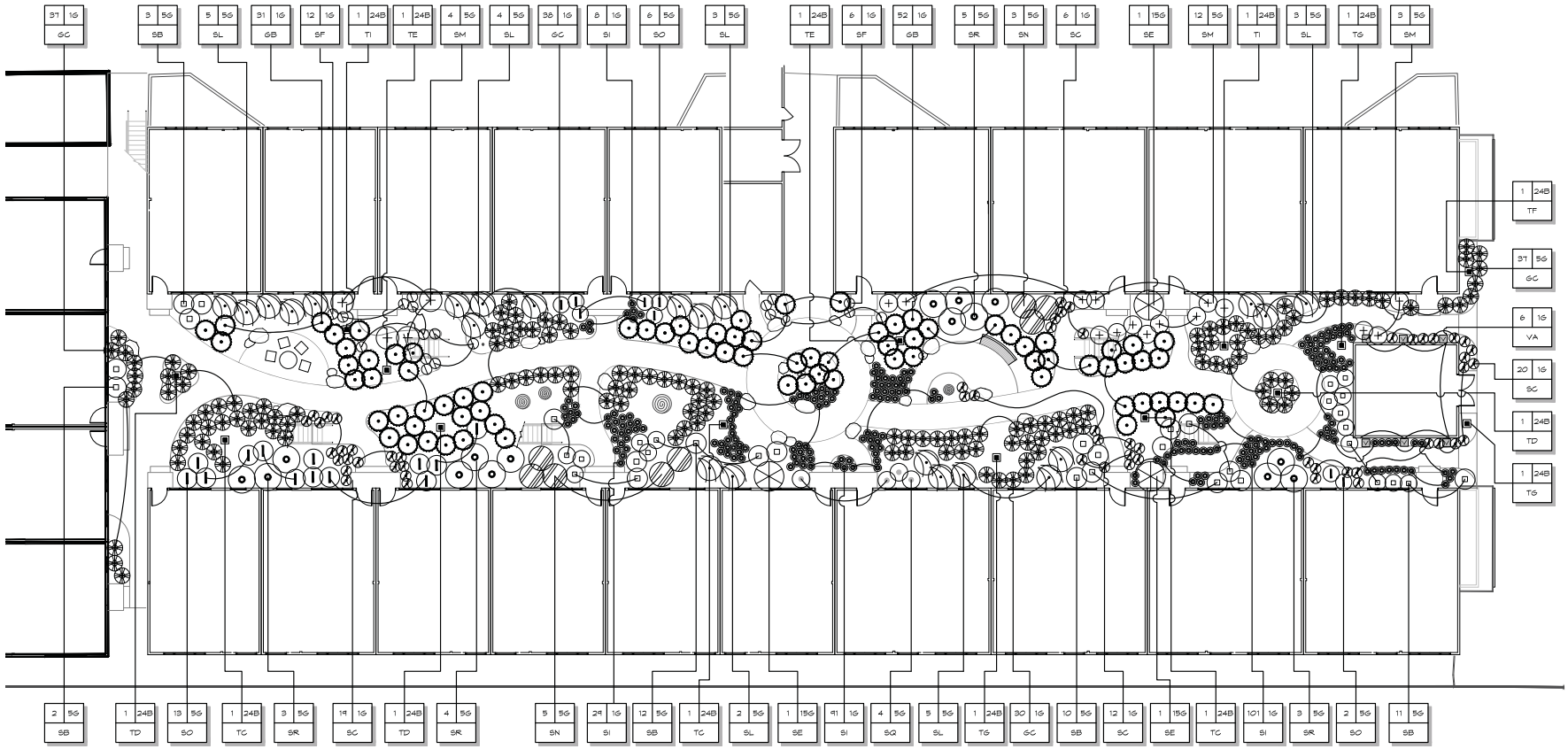
Date: 6/10/16 PERMIT SET

Scale: 1" = 10'-0"

Drawn By: NR, AL

PLANTING PLAN

Sheet No.
L6.3
Of



PLANT KEY & QUANTITIES (CONT.)

SHRUBS					
BOTANICAL NAME (Common Name)	LETTER & GRAPHIC SYMBOL	SIZE	QTY.	WUCOLS ID	COMMENTS
AZALEA 'HAPPY DAYS' (Happy Days Azalea)	SA	5G	26	MED	
AZALEA 'HINO CRIMSON' (Hino Crimson Azalea)	SB	5G	46	MED	
CAREX DIVULSA (Berkeley Sedge)	SC	1G	77	LOW	
EUONYMUS JAPONICUS 'MICROPHYLLUS VARIEGATUS' (Variegated Boxleaf Euonymus)	SD	1G	14	LOW	
FATSIA JAPONICA (Paperplant)	SE	15G	4	MED	
HEMEROCALLIS 'CRANBERRY BABY' (Dwarf Daylily)	SF	1G	18	MED	
HEMEROCALLIS X 'LITTLE BUSINESS' (Little Business Dwarf Daylily)	SG	1G	10	MED	
IRIS DOUGLASIANA 'PURPLE' (Douglas Iris)	SH	1G	121	LOW	
LIRIOPE MUSCARI 'ROYAL PURPLE' (Royal Purple Lilyturf)	SI	1G	321	MED	
LONICERA NITIDA 'BAGGESEN'S GOLD' (Golden Boxleaf Honeysuckle)	SJ	5G	8	LOW	
LOROPETALUM CHINENSE PLUM DELIGHT (Chinese Fringeflower)	SK	5G	18	LOW	
LOROPETALUM CHINENSE 'BLUSH' (Red Fringe Flower)	SL	5G	22	LOW	

SHRUBS					
BOTANICAL NAME (Common Name)	LETTER & GRAPHIC SYMBOL	SIZE	QTY.	WUCOLS ID	COMMENTS
NANDINA DOMESTICA 'FIRE POWER' (Fire Power Heavenly Bamboo)	SM	5G	53	LOW	
PIERIS JAPONICA 'FLAMING SILVER' (Flaming Silver Andromeda)	SN	5G	8	MED	
PITTOSPORUM 'CREME DE MINT' (Dwarf Variegated Japanese Mock Orange)	SO	5G	56	LOW	
PITTOSPORUM TENUIFOLUM 'GOLF BALL' (Golf Ball Kohuhu)	SP	5G	20	LOW	
PITTOSPORUM TOBIRA 'WHEELER'S DWARF' (Dwarf Japanese Mock Orange)	SQ	5G	17	LOW	
SARCOCOCCA RUSCIFOLIA (Fragrant Sweet Box)	SR	5G	28	LOW	

GROUNDCOVER					
BOTANICAL NAME (Common Name)	LETTER & GRAPHIC SYMBOL	SIZE	QTY.	WUCOLS ID	COMMENTS
JUNIPERUS HORIZONTALIS 'YOUNGSTOWN' (Youngstown Andorra Juniper)	GA	1G	39	LOW	
JUNIPERUS PROCUMBENS NANA' (Dwarf Japanese Garden Juniper)	GB	1G	83	LOW	
MAHONIA REPENS (Creeping Mahonia)	GC	1G	255	LOW	

SEE SHEET L6.3 FOR NOTES, LEGEND, AND ADDITIONAL PLANT KEY & QUANTITIES

RE-USE, REPRODUCTION OR PUBLICATION OF THESE PLANS IS PROHIBITED WITHOUT WRITTEN CONSENT OF KIKUCHI + KANKEL DESIGN GROUP.

Kikuchi + Kankel Design Group

Landscape Architecture
Environmental Design
Site Planning

730 Mill Street
Half Moon Bay, CA 94019
(650) 726-7100
www.kkdesigngroup.com

LICENSED LANDSCAPE ARCHITECT
STEVEN T. KIKUCHI
No. 3885
STATE OF CALIFORNIA

LANDSCAPE RENOVATIONS

PARC AT PRUNEYARD

215 UNION AVE.
CAMPBELL, CA

KEY MAP

Revisions:

Date: 6/10/16 PERMIT SET

Scale: 1" = 10'-0"

Drawn By: NR, AL

PLANTING PLAN

Sheet No.
L6.4
Of

MEMORANDUM

Community Development Department
Planning Division

To: Site and Architectural Review Committee **Date**: August 23, 2016

From: Stephen Rose, Associate Planner

Via: Paul Kermoyan, Community Development Director

Subject: Planned Development Permit & Tree Removal Permit

File No.: PLN2016-263 & PLN2016-266 ~ 225 Union Avenue

PROPOSAL

The applicant is seeking approval of a Planned Development Permit (PLN2016-263) to allow for the conversion of private patio areas to common open space, alterations to existing staircases, and installation of new lighting fixtures within two courtyards of an existing apartment community (d.b.a. The Parc at Pruneyard) (reference **Attachment 2** – Project Plans). The applicant's proposal also includes a request for a Tree Removal Permit (PLN2016-266), to allow the removal of protected trees.

PROJECT SITE

The project site is located on the west side of Union Avenue, east of Highway 17, south of E. Campbell Avenue, and north of Valley Drive in the P-D (Planned Development) Zoning District (reference **Attachment 1** – Location Map). As a developed site, the property has four distinct apartment building 'clusters' (identified as Building 1 through 4 on the project plans), a combination of covered carports and garports, and a recreation building/leasing office and pool that is located at the rear of the site.

PROJECT DATA

Zoning Designation:	P-D (Planned Development)	
General Plan Designation:	High-Density Residential (21-27 units/gr. acre)	
Net Lot Area:	380,278 square feet	
Project Overview	Existing	Proposed
Building Height:	28-feet	No Change
Parking:	408 Parking Spaces	No Change
Floor Area Ratio (FAR):	39%	No Change
Building (Lot) Coverage:	27.5%	27.2%[1]
Common Landscape Area:	93,895 sq. ft.	99,165 sq. ft.
Private Landscape Area:	13,350 sq. ft.	8,680 sq. ft.

[1] Nominal reduction in building lot coverage resulting from the loss of ten staircases (combined from Building A & B). Staircases estimated to be 92 sq. ft. each.

DISCUSSION

Background: In 1971 the property had been rezoned from R-3-S to P-D (Planned Development) to enable the Cardiff Swim and Racquet Club to comply with Alcoholic Beverage Control regulations which required the change in zoning in order to issue a change in liquor license type. The Swim and Racquet Club subsequently closed, the two tennis courts were replaced with a grass field, and alcohol is no longer served on site.

On September 9, 1997 the Planning Commission approved "S" 97-19 (Site Approval) by Resolution No. 3117 which allowed for the renovation of the 252-unit apartment complex (known at the time as Cardiff Gardens). The permit allowed architectural enhancements to the existing apartment complex, the conversion of carports to garports, and provided 10 additional parking spaces onsite.

Over the course of the past year, the property owners vacated Buildings 2 & 4 in anticipation of tenant and architectural improvements being approved for the units. While a building permit was able to be issued for interior work (kitchen, bathroom remodels etc.), the proposed exterior alterations to the courtyards were withheld pending review and approval of the subject permit. While a more comprehensive redevelopment of the property is in the works, the applicant has submitted the subject permit, with a narrow focus, in the hopes of combining the ongoing interior tenant improvements with exterior improvements to Buildings 2 & 4, while the units are still vacant.

Design: Review of the subject application is governed by the General Plan, the P-D Zoning Ordinance, and 'considerations in review of applications' subject to Site and Architectural Review (CMC21.42.040). Generally these documents are not meant to prescribe any particular style, but serve to provide developments standards and guidelines to minimize potentially adverse impacts to surrounding properties and the environment, and promote compatibility with the site and surrounding neighborhood.

As the applicant's proposal would result in the removal of private patios, redesign of existing staircases, and installation of lighting fixtures located in the interior courtyards of Building 2 & 4, impacts to offsite uses are not anticipated. However, as the plans propose to convert private open space (patios) into common open space (passive walkways/seating areas), alter existing staircases, and install new light fixtures, impacts to future tenants of the effected units may be expected. As such, a discussion on improvements, with supporting references to specific goals, policies and strategies of the General Plan as appropriate for consideration of the design changes, have been provided below.

Staircases: The applicant's proposal seeks to remove five staircases (ten total) in the central courtyards of Buildings A and B with the intent of creating more common open space. Whereas the sheer number of staircases could be considered disruptive to the open space area, removing too many staircases can lessen convenience. As such, a discussion point has been raised to determine if any of the staircases should be relocated, added, or removed.

Figure 1: Existing (11) vs. proposed staircases (6)

Figure 2 – Staircases & patio areas proposed for removal

Private Patio Areas: The applicant is proposing to replace ground level patio areas (i.e. private open space) with enhanced 'common' open space (passive seating/walking areas). While the units on the second-story (which do not have private patios) could benefit from having more common open space in the central courtyard, the ground-level units would be directly impacted from the removal of their private patios. The private/fenced patio areas provide opportunities for private outdoor dining (small bistro tables), secured/screened bicycle storage and hobby gardens. In comparison, the units on the second-floor, which do not have a private open space area, have stored bikes, potted plants, and other amenities the walkway paths blocking access to units.

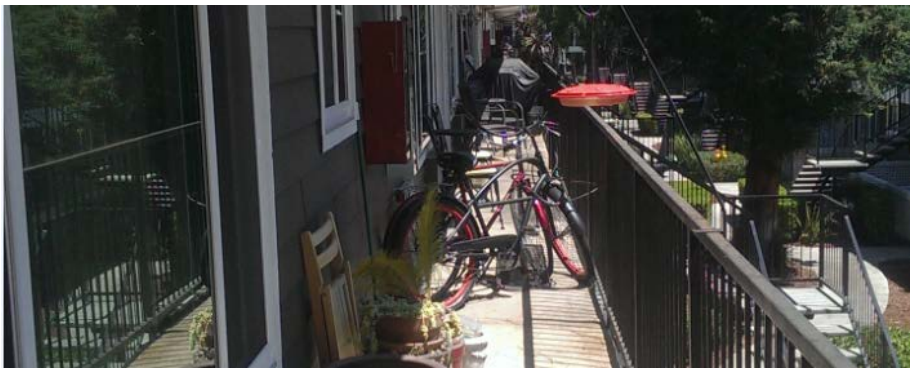


Figure 3 – Second-story walkway area blocked by amenities

While the loss of private open space can be mitigated through thoughtful design of the common spaces (adding private dining tables, secure bicycle storage, etc.) the following Goals, Policies and Strategies of the General Plan, which promote the preservation of private open space, should be considered:

> *Goal OSP-3*: Ensure that new development provides and/or contributes toward additional open space, parks and recreational facilities.
>
> *Policy OSP-3.1*: Standards for Residential Projects: Ensure the provision of private open space or recreational facilities in residential projects.

> *Strategy OSP-3.4c*: Retention of Existing Private Open Space and Recreation Facilities: Explore incentives to encourage the retention of existing private open space and recreation facilities.

In consideration of these General Plan priorities, a discussion point has been raised to determine if the private open space areas should be removed, and if so, how the balance of the common open space and recreational opportunities on the site (including the pool and clubhouse areas) could serve to offset their loss. Further, the applicant has provided a written narrative (reference **Attachment 4**) providing further considerations supporting the removal of the private patios, which may also be taken into account.

Figure 4 - Recreational Facilities Onsite (Pool & Clubhouse)

Lighting: The applicant's plans call for several small pedestrian bollards and tree up lights to be located in the ground level courtyard areas (reference **Attachment 3** – Lighting & Furniture Details). As units are located at grade with these bollards, special care should be taken to ensure the design and locations selected will result in light and glare impacting future tenants. As such, a discussion point has been raised to solicit the SARC for feedback on their location and design.

Tree Removal: As part of the proposed improvements to the common open space, the applicant is proposing to remove nine cypress trees (denoted in the figures below by a red x) but would retain the existing redwood (green circles), birch (orange circle) and sycamore (purple circle) trees. The following figures show the location of trees to be removed, and retained, overlaid with the proposed courtyard improvements, highlighting areas of conflict.

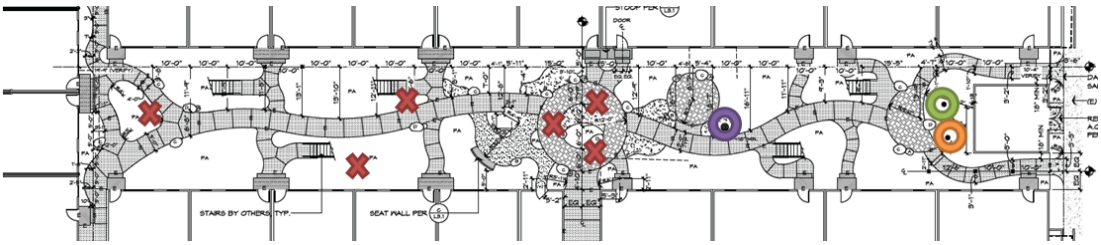


Figure 5 –Trees for Removal & Retention at Building 2

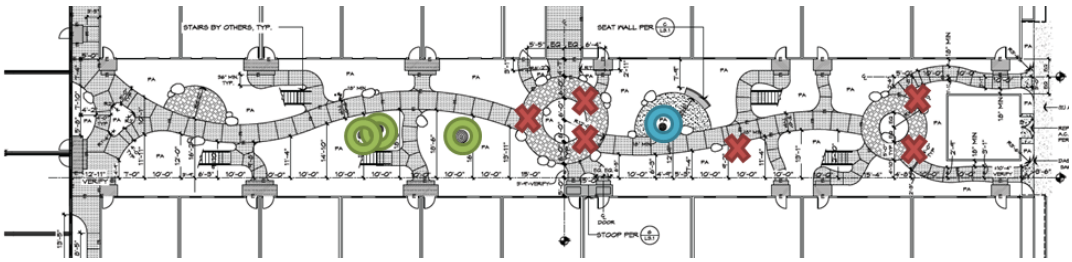


Figure 6 –Trees for Removal & Retention at Building 4

As all of the cypress trees proposed for removal could be retained by redesigning the interior courtyard, a discussion point has been raised to determine which of the cypress trees proposed for removal should be retained.

OPTIONS

The SARC should discuss the project for compliance with the applicable policy documents. If the SARC believes that the applicant has adequately addressed any concerns the Committee may have, it may recommend approval to the Planning Commission as proposed, or subject to specific revisions. The following option(s) are intended to facilitate discussion of the project's site and architectural review:

- Should any of the staircases proposed for removal be retained or relocated?
- Should the private patio areas on the ground-floor units be replaced with common open space?
- Should additional bicycle/storage parking be required?
- Should small dining/patio tables be required?
- Should any changes to the proposed lighting (location or fixtures) be required?
- Should the retention of any of the existing cypress trees be required?

After discussion the SARC may recommend approval to the Planning Commission as proposed, or subject to specific revisions.

Attachments:

1. Location Map
2. Project Plans
3. Lighting & Furniture Details
4. Applicant's Written Narrative

ITEM NO. 3

CITY OF CAMPBELL · PLANNING COMMISSION
Staff Report · September 13, 2016

PLN2015-357 (ZMA)
PLN2015-358 (MUP)
PLN2015-77 (TPM)
PLN2015-335 (TR)
PLN2015-78 (MSP)
PLN2015-76 (ZCA)

CFEP Pruneyard, LLC

Public Hearing to consider the application of CFEP Pruneyard, LLC for a Zoning Map Amendment (PLN2015-357) to amend the Campbell Zoning Map to rezone a portion of The Pruneyard from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Combining Zoning District; a Master Use Permit (PLN2015-358) to allow the construction of a 100,000 square-foot (5-story) office building, four retail buildings constituting 18,600 square-feet, a 30,000 square-foot fitness facility or a 12,000 square-foot retail/office building, expansion of the existing parking structure (3 or 5 stories), various site improvements, alterations to existing buildings, establishment of a new land use program including specifying permitted and conditional uses, continued allowance of a shared parking program, and implementation of a transportation demand management program (TDM); a Tentative Vesting Parcel Map (PLN2015-77) to allow division of the property into three parcels; a Tree Removal Permit (PLN2015-335) to allow removal of on-site "protected" trees; a Master Sign Plan with a Freeway Oriented Sign (PLN2015-78) to allow a new comprehensive signage scheme including an increase in sign area, height, and number; and a Zoning Code Amendment (PLN2015-76) to revise various sections of the Campbell Zoning Code (Title 21 of the Campbell Municipal Code) to reference the land use program created by the Master Use Permit and to allow the signage proposed by the Master Sign Plan, for property located at **1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue**.

STAFF RECOMMENDATION

That the Planning Commission take the following actions:

1. **Adopt the attached Resolution** (Attachment 1), recommending that the City Council adopt a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (PLN2015-79);

2. **Adopt the attached Resolution** (Attachment 2), recommending that the City Council adopt an ordinance approving a Zoning Map Amendment (PLN2015-357);

3. **Adopt the attached Resolution** (Attachment 3), recommending that the City Council adopt an ordinance approving a Zoning Code Amendment (PLN2015-76);

4. **Adopt the attached Resolution** (Attachment 4), recommending that the City Council approve a Master Use Permit, *with a revision to reduce the office building to three-stories*;

5. **Adopt the attached Resolution** (Attachment 5), recommending that the City Council approve a Tentative Vesting Parcel Map;

6. **Adopt the attached Resolution** (Attachment 6), recommending that the City Council approve a Master Sign Plan (PLN2015-78) with a freeway-oriented sign and an increase to the allowable sign area, height, and number; and

7. **Adopt the attached Resolution** (Attachment 7), recommending that the City Council approve a Tree Removal Permit (PLN2015-335).

PROJECT DATA

Existing Parcel (1) Area:	27 ± acres
Proposed Parcel (3) Areas:	15.85 acres (retail), 2.5 acres (hotel), 8.6 acres (office)
Zoning District:	C-2 (General Commercial) | C-2-0 (General Commercial / Overlay)
General Plan Designation:	*General Commercial*
Existing Building Areas:	
Hotel (w/banquet)	94,500 ± square feet (171 rooms)
Shopping Center (main)	231,000 ± square feet
Retail (pad) Building (3)	12,300 ± square feet
Office Buildings (3)	360,000 ± square feet
	698,000 ± square feet (excluding garage areas)
New Building Areas:	
R1 (Retail)	6,000 square feet (1-story)
R2 (Retail)	5,800 square feet (1-story)
R3 | (Fitness Option)	30,000 square feet (2-story) *OR*
(Retail Option)	12,000 square feet (2-story)
R4 (Retail)	1,800 square feet (1-story)
R5 (Retail)	5,000 square feet (1-story)
O5 (Office)	100,000 square feet (5-story)
	148,600 (maximum)
G1 (Garage Expansion):	534 spaces, 5-levels (Fitness Option) *OR*
	408 spaces, 3-levels (Retail Option)
G2 (Underground Garage):	140 spaces, 2-levels (underground)
Total Building Area:	846,600 square feet (excluding garage areas)
Floor Area Ratio (FAR)[1]	
Maximum Allowed:	2.0 (General Plan Land Use Policy LUT14.4a)
Current:	0.60
Proposed (total/parcel):	0.73 (total) | 0.39 (retail) | 1.31 (office) | 0.87 (hotel)
Parking	
Current:	2,126 spaces
Proposed (total/parcel):	2,600 spaces (at completion of Phase 4)

[1]As defined by the Zoning Code (Chapter 21.71), FAR does not include basements (e.g., underground parking) or unenclosed structures (e.g., parking garage).

ENVIRONMENTAL (CEQA) DETERMINATION

Development proposals are subject to review under the California Environmental Quality Act (CEQA), as codified in Title 14 of the California Code of Regulations. The level of review required under CEQA is generally commensurate with the scale and complexity of the proposed development. Minor projects are generally exempt from formal review, other than documenting the applicable exemption (e.g., minor land divisions, single-family residence, change of use, etc.). Development proposals that are found not to be exempt require preparation of a multi-disciplinary report called an Initial Study. An Initial Study analyzes a project for various potential environmental impacts, including traffic, air and water pollution, greenhouse gas emissions, noise, and various community impacts. Where the potential impacts of a project are found to be less than significant or can be made less than significant with incorporation of mitigation measures, a Negative Declaration (ND) or Mitigated Negative Declaration (MND), respectively, may be prepared. Only when potential impacts cannot be mitigated to a less than significant level is an Environmental Impact Report (EIR) required.[2]

Staff prepared the Initial Study for this project, which is included with all attachments and appendices, as **Attachment 8**. The Initial Study identified several potentially significant impacts that require incorporation of appropriate mitigation measures, as discussed below. These mitigation measures have been included in the Draft Mitigated Negative Declaration for the project.

- **Light and Glare**. The proposed parking garage expansion would locate an elevated parking structure closer to the Pruneridge Plaza apartment community along Campisi Way. Although the project plans include a photometric analysis which indicates that lighting from lighting fixtures would not spill-over past the property, vehicle headlights could result in nighttime lighting impacts to the neighboring residents. As *Mitigation Measure AES-1*, the developer is, therefore, required to prepare a photometric analysis to analyze how vehicle headlights may affect Pruneridge Plaza, and to develop design recommendations for the garage as necessary to ensure that both stationary and mobile (vehicular) lighting complies with the City's Lighting Design Standards.
- **Garage Noise**. The proposed parking garage expansion could introduce vehicular noise that may adversely affect the Pruneridge Plaza residents. To address this potential impact, *Mitigation Measure NOISE-1* will require preparation of an acoustic analysis that will include design recommendations, if necessary, for the garage to minimize residential noise exposure to current levels or the Campbell Residential (Stationary) Noise Standard, whichever is greater.
- **Construction Noise**. Construction activity associated with either the parking garage or the office building could result in temporary levels of noise that may cause a disturbance to neighboring residents. *Mitigation Measures NOISE-2 and NOISE-3* will, therefore, require compliance with City's Hours of Construction and various best management practices, which will limit construction noise to reasonable levels.
- **Air Quality**. Normal operation of the expanded commercial center would not violate any long-term air quality standards. However, construction activity could result in short-term emission of dust, exhaust, and other air pollutants. *Mitigation Measures AQ-1, AQ-2, and AQ-3*, require conformance to the Bay Area Air Quality Management District's (BAAQMD) 'Basic Dust Control Measures,' 'Basic Exhaust Emissions Reduction Measures,' and

[2] (Public Resource Code Sec. 21064.5; Guidelines Sec. 15070).

'Enhanced Exhaust Emission Reduction Measures,' respectively, to ensure the project will not result in any significant air quality impacts.

- **Nesting Birds**. Since The Pruneyard is a fully developed site without any potential wildlife habitat, a biological resource assessment was not required. However, due to the number of trees that are proposed to be removed, there is a possibility that removal of the trees could damage the nests of protected or special-status birds. As such, *Mitigation Measure BIO-1* requires preparation of a pre-construction nesting survey to identify possible sensitive nesting activity, if tree removal or construction is scheduled to commence during the breeding season (February 1st through August 31st). If nest(s) are found, then appropriate measures to protect the nest and the fledging chicks will be required.
- **Tree Removal**. Due to a nuance in the City's Tree Protection Ordinance, many of the trees proposed to be removed are not technically considered "protected" (as discussed further in the report), and are not otherwise required to be replaced. As such, *Mitigation Measure BIO-2* will require that all trees to be removed are replaced at a one-to-one ratio.
- **Seismic Risk**. All construction in California is subject to some level of seismic risk from earthquakes. To ensure seismically sound construction, *Mitigation Measure GEO-1* requires preparation of a geotechnical report detailing foundation and retaining wall design recommendations to the satisfaction of the Building Official.
- **Cultural Resources**. Construction activity can unearth prehistoric human remains and archaeological, paleontological, or other cultural resources, which if not properly handled could result in a significant impact. *Mitigation Measures CUL-1 and CUL-2* require proper handling of human remains, and archaeological, paleontological, or other cultural resources, respectively, in compliance with applicable law.
- **Water Quality**: Potential contamination to stormwater runoff is managed by adherence to the Santa Clara Valley Nonpoint Source Pollution Control Program, "Blueprint for a Clean Bay" as required by *Mitigation Measure HWQ-1*.

As required by law, the City prepared a Notice of Intent to Adopt a Mitigated Declaration (NOI) for the project, which along with the Draft Mitigated Negative Declaration and Initial Study, was filed with the Santa Clara County Office of the Clerk Recorder and with the California State Clearinghouse (necessary since the project may affect State or Federal agencies or facilities). The NOI was also posted to the City' environmental notices webpage, published in the August 10, 2016 *Campbell Express*, and distributed to all applicable public agencies and utilities, as well as individuals and organization who have previously requested notice.

Distribution of the NOI began the 30-day public review period for the project's environmental review, which extended from August 10th to September 12th. During the comment period, interested agencies, parties, and individuals are invited to provide written comment that will be included the City's official record of the project. The Planning Commission and City Council may also receive written and/or verbal comment during the public hearings.

The City received email correspondence (reference **Attachment 9**) from Santa Clara County Department of Environmental Health (Site Mitigation Program) indicating a concern regarding pesticides/herbicide soil contamination stemming from the property's previous agricultural use. This concern was conveyed despite the project's Phase I Environmental Site Assessment (reference **Attachment 8**) not identifying soil contamination as a recognized environmental concern.

Staff and the applicant discussed the matter with the County, who conveyed the comment had to do with ensuring compliance with all applicable laws should pesticides/herbicide contaminates be discovered during construction. Staff explained the project, pursuant to both the Campbell Municipal Code and the Master Use Permit is required to comply with all relevant State and Federal statues and industry best management practices relative to identification and disposal of contaminated soil. Additionally, the City's soil sampling for the "portals" project, conducted near the southwest corner of The Pruneyard, did not identify contamination in excess of EPA screening levels. With this information, the County indicated that no additional action would be requested from the City.

Additional correspondence from the County's Department of Environmental Health (Solid Waste Program) was also received (reference **Attachment 9**). This letter asserts that the County has jurisdiction as a "responsible agency" on the proposed project in its role as the Local Enforcement Agency (LEA) for management of a closed landfill pursuant to California Code of Regulations (CCR) § 21190. The County also specifically comments on a potential for migrating methane from decomposing buried refuse to affect the project site and recommends further environmental investigation.

However, as confirmed by the City Attorney, the County's authority only extends to former landfill sites, not properties within proximity of a former landfill, such as The Pruneyard. The County, therefore, is not a responsible agency on the proposed project. This notwithstanding, the project's Phase I Environmental Site Assessment did not identify proximity to the former landfill as a recognized environmental concern. As such, absent substantial evidence to support the County's assertion, no additional environmental review under CEQA is required by the City.

Lastly, letters from the Santa Clara Valley Transportation Authority (VTA) and the California Department of Transportation (Caltrans), pertaining to the Traffic Impact Analysis (TIA) component of the environmental review, were also received (reference **Attachment 9**). These agencies, as well as the City of San José Department of Transportation, reviewed an administrative draft of the TIA earlier in the year. The VTA and Caltrans letters reiterate comments that had previously been provided as part of that review, and do not identify any new potential significantly impacts.

In summary, staff recommends that the Planning Commission adopt the attached resolution (reference **Attachment 1**) recommending that the City Council adopt the draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, finding on the basis of the whole record (including the Initial Study and any comments received), that there is no substantial evidence from which a reasonable argument could be made that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the City's independent judgment and analysis.

PROJECT SITE

The Pruneyard is a 27 acre multi-use property encompassing 360,000 square-feet of professional office area, a 171-room hotel, 243,000 square-feet of retail space, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments to the north. Campisi Way, which provides access to Hamilton Avenue and Highway 17 via Creekside Way, terminates at the northerly property line (reference **Attachment 10** – Location Map). The site is within the C-2 (General Commercial) and the C-2/O (General Commercial/Overlay) Zoning Districts, and has a corresponding General Plan *General Commercial* land use designation.

The Pruneyard was originally developed pursuant to a Site Approval granted in 1968 consisting of a Master Plan to develop the Pruneyard Commercial Complex to be constructed in six phases. In 1969 a Site Approval was granted for phase one of the center. The remaining five phases were approved through Site Approvals in the 1970's. Construction of the office towers commenced in 1971 through the approval of a development agreement and zoning overlay allowing for increased building height. The hotel component was constructed in 1989. In 1995, the City approved exterior remodel of the commercial shopping center, reconfiguration of parking, and hotel expansion.

BACKGROUND

Ellis Partners began discussions with City staff regarding expansion, renovation, and subdivision of the center shortly after purchase of the property in late 2014. The City Council was asked to review preliminary plans at a March 17, 2015 study session. This was followed by the project's mandatory study session with the Planning Commission on June 23, 2015. The application was reviewed by the Bicycle and Pedestrian Advisory Committee (BPAC) on November 18, 2015 and the Site and Architectural Review Committee (SARC) on March 22, 2016.

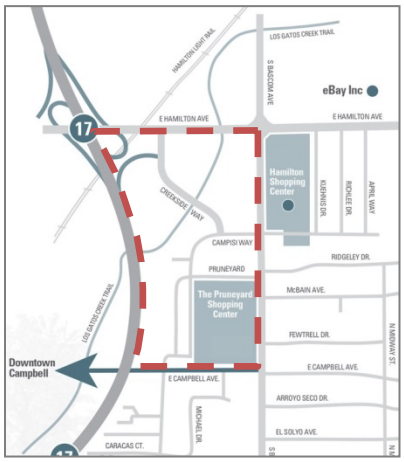
PROJECT PROPOSAL

The proposed project would allow construction of several retail buildings, a five-story office building, and expansion of the existing parking garage, as noted in the 'Project Data' table. The project includes two development options for Building R3 and the associated garage expansion. The first would allow for a 30,000 square-foot two-story building accommodating a fitness facility, which would be constructed with a 5-level garage expansion. The second option would allow for a smaller 12,000 square-foot two-story retail and office building with an associated 3-level garage expansion. The project also includes two design options for the proposed office building as described further in the report. The Project Narrative, Project Plans, Master Sign Plans, and Master Use Permit are included as **Attachments 11**, **12**, **13**, and **14** respectively.

Additionally, the project would also include renovation of existing retail buildings, creation/expansion of public plaza areas, improved pedestrian/bicycle connections, modified vehicular circulation, a new Master Use Permit document, a new signage program (Master Sign Plan), new landscaping and removal of existing trees, and subdivision of the center into three parcels (office, retail, and hotel).

GENERAL PLAN LAND USE

The Campbell General Plan represents the City's long term vision for the community and is intended to guide decision-making regarding the City's physical and economic growth. In this regard, the General Plan provides policies applicable to land use and development, and organizes the City into a framework of distinct land use designations (i.e., commercial, residential, industrial, etc.), as codified by the General Plan Land Use Map. The Pruneyard is designated by the General Plan as *General Commercial*. This land use designation encourages uses that require high vehicular and pedestrian exposure, such as a commercial shopping center. The proposed project would be consistent with the purpose of the *General Commercial* designation by capitalizing on The Pruneyard's prime location at the intersection of Campbell and Bascom Avenues and its proximity to Historic Downtown Campbell.



Source: Berkshire Communities

Pruneyard/Creek Commercial District: Additionally, the General Plan recognizes the Pruneyard as part of the broader "Pruneyard/Creekside Commercial District"—the area bound by Highway 17, Hamilton, Bascom, and Campbell Avenues—which is envisioned as an "active, connected 'urban village' with a mixture of commercial, office, residential, entertainment and recreational uses functioning as a community and regional focal point" (Goal LUT-14). The Pruneyard is the southern node of this area, providing shopping, dining, and entertainment opportunities, and a linkage to Downtown Campbell.

The proposed project would comply with the Pruneyard/Creekside Commercial District policies and strategies (reference **Attachment 14**) by substantially improving the aesthetic character and pedestrian-orientation of The Pruneyard, strengthening the center's linkage to Downtown Campbell, enhancing the connection to the Los Gatos Creek Trail, activating the southwest corner adjacent to the new "portals" opening with the new office and retail buildings, taking advantage of development capacities within an appropriately designated part of the City, sharing parking facilities amongst different uses, and maintaining consistency with the adopted land use maximums.

However, as discussed as part of the architectural design section, General Plan Strategy LUT-14.6, specifically notes that building heights should be reduced towards the adjacent streets, with taller buildings located within the interior of the Pruneyard/Creekside area. The height of the proposed office building could be seen in conflict with this strategy.

> Strategy LUT-14.6a: Building Heights: Locate taller buildings toward Highway 17 and the center of the Pruneyard/Creekside area. Building heights should be reduced as building forms approach Hamilton Avenue, Bascom Avenue, Campbell Avenue and the Creek Trail.

General Plan Policies/Strategies: The proposed project is also consistent with a wide array of applicable General Plan policies and strategies (reference **Attachment 15**) with regards to the appropriate type, intensity, and location of development, provision of transportation features and programs, suitable pedestrian and bicycle access and amenities, safe and efficient site layout, creative and high quality architectural design, pedestrian-oriented urban form, maintaining a balanced mix of uses, implementation of public improvements, and provision of a variety of uses within the community.

ZONING DISTRICT / ZONING MAP AMENDMENT

The Pruneyard is designated by the Campbell Zoning Map as C-2 (General Commercial), which corresponds with the property's *General Commercial* land use designation. The westerly portion of The Pruneyard is combined with the 'O' Overlay District. The overlay is a planning tool that allows for flexibility to development standards for "special conditions and situations" (CMC Sec. 21.14.030). However, the overlay does not allow a land use that would be inconsistent with the underlying General Plan designation. The Pruneyard is the only commercial development in the City that makes use of the overlay (the others are residential); it had been originally applied on two separate occasions when the Pruneyard Towers were approved in the 1970's.

The project includes a request for a Zoning Map Amendment to extend the Overlay District across the remainder of The Pruneyard. The project had originally been presented as a planned development proposal primarily to account for a substandard setback that would result from the subdivision and to allow for a cohesive permit structure. However, staff determined that extending the overlay district would be a superior approach as it would maintain the applicability of various Zoning Code provisions and also prevent the creation of a potential inconsistency with the existing land use

entitlements on the property, particularly those for the existing office towers, which were adopted under the auspices of the Overlay District.

ZONING CODE AMENDMENT

The draft ordinance for adoption of the Zoning Code Amendment (reference **Attachment 2**) includes 28 sections. Sections 1, 2, and 28, are procedural in nature; the remaining sections may be organized into two categories; those related to the Sign Ordinance and the proposed signage (Sections 3 through 8) and those related to the Overlay District and the Master Use Permit (Sections 9 through 27).

Sign Ordinance: As discussed further in the report, the proposed Master Sign Plan includes requests for new roof-mounted signs and a freeway-oriented sign identifying The Pruneyard. Current sign standards restrict freeway-oriented signs to only certain types of uses (i.e., major office tenants, hotels, gas stations, etc.) and prohibit roof-mounted signs generally (The Pruneyard's rooftop signs are preexisting). To allow for consideration of the proposed signage, the text revisions provide allowance for a "regional commercial center" (i.e., The Pruneyard) to have a two freeway-oriented signs (allowing for the existing DoubleTree sign to remain) and roof-mounted signs as part of a Master Sign Plan. To more cohesively implement these changes within the Sign Ordinance, the existing freeway-oriented sign provisions were also reorganized.

Overlay District: The Overlay District (CMC Sec. 21.14.030) requires that all development be processed through a Conditional Use Permit. Section 9 (Overlay/Combining Zoning District) of the draft ordinance specifies that the Conditional Use Permit for a "regional commercial center" shall be referenced as a "Master Use Permit". The ordinance goes on to provide special provisions applicable only to a Master Use Permit, relating to adoption, boundaries, amendments, administrative authority, allowable land uses, administrative revisions, conflicts with the Zoning Code, extensions, and inclusion of a Master Sign Plan. These text revisions allow the proposed physical development (i.e., new buildings, site improvements, reduced setbacks, etc.), a land use program, general operational criteria, and administrative processes to be contained within a single document, a Master Use Permit, which otherwise would exceed the scope of the standard Conditional Use Permit. Sections 10 through 27 make internal references anywhere in the Zoning Code where an existing provision may conflict with the new provisions of the Master Use Permit.

SUBDIVISION/TENTATIVE PARCEL MAP

The Tentative Parcel Map would allow subdivision of The Pruneyard into three parcels separately accommodating the hotel, the office buildings, and shopping center buildings. Historically, the City has been resistant to efforts to subdivide The Pruneyard property. Singular ownership has been seen as providing the greatest long-term development flexibility for the center since new parcel lines constrain the location and type of new development. Moreover, preservation of the single parcel configuration of The Pruneyard has provided assurance that a single ownership entity maintains a vested interest in the entire property. This position was best articulated by former Planning Director Steve Piasecki in an August 12, 1992 letter (reference **Attachment 16**).

However, as compared to past attempts to subdivide, which were made without regard to future development or the long-term integrity of The Pruneyard, the current proposal is intertwined with a comprehensive development project. This approach is consistent with the guidance provided by Mr. Piasecki 24 years ago who, in the above referenced letter, encouraged preparation of a "master plan of development":

> HomeFed Bank and Bank of America should evaluate submitting an application to rezone to the Planned Development District and prepare a master development plan which delineates the long term development for the property. This plan would put prospective purchasers on notice of the property owner's and the City's plans for the center and outline public improvement and development responsibilities for subsequent property owners. Such a plan would attempt to anticipate the cumulative impacts of the application.

In this regard, the current proposal to subdivide The Pruneyard is coordinated with both the physical development of the property and a long-term plan for its operation and maintenance (i.e., the Master Use Permit). As discussed in the following section, the Master Use Permit establishes a comprehensive framework for The Pruneyard that has not previously existed. In addition to providing the parameters for the new development, it will also provide a cohesive structure intended to bind all the property owners together for the mutual benefit of The Pruneyard by imposing joint responsibility and an obligation to cooperate with each other and the City. If coordination disputes arise which result in the issues that the City has historically expressed a concern, tangible and measurable ramifications may result, as explained in the Master Use Permit section.

Additionally, as part of the subdivision, a private "Declaration of Covenants, Restrictions, and Easements," also referred to as the "Center Declaration," will be recorded, as discussed in detail in the attached memorandum (reference **Attachment 11**). As with residential CC&R's, the Center Declaration will establish an owner's association (known as the "Center Association") for The Pruneyard. The Center Association will manage common areas, which will be defined all areas outside of the envelope of the retail, hotel, and office structures, including parking lots, the parking garage, landscaping, plaza areas, and walkways, as depicted on Sheet A1.16 of the Project Plans (reference **Attachment 12**). In this manner, each ownership interest can focus on its specialization while overall management of The Pruneyard, in terms of security, maintenance, and parking, can be coordinated by the Center Association. Establishment of the Center Association also creates a single entity with which the City can coordinate implementation of the Master Use Permit.

The Master Use Permit requires the Center Declaration to be reviewed by the City Attorney and Community Development Director for consistency with the Master Use Permit prior to recordation. The City will also be a third party beneficiary of the Center Declaration providing additional authority to enforce the provisions of the Master Use Permit. Upon recordation, the Center Declaration will then be considered a component of the Master Use Permit, incorporated as Appendix C. Any material revision, amendment, or addendum to the Declaration will require approval of the City.

MASTER USE PERMIT

Background: The Pruneyard currently operates under a general Conditional Use Permit (UP94-19) approved in conjunction with the 1995 remodel, which allows for provision of eighteen restaurants with alcohol service and outdoor seating. This restriction was implemented to facilitate a balance between hotel, restaurant, office, and retail activities. However, this approval provided no specificity in terms of the size (square-footage) or capacity (seating) of the approved number of restaurants, nor did it provide any common operational standards, or address previously issued Conditional Use Permits. Moreover, although the minutes from the Planning Commission meeting reflect that the intent of this approval was to be a "blanket Use Permit" the City subsequently processed multiple Conditional Use Permits for new restaurants in the following years. As a result, The Pruneyard has operated under layers of approvals each with varying standards and requirements, which has been increasingly burdensome to interpret consistently.

Purpose: For these reasons, and to ensure a coordinated development of the property upon its subdivision, staff authored The Pruneyard Master Use Permit (MUP) (reference **Attachment 14)**. The MUP is intended to be a comprehensive vision and decision-making document for The Pruneyard, with clearly defined limitations and boundaries for land use, physical development, design changes, and general operation of the center, all within a single document (as compared to the previous practice of layering multiple Conditional Use Permits), that will supersede or otherwise supplant all previous approvals.

The Master Use Permit is intended to act as the "glue" that binds the individual property owners and business operators together so that The Pruneyard operates in a functional and efficient manner. In certain respects, the MUP will achieve a more harmoniously planned center than the current practice of issuing individual CUP's. The following discussion explains the parameters of the MUP and how they work together to achieve this goal. However, provisions for project phasing/approval duration, parking management, transportation demand management (TDM), subdivision, and signage, although contained within the MUP, are discussed separately further in the report, due to the discrete nature of these components.

Organization: The Master Use Permit is multi-part document that is structured similar to an area plan that includes seven sections with various subsections:

- **Part I**: **Introduction** provides an overview of the Pruneyard, applicable land use policies, and the vision and goals of the Master Use Permit.
- **Part II: Administration** discusses the implementation framework for the Master Use Permit and the authority of the City.
- **Part III: Development Controls** provides the physical development standards for the approved expansion and improvement of The Pruneyard, and associated development maximums.
- **Part IV: Land Use Controls** includes the land use provisions for The Pruneyard which have been specifically tailored to further the Vision and Goals of the Master Use Permit.
- **Part V: Design Guidelines** contains the agreed upon design guidance that will embody the architectural character of The Pruneyard.
- **Part VI**: **Operational Standards** specifies the responsibilities of operating The Pruneyard in a manner consistent with the Master Use Permit
- **Part VII**: **Definitions** specifies the meaning of certain terms as used in the Master Use Permit.

Administrative Decision-Making Process: The Master Use Permit, as implemented by the Zoning Code Amendment, would transfer decision-making authority from the Planning Commission to the Community Development Director to consider new conditional uses and certain architectural changes (as discussed below). To create a distinction between City-wide processes and those created within the MUP for The Pruneyard, new terminology is used: Conditional Use Permit approval is referenced as a "Conditional Use Authorization" and Site and Architectural Review Permit approval is referenced as an "Architectural Modification."

The transfer of authority will allow the Community Development Director to administratively approve changes in tenancy and certain architectural modifications, when found consistent with the MUP, eliminating the current practice of requiring individual tenants to return to the Planning Commission to obtain separate land use entitlements, while still maintaining the ability to apply

appropriate conditions of approval. The goal of this regulatory framework is to expedite project reviews in order to provide greater certainty to prospective tenants, so long as the proposals are consistent with the City Council's vision of The Pruneyard as provided for in the MUP.

Decisions of the Community Development Director under this authority would follow the current procedures for other administrative decisions as codified in CMC Chapter 21.71. All requests would be duly noticed to neighboring property owners and also posted to the City's website. Any interested party would maintain the ability to file an appeal that would be heard by the Planning Commission, and which could also be further appealed to the City Council.

Living Document. In order to maintain the MUP as a self-contained document and to ensure its continuity, it is structured as a "living document" that will be kept up-to-date by the Community Development Director as approvals are granted and tenants turnover. This is achieved by updating running lists (tables) found within the MUP that identify approved conditional uses, tenant names, suite numbers, square-footage occupancies and maximums, and remaining alcohol licenses. To keep track of these changes over time they will be listed in the Document History (Page iv), with the exception of typographical or formatting corrections. To facilitate the "living" nature of the MUP, it will exist as an electronic document posted to the City website. Anytime a change is listed to the Document History, the new version will be posted to the website and the previous version will be archived to the City's internal electronic document repository (Laserfiche). This process will ensure the document's integrity such that at any given time there is only one true and correct version of the MUP.

Land Use: As noted, the Master Use Permit establishes a unified land use program for The Pruneyard that includes several components, including establishment of land use maximums, specific land use definitions, a tailored list of allowable (permitted and conditional) land uses, uniform operational and performance standards for tenants, and internal administrative review procedures:

- **Land Use Maximums.** The project's traffic impact analysis (TIA) included certain assumptions on future land use that establish a "ceiling" (land use maximum) of 30,000 square-feet for the fitness facility, 20,000 square-feet for the movie theater, and 94,500 square-feet for restaurants (existing and new). The Community Development Director's authority to allow changes to the land use is limited to these maximums. Any request to exceed the maximum would require City Council approval of an Amendment.

- **Alcohol License Maximums**. Similar to the land use maximums noted above, the MUP also establishes the maximum number of liquor licenses that may be issued by the Community Development Director. Specifically, a maximum of 25 "on-sale" (on-site consumption) and five "off-sale" (off-site consumption) could be issued. By establishing these maximums, the MUP maintains a balance of uses between alcohol-related and non-alcohol related activity. Currently, the Pruneyard has 12 issued "on-sale" and one "off-sale" licenses representing approximately 25% of the total tenant spaces. Upon build-out of the project and reconfiguration of tenant spaces, the proposed maximums are expected to maintain the same approximate balance between alcohol and non-alcohol activity.

- **Allowable Land Uses**. To further the vision for The Pruneyard, the MUP includes a tailored list of allowable uses that are subset of those uses specified for the C-2 (General Commercial) Zoning District. These uses are divided between "permitted" and "conditional," and whether allowed by parcel (retail, office, hotel) and by floor (i.e., ground, upper, or all floors).

- **Land Use Definitions**. For the most part, the land use terms are the same as those used by the Zoning Code. However, to facilitate implementation of The Pruneyard's land use program, the MUP includes several land use definitions applicable to The Pruneyard. The most significant would more clearly distinguish between "restaurants" (including full-service sit-down, fast-food, fast-casual, and buffet-style) from "food retail" establishments such as ice cream shops, juice bars, and other comparable businesses that sell food that is primarily meant to be consumed off-site. The distinction between these two uses is used for purposes of the land use maximums applicable to restaurants (but not food retail) as well as to different standards for seating. Other land use definitions include dry clean (drop-off/pickup), retail medical (e.g., optometrist with retail eyewear), and consignment boutique (a subset of a thrift/second-hand store).

- **Permitted Use Approval**. Land uses identified as "permitted" would be approved in the exact same manner as the rest of the City. Individual business owners would only need to obtain a business license that includes City issuance of a Zoning Clearance affirming compliance with the MUP and a building permit, if necessary for any "tenant improvement" (TI) construction.

- **Conditional Use Authorization**. As noted, the Conditional Use Authorization takes the place of a Conditional Use Permit for those uses listed as "conditional". Through the administrative decision process, the Community Development Director may authorize a conditional use when the necessary findings are made. Following approval, the Conditional Use Authorization will be recorded within the MUP, as noted below.

- **Approved Conditional Uses**. Upon authorization, a new conditional use will be listed in the Authorized Conditional Uses table. This list currently reflects all previously approved (and active) Conditional Use Permits approved for existing businesses including alcohol service, late night hours, and/or live entertainment for existing restaurants, a massage establishment (Massage Envy), and alcohol sales for Trader Joe's. Additionally, it also incorporates new approvals for the (1) proposed fitness center that would include 24-hour operation and spa services, (2) the ability for the Camera Cinemas theater to have live entertainment performances and to serve alcohol to patrons, subject to the appropriate restrictions as noted below, and (3) a new restaurant, PY Kitchen and Bar, within the DoubleTree hotel that for the time being has only been allowed to serve hotel guests.

- **Conditional Use Standards**. A key component of the MUP is to establish consistent use standards (i.e., conditions of approval) that apply equally to like uses. The Authorized Conditional Uses table includes a column that identifies applicable "Conditional Use Standards," which are provided in a following section. These standards represent the City's "best practices" for operational criteria that the Planning Commission routinely applies as part of its Conditional Use Permit approvals. For instance, the standards for Ancillary live entertainment indicate that a cover charge may not be required and that doors and windows must remain closed while live entertainment is occurring.

  Since the appropriate Conditional Use Standards apply to each respective use, they would automatically be imposed any time a new Conditional Use Authorization is granted. However, in circumstances where a new conditional use is proposed for which standards have not been established (e.g., a commercial school, arcade, nightclub, etc.), the Conditional Use Authorization would be forwarded to the Planning Commission for consideration of the request and establishment of new Conditional Use Standards that then would be incorporated into the MUP.

- **General Performance Standards**. In addition to the Conditional Use Standards, the MUP also incorporates General Performance Standards that are operational requirements that apply to every business as applicable. These include standards on operating hours, maximum occupancy, smoking, noise, trash and cleanup, and seating.

Amendments: Although the MUP incorporates greater administrative authority and versatility as a living document, it does represent a complete and comprehensive vision for The Pruneyard, as approved by the City Council. Therefore, any proposed change that is beyond the authority granted to the Community Development Director, including but not limited to, construction of new buildings not currently proposed, expansions of existing building beyond that allowed by an Architectural Modification, establishment of a land use not allowed by the MUP, an increase to the established land use maximums, or an extension of the project approval duration, shall require City Council approval of an "Amendment" to the MUP.

Amendment requests should be few and far between, as the City's expectation is that The Pruneyard's owner(s) will be able to operate within the parameters of the MUP for many years to come. To this extent, an Amendment may only be initiated by or with the consent of the Center Association, subject to a filing fee equivalent to a General Plan Amendment (approximately $13,000 at current time). Amendment requests will be considered by the City Council upon recommendation of the Planning Commission subject to the normal public hearing process and environmental review under CEQA.

Enforcement: To maintain the cooperation of The Pruneyard owners and all of its tenants, the MUP establishes specific enforcement mechanisms. As detailed in Part I, Section P (Enforcement), the enforcement provisions are divided by violations instigated by individual businesses and those within the commonly managed areas controlled by the Center Association (i.e., owners). Initially, violations will result in a notice being sent to the tenant and/or Center Association specifying the nature of the violation and the action(s) necessary to resolve the violation. If the required action(s) are not taken in the time period specified by the City, the Community Development Director may initiate revocation proceedings pursuant to CMC Chapter 21.68.

For a tenant-specific violation (e.g., operation past the approved business hours), revocation proceedings allow the City Council to retract or modify land use approval for that particular land use and would not otherwise affect the Master Use Permit. However, violation(s) that stem from action or inaction of the Center Association would be addressed through specific changes in the MUP as necessary to resolve the issue. For example, if the shared refuse enclosure areas are not properly maintained and result in stormwater violations, a revocation proceeding could result in the City Council approving more specific requirements for maintenance and operation of the refuse enclosures.

To compel timely cooperation of the Center Association in this circumstance, the commencement of revocation proceedings would result in an immediate stay of City approvals for The Pruneyard meaning that no building permit, business license, Zoning Clearance, or other land use entitlement would be granted until either the violation(s) has been resolved or the revocation proceedings have concluded. If the City's action to modify the MUP does not resolve the violation(s), the City may also take further action to revoke the Master Use Permit which would put an indefinite stay on City approvals until such time the violation(s) have been resolved and the City Council reestablishes the MUP.

Architectural Modification. By and large, the development of the overall project, including construction of new buildings and site improvements, and alterations of existing buildings is anticipated to substantially comply with the project plans, which are incorporated into the MUP as Appendix A. However, to allow for unanticipated changes, the Community Development Director may grant an Architectural Modification, which, as specified by the MUP would be limited to exterior alterations and additions not to exceed 500 square-feet, if the required findings are made.

Design Guidelines. The MUP's design guidelines (Part V) are intended to be general guidance for the City and The Pruneyard's ownership. In addition to broad-stroke language on architectural character, the guidelines provide guidance as to the type and form of outdoor furniture (tables, seats, umbrellas, heaters and barriers), storefront window design, outdoor merchandise display, site furniture (planters, benches, bicycle racks, bollards etc.), ground treatment (pavers, concrete, decking, etc.), and light fixtures.

Special Events. The revamped plaza will allow The Pruneyard to accommodate special events such as farmers markets, bridal fairs, wine walks, and dancing festivals. The MUP requires The Pruneyard staff to prepare special event closure plans that outline the purpose, extent, duration, frequency, security measures, and anticipated occupancy of special events for review and approval by the Community Development Director, Police Chief, and Fire District Chief. Once approved, the special event closure plan will be included within Appendix F of the MUP, allowing the event to reoccur as approved without further review by the City. Additionally, similar to other outdoor shopping centers, like Santana Row, the plaza will often be closed to vehicles on the weekends to allow for a more pedestrian-friendly environment. Weekend closures will be limited to twelve weekends a year, exclusive of approved special events.

ARCHITECTURE/DESIGN

The project's architectural approach is discussed in greater detail in the March 22, 2016 Site and Architectural Review (SARC) Memorandum (reference **Attachment 17**). Additionally, the project was also reviewed by the City's Architectural Advisor, whose written report is included as **Attachment 18**. Based on the feedback of the Architectural Advisor, the applicant made design improvements to the buildings, which were presented to the SARC (reference **Attachment 19** – Before and After Drawings).

Retail Buildings (R1, R2, & R5): These three mid-size retail buildings are shown in a "modern hacienda" style characterized by flat tile roofs, arched openings, tall fasciae, wood cladding, and white plaster walls. This creative design approach provides a distinct and modern flare to the center. The buildings appear to maintain a relationship with the existing buildings through use of comparable roof forms and materials without mimicking their design.

Based on the SARC and Architectural Advisor feedback, these building were modified slightly to incorporate two rows of clearstory windows instead of three, and to include a more varied color scheme than originally proposed. Additionally, in response to a comment to reorient Building R5, the south elevation (facing Campbell Avenue) has been modified to include a corner architectural element and outdoor seating to give the streetscape a more active treatment.

Retail Buildings (R4): The smallest building, R4, takes on a modern character as an open "showcase" of glass and wood, located within the main plaza area. Although it departs from the overall "town and country" design aesthetic of the Pruneyard, within context of the main plaza area, it aptly stands as an

isolated architectural element. The Architectural Advisor contended that the design was a "lost opportunity". However, the SARC was supportive of the approach and no changes were requested.

Retail Building (R3) / Parking Garage Expansion: As with the office buildings, two options are presented for the R3 building and parking garage expansion. The smaller option is for a 12,000 square-foot two-story retail/office building and a three-level parking garage expansion. Should Ellis Partners successfully lease to a major fitness center, a larger version of the proposal would be constructed. The larger version would more than double the size of the R3 building to 30,000 square-feet. To accommodate the additional parking demand that would be generated by the fitness facility the parking garage expansion would be increased to five-levels. The building would be integrated and placed in front of the parking garage to both screen the garage from view and "bridge" the garage to the shopping center. The building would have a subtle art-deco appearance most exhibited by a geometric entry feature, but share a comparable wall and trim treatment as the retail buildings.

The Architectural Advisor recommended further refinement of the R3 building (the parking garage was seen as satisfactory). Based on this feedback, and the SARC comments, the design was modified in several ways. The height was lowered with the loss of the rooftop screen that had been necessary for a rooftop swimming pool and the massing has been broken up by increasing the articulation of the wall planes and adding additional wood cladding. These improvements, while not as expensive as recommended by the Architectural Advisor, still result in a suitably designed building.

Existing Building Improvements: The existing "town and country" design of the retail buildings would be refreshed to integrate with the "modern hacienda" style of the new retail buildings. This would include new building wall colors in shades of white, plastering brick façade elements, adding new wood features, and modernizing the appearance of the tower elements. At some corners, such as Orchard City Kitchen, Togo's, and Trader Joe's, the arcades formed by the tile roof projections would be removed and replaced with trellises in order to provide the tenant spaces greater visibility, as has been done at Palo Alto's Town and Country Village (see photo, right). Additionally, the Sugar, Butter, Flour space would be entirely redone to more closely match the modern glass and wood design of the proposed building R4. As with the R4 building, Sugar, Butter, Flour, is set apart from the primary retail buildings in such a way that affords greater leeway with design divergence.

It is necessary for shopping centers to be continuously maintained and revitalized over their life to reflect changing market conditions and design shifts. The proposed renovation plans would largely keep the "bones" of the Pruneyard's retail buildings intact. The most significant alteration would be the severing of arcade overhangs at select corners, since the "town and country" design is largely defined by the low-slung roof forms. The Architectural Advisor was doubtful about this particular change as well as the redesign of the Sugar, Butter, Flour, and commented that *additional* changes would be warranted. However, the SARC was supportive of the various building improvements with the warmer color tones.

Office Building: The most evident aspect of the proposed project is the five-story, 100,000 square-foot office building that would be located at the southwest corner of The Pruneyard, adjacent to the northeast Campbell Avenue "portal" opening. The project plans present two design concepts of this building: the first resembles The Pruneyard Offices' mid-twentieth century "international style" architecture with a rectangular building form and glass walls, while the second design presents a

more contemporary approach with angular forms and GFRC (glass fiber reinforced concrete) cladding in a warm red tone.

As discussed, the General Plan provides polices and strategies that encourage maximizing the development potential of properties near transit and in particular within the Pruneyard/Creekside District in order to expand the City's job base and maintain a sustainable jobs/housing balance. In this regard, an office building of the proposed size—in terms of square-footage—is consistent with the General Plan. At issue is the proposed height of the building in relationship to its location.

Both designs would have roof heights of 75-feet (the City's maximum allowable height) with additional height for parapet walls and a mechanical penthouse, which are not included with the height limit (CMC Sec. 21.18.050). This height placed at the Campbell Avenue street frontage may be disruptive to the established building pattern of East Campbell Avenue, which is characterized by one- and two-story buildings. Similarly, its placement near the new "portals" opening under the Highway 17 overpass may harm the desired pedestrian experience and obstruct the intended view corridor as perceived by motorist and pedestrians. Additionally, its proximity to the Highway 17 travel lanes may dominate the corridor aesthetics comparable to the current construction of the Creekside office building.

Moreover, General Plan Strategy LUT-14.6a specifically states that building heights should be reduced towards the adjacent streets, with taller buildings located within the interior of the Pruneyard/Creekside area. This had been achieved with Pruneyard Place, which is centrally located between Tower I and II, away from Campbell Avenue. As such, at 75 feet the proposed office building appears inconsistent with General Plan guidance.

> Strategy LUT-14.6a: Building Heights: Locate taller buildings toward Highway 17 and the center of the Pruneyard/Creekside area. Building heights should be reduced as building forms approach Hamilton Avenue, Bascom Avenue, Campbell Avenue and the Creek Trail.

Although the East Campbell Avenue Master Plan does not include The Pruneyard, it does extend to Union Avenue on the south side of East Campbell Avenue *right across the street from the location of the proposed building.* The Master Plan's maximum height is 45 feet, which has been determined to be consistent with the East Campbell Avenue corridor. This height would provide a greater degree of compatibility with the existing development in the vicinity and future development down East Campbell Avenue. As such, the staff recommendation is for the office building to be redesigned to reduce the height to 45 feet (3-stories). Should the Planning Commission and City Council concur, the approval of the Master Use Permit would be modified to reflect the revised height and site layout, and associated parking needs.

Another consideration for the Planning Commission is whether to recommend the project with both designs, allowing the developer to proceed with either option, or to recommend to the City Council approval with a specific design. The Architectural Advisor's review of the building supports the second (contemporary) design as the more cosmopolitan and creative approach. Should the Planning Commission recommend a specific design option, it will need to be added as an additional condition of approval to the Master Use Permit.

LANDSCAPING/TREE REMOVAL

Existing landscaping would be modified to accommodate the site improvements and new buildings, including relocation of palm trees and removal of 145 trees of a variety of species, as indicated in the tree inventory included in Sheet L2.1 of the project plans (reference **Attachment 12**). Thirty-one of these trees will require approval of a Tree Removal Permit pursuant to the City's Tree Protection Ordinance which classifies as "protected" any tree measuring 12-inches in diameter or greater and any tree (irrespective of size) required by a previously-approved landscape plan. As required by the ordinance, all protected trees must be replaced at a one-to-one ratio. However, most of the trees to be removed are not protected due to their species (e.g., Olive trees) or because the City's records cannot definitively identify them as being required by a past landscaping plan. As such, the project's Mitigated Negative Declaration will require all trees to be replaced, as also proposed by the applicant.

Other landscaping changes include planting of new groundcover, shrubs, and trees throughout the site, particularly within the new plaza and modified drive aisle areas, as well as around new buildings. The landscaping treatment will comply with the State's Water Efficient Landscape Ordinance (WELO) requirements. Additionally, new landscaping areas will also function as passive infiltration for compliance with stormwater water management requirements.

TRAFFIC/PARKING/CIRCULATION

The project's complete Traffic Impact Analysis (TIA) is included in the Initial Study (reference **Attachment 8**), which also includes a more detailed synopsis of the TIA's findings within Section 16 – Transportation and Traffic (Pg. 40). The TIA analyzed potential effects to area intersections, residential streets, Highway 17, the Campbell Avenue corridor, as well analyzing site circulation and parking. As noted, the TIA was reviewed by the VTA, CalTrans, and the City of San Jose, during the drafting process.

<u>Traffic</u>: The TIA analyzed 16 intersections that could be potentially impacted by the project using the level-of-service (LOS) methodology which assigns letter grades to evaluate the operational performance of intersections. The analysis specifically analyzed the project under several scenarios including existing conditions ("Existing Plus Project"), the project with existing conditions accounting for approved and/or anticipated projects ("Background Plus Project"), and a long-term scenario that assumed a traffic growth rate of 2% per year ("Cumulative Plus Project"). A "trip generation" model that accounts for the mixed-use nature of The Pruneyard and the proposed transportation demand management (TDM) program determined that the project would result in 143 net new AM "peak hour" trips and 276 PM "peak hour" trips.

The analysis resulted in a determination that the project would not exceed established thresholds for the studied intersections (Campbell, VTA, and San Jose, each have established thresholds that determine when a project is said to have a "significant impact") in any of the scenarios. This is not to say that the project will have no traffic impact, rather that the impact would not substantially diminish the operation of the studied intersections. The analysis did indicate that in the cumulative scenario several intersections would be affected by cumulative traffic growth (2%/year), however, this is not a direct or indirect impact of the project, but rather the potential result of anticipated growth citywide.

The freeway analysis analyzed several segments of Highway 17 (I-280 to Hamilton, Hamilton to San Tomas Expressway, and San Tomas Expressway to Highway 85) and of Highway 85 (Bascom to Highway 17 and Highway to Winchester). The analysis determined that the project traffic would not result in violation of VTA's significance criteria for the freeways.

Review of potential impacts to residential streets was performed using a TIRE analysis (traffic infusion on residential environment) that is designed to determine if an increase in traffic would be *perceivable* to a neighborhood. The TIRE analysis reviewed the residential streets east of Bascom Avenue that could be affected by the project, specifically Arroyo Seco Drive, Campbell Avenue, Fewtrell Drive, McBain Avenue, and Ridgeley Drive. According to the TIRE analysis, none of these streets would be affected by traffic generated by the project.

Lastly, the TIA also includes a special analysis of the East Campbell Avenue corridor, between Bascom Avenue and Railway Avenue. Using a traffic model (SimTraffic) that analyzed the progressive movement of vehicles along the corridor—rather than looking at only intersection operations—the analysis reviewed the functionality of East Campbell Avenue with the project under current conditions and future conditions (assuming implementation of the East Campbell Avenue Master Plan roadway improvements, including removal of left turns lanes and a new traffic signal at Page Avenue). Under this analysis, the project would not significantly affect the operation of East Campbell Avenue.

TDM Program

As part of the project—implemented by the Master Use Permit—the office buildings within The Pruneyard will incorporate certain transportation demand management (TDM) measures to encourage and facilitate the use of alternative transportation solutions as to reduce the vehicular trip generation of the project. The TDM program would be implemented with an initial phase upon project approval with full implementation occurring with construction of the new office building. The TDM measures include building and site design features such as showers and locker rooms (to encourage bicycle usage), bicycle parking, and designated carpool spaces; assigning of a transportation coordinator who will coordinate TDM programs among the various employers and conduct TDM promotional activities (e.g., bike to work day); and implementing of the pre-tax commuter benefits program that allows employees to purchase transportation passes with pre-tax dollars.

Site Circulation: The center's existing roadway configuration would be substantially altered with the project, including removal of the main one-way roadways and interior traffic circle, to be replaced with new "primary" two-way drive aisles and "secondary" one-way drive aisles. The existing configuration provides an inefficient circulation of vehicles that is most reflected by the underutilization of the parking garage. The new vehicular circulation patterns appear to show a more direct and expedient movement through the site, particularly with direct vehicular access into the expanded garage from the Campisi Way entrance. To improve pedestrian movement within the center, additional interior sidewalks and marked paths-of-travel through the parking lot areas would also be created. The most significant improvement to pedestrian circulation is expansion of the plaza areas with the raised roadways. By bringing the vehicle lane up to the pedestrian level (separated with truncated domes and bollards) drivers will more closely watch their speeds.

Since the proposed site layout is a notable departure from the current configuration, the TIA included a separate analysis that reviewed the efficacy and safety of the proposed site circulation (included as Appendix M of the TIA). The analysis identified various aspects of the site layout that may need modification. Most of the identified areas were relatively minor, such as straitening of drive aisles, reversing the direction of another drive aisle, improving the placement of pedestrian walkways, and ensuring adequate directional and parking signage. These changes have been since incorporated into the plans.

The most significant change was the placement of the underground parking garage entrance beneath the office building. Initially, this was to be located on the northeast corner of the building right-off the Union Avenue entrance. However, the traffic consultant indicated that this would create a vehicular conflict. As a result, the building design was modified to relocate the driveway entrance to the northwest corner out of the way traffic coming in and out from Union Avenue. Additionally, a green bicycle line that was initially depicted *within* the westerly drive aisle was removed as it would present a safety issue by placing bicyclist behind vehicles maneuvering in reverse out of parking stalls. With these changes, and several others as recommended by the Fire District staff, the TIA determined the project would have adequate on-site circulation.

Parking: The Pruneyard has long operated under a shared parking scheme that allowed a reduction in the aggregate amount of parking that would otherwise be required due to the differing usage patterns between the on-site land uses. This arrangement is specifically allowed by General Plan Strategy LUT-14.4d (Parking Facilities) that indicates "Joint use of parking facilities may be utilized with mixed-use development formats on larger parcels," as well as by the Overlay District which exempts The Pruneyard from standard parking requirements.
As part of the project submittal, Ellis Partners provided a parking analysis prepared by Fehr & Peers that was conducted to develop an understanding of the additional parking capacity necessary to accommodate the new retail and office square-footage as well as an increase in restaurant square-footage within existing buildings, which is included as Attachment F of the Initial Study (reference **Attachment 8**). The parking analysis modeled the parking relationships in The Pruneyard using the ULI (Urban Land Institute) *Sharking Parking* data as calibrated to take into account various local factors as well as actual parking counts that were conducted in May of 2013. To verify the parking analysis, the City's traffic consultant was asked to prepare a peer-review, which is included on Page 26 of the TIA. Additionally, new parking counts were taken in November 2015 to verify that the 2013 parking counts were still accurate.

To account for the "real-world" experience of finding parking, the parking analysis incorporates an "efficiency factor" of approximately 8%. In effect, the calculated demand was ratcheted-up to provide a "buffer" of additional parking beyond what is actually needed. This is to account for the perception by drivers that a parking lot is "full" when it nears 85%-90% capacity. Additionally, the analysis was also calibrated to represent "peak" parking demand conditions seen during Fridays in the month of December when, in the additional to the normal employee parking, a higher number of shoppers are on the property. Since December parking demand is 15% higher than the rest of the year, this calibration provides a very conservative assumption, that, as with the "efficiency factor," over estimates typical parking demand throughout the year.

The parking analysis reviewed the project at complete build-out, as well as each proposed phase, to ensure adequate parking. At project completion (Phase 4) and at Phase 2, the project would have a nominal "deficiency" of 29 and 39 spaces, respectively, during the peak days in December. However, from a purely numeric basis, the project would still be sufficiently parked in that more spaces will be available than needed, however, the parking "buffer" would be less than ideal. For example, at project completion (Phase 4), The Pruneyard will have a parking supply of 2,600 spaces, which exceeds the actual demand of 2,419 spaces (December peak). However, since the "buffered" demand is 2,629 spaces, there is a paper deficiency of 29 spaces. It should also be noted that the parking demand model does not take into account the TDM program, which will also reduce parking demand.

The Master Use Permit (Pg. 36) includes a parking management plan that will include valet parking during the periods for which a "deficiency" was identified, address the localized parking supply deficiencies within The Pruneyard that occur primarily on the east side of the center near the Trader Joe's and Marshalls stores, and better manage employee parking. This will be accomplished by improved wayfinding signage (included in the Master Sign Plan), implementation of an active parking management system in the parking garage (use of overhead occupancy stall lights and dynamic signs as seen at the Santana Row parking garage), designation of time-limited parking, designation of employee parking areas, and preparation of an annual parking management report to the City.

MASTER SIGN PLAN

The project also includes a new Master Sign Plan (MSP) package (reference **Attachment 13**), which would allow for a freeway-oriented sign, tenant wall and rooftop signage, as well as new freestanding signs. The signage package would be integrated into the new Master Use Permit for more expedient review and permitting. As previously discussed, the proposed signage would require adoption of the Zoning Code Amendment

- **Freeway-Oriented Sign**: To identify the Pruneyard from the freeway, a 350 square-foot wall sign attached along the upper story of the Pruneyard Place building, reading "The Pruneyard / City of Campbell" is proposed. This sign would identify The Pruneyard as a whole, and not any particular tenant. As presented in the signage package, the sign is depicted atop the building, standing on the roof edge. However, the applicant has presented a redesign that places the sign on the wall of the building's upper story, below the roofline (reference **Attachment 20**). This change will be incorporated into the "final" Master Sign Plan that will be included within the Master Use Permit. Additionally, since the Zoning Code Amendment will provide a maximum total sign area for freeway-oriented signs of 500 square feet, the sign will need to be reduced in size to 340 square-feet to accommodate retention of the existing 160 square-foot Doubletree sign.

- **Free-Standing Signs**: The Master Sign Plan identifies several free-standing signs that would be located at key corners and entries of The Pruneyard. The signs are shown in two principal designs; "site identification" which advertise The Pruneyard and "multi-tenant" which advertise tenants. Although the vertical component of these signs, at 17-feet, is taller than the 14-foot standard height, they are substantially lower in height than the existing signs.

  Additionally the signs are more contemporary than the existing sign structures with metal framing and wood paneling to create a distinct branding image for The Pruneyard. This approach is somewhat unique as most free-standing signs are designed to match the appearance of the main buildings in terms of materials and colors. However, the distinct design would result in a higher quality signage presence along Campbell and Bascom Avenues.

- **Directional Signs**: Various freestanding directional signs are also proposed. For consistency, these signs would maintain the same design style as the primary free-standing signs

- **Retail Signs**: Retail signage would largely continue the existing signage theme with use of decorative metal-framed wood-panel signs that may be placed on the sloped-tile roofs or wood beam members above the storefront entries, for both existing and new retail buildings. Depending on the format, the signs can range in size to up approximately 20 square-feet.

Similarity, "blade" signs of two square-feet will also be permitted, which may project from the wall or hang from the overhead arcade.

The Master Sign Plan also identifies allowance for fascia mounted "specialty" signs, which are the existing signs utilized by The Pruneyard's "major" tenants such as Sports Basement and Rock Bottom. There is limited guidance for these "specialty" signs, which may be seen as providing flexibility to encourage creative sign design. However, any signage scheme should specify basic limitations as to size, number, and type of signs. As such, the "final" Master Sign Plan will be required to incorporate the following revisions:

- One "specialty" sign per tenant shall be allowed, unless the tenant's leased space is at a building corner with two storefronts, which shall allow the tenant two (2) "specialty" signs.
- "Specialty" signs shall be placed above the leased storefront and/or on an adjacent "tower" feature, unless architectural limitations require alternative placement, which may be approved by the Community Development Director as an Architectural Modification.
- The maximum size of the "specialty" signs shall be one square-foot per lineal foot of leased storefront area (inclusive of exterior solid/fenestrated perimeter walls) or one square-foot per 50 square feet of leased floor area, up to 100 square feet of sign area, whichever is greater. Larger signs may be granted by Planning Commission approval of a Sign Permit for an increase to sign area in compliance with CMC Sec. 21.30.030.4 (Increased sign area or increased sign height).
- "Specialty" signs may consist of individual channel letters, which may incorporate internal, external, or reverse illumination, and be constructed of any material. Cabinet boxes are prohibited, except for logos (one per sign), which shall not make up more than 25% of the total sign area nor exceed the height of the sign by more than 50%.

- **Office Signs**: The office buildings would continue to utilize the ground-floor cabinet signs that are suspended above the building entries. In addition, the Master Sign Plan proposed new building-mounted wall signs. The signs would be allowed up to 140 square-feet, consisting of metal letters mounted directly to the building face. The plan identifies allowable sign placement for the existing office buildings at the north and east elevations. The proposed placement for the new office building is on the north elevation (northwest) corner. This placement suggests an orientation towards the freeway. Moreover, this being the rear of the building, the proposed location is not appropriate. As such, the "final" Master Sign Plan will require the following revision:

  - The wall sign on Office Building O1 shall be located on the south elevation (facing Campbell Avenue), oriented away from Highway 17 as determined by the Community Development Director.

PHASING/ENTITLEMENT DURATION

Ellis Partners is proposing to construction the project in several phases as summarized below and noted within the project plans (Sheet A1.14) and the Master Use Permit (Pg. 5).

- **Phase lA** (*Primary Renovation*): New paint on existing buildings in central plaza and seating areas, removal of arcade comers at select locations to improve visibility of retailers, entry improvements at Bascom Avenue, and a variety of other localized modifications.
- **Phase lB** (*Enhanced Renovation*) Major renovation of central plaza, relocation of palm trees, enhanced pedestrian and bicycle pathways, construction of a new retail building (R4), renovation of Palisade Builders "greenhouse" windows, and renovation of towers.
- **Phase 2**: Construction of new retail building (R5).
- **Phase 3**: Construction of new retail buildings (R1, R2, R3) and parking structure (G1) expansion, and creation of west plaza.
- **Phase 4**: Construction of new office building (O1).

Consistent with Campbell Municipal Code Section 21.56.030 provisions for permit duration and phasing, the Master Use Permit (Pg. 5) provides the applicant two (2) years (2018) to obtain building permits for Phase 1A and 1B (these phases have been combined). Each subsequent phase would be granted one additional year of time, with the last phase (Phase 4), construction of the office building, required to be permitted by 2021. As structured by the MUP, upon issuance of building permits for Phase 1 A/B, the MUP would be "established" and in effect, allowing the Parcel Map to also be recorded (finalized).

Due to the complexity of the proposal, Ellis Partners had initially indicated a desire for a 15 year project approval, which would accommodate financing, leasing, and risk management needs. However, staff felt that 15 years is an unusually long term for a City approval, and is inconsistent with the objective standard of the Municipal Code that staff is able to apply. Over the course of the last year, Ellis Partners has revised the initial proposal, as more specifically described in the written correspondence included as **Attachment 21**. The current request would allow an approval duration of 10 years as described below:

- Phase 1 A/B would be initiated (i.e. permit submittal) within **one (1) year** from project approval, including the Parcel Map;
- Phase 2 and 3 would be initiated within **six (6) years** of project approval. However, commencement and completion of Phase 2 (Building R5) would not be a pre-requisite to the commencement of Phase 3 or Phase 4;
- Phase 4 would be initiated within **ten (10) years** of project approval.

Limited approval durations reflect that zoning standards and land use policies, as well as City Councils and Planning Commissions, change over time. Development that is approved today may no longer be supported in the future. Requiring applicants to seek extensions on a case-by-case basis allows subsequent decision-makers to determine if the approval still reflects the values of the community at that time. In this regard, staff's recommendation is to adhere to the code standard of one (1) year per phase. If the Planning Commission, however, believes that additional time is warranted, the Campbell Municipal Code does provide that authority to the Commission and City Council to consider. Any additional permit duration recommended by the Planning Commission will be included in the revised Master Use Permit for the City Council's consideration.

PUBLIC IMPROVEMENTS

As a significant project, the project will require various public improvements and payment of monetary contributions, consistent with the General Plan, Chapter 11.24 of the Campbell Municipal Code, and the Subdivision Map Act. The timing of improvements and payment of monetary contributions is specified within the Conditions of Approval for the Tenant Parcel Map (reference **Attachment 5**).

Physical Improvements:

- Dedication of land along Campbell Avenue west of Union Avenue to provide for a widened pedestrian corridor to line up with the "portals" opening.
- Removal and reconstruction of all existing driveway approaches, and necessary sidewalk, curb, and gutter.
- Installation of new "no mow" turf in existing park strips.
- Retrofit of existing streetlights with LED lamp for all streetlights along the property.
- Improvements to the creek trail entrance including landscaping, signage and lighting along the westerly wall of the parkinsg garage leading to and from the trail and The Pruneyard.
- Installation of traffic control, stripes and signs.

Financial contributions:

- **Traffic Signal Improvements to Existing Signals:**
    - $20,000 for the purchase and installation of video detection equipment at the intersection of East Campbell Avenue / South Bascom Avenue.
    - $20,000 for the purchase and installation of traffic signal pre-emption upgrades at the intersections of East Campbell Avenue / South Bascom Avenue and Pruneyard / South Bascom Avenue.
- **Green Bike Lanes**: $50,000 for the purchase and installation of Green Bike Lanes and Conversion of Bike Route Shoulders to Bike Lanes along the Pruneyard frontage along Bascom Avenue and Campbell Avenue.
- **New Traffic Signal Contribution**: $84,000 towards the construction of a future traffic signal at the intersection of East Campbell Avenue and Page Street.
- **Corridor Signal Timing Study**: $90,000 towards a Corridor Signal Timing Study leading into and out of the Pruneyard.
- **Campisi Way Feasibility Study**: $45,000 towards the preparation of a site investigation and feasibility study on the repair of the Campisi Way roadway settlement.

SITE AND ARCHITECTURAL REVIEW COMMITTEE (SARC)

The proposed project was reviewed by the Site and Architectural Review Committee (SARC) at a March 22, 2016 meeting (reference **Attachment 17**). Although the application remained "incomplete" at the time, pending acceptance of revised plans to address outstanding site circulation comments, the architectural design of the new and renovated buildings was sufficiently developed for review by the SARC. As noted, the SARC was provided the Architectural Advisor's report (reference **Attachment 18**) as well as design changes provided by the applicant (reference **Attachment 19**), which were subsequently incorporated into the final April 29, 2016 plan submittal.

Both Commissioners Kendall and Rich expressed support for the project. The following comments were made:

- **Office Building**. Supportive of Option 2 (the contemporary design). Not too concerned about the height—the setting back of the upper floors helps minimize the appearance—which is likely necessary for a viable building. The building would create sense of place that could generate renewed interest in The Pruneyard and be attractive to a major corporate or tech tenant. Would also support/encourage a top floor restaurant or entertainment destination.
- **Retail Buildings**. Agreeable to the architectural approach to the new and existing buildings, including the severing of the arcade corners and the design of R4. Also supportive of the proposed architectural changes and revised color scheme made in response to the Architectural Advisor's report.
- **Subdivision**. Evolving support for the parcelization of The Pruneyard. Need to have strong CC&Rs to ensure the owners are sufficiently bound together to maintain The Pruneyard for the long-term.
- **Circulation/Parking**. Layout and circulation look sufficient. Project should include parking strategies such as valet parking, convenient accessible parking, and bicycle parking.
- **Signage**. Supportive of the proposed freeway sign, maybe make 'City of Campbell' more evident. Rooftop retail signs are attractive within The Pruneyard.
- **Other Comments**. Encouraged further improvement of other buildings, particularly Bank of America and Outback Steakhouse (applicant responded that lease obligation limit how much can be changed). Encouraged Ellis Partners to retain long-term tenants and maintain good community relations.

PUBLIC OUTREACH

The City has no mandatory requirement for developers to conduct community meetings or otherwise engage residents or community groups. However, the Council, Planning Commission, and staff have encouraged Ellis Partners to engage the public. Ellis Partners has provided a statement (reference **Attachment 22**) that describes the outreach to community groups, including the Pruneyard/Dry Creek Neighborhood Association, the San Tomas Area Community Coalition, and the Campbell Village Neighborhood Association.

PUBLIC NOTICE AND COMMENT

In addition to the CEQA noticing, this project was noticed to all property owners within 300-feet of The Pruneyard, as well as in the *Campbell Express* newspaper and on the City's Public Notices webpage. The project materials have also been continuously posted to the Development Activity webpage since the project was submitted last August.

Public correspondence received on the project is include in **Attachment 9** and includes the CEQA comments submitted by Santa Clara County Department of Environmental Health, VTA, and Caltrans as well as an email from Vikki Essert. Susan Landry had previously provided illustrations depicting an alternative approach to the site layout, which are also included.

ALTERNATIVES

Although the applicant is motivated to pursue construction of the project, the Planning Commission is under no obligation to make a decision after a single public hearing. In addition to the staff recommendation, the following actions may be taken:

1. **Continue the Item**, allowing the applicant and/or staff the opportunity to provide any expanded analysis or information as requested, or to simply allow for additional Commission discussion.

2. **Recommend the Minor Revisions**, a recommendation that includes minor revisions that do not require significant changes to the project plans and/or the Master Use Permit, may be carried to the City Council without further review by the Planning Commission. This would include a recommendation for the office building as proposed (5-stories).

3. **Recommend with Major Revisions**. If the Planning Commission wishes to make a recommendation to the City Council that does not include approval of the subdivision (Tentative Parcel Map) or the proposed office building, or otherwise significant changes to the Master Use Permit, the application will need to be continued so that the project materials can be modified accordingly.

Prepared by: _____
Daniel Fama, Senior Planner

Approved by: _____
Paul Kermoyan, Community Development Director

Attachments/(sub-exhibits and attachments):

1. Draft Planning Commission Resolution (Draft Mitigated Negative Declaration)
    a. Draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
2. Draft Planning Commission Resolution (Zoning Map Amendment)
    a. Draft City Council Ordinance
3. Draft Planning Commission Resolution (Zoning Code Amendment)
    a. Draft City Council Ordinance
4. Draft Planning Commission Resolution (Master Use Permit)
5. Draft Planning Commission Resolution (Tentative Vesting Parcel Map)
6. Draft Planning Commission Resolution (Master Sign Plan)
7. Draft Planning Commission Resolution (Tree Removal Permit)
8. Pruneyard Initial Study (with attachments)
9. Correspondence
    - County DEH (Site Mitigation Program Email
    - County DEH (Solid Waste Program)
    - Vikki Essert
    - VTA
    - Caltrans
    - Susan Landry (illustrations)
10. Location Map
11. Project Narrative (with attachments)
12. Pruneyard Project Plans
13. Pruneyard Master Sign Plan
14. Master Use Permit
15. General Plan Policies
16. Steve Piasecki Letter
17. SARC Memo, dated March 22, 2016
18. Architectural Advisor Report
19. SARC Before and After Drawings Exhibit
20. Alternate Freeway Sign Design
21. Applicant's Phasing/Approval Duration Request Letter
22. Public Outreach Statement

RESOLUTION NO. ____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING THE ADOPTION OF A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM (PLN2015-79) FOR THE PRUNEYARD SHOPPING CENTER AND OFFICES EXPANSION PROJECT INCLUDING A ZONING MAP AMENDMENT (PLN2015-357), A MASTER USE PERMIT (PLN2015-358), A VESTING TENTATIVE PARCEL MAP (PLN2015-77), A TREE REMOVAL PERMIT (PLN2015-335), A MASTER SIGN PLAN WITH A FREEWAY ORIENTED SIGN AND AN INCREASE IN SIGN AREA, HEIGHT, AND NUMBER (PLN2015-78), AND A ZONING CODE AMENDMENT (PLN2015-76) ON PROPERTY LOCATED AT **1875, 1887, 1901, 1919, 1995, & 1999 S. BASCOM AVENUE.**

After notification and public hearing, as specified by law, and after presentation by the Community Development Director, proponents and opponents, the Planning Commission did determine that the adoption of a Mitigated Negative Declaration provides full and adequate environmental review for approval for The Pruneyard Shopping Center and Offices Expansion Project, consisting of a Zoning Map Amendment (PLN2015-357), a Master Use Permit (PLN2015-358), a Vesting Tentative Parcel Map (PLN2015-77), a Tree Removal Permit (PLN2015-335), a Master Sign Plan with a freeway-oriented sign and an increase in sign area, height and number (PLN2015-78), and a Zoning Code Amendment (PLN2015-76).

The Planning Commission finds as follows with regard to the Mitigated Negative Declaration:

1. The Project Site is The Pruneyard Shopping Center and Offices, a 27 acre multi-use property encompassing three professional office buildings, a hotel, a multi-building retail shopping center, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments and the Campisi Way terminus to the north.

2. The Project Site is within the C-2 (General Commercial) and the C-2/O (General Commercial/Overlay) Zoning Districts, and has a corresponding General Commercial land use designation as shown on the General Plan Land Use Diagram.

3. The Pruneyard Shopping Center and Offices Expansion Project ("Proposed Project" consists of the following components:

   - **Zoning Map Amendment** (PLN2015-357): To amend the Campbell Zoning Map to rezone a portion of The Pruneyard from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Combining Zoning District for a consistent zoning designation over the entire property.

- **Master Use Permit** (PLN2015-358): To allow the construction of a 100,000 square-foot (5-story) office building, four retail buildings constituting 18,600 square-feet, a 30,000 square-foot fitness facility *or* a 12,000 square-foot retail/office building, expansion of the existing parking structure (3 or 5 stories), various site improvements, alterations to existing buildings, establishment of a new land use program including specifying permitted and conditional uses, continued allowance of a shared parking program, and implementation of a transportation demand management program (TDM).
- **Tentative Vesting Parcel Map** (PLN2015-77): To allow division of the property into three parcels.
- **Tree Removal Permit** (PLN2015-335): To allow removal of on-site "protected" trees.
- **Master Sign Plan with a Freeway Oriented Sign** (PLN2015-78): To allow a new comprehensive signage scheme including a freeway-oriented sign, an increase in sign area, height, and number.
- **Zoning Text Amendment** (PLN2015-76): To revise various sections of the Campbell Zoning Code (Title 21 of the Campbell Municipal Code) to reference the land use program created by the Master Use Permit and to allow the signage proposed by the Master Sign Plan.

4. The City of Campbell ("City") is the lead agency on the Proposed Project. The Community Development Department is the custodian of documents and materials which constitute the administrative record of the Proposed Project, which may viewed at Campbell City Hall, located at 70 North First Street, Campbell, California.

5. Pursuant to the California Environmental Quality Act (CEQA), the City, as lead agency, prepared an Initial Study to review the Proposed Project for various potential environmental impacts, including, but not limited to, traffic, air and water pollution, greenhouse gas emissions, and noise impacts.

6. The Initial Study is based on reports and analyses prepared by qualified professionals, including an Air Quality and Greenhouse Gas Analysis, a Tree Inventory, a Geotechnical Evaluation, a Traffic Impact Analysis (TIA), and a Parking Demand Analysis.

7. Where the potential impacts of a project are found to be less than significant or can be made less than significant with incorporation mitigation measures, a Negative Declaration (ND) or Mitigated Negative Declaration (MND), respectively, may be prepared.

8. The Initial Study identified several potentially significant impacts associated with the Proposed Project, including light and glare, noise, air quality, biological resources, seismic risk, cultural resources, and water quality.

9. The potentially significant impacts may be mitigated to a less than significant level with incorporation of measures that been agreed to by the project proponent. These measures are identified in the draft Mitigated Negative Declaration (MND) prepared for the Proposed Project.

10. The draft Mitigated Negative Declaration (MND) includes a program for reporting on or monitoring the changes which have either been required in the project or made a condition of approval to mitigate or avoid significant environmental effects.

11. The City prepared a Notice of Intent to Adopt a Mitigated Declaration (NOI) for the Proposed Project, which along with the Draft Mitigated Negative Declaration and Initial Study, was filed with the Santa Clara County Office of the Clerk Recorder and with the California State Clearinghouse (necessary since the project may affect State or Federal agencies or facilities).

12. The Notice of Intent was also posted to the City's environmental notices webpage, published in the August 10, 2016 *Campbell Express* newspaper, and distributed to all applicable public agencies and utilities, as well as individuals and organization who have previously requested notice.

13. The City began the 30-day public review period on the draft Mitigated Negative Declaration pursuant to the California Environmental Quality Act Guidelines. The review period began on August 10, 2016 and ended on September 12, 2016.

14. Public comment received on the draft Mitigated Negative Declaration has been considered by the Planning Commission. This specifically includes correspondence from Santa Clara County Department of Environmental Health (Site Mitigation Program) indicating a concern regarding pesticides/herbicide soil contamination stemming from the Project Site's previous agricultural use. The City has determined that any such contamination is sufficiently addressed by existing local, State, and Federal laws, and industry best management practices, and does not warrant substitution or addition of mitigation measures.

15. The Planning Commission's consideration of public comment also specifically includes correspondence from Santa Clara County Department of Environmental Health (Solid Waste Program) asserting jurisdiction as a responsible agency on the proposed project and commenting on the potential for migrating methane from nearby decomposing buried refuse (former landfill) to affect the project site, with a recommendation for further environmental investigation. The City has determined that the County's role as a responsible agency is pursuant to California Code of Regulations § 21190, which is only applicable to former landfill sites, not property in proximity to such sites. The County is therefore not a responsible agency. Moreover, the project's Phase I Environmental Site Assessment did not identify proximity to the former landfill as a recognized environmental concern. As such, absent substantial evidence to support the County's assertion, no additional environmental review under CEQA is required by the City.

16. The mitigation measures identified in the Mitigated Negative Declaration are included as Conditions of Approval of the Tentative Parcel Map and Master Use Permit.

17. There are no responsible agencies or trustee agencies responsible for resources affected by the project.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. On the basis of the whole record (including the Initial Study and any comments received), that there is no substantial evidence from which a reasonable argument could be made that the Proposed Project will have a significant effect on the environment as currently presented and subject to the Mitigation Measures contained in the draft Mitigated Negative Declaration.

2. Adoption of the draft Mitigated Negative Declaration reflects the independent judgment and analysis of the Planning Commission.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends that the City Council adopt the draft Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (**Exhibit A**) prepared for Pruneyard Shopping Center and Offices Expansion Project.

PASSED AND ADOPTED this 13th day of September, 2016, by the following roll call vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners
ABSTAIN: Commissioners:

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

CITY OF CAMPBELL
Community Development Department

Draft MITIGATED NEGATIVE DECLARATION

The Community Development Director has reviewed the proposed project described below to determine whether it could have a significant effect on the environment as a result of the project completion. "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Project Title: Pruneyard Shopping Center and Offices – Expansion Project

Project Address: 1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue
(APN: 288-04-011,012,014,017,025,026)

Entitlement(s):

Zoning Map Amendment (PLN2015-357): To amend the Campbell Zoning Map to rezone a portion of The Pruneyard from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Combining Zoning District for a consistent zoning designation over the entire property.

Master Use Permit (PLN2015-358): To allow the construction of new buildings and site improvements, alterations to existing buildings, establishment of a new land use program including specifying permitted and conditional uses, implementation of a transportation demand management program (TDM), and continued allowance of a shared parking program.

Tentative Vesting Parcel Map (PLN2015-77): To allow division of the property into three parcels.

Tree Removal Permit (PLN2015-335): To allow removal of on-site "protected" trees.

Master Sign Plan with a Freeway Oriented Sign (PLN2015-78): To allow a new comprehensive signage scheme including a freeway-oriented sign, an increase in signage area, sign height, and number of signs.

Zoning Text Amendment (PLN2015-76): To revise various sections of the Campbell Zoning Code (Title 21 of the Campbell Municipal Code) to reference the land use program created by the Master Use Permit and to allow the signage proposed by the Master Sign Plan.

Zoning District: C-2 (General Commercial) | C-2-O (General Commercial Overlay)

General Plan: *General Commercial*

Project Sponsor: Ellis Partners LLC c/o Dean Rubinson
111 Sutter Street #800
San Francisco, CA 94104

Property Owners: CFEP Pruneyard, LLC
111 Sutter St., #800
San Francisco, CA 94104

Lead Agency: City of Campbell, Community Development Department
70 N. First Street, Campbell, CA 95008

Contact Person: Daniel Fama, Acting Senior Planner
(408) 866-2193 | danielf@cityofcampbell.com

Other public agencies whose approval is required: None

Surrounding Land Uses:

North: Multi-Family Residential (apartments)
San Jose Water Company Ridgeley Station

South: East Campbell Ave. (commercial and residential beyond)

East: South Bascom Avenue (commercial beyond)

West: CA State Highway 17

Project Location: The Pruneyard Shopping Center and Offices (herein "project site") is a 27 acre multi-use property encompassing three professional office buildings, a hotel, a multi-building retail shopping center, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments to the north. Campisi Way, which provides access to Hamilton Avenue and Highway 17 via Creekside Way, terminates at the northerly property line. The site is within the C-2 (General Commercial) and the C-2/O (General Commercial/Overlay) Zoning Districts, and has a corresponding *General Commercial* land use designation as shown on the General Plan Land Use Diagram.

Project Description: The Pruneyard Shopping Center and Office Expansion Project (herein "proposed project") would allow construction of several new retail buildings, a five-story office building, and expansion of the existing parking garage as noted below. The project includes an "Option A" and "Option B," also referred to as the "retail alternative" and "fitness alternative," respectively. The retail alternative would allow the project to construct a two-level 12,000 square-foot retail/office building and a three-level garage expansion. The fitness alternative would allow the project to construct a two-level 30,000 square-foot fitness facility and a five-level garage expansion. Additionally, the proposed project would also include renovation and alteration of existing retail buildings, creation/expansion of public plaza areas, improved pedestrian/bicycle connections, and a modified vehicular circulation, as well as removal of numerous "protected" and non-protected trees.

- **New Retail Buildings**:
  - **R1** – 6,000 sq. ft. single-story free-standing retail
  - **R2** – 5,800 sq. ft. single-story free-standing retail
  - **R5** – 5,000 sq. ft. single-story free-standing restaurant
  - **R3** – (a) 12,000 sq. ft. two-story retail/office building *OR*
    (b) 30,000 sq. ft. two-story fitness facility
  - **R4** – 1,800 sq. ft. single-story free-standing retail
- **Office Building (O1)** – 100,000 sq. ft., five-stories, & two levels of underground parking
- **Garage Expansion**: (a) three-levels *OR* (b) five-levels

The proposed project also includes a "Master Use Permit" that will allow establishment of a new land use program for the project site, including instituting a tailored list of permissible land uses, new administrative procedures, land use maximums, and implementation of a transportation demand management program (TDM) and a shared parking program. A Master Sign Plan will provide allowance for new on-site signage, including a freeway-oriented sign, rooftops signs, wall signs, directional signs, and a free-standing signs. A Tentative Parcel Map will allow the division of the project site into three parcels (office, retail, and hotel). Lastly, the proposed project also includes a Zoning Map Amendment to extend the 'O' Zoning Overlay across the entirety of The Pruneyard as a well as a Zoning Text Amendment to modify various provisions of the Campbell Zoning Code to allowing consideration of the Master Use Permit and the Master Sign Plan.

Finding: The Community Development Director finds that the project described above will not have a significant effect on the environment in that the attached Initial Study identifies one or more potentially significant effects on the environment for which the project proponent, before public release of this draft Mitigated Negative Declaration, has made or agrees to make project revisions that clearly mitigate the effects to a less than significant level.

Mitigation Measures Included in the Project to Reduce Potentially Significant Environmental Effects to a Less Than Significant Level:

Mitigation Measure AES-1*:* Prior to submittal of a building permit for the parking garage expansion, the applicant shall submit a photometric analysis prepared by a qualified professional that analyzes stationary and mobile (vehicular) light sources from within the expanded garage onto the adjacent residential property. The analysis shall provide design recommendations as necessary to ensure that new light emissions comply with the City's Lighting Design Standards (CMC Sec. 21.18.090). The construction drawings for the parking garage shall incorporate the design recommendations of the photometric analysis.

Mitigation Measure AQ-1*: BAAQMD Basic Dust Control Measures*. The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's basic fugitive dust control measures, including:

- All exposed surfaces (e.g., unpaved parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- A publically visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action with 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure AQ-2*: BAAQMD Basic Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to reduce construction-related exhaust emissions:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Mitigation Measure AQ-3*: Implement BAAQMD Enhanced Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to further reduce construction-related exhaust emissions:

- All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
    - Where access to alternative sources of power are available, portable diesel engines shall be prohibited; and
    - All off-road equipment shall have:
        - Engines that meet or exceed either USEPA or CARB Tier 2 off-road emission standards, and
        - Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such are available.

Mitigation Measure BIO-1: If tree removal or ground disturbance activities are scheduled to commence during the breeding season (February 1st through August 31st), a pre-construction nesting bird survey shall be conducted by a qualified biologist to identify possible nesting activity of protected or special-status birds within 15 days prior to such activities. If nesting activity is identified during the survey, a construction-free buffer of suitable dimensions must be established around any active raptor and migratory bird nest (up to 250 feet, depending on the location and species) for the duration of the project, or until it has been determined that the chicks have fledged and are foraging independently from their parents.

Mitigation Measure BIO-2*:* All trees to be removed shall be replaced as noted by the following table. The required replacement trees, of species to be approved by the Community Development Director, shall be specifically indicated on the final landscaping plan submitted in association with site improvement drawings:

Trunk Size of Removed Tree measured at 4 feet above grade	**Replacement Ratio Required (per tree removed)**	
Diameter (in inches)	**Number of replacement trees**	**Minimum Size**
Less than 12	1	5-gallon
12 to 24	1	24 inch box
greater than 24	1	36 inch box

Mitigation Measure CUL-1: If archaeological or paleontological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity.

Mitigation Measure CUL-2: In the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The City and the Santa Clara County Coroner's office shall be notified. If deemed prehistoric, the Coroner's office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.

Mitigation Measure GEO-1: Applications for a building permit shall include a geotechnical report prepared by a licensed engineer specializing in soils mechanics containing foundation and retaining wall design recommendations, to the satisfaction of the Building Official.

Mitigation Measure HWQ-1: The construction contractor shall implement the best management practices of the Santa Clara Valley Nonpoint Source Pollution Control Program, "Blueprint for a Clean Bay".

Mitigation Measure NOISE-1: Prior to submittal of a building permit for the garage expansion, the applicant shall have an environmental noise assessment study prepared to analyze how potential sound generation from the expanded garage may affect the adjoining residential property. If the study indicates that the new sound generated by the garage expansion will increase noise exposure to the apartment building beyond both existing levels and the Campbell Residential (Stationary) Noise Standard (CMC Sec. 21.16.070.E.1), the study shall also provide recommended design and/or operational measures as necessary to reduce the noise exposure to current levels or the Campbell Residential (Stationary) Noise Standard, whichever is greater. These measures shall then be incorporated into the final design and operation of the garage expansion.

Mitigation Measure NOISE-2: All construction activity shall adhere to the following standards:

- Construction activity shall occur during the prescribed hours and subject to the standards set forth by Campbell Municipal Code Sec. 18.04.052 (Hours of Construction - Time and Noise Limitations).
- All construction equipment with internal combustion engines used on the project site shall be properly muffled and maintained in good working condition.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- All stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors such as existing residences and businesses.
- Prior to the issuance of building permits, the project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street so that the contractor can be made aware of noise complaints.

Mitigation Measure NOISE-3: Construction equipment, vehicles, and workers associated with the development of the project shall not be permitted to park on any residential street. Prior to issuance of a building permit, the applicant shall prepare a construction staging plan indicating the placement of materials and vehicles on the project site.

PUBLIC REVIEW PERIOD

Any person may provide comment or file a written protest of the draft Mitigated Negative Declaration before 5:00 p.m. on **September 12, 2016.** Such comment or protest must be filed in writing at the Community Development Department, City Hall, 70 North First Street, Campbell, California or by email at danielf@cityofcampbell.com. Written protest should make a "fair argument" that the project will have one or more significant effects on the environment based on substantial evidence.

Signature	8/5/16 Date
Daniel Fama, Acting Senior Planner Name / Title	City of Campbell Agency

Encl: Mitigation Monitoring and Reporting Program

CITY OF CAMPBELL
Community Development Department

DRAFT MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
Aesthetics – AES							
Mitigation Measure AES-1*:* Prior to submittal of a building permit for the parking garage expansion, the applicant shall submit a photometric analysis prepared by a qualified professional that analyzes stationary and mobile (vehicular) light sources from within the expanded garage onto the adjacent residential property. The analysis shall provide design recommendations as necessary to ensure that new light emissions comply with the City's Lighting Design Standards (CMC Sec. 21.18.090). The construction drawings for the parking garage shall incorporate the design recommendations of the photometric analysis.	Prior to building permit submittal for the garage expansion	City of Campbell	Planning Division	Submittal of photometric analysis			
Air Quality - AQ							
Mitigation Measure AQ-1*: BAAQMD Basic Dust Control Measures*. The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's basic fugitive dust control measures, including: • All exposed surfaces (e.g., unpaved parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.	Site preparation and construction	City of Campbell	Public Works Department and Building Division	Periodic Compliance Report			

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • A publically visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action with 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.							
Mitigation Measure AQ-2*: BAAQMD Basic Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to reduce construction-related exhaust emissions: • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.	Prior to construction	City of Campbell	Planning Division and Building Division	Periodic Compliance Report			

Mitigation Measure AQ-3*: Implement BAAQMD Enhanced Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to further reduce construction-related exhaust emissions:
• All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
  • Where access to alternative sources of power are available, portable diesel engines shall be prohibited; and
  • All off-road equipment shall have:
  o Engines that meet or exceed either USEPA or CARB Tier 2 off-road emission standards, and
  o Engines that are retrofitted with a CARB Level 3
	Prior to construction	City of Campbell	Planning Division and Building Division	Vehicle specifications provided as part of building permit plans.			

<table>
<tr><th rowspan="2">Mitigation Measure</th><th rowspan="2">Monitoring Phase</th><th rowspan="2">Enforcement Agency</th><th rowspan="2">Monitoring Agency</th><th rowspan="2">Action Indicating Compliance</th><th colspan="3">Verification of Compliance</th></tr>
<tr><th>Initials</th><th>Date</th><th>Remarks</th></tr>
<tr><td>Verified Diesel Emissions Control Strategy (VDECS). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such are available.</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td colspan="8">Biological Resources - BIO</td></tr>
<tr><td>Mitigation Measure BIO-1: If tree removal or ground disturbance activities are scheduled to commence during the breeding season (February 1st through August 31st), a pre-construction nesting bird survey shall be conducted by a qualified biologist to identify possible nesting activity of protected or special-status birds within 15 days prior to such activities. If nesting activity is identified during the survey, a construction-free buffer of suitable dimensions must be established around any active raptor and migratory bird nest (up to 250 feet, depending on the location and species) for the duration of the project, or until it has been determined that the chicks have fledged and are foraging independently from their parents.</td><td>Prior to construction or tree removal.</td><td>City of Campbell</td><td>Planning Division</td><td>Submittal of a pre-construction nesting bird survey</td><td></td><td></td><td></td></tr>
<tr><td>Mitigation Measure BIO-2: All trees to be removed shall be replaced as noted by the following table. The required replacement trees, of species to be approved by the Community Development Director, shall be specifically indicated on the final landscaping plan submitted in association with site improvement drawings:
<table>
<tr><th colspan="2">Trunk Size of Removed Tree measured at 4 feet above grade</th><th colspan="2">Replacement Ratio Required (per tree removed)</th></tr>
<tr><th>Diameter (in inches)</th><th>Number of replacement trees</th><th>Minimum Size</th></tr>
<tr><td colspan="2">Less than 12</td><td>1</td><td>5-gallon</td></tr>
<tr><td colspan="2">12 to 24</td><td>1</td><td>24 inch box</td></tr>
<tr><td colspan="2">greater than 24</td><td>1</td><td>36 inch box</td></tr>
</table></td><td>Prior to building permit issuance</td><td>City of Campbell</td><td>Planning Division</td><td>Submittal of landscape plans with building permit drawings</td><td></td><td></td><td></td></tr>
</table>

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
Cultural Resources - CUL							
Mitigation Measure CUL-1: If archaeological or paleontological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity.	Site preparation and construction	City of Campbell	Planning Division	Periodic Compliance Report			
Mitigation Measure CUL-2: In the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The City and the Santa Clara County Coroner's office shall be notified. If deemed prehistoric, the Coroner's office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.	Site preparation and construction	City of Campbell	Planning Division	Periodic Compliance Report			
Geology/Soils – GEO							
Mitigation Measure GEO-1: Applications for a building permit shall include a geotechnical report prepared by a licensed engineer specializing in soils mechanics containing foundation and retaining wall design recommendations, to the satisfaction of the Building Official.	Prior to building permit issuance	City of Campbell	Building Division	Submittal of a geo-technical report			
Hydrology/Water Quality – HWQ							
Mitigation Measure HWQ-1: The construction contractor shall implement the best management practices of the Santa Clara Valley Nonpoint Source Pollution Control Program, "Blueprint for a Clean Bay".	Prior to building permit issuance	City of Campbell	Planning Division	Inclusion of the "Blueprint for a Clean Bay" cover sheet on all construction drawings.			

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
Noise – NOISE							
Mitigation Measure NOISE-1: Prior to submittal of a building permit for the garage expansion, the applicant shall have an environmental noise assessment study prepared to analyze how potential sound generation from the expanded garage may affect the adjoining residential property. If the study indicates that the new sound generated by the garage expansion will increase noise exposure to the apartment building beyond both existing levels and the Campbell Residential (Stationary) Noise Standard (CMC Sec. 21.16.070.E.1), the study shall also provide recommended design and/or operational measures as necessary to reduce the noise exposure to current levels or the Campbell Residential (Stationary) Noise Standard, whichever is greater. These measures shall then be incorporated into the final design and operation of the garage expansion.	Prior to building permit submittal for the parking garage expansion.	City of Campbell	Planning Division	Submittal of an environmental noise assessment study			
Mitigation Measure NOISE-2: All construction activity shall adhere to the following standards: • Construction activity shall occur during the prescribed hours and subject to the standards set forth by Campbell Municipal Code Sec. 18.04.052 (Hours of Construction - Time and Noise Limitations). • All construction equipment with internal combustion engines used on the project site shall be properly muffled and maintained in good working condition. • Unnecessary idling of internal combustion engines shall be strictly prohibited. • All stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors such as existing residences and businesses. • Prior to the issuance of building permits, the project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street so that the contractor can be made aware of noise complaints.	Site preparation and construction	City of Campbell	Planning Division	Periodic Compliance Report			

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
Mitigation Measure NOISE-3: Construction equipment, vehicles, and workers associated with the development of the project shall not be permitted to park on any residential street. Prior to issuance of a building permit, the applicant shall prepare a construction staging plan indicating the placement of materials and vehicles on the project site.	Prior to building permit issuance	City of Campbell	Planning Division	Submittal of a construction staging plan			

RESOLUTION NO. ____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE APPROVING A ZONING MAP AMENDMENT (PLN2015-357) TO AMEND THE CAMPBELL ZONING MAP DESIGNATION FROM THE C-2 (GENERAL COMMERCIAL) ZONING DISTRICT TO THE C-2-O (GENERAL COMMERCIAL / OVERLAY) COMBINING ZONING DISTRICT OF PROPERTY COMMONLY KNOWN AS **1875, 1887, and 1995 S. BASCOM AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to File No. PLN2015-337:

Environmental Finding

1. An Initial Study has been prepared for the Pruneyard Shopping Center and Offices Expansion Project ("Proposed Project") which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment.

Evidentiary Findings

1. The Project Site is The Pruneyard Shopping Center and Offices, a 27 acre multi-use property encompassing three professional office buildings, a hotel, a multi-building retail shopping center, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments and the Campisi Way terminus to the north.

2. The Proposed Project includes a Zoning Map Amendment (PLN2015-357), a Master Use Permit (PLN2015-358), a Vesting Tentative Parcel Map (PLN2015-77), a Tree Removal Permit (PLN2015-335), a Master Sign Plan (PLN2015-78), and a Zoning Code Amendment (PLN2015-76).

3. The Project Site is within the C-2 (General Commercial) Zoning District and the C-2-O (General Commercial/Overlay) Combining Zoning District as depicted on the Campbell Zoning Map adopted pursuant to Campbell Municipal Code Section 21.040.030.

4. The Project Site is designated by the General Plan Land Use Diagram as *General Commercial*, which corresponds with the above referenced Zoning District designations.

5. The Zoning Map Amendment would rezone that portion of the Project Site commonly known 1875, 1887, and 1995 S. Bascom Avenue, containing The Pruneyard Shopping Center, Outback Steakhouse restaurant, and Doubletree by Hilton hotel, respectively, from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Combining Zoning District, as more specifically illustrated by the map exhibit attached to the draft ordinance.

6. Use of land within the C-2-O (General Commercial / Overlay) Combining Zoning District will be governed by a Master Use Permit adopted in compliance with the revised provisions of Campbell Municipal Code Section 21.14.030, as amended by a separate Zoning Code Amendment.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The proposed amendment is consistent with the goals, policies, and actions of the General Plan.

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the city.

3. The parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested zoning designation(s) and anticipated land uses/project

THEREFORE, BE IT RESOLVED that the Planning Commission recommends that the City Council adopt an ordinance (**Exhibit A**) approving a Zoning Map Amendment to amend the Campbell Zoning Map designation from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Combining Zoning District of property commonly known as **1875, 1887, and 1995 S. Bascom Avenue**.

PASSED AND ADOPTED this 13th day of September, 2016, by the following roll call vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners
ABSTAIN: Commissioners:

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

ORDINANCE NO. _____

BEING AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CAMPBELL APPROVING A ZONING MAP AMENDMENT (PLN2015-357) TO AMEND THE CAMPBELL ZONING MAP DESIGNATION FROM THE C-2 (GENERAL COMMERCIAL) ZONING DISTRICT TO THE C-2-O (GENERAL COMMERCIAL / OVERLAY) COMBINING ZONING DISTRICT OF PROPERTY COMMONLY KNOWN AS **1875, 1887, and 1995 S. BASCOM AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The City Council finds as follows with regard to File No. PLN2015-337:

Environmental Finding

1. An Initial Study has been prepared for the Pruneyard Shopping Center and Offices Expansion Project ("Proposed Project") which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment.

Evidentiary Findings

1. The Project Site is The Pruneyard Shopping Center and Offices, a 27 acre multi-use property encompassing three professional office buildings, a hotel, a multi-building retail shopping center, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments and the Campisi Way terminus to the north.

2. The Proposed Project includes a Zoning Map Amendment (PLN2015-357), a Master Use Permit (PLN2015-358), a Vesting Tentative Parcel Map (PLN2015-77), a Tree Removal Permit (PLN2015-335), a Master Sign Plan (PLN2015-78), and a Zoning Code Amendment (PLN2015-76).

3. The Project Site is within the C-2 (General Commercial) Zoning District and the C-2-O (General Commercial/Overlay) Combining Zoning District as depicted on the Campbell Zoning Map adopted pursuant to Campbell Municipal Code Section 21.040.030.

4. The Project Site is designated by the General Plan Land Use Diagram as *General Commercial*, which corresponds with the above referenced Zoning District designations.

5. The Zoning Map Amendment would rezone that portion of the Project Site commonly known 1875, 1887, and 1995 S. Bascom Avenue, containing The Pruneyard Shopping Center, Outback Steakhouse restaurant, and Doubletree by Hilton hotel, respectively, from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Combining Zoning District, as more specifically illustrated by the map exhibit attached to the draft ordinance.

6. Use of land within the C-2-O (General Commercial / Overlay) Combining Zoning District will be governed by a Master Use Permit adopted in compliance with the revised provisions of Campbell Municipal Code Section 21.14.030, as amended by a separate Zoning Code Amendment.

Based upon the foregoing findings of fact, the City Council further finds and concludes that:

1. The proposed amendment is consistent with the goals, policies, and actions of the General Plan.

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the city.

3. The parcel is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested zoning designation(s) and anticipated land uses/project

After due consideration of all evidence presented, the City Council of the City of Campbell does ordain as follows:

SECTION ONE: That this Ordinance be adopted to approve a Zoning Map Amendment (PLN2015-357) to amend the Campbell Zoning Map designation from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Combining Zoning District of property commonly known as **1875, 1887, and 1995 S. Bascom Avenue**, as depicted by **Exhibit A.**

SECTION TWO: This Ordinance shall become effective thirty (30) days following its passage and adoption and shall be published, one time within fifteen (15) days upon passage and adoption in the Campbell Express, a newspaper of general circulation in the City of Campbell, County of Santa Clara.

PASSED AND ADOPTED this _____day of _____, 2016, by the following roll call vote:

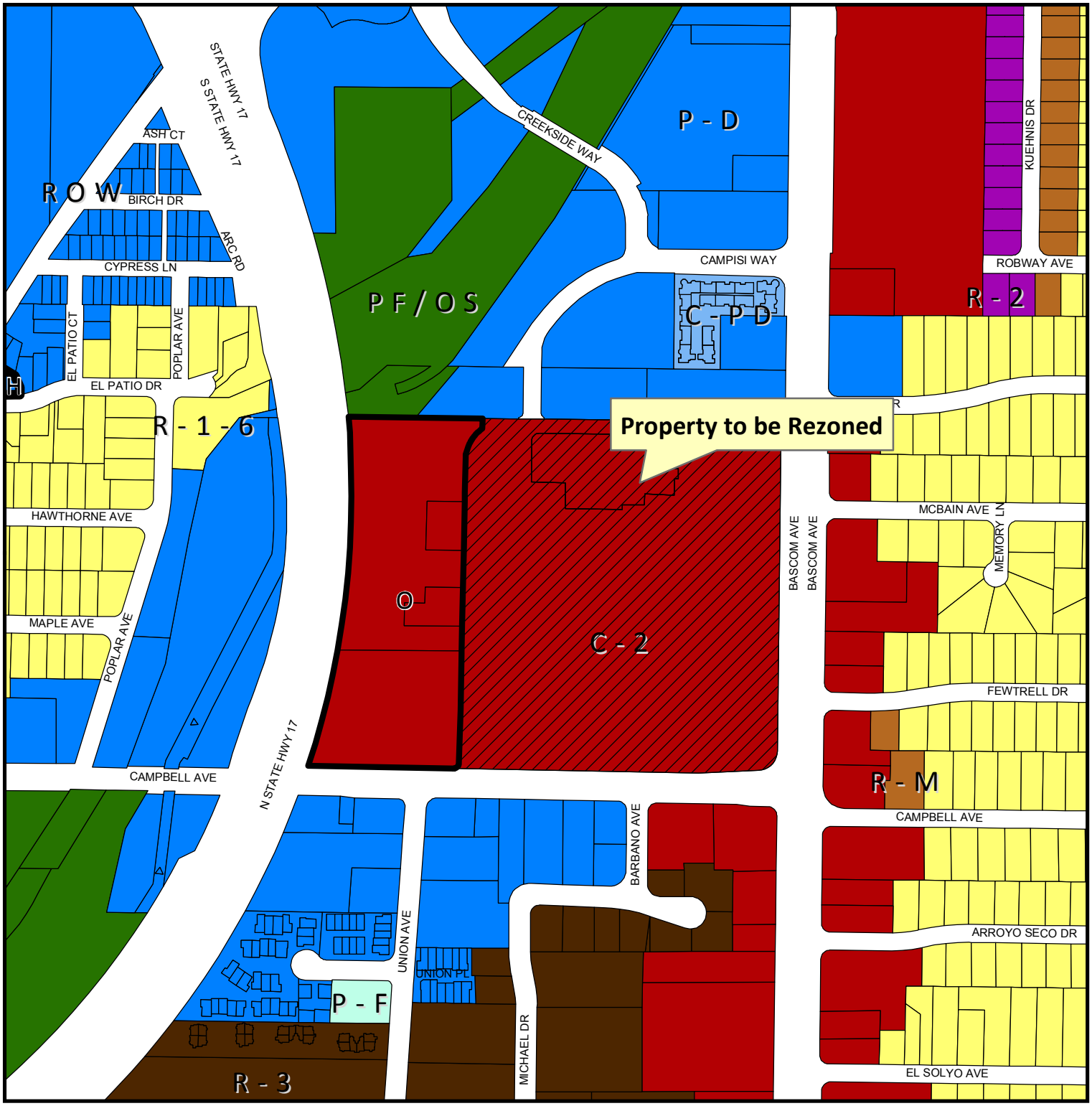
AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

APPROVED: _____
Jason T. Baker, Mayor

ATTEST: _____
Wendy Wood, City Clerk

ZONING MAP AMENDMENT

Exhibit A



Location: 1875, 1887, and 1995 S. Bascom Ave.
Current Zoning: C-2 (General Commercial)
Proposed Zoning: C-2-O (General Commercial / Overlay)
Planning File No.: PLN2015-357

0 750 1,500 Feet

N

CITY OF CAMPBELL · THE ORCHARD CITY

Community Development Department
Planning Division

RESOLUTION NO. ____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING THAT THE CITY COUNCIL ADOPT AN ORDINANCE (PLN2015-76) AMENDING VARIOUS SECTIONS OF TITLE 21 (ZONING CODE) OF THE CAMPBELL MUNICIPAL CODE TO ALLOW PROVISION FOR THE PRUNEYARD MASTER USE PERMIT, INCLUDING ITS LAND USE PROGRAM, ADMINISTRATIVE PROCEDURES, AND MASTER SIGN PLAN, INCLUDING ALLOWANCE FOR A FREEWAY-ORIENTED SIGN AND ROOFTOP SIGNAGE.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to file number PLN2015-76:

Environmental Finding

1. An Initial Study has been prepared for the Pruneyard Shopping Center and Offices Expansion Project ("Proposed Project") which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment.

Evidentiary Findings

1. The Project Site is The Pruneyard Shopping Center and Offices, a 27 acre multi-use property encompassing three professional office buildings, a hotel, a multi-building retail shopping center, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments and the Campisi Way terminus to the north.

2. The Proposed Project includes a Zoning Map Amendment (PLN2015-357), a Master Use Permit (PLN2015-358), a Vesting Tentative Parcel Map (PLN2015-77), a Tree Removal Permit (PLN2015-335), a Master Sign Plan (PLN2015-78), and a Zoning Code Amendment (PLN2015-76).

3. The proposed Master Sign Plan includes requests for a freeway-oriented sign and rooftop signs. The Master Use Permit would allow creation of a new land use program, administrative procedures, and the transfer of authority for certain discretionary decisions, subject to the provisions of the Overlay Zoning District. These components of the Proposed Project are not currently allowed or contemplated by the Campbell Municipal Code.

4. The proposed Zoning Code Amendment would amend various sections of the Title 21 (Zoning Code) of the Campbell Municipal Code to allow for consideration of the Proposed Project, specifically the Master Use Permit, including its land use program and

administrative procedures, and the Master Sign Plan, including allowance for a freeway-oriented sign and rooftop signage.

5. The Zoning Code Amendment is narrowly drafted and internally consistent.

6. The legislature of the State of California has, in Government Code Sections 65302, 65560 and 65800, conferred upon local government units authority to adopt regulations designed to promote the public health, safety and general welfare of its citizenry.

7. Review and adoption of this Zoning Code Amendment is done in compliance with California government Code Sections 65853 through 65857, which require a duly noticed public hearing of the Planning Commission whereby the Planning Commission shall provide its written recommendation to the City Council for its consideration.

Based on the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The proposed amendment is consistent with the goals, policies, and actions of the General Plan;

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City; and

3. The proposed amendment is internally consistent with other applicable provisions of the Zoning Code.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends that the City Council adopt the attached Ordinance (reference **Exhibit A**) approving a Zoning Code Amendment.

PASSED AND ADOPTED this 13th day of September, 2016, by the following roll call vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners
ABSTAIN: Commissioners:

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

Ordinance No. _____

BEING AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CAMPBELL AMENDING VARIOUS SECTIONS OF TITLE 21 (ZONING CODE) OF THE CAMPBELL MUNICIPAL CODE TO ALLOW PROVISION FOR THE PRUNEYARD MASTER USE PERMIT, INCLUDING ITS LAND USE PROGRAM, ADMINISTRATIVE PROCEDURES, AND MASTER SIGN PLAN, INCLUDING ALLOWANCE FOR A FREEWAY-ORIENTED SIGN AND ROOFTOP SIGNAGE.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

After due consideration of all evidence presented, the City Council of the City of Campbell does ordain as follows:

SECTION 1. The City Council finds and determines that the adoption of the Zoning Code amendment is a component of a private development application that has been analyzed in compliance with the California Environmental Quality Act (CEQA) by preparation of an Initial Study and a draft Mitigated Negative Declaration that has been reviewed and adopted by the City Council.

SECTION 2. The City Council further finds and determines that the proposed Zoning Code amendment is consistent with the goals, policies, and actions of the General Plan; would not be detrimental to the public interest, health, safety, convenience, or general welfare of the city; and is internally consistent with other applicable provisions of the Zoning Code.

SECTION 3. Sign Definitions: The "R" definitions provided in Campbell Municipal Code Section 21.30.020 (Definitions) are amended to read as follows with underlining indicating new text and ~~strikeouts~~ (strikeout) indicating deleted text. Definitions not referenced are not amended:

"ReaderBoard sign, electronic" means a sign intended for a periodically changing advertising message whereby the periodically changing message is controlled by means of electronic programming. This may also be referred to as an electronic message center, electric readerBoard sign or programmable display sign.

"ReaderBoard sign, manual" means a sign intended for a periodically changing advertising message whereby the individual letters or words are manually changed from the exterior of the sign.

"Real estate sign" means a temporary sign indicating a particular premises or parcel is for sale, lease or rent or open for viewing (e.g., sign advertising an open house).

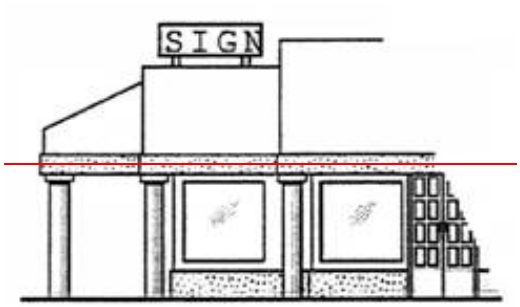
"Regional Commercial Center" means a group or cluster of retail businesses, offices, and hotel(s) sharing common pedestrian and off-street parking, and which are located on parcel(s) of land having the following characteristics:

1. Minimum area of twenty acres uninterrupted or undivided by public streets; and

2. Abutted on at least two sides by public streets that intersect at one corner of the commercial center, and by a freeway on one other side.

May consist of one or more legal parcels tied together by a binding legal agreement providing rights of reciprocal vehicular parking and access, and one or more ownerships.

"Roof sign" or "roof-mounted" sign means a sign that is mounted upon a roof or above a parapet or eave of a building or structure or above the highest point of the ridgeline.



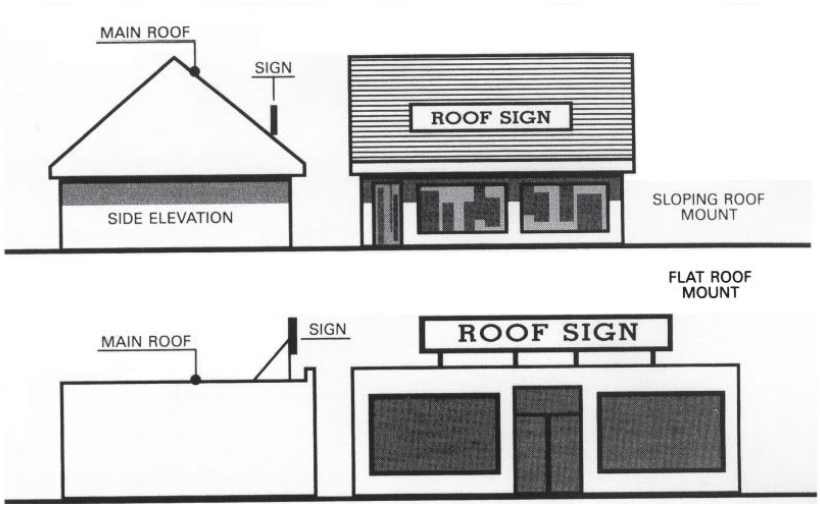


Figure 3-10
Roof Sign

"Running neon" means neon lighting that outlines the shape or architectural elements of a structure which shall be considered a sign for the purposes of this chapter.

SECTION 4. Site Definition: The definition of "site" provided in Campbell Municipal Code Section 21.30.020 (Definitions) is amended to read as follows with underlining indicating new text and ~~strikeouts~~ (strikeout) indicating deleted text.

"Site" means ~~except as otherwise provided in this chapter,~~ the parcel or commercial center, whichever is larger, on which the business, accommodations, services, property, products or commercial activities identified or advertised on a sign are located, except

as applied to freeway-oriented signs, for which the term "site" shall mean only the space occupied by the subject business and any associated parking area or other common areas utilized by the subject business on the same parcel. "Site," as applied to freeway-oriented signs shall not include other tenant spaces or business locations whether or not located on the same parcel or commercial center. The latter definition of the term "site" shall not apply to a regional commercial center.

SECTION 5. Sign Permit Required: Subsection A (Sign permit required) of Campbell Municipal Code Section 21.30.030 (Administrative procedures) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text.

A. Sign permit required. Signs, including temporary and permanent signs, ~~(~~except those exempt from these regulations as provided in Section 21.30.040 of this chapter, and those permitted by issuance of a zoning clearance as authorized by a regional commercial center master sign plan,~~)~~ shall not be erected, created, altered, or allowed to be located (regardless of whether or not it is initially erected, or painted by the property owner or lessee) unless:

1. A sign permit has been issued by the community development director in compliance with the regulations of this chapter.
2. A building permit has been issued by the building official, as required by the codes and ordinances of the city.
3. Any illegal or nonconforming signs associated with the business are made to comply with the provisions of this chapter.

SECTION 6. Master Sign Plan: Subsection H (Master sign plan required) of Campbell Municipal Code Section 21.30.030 (Administrative procedures) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text.

H. Master sign plan required.

1. Applicability. A master sign plan shall be required prior to the issuance of a sign permit for:

    a. New nonresidential projects with four or more tenants in conjunction with the applicable development application;

    b. Major rehabilitation work that involves the exterior remodeling of an existing nonresidential project with four or more tenants. For the purposes of this chapter, major rehabilitation means adding more than fifty percent to the total square footage of the building/buildings, or exterior redesign of more than fifty percent of the length of the building's facade within the development; or

    c. A sign application for a nonresidential project with four or more tenants, which seeks approval of two or more signs.

2. Decision-Making Body. The decision-making body for a master sign plan shall be the community development director, except where a request for a freeway-oriented sign, off-site sign, readerboard sign, an increase in sign area, an increase to sign height, and/or an additional number signs, is included, which shall require approval of the master sign plan by the Planning Commission or City Council pursuant to Section 21.30.030.C.

~~2.~~3. Design elements. Signs covered by a master sign plan shall have the following elements:

a. Uniform background in terms of color, illumination, and materials;

b. Letter colors that are consistent with the approved master sign plan;

c. Uniform sign type (e.g., channel letters or cabinet sign); and

d. Uniform location with building's design.

4. Regional commercial centers. A master sign plan for a regional commercial center may include provision for roof-mounted signs. Request for signs reviewed pursuant to a regional commercial center master sign plan shall be granted by issuance of a zoning clearance.

~~3.~~5. Findings. In approving a master sign plan, the decision-making body shall make the following findings:

a. That the signs are consistent with the requirements of this chapter;

b. That the design complies with the design elements criteria listed in subsection ~~(H)(2)~~H.3 of this section;

c. That both the location of the proposed signs and the design of their visual elements (lettering, words, figures, colors, decorative motifs, spacing, and proportions) are legible under normal viewing conditions; and

d. That the location and design of the proposed signs do not obscure existing or adjacent signs from view.

SECTION 7. Prohibited Signs: Subsection E (Roof-mounted signs) of Campbell Municipal Code Section 21.30.050 (Prohibited signs) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text.

E. Roof-mounted signs. Roof-mounted signs are prohibited, except as permitted by a master sign plan for a regional commercial center~~.~~

SECTION 8. Freeway-Oriented Signs: Subsection E (Freeway-oriented signs) of Campbell Municipal Code Section 21.30.080 (Permanent Signs) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text.

E. Freeway-oriented signs. Signs located on parcels adjoining a freeway or expressway and oriented to freeways or expressways shall comply with the following standards:

~~1. Freeway-oriented signs shall be limited to one on-site freestanding or wall mounted sign for each parcel or commercial center, whichever is less, that adjoins an expressway or freeway except that the uses identified in Section 21.30.080E.2.e shall be allowed one wall mounted freeway-oriented sign for each fifty thousand square feet of building space occupied by a tenant, provided that there be no more than two freeway-oriented wall mounted signs on a building and no tenant shall be allowed more than one freeway-oriented sign. Notwithstanding the definition of "site" contained in Section 21.30.020 of this chapter, as applied to freeway-oriented signs, the term "site" shall mean only the space occupied by the subject business and any associated parking area or other common areas utilized by the subject business on the same parcel. "Site," as applied to freeway-oriented signs shall not include other tenant spaces or business locations whether or not located on the same parcel or commercial center;~~

~~2.~~1. Allowable Uses: ~~The~~ Freeway-oriented signs shall be limited to parcels that have the following uses that traditionally draw a significant number of patrons from persons using regional expressways and freeways and only when the use itself is not directly identifiable from the freeway or expressway~~;~~:

a. Gasoline stations;

b. Hotels and motels (stand-alone or as part of a regional commercial center);

c. Commercial schools occupying at least fifteen thousand square feet of building space;

d. Retail stores that occupy at least fifty thousand square feet of building space;

e. Professional Office or Research and Development; properties adjoining a freeway, located within one hundred feet of a freeway interchange with a building tenant(s) that occupies at least fifty thousand square feet of building space~~.~~;

f. Regional commercial center;

2. Allowable Number. The allowable number of freeway-oriented sign(s) per parcel or site shall be as follows:

a. Professional office and research and development: One wall mounted freeway-oriented sign for each fifty thousand square feet of building space occupied by a tenant, provided that there be no more than two freeway-oriented wall mounted signs on a building and no tenant shall be allowed more than one freeway-oriented sign.

b. Regional commercial center. One wall mounted freeway-oriented sign and one free-standing freeway-oriented sign.

c. All other uses listed by subsection E.1 (Allowable uses). One on-site freestanding or wall mounted freeway-oriented sign for each parcel or commercial center, whichever is less, that adjoins an expressway or freeway.

~~3. The business itself is not directly identifiable from the freeway or expressway;~~

3. Allowable size. The permitted size of allowable freeway-oriented signs shall be as follows:

~~4.~~a. Freestanding freeway-oriented signs. A freestanding freeway-oriented sign shall be the minimum height and size necessary to achieve visibility from the freeway, or expressway, but in no case shall it exceed forty-five feet in height and three hundred fifty square feet in area.

~~5.~~b. Wall-mounted freeway-oriented signs. Freeway-oriented wall mounted signs shall be limited to one square foot of sign area for each two linear feet of freeway property frontage, but in no case shall a single sign exceed one hundred twenty-five square feet total and the total sign area for freeway-oriented wall mounted signs on a building shall not exceed two hundred square feet.

c. Regional commercial center. Each wall-mounted and freestanding freeway-oriented sign shall be limited to three hundred fifty square feet in area, except that the total display area for freeway-oriented signs within a regional commercial center shall be no greater than five hundred square feet.

4. Roof-signs prohibited. Freeway-oriented signs that are "roof-mounted", as defined by Section 21.30.020 of this chapter, are prohibited.

SECTION 9. Overlay/combining zoning district: Campbell Municipal Code Section 21.14.030 (O (Overlay) overlay/combining zoning district) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

21.14.030 - O (Overlay) overlay/combining zoning district.

A. Purpose. The purpose of the overlay district is to provide modifications, additions and limitations to zoning districts to meet special conditions and situations concerning properties within such zoning districts that cannot otherwise be treated satisfactorily. The "O" overlay district may only be combined with ~~any of~~ the commercial or industrial zoning districts identified by Chapter 21.10 (Commercial and industrial districts) ~~designated in the zoning code except the R-I, P-D and C-PD zoning districts~~, which are referred to by this section as the "base zoning district".

The addition of an overlay district designated with any zoning district shall not operate to reduce or eliminate any requirements established by the basic district regulations, regulations applicable to all districts, or other requirements contained in this chapter applicable to any district with which the overlay district is added except variations to lot area, lot width, open space in yard, setbacks, height and parking space requirements, and as otherwise specified by the zoning code.

B. Conditional use permit required. No building, structure or use shall be created, established, erected, constructed, enlarged, placed or installed in any zoning district with which the overlay district is combined until a conditional use permit is issued by the City Council, upon recommendation of the Planning Commission, in conformance with the provisions of Chapter 21.46 (Conditional Use Permits). A conditional use permit may also restrict the allowable uses that may be allowed in the combined zoning district so long as such uses are not prohibited by the base zoning district.

C. Master Use Permit. A conditional use permit for regional commercial center shall be referenced as a master use permit.

1. Adoption. A master use permit shall be adopted by resolution of the City Council, and shall become effective upon project establishment in compliance with Section 21.56.030.B.1 (Issuance of Building Permit).

2. Boundaries. A master use permit shall be operative over the area for which a Zoning Map Amendment has combined the "O" overlay district with a base zoning district in compliance with Chapter 21.60 (Amendments (General Plan, Zoning Code, and Zoning Map Amendments)).

3. Amendments. Any action requiring an amendment to a master use permit shall be processed as follows:

a. Eligibility. An Amendment may be initiated by written request of an owner's association, or by an owner or business operator with the written consent of the owner's association, if any.

b. Content of Request and Filing fees. A written request for an amendment shall state the specific change(s) requested and the purpose for the request. The filing fee for an amendment shall be the same as that for a General Plan Amendment, as specified in the Schedule of Fees and Charges.

c. Consideration Procedure. The City Council, upon recommendation of the Planning Commission, shall approve, conditionally approve, or deny a request for an amendment by resolution with respect to the considerations provided in subsection D (Consideration in review of applications) and the findings for a conditional use permit provided in Section 21.46.040 (Findings and decision) in compliance with procedures prescribed by Campbell Municipal Code Chapter 21.64 (Public Hearings):

4. Administrative authority. Notwithstanding anything in Chapter 21.42 (Site and architectural review) or 21.46 (Conditional use permits), the Community Development Director shall be the decision-making authority for determination of a conditional use approval (termed "conditional use authorization") or site and architectural review approval (termed "architectural modification") as specified by a master use permit. The administrative procedures provided in Chapter 21.71 (Administrative decision process) shall be followed for all such requests.

5. Allowable land uses. Conditional and permitted land uses shall be as specified by a master use permit.

6. Living document. A master use permit may be administratively modified by the community development director as specified by procedures contained in the master use permit.

7. Interpretation. The procedures for an Interpretation provided in Campbell Municipal Code Section 21.020.030 (Procedures for Interpretations) shall be followed, including the provisions for an appeal, for any disagreement as to the meaning of any provision contained in a master use permit.

8. Conflicts. Where a conflict may exist between the Zoning Code and a master use permit, the provisions of the Zoning Code shall prevail; provided, however, that any deviations from the requirements of the base zoning district that are enacted under the authority of subsection A of this section shall prevail over any conflicting requirements of the base zoning district.

9. Master sign plan. A master sign plan may be considered as a component of a master use permit.

10. Extensions. Request for extensions of time shall be processed as an Amendment pursuant to subsection 3 (Amendments).

~~C.~~D. Consideration in review of applications. The community development director, site and architectural review committee, ~~and~~ planning commission, and City Council shall consider the following matters and others when applicable to their review of development applications:

1. Considerations relating to traffic safety, traffic congestion, and site circulation:

a. The effect of the site development plan on traffic conditions on abutting streets;

b. The layout of the site with respect to locations and dimensions of vehicular and pedestrian entrances, exit driveways and walkways;

c. The arrangement and adequacy of off-street parking facilities to prevent traffic congestion;

d. The location, arrangement and dimensions of truck loading and unloading facilities;

e. The circulation patterns within the boundaries of the development; and

f. The surfacing and lighting of off-street parking facilities.

2. Considerations relating to landscaping:

a. The location, height and material of walls, fences, hedges, and screen plantings to insure harmony with adjacent development or to conceal storage areas, utility installations or other unsightly development;

b. The planting of ground cover or other surfacing to prevent dust and erosion; and

c. The unnecessary destruction of existing healthy trees.

3. Considerations relating to buildings and site lay-out:

a. Consideration of the general silhouette and mass, including location on the site, elevations and relation to natural plant coverage, all in relationship to the neighborhood;

b. Consideration of exterior design in relation to adjoining structures in height, bulk, and area openings, breaks in the facade facing on the street, line and pitch of roof, and arrangement of structures on the parcel; and

c. Consideration of special conditions and situations concerning the property and the adjoining properties.

SECTION 10. Eligibility for Filing: Subsection A (Eligibility for filing) of Campbell Municipal Code Section 21.38.030 (Application filing and fees) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

A. Eligibility for filing. An ~~A~~application may be filed by owners of property, lessees authorized by written consent of the owners, or others who have contracted to purchase or lease the property contingent on the acquisition of necessary permits from the city, which application shall be accompanied by a copy of the contract, except as otherwise limited by Section 21.14.030.C.3 (Amendments). Any applicant may be represented by an agent authorized in writing to file on behalf of the applicant;

SECTION 11. Site and Architectural Review Permit Required: Subsection A (Planning Commission site and architectural review permit required) of Campbell Municipal Code section 21.42.020 (Site and architectural review permit required) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

A. Planning Commission site and architectural review permit required. No use or structure shall be constructed, created, enlarged, erected, installed, maintained, or placed on any property in any zoning district until a site and architectural review permit is approved by the Planning Commission, except as identified in subsections B and C of this section, and as otherwise specified by Section 21.14.030.C.4 (Administrative authority).

SECTION 12. Conditional Use Permit Required: Campbell Municipal Code section 21.46.020 (Conditional use permit required) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

21.46.020 - Conditional use permit required.

No use shall be established in any existing structure, nor shall any structure be constructed, created, enlarged, erected, installed, or placed on any site for which a conditional use permit is required, in compliance with Article 2, (Zoning Districts), until the conditional use permit has been granted, except as otherwise specified by Section 21.14.030.C.4 (Administrative authority).

SECTION 13. Special findings for Liquor Establishments: Campbell Municipal Code section 21.46.070 (Special findings for liquor establishments) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

21.46.070 - Special findings for liquor establishments.

Whenever a Conditional Use Permit is required for a liquor establishment by this Zoning Code, the planning commission shall first find all the following conditions in addition those findings identified in Section 21.46.040, are satisfied in order to approve the Conditional Use Permit application, except for property located within an overlay combining zoning district subject to a master use permit authorized by section 21.14.030.C (Master use permit):

SECTION 14. Approval Authority: Subsection A (Approval authority) of Campbell Municipal Code Chapter 21.71 (Administrative Decision Process) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

A. Approval authority. The community development director is the approval authority for the following discretionary permits processed through the administrative decision process:

1. Administrative planned development permits;
2. Administrative site and architectural review permits;
3. Fence exceptions; ~~and~~
4. Tree Removal Permits~~.~~;
5. Conditional Use Authorization (in compliance with Section 21.14.030.C.4 (Administrative authority); and
6. Architectural Modification (in compliance with Section 21.14.030.C.4 (Administrative authority).

SECTION 15. Extensions of Time: Subsection C (Extensions of time) of Campbell Municipal Code Section 21.56.030 (Permit time limits and extensions) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

C. Extensions of time.

1. The applicant may request an extension of the permit expiration date by filing a written request for an extension no later than thirty days before the expiration of the permit, together with the filing fee required by the city's schedule of fees and charges.
2. The permittee has the burden of proof to establish, with substantial evidence that the applicant has made a good faith effort to fulfill all the requirements of the permit approval, the justification for extension of the permit.
3. The applicable decision-making body identified in subsection D of this section may grant an extension for a period of time that is deemed commensurate with the justification for the extension presented by the applicant, but in no event for more than an aggregate total extension of twenty-four months beyond the original approval time limit, unless conditions of approval authorize longer extensions.
4. A request for an extension of time for property located within an overlay combining zoning district shall be reviewed pursuant to the terms of a master use permit as specified by Section 21.14.030.C.10 (Extensions).

SECTION 16. Decision-Making Body on Extensions: Subsection D (Decision-making body) of Campbell Municipal Code Section 21.56.030 (Extension of time) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

D. Decision-making body.

1. Upon good cause shown, the first extension may be approved, approved with modifications, or denied by the community development director for a maximum period of twelve months beyond the original approval time limit. The community development director may defer action on the extension and refer the

application to the planning commission. This provision shall not apply to property located within an overlay combining zoning district, as specified by Section 21.14.030.C.10 (Extensions).

2. Subsequent extensions of permits approved by the planning commission, beyond those allowed by the community development director, may only be approved, approved with modifications or denied by the planning commission.
3. Subsequent extensions of permits approved by the City Council, beyond those allowed by the community development director, may only be approved, approved with modification, or denied by the City Council.
4. Permit extension decisions may be appealed in compliance with Chapter 21.62, (Appeals).

SECTION 17. Major Changes: Subsection D (Major changes) of Campbell Municipal Code section 21.56.060 (Amendments to an Approved Project) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

D. Major changes.

1. Major changes include changes to the project involving features specifically described in subsection (C)(2) of this section, and as specified by a master use permit authorized by Section 21.14.030.C (Master use permit) and shall only be approved, modified, or denied by the decision-making body that originally approved the permit.
2. A major change request shall be processed in the same manner as the original permit or approval.

SECTION 18. Appeal of the Community Development Director's Decision: Subsection B (Appeal of community development director's decisions) of Campbell Municipal Code section 21.62.020 (Appeals from administrative decisions) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

B. Appeal of community development director's decisions. The applicant or any other interested party may file an appeal to the planning commission from any of the following decisions made by the community development director:

1. Administrative planned development permits;
2. Administrative site and architectural review permits;
3. Fence exceptions;
4. Notice of intent to record;
5. Parking modification permits;
6. Reasonable accommodation; ~~and~~
7. Tree removal permits~~.~~;

8. Conditional Use Authorization (in compliance with Section 21.14.030.C.4 (Administrative authority); and

9. Architectural Modification (in compliance with Section 21.14.030.C.4 (Administrative authority).

SECTION 19. Liquor Stores: Campbell Municipal Code section 21.36.110 (Liquor stores) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

21.36.110 - Liquor stores.

This section provides locational and operational standards for the establishment of off-site alcoholic beverage sales, in compliance with Article 2 (Zoning Districts), which shall be subject to the following criteria and standards, except for property located within an overlay combining zoning district subject to a master use permit authorized by Section 21.14.030.C (Master use permit):

A. Conditional use permit required. Off-site alcoholic sales establishments shall be allowed by conditional use permit, in compliance with Chapter 21.46, (Conditional Use Permits), and subject to all of the restrictions of the applicable zoning district.

B. Plans. Plot plans, landscaping and irrigation plans, and floor plans shall be subject to the approval of the planning commission.

C. Proximity to sensitive receptors. All off-site alcoholic sales establishments, except grocery stores, shall be separated from a park, playground, or school a minimum distance of 300 feet measured between the nearest property lines.

D. Proximity to other establishments. All off-site alcoholic establishments, except grocery stores, shall be a minimum of 500 feet from another such use, either within or outside the city.

E. Additional conditions. The planning commission may add additional conditions required to protect the public health, safety, and general welfare of the community.

F. Proximity to payday lenders. All off-site alcoholic establishments, except grocery stores, shall be a minimum of five hundred feet from any payday lender, either within or outside the city.

SECTION 20. Parking Spaces Required: Subsection A (Parking requirements by land use) of Campbell Municipal Code section 21.28.040 (Number of parking spaces required) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

A. Parking requirements by land use. Each land use shall be provided the number of parking spaces required by Table 3-1, (Parking Requirements by Land Use), except land uses located in the C-3 (Central Business District) zoning district, which are subject to Section 21.10.060, (C-3 (Central Business) zoning district), and those

located within an overlay combining zoning district subject to a master use permit authorized by section 21.14.030.C (Master use permit).

SECTION 21. Parking Modification Permit: Subsection A (Applicability) of Campbell Municipal Code Section 21.28.050 (Parking modification permit) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

A. Applicability. An application for a parking modification permit shall be required by the community development director in conjunction with an application for a land use permit or zoning clearance whenever a proposed use or structure does not provide the number of parking spaces required by this chapter or when the number of parking spaces for an existing use or building is reduced to a lesser number than required by this chapter, except for a development located within an overlay combining zoning district.

SECTION 22. Revocations and Modification: Section 21.68.020 (Hearing and Notice) of Campbell Municipal Chapter 21.68 (Revocations and Modifications) is amended as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

21.68.020 - Hearing and Notice.

A. Notice of noncompliance. The community development director may issue a notice of noncompliance for any failure to comply with a condition of a permit or for failure to comply with any code, law, ordinance, regulation, or statute of the city, State, or Federal governments, or if the use creates a nuisance.

B. Failure to comply with notice. If the noncompliance or nuisance is not abated, corrected, or rectified, in compliance with Municipal Code Chapter 6.10 (Nuisance Abatement and Property Maintenance Regulations) within the time specified in the notice, the community development director may set a date for a public hearing.

C. Appropriate decision-making body. The decision-making body that originally approved the permit may hold a public hearing to revoke or modify any permit granted in compliance with the provisions of this Zoning Code.

D. 10 days before hearing. Notice shall be delivered in writing to the applicant and owner of the property for which the permit was granted at least 10 days before the public hearing.

E. Deemed delivered. Notice shall be deemed delivered two days after being mailed, first class, to the owner as shown on the last equalized assessment roll adopted by the County of Santa Clara and to the project applicant, where the applicant is not the owner of the subject property.

F. Stay on further approvals. Should the community development director convene a public hearing pursuant to this chapter for a property located within an overlay combining zoning district subject to a master use permit authorized by section 21.14.030.C (Master use permit), no further land use approvals shall be granted

until all proceedings under this chapter have concluded or the instigating violation has been resolved.

SECTION 23. Decision-Making Table: Table 4-1 (Decision-Making Table) of Section 21.38.020 (Authority for land use and zoning decisions) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

Table 4-1
Decision-Making Body

Type of Permit or Decision	**Decision-making body and Role (1)**			
	Procedures are found in:	**Community Development Director (2)**	**Planning Commission**	**City Council**
Land Use Permits and other Development Entitlements				
Administrative Planned Development Permits	21.12.030	Decision	Appeal	Appeal
Administrative Site and Architectural Review Permits	21.42	Decision	Appeal	Appeal
Conditional Use Permits	21.46		Decision (5)	Appeal
Development Agreements	21.52		Recommend	Decision
Fence Exceptions	21.18.060	Decision	Appeal	
Home Occupation Permits	21.44	Issuance		
Parking Modification Permit (5)	21.28.050	Decision	Decision/Appeal	Decision/Appeal
Planned Development	21.12.030		Recommend	Decision

Permits				
Pre-applications	21.41	Comments(4)	Comments(4)	
Reasonable Accommodations	21.50	Decision	Appeal	Appeal
Sign Permits	21.30	Issuance(2)	Decision(2)	Decision(2) Appeal(2)
Site and Architectural Review Permits	21.42		Decision(5)	Appeal
Tree Removal Permits	21.32	Decision	Appeal	Appeal
Variances	21.48		Decision	Appeal
Zoning Clearances	21.40	Issuance		
Zoning Code Administration and Amendments				
General Plan Amendments	21.60		Recommend	Decision
Interpretations	21.02	Decision	Appeal	Appeal
Zoning Code Amendments	21.60		Recommend	Decision
Zoning Map Amendments	21.60		Recommend	Decision

Notes:

(1) "Recommend" means that the decision-making body makes a recommendation to a higher decision-making body; "issuance" means that the permit is a ministerial action that is issued by the decision-making body; "decision" means that decision-making body makes the final decision on the matter; "appeal" means that the decision-making body may consider and decide upon appeals to the decision of an earlier decision-making body, in compliance with Chapter 21.62, (Appeals).

(2) A sign permit that meets the minimum requirements of the sign regulations (Chapter 21.30) shall be reviewed and issued by the community development director. Off-site signs, readerboard signs and signs that exceed the minimum requirements of the sign regulations shall be reviewed by the planning commission and are appealable to the city council. Freeway-oriented signs shall be reviewed by the city council after recommendation by the planning commission. Signs for property located within an overlay combining zoning district subject to a master use permit authorized by section 21.14.030.C (Master use permit) are reviewed as a Zoning Clearance.

(3) The decision-making body for a parking modification permit is the decision-making body established for the accompanying land use permit application, except for properties located in the C-3 (Central Business District) zoning district, where the city council shall be the decision-making body.

(4) The pre-application process does not replace, but is ancillary to the land use application process and does not result in, nor can the planning commission or community development director, render a decision with regard to land use entitlements, and nothing contained in the process precludes either the community development director, planning commission or city council from approving or denying a subsequent formal land use application.

(5) Decision-making authority for Site and Architectural Review Permits and Conditional Use Permits is granted to the community development director for property located within an overlay combining zoning district subject to a master use permit authorized by section 21.14.030.C (Master use permit).

SECTION 24. Similar Uses: Subsection F (Allowable uses of land) of Campbell Municipal Code Section 21.02.020 (Rules of interpretation) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

F. Allowable uses of land. If a proposed use of land is not specifically listed in Article 2 (Zoning Districts) the use shall not be allowed, except as follows:

1. Similar uses allowed. The community development director may determine that a proposed use not listed in Article 2 or specified by a master use permit authorized by section 21.14.030.C (Master use permit) may be allowed as a permitted or conditional use, or is not allowed. A determination by the community development director that a use is not allowed may be appealed in compliance with Chapter 21.62 (Appeals). In making this determination, the community development director shall first find that:

   a. The characteristics of, and activities associated with the proposed use are equivalent to those of one or more of the uses listed in the zoning district as allowable, and will not involve a greater level of activity, dust, intensity, noise, parking, population density, or traffic generation than the uses listed in the zoning district;

b. The proposed use will meet the purpose/intent of the zoning district that is applied to the site; and

c. The proposed use will be consistent with the goals, objectives, and policies of the General Plan and any applicable specific plan.

2. Applicable standards and permit requirements. When the community development director determines that a proposed, but unlisted use is equivalent to a listed use, the proposed use will be treated in the same manner as the listed use in determining where the use is allowed, what permits are required, and what other standards and requirements of this Zoning Code apply.

SECTION 25. Definitions: Campbell Municipal Code Section 21.72.010 (Purpose) is amended to read as follows with underlining indicating new text and strikeouts (~~strikeout~~) indicating deleted text:

21.72.010 - Purpose.

This chapter provides definitions of terms and phrases used in this Zoning Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this chapter conflict with definitions in other provisions of the Municipal Code, these definitions shall control for the purposes of this Zoning Code, except those specified by a master use permit authorized by section 21.14.030.C (Master use permit). If a word is not defined in this chapter, or other provisions of the Municipal Code, the most common dictionary definition is presumed to be correct.

SECTION 26. Definition of Regional Commercial Center: Subsection R (DEFINITIONS, "R.") of Campbell Municipal Code Section 21.72.020 (Definitions of specialized terms and phrases) is amended to insert the following definition of "Regional Commercial Center" between the definitions of "Recycling facilities" and "Repair and maintenance, consumer products" to read as follows, with underlining indicating new text:

"Regional Commercial Center" means a group or cluster of retail businesses, offices, and hotel(s) sharing common pedestrian and off-street parking, and which are located on parcel(s) of land having the following characteristics:

3. Minimum area of twenty acres uninterrupted or undivided by public streets; and

4. Abutted on at least two sides by public streets that intersect at one corner of the commercial center, and by a freeway on one other side.

May consist of one or more legal parcels tied together by a binding legal agreement providing rights of reciprocal vehicular parking and access, and one or more ownerships.

SECTION 27. Definition of Owner's Association: Subsection O (DEFINITIONS, "O.") of Campbell Municipal Code Section 21.72.020 (Definitions of specialized terms and phrases) is amended to insert the following definition of "Owner's Association" after the definition of "Outdoor storage" to read as follows, with underlining indicating new text:

> Owner's Association means an organization established under State law operated in compliance with adopted covenants, codes, and restrictions (CCR's) or comparable instrument, which collectively represents individuals with fee interest in property within a subdivision, planned development, or condominium.

SECTION 28: This Ordinance shall become effective thirty (30) days following its passage and adoption and shall be published, one time within fifteen (15) days upon passage and adoption in the Campbell Express, a newspaper of general circulation in the City of Campbell, County of Santa Clara.

PASSED AND ADOPTED this _____ day of _____, 2016 by the following roll call vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:

APPROVED:

_____
Jason T. Baker, Mayor

ATTEST:

_____
Wendy Wood, City Clerk

RESOLUTION NO. ____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A MASTER USE PERMIT (PLN2015-358) TO ALLOW THE CONSTRUCTION OF A 100,000 SQUARE-FOOT OFFICE BUILDING (REDUCED TO 3-STORIES), FOUR RETAIL BUILDINGS CONSTITUTING 18,600 SQUARE-FEET, A 30,000 SQUARE-FOOT FITNESS FACILITY OR A 12,000 SQUARE-FOOT RETAIL/OFFICE BUILDING, EXPANSION OF THE EXISTING PARKING STRUCTURE (3 OR 5 STORIES), VARIOUS SITE IMPROVEMENTS, ALTERATIONS TO EXISTING BUILDINGS, ESTABLISHMENT OF A NEW LAND USE PROGRAM INCLUDING SPECIFYING PERMITTED AND CONDITIONAL USES, CONTINUED ALLOWANCE OF A SHARED PARKING PROGRAM, AND IMPLEMENTATION OF A TRANSPORTATION DEMAND MANAGEMENT PROGRAM (TDM) FOR THE PRUNEYARD SHOPPING CENTER AND OFFICES LOCATED AT **1875, 1887, 1901, 1919, 1995, & 1999 S. BASCOM AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to File No. PLN2015-358:

Environmental Finding

1. An Initial Study has been prepared for the Pruneyard Shopping Center and Offices Expansion Project ("Proposed Project") which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment.

Evidentiary Findings

1. The Project Site is The Pruneyard Shopping Center and Offices, a 27 acre multi-use property encompassing three professional office buildings, a hotel, a multi-building retail shopping center, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments and the Campisi Way terminus to the north.

2. The Project Site is within the C-2 (General Commercial) Zoning District and the C-2-O (General Commercial/Overlay) Combining Zoning District as depicted on the Campbell Zoning Map adopted pursuant to Campbell Municipal Code Section 21.040.030.

3. The Project Site is designated by the General Plan Land Use Diagram as *General Commercial*, which corresponds with the above referenced Zoning District designations.

4. The Pruneyard Shopping Center and Offices Expansion Project ("Proposed Project") consists of the following components:

   - **Zoning Map Amendment** (PLN2015-357): To amend the Campbell Zoning Map to rezone a portion of The Pruneyard from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Combining Zoning District for a consistent zoning designation over the entire property.
   - **Master Use Permit** (PLN2015-358): To allow the construction of a 100,000 square-foot (5-story) office building, four retail buildings constituting 18,600 square-feet, a 30,000 square-foot fitness facility *or* a 12,000 square-foot retail/office building, expansion of the existing parking structure (3 or 5 stories), various site improvements, alterations to existing buildings, establishment of a new land use program including specifying permitted and conditional uses, continued allowance of a shared parking program, and implementation of a transportation demand management program (TDM).
   - **Tentative Vesting Parcel Map** (PLN2015-77): To allow division of the property into three parcels.
   - **Tree Removal Permit** (PLN2015-335): To allow removal of on-site "protected" trees.
   - **Master Sign Plan with a Freeway Oriented Sign** (PLN2015-78): To allow a new comprehensive signage scheme including a freeway-oriented sign, an increase in sign area, height, and number.
   - **Zoning Text Amendment** (PLN2015-76): To revise various sections of the Campbell Zoning Code (Title 21 of the Campbell Municipal Code) to reference the land use program created by the Master Use Permit and to allow the signage proposed by the Master Sign Plan.

5. As noted above, the Master Use Permit is part of the overall Proposed Project and has been reviewed in conjunction with all other aspects of the Proposed Project.

6. The Master Use Permit is adopted pursuant to the provisions of the Overlay Combining Zoning District, which requires adoption of a Conditional Use Permit to create, establish, erect, construct, enlarge, place, or install any building, structure, or use.

7. Approval of a Zoning Code Amendment adopted by separate ordinance will amend the provisions of the Overlay Combining Zoning District to specify that the Conditional Use Permit for a regional commercial center shall be known as a "Master Use Permit". The proposed Master Use Permit will be consistent with the provisions of the Overlay Combining Zoning District with adoption of the aforementioned ordinance.

8. The Pruneyard Shopping Center and Offices meets the definition of a regional commercial center.

9. The entirety of Project Site will be within the Overlay Combining Zoning District with approval of a Zoning Map Amendment adopted by separate ordinance.

10. The Overlay Combining District is intended to provide modifications, additions and limitations to zoning districts to meet special conditions and situations concerning properties within such zoning districts that cannot otherwise be treated satisfactorily.

11. The multi-use nature of The Pruneyard Shopping Center and Offices, including a retail shopping center, a hotel, and three office buildings, its shared parking arrangement between the different uses, the incremental development over several decades, as well as the overall scale of the Project Site, constitute a special condition and situation.

12. By provision of a numeric maximum for liquor licenses with the Master Use Permit, it is affirmatively determined that there is not an overconcentration of alcohol service establishments or an undue proximity of off-site alcoholic sales establishments within The Pruneyard.

13. The Planning Commission has considered traffic safety, traffic congestion, and site circulation, including the effect of the site development plan on traffic conditions on abutting streets, the layout of the site with respect to locations and dimensions of vehicular and pedestrian entrances, exit driveways and walkways, the arrangement and adequacy of off-street parking facilities to prevent traffic congestion, the location, arrangement and dimensions of truck loading and unloading facilities, the circulation patterns within the boundaries of the development; and the surfacing and lighting of off-street parking facilities.

14. The Planning Commission has also considered landscaping improvements, including the the location, height and material of walls, fences, hedges, and screen plantings to insure harmony with adjacent development or to conceal storage areas, utility installations or other unsightly development, the planting of ground cover or other surfacing to prevent dust and erosion; and the unnecessary destruction of existing healthy trees.

15. The Planning Commission has also considered the building and site layout, including thee general silhouette and mass of buildings, including location on the site, elevations and relation to natural plant coverage, all in relationship to the neighborhood, the exterior design of buildings in relation to adjoining structures in height, bulk, and area openings, breaks in the facade facing on the street, line and pitch of roof, and arrangement of structures on the parcel, and special conditions and situations concerning the property and the adjoining properties.

16. Consideration of the above referenced matters includes the preparation and conclusions of professional reports prepared for the Proposed Project, including a Traffic Impact Analysis (TIA), a Site Plan Evaluation (within the TIA), a Parking Demand and Supply Analysis (peer-reviewed by the TIA consultant), and a report by the City's Architectural Advisor.

17. Consideration of the above referenced matters also reflects an understanding that the parking within the Project Site operates under a shared parking scheme that accounts for daily variability among differing land uses. As demonstrated by the Parking Demand and Supply Analysis and as confirmed by the Traffic Impact Analysis, the Project Site will be adequately parked.

18. Properties within the Overlay Combining Zoning District are not subject to the City's standard parking requirements due to the special conditions and situations; therefore, a Parking Modification Permit is not necessary

19. The approval duration of the Master Use Permit is consistent with the Campbell Municipal Code that provides one (1) year per phase. Since the applicant's right to seek an extension of the approval duration subsequent to Project Approval is not impaired, no substantial loss of property rights exist.

20. The Master Use Permit, specifically including its land use program, is consistent with purpose and intent the *General Commercial* Land Use Designation.

21. The Master Use Permit is consistent with General Plan goal, policies, and strategies for the Pruneyard/Creekside, listed below, by substantially improving the aesthetic character and pedestrian-orientation of The Pruneyard, strengthening the center's linkage to Downtown Campbell, enhancing the connection to the Los Gatos Creek Trail, activating the southwest corner adjacent to the new "portals" opening with the new office and retail buildings, taking advantage of development capacities within an appropriately designated part of the City, sharing parking facilities amongst different uses, and maintaining consistency with the adopted land use maximums.

Goal LUT-14:	The Pruneyard/ Creekside Area as an active, connected “urban village” with a mixture of commercial, office, residential, entertainment and recreational uses functioning as a community and regional focal point.
Policy LUT-14.1:	Area Plan: Develop an Area Plan for the Pruneyard / Creekside Commercial District.
Policy LUT-14.2:	Development Intensities: Allow higher development intensities within the Pruneyard / Creekside area.
Strategy LUT-14.2a:	Maximum Height: Allow new buildings and redeveloped buildings to develop at the maximum height in the Pruneyard/Creekside Area, subject to traffic and environmental constraints.
Strategy LUT-14.2b:	Floor Area Ratio (FAR): Allow a maximum FAR of 2.0 for new development or redevelopment within the Pruneyard/Creekside Area.
Policy LUT-14.3:	Physically Connected: Encourage new development in the Pruneyard/Creekside Area that is physically connected to existing development and oriented towards the creek trail with appropriate setbacks, and that provides logical connections and access to the creek trail.
Strategy LUT-14.3d:	Links to Los Gatos Creek: Ensure that new development provides visual and pedestrian linkages with Los Gatos Creek.
Strategy LUT-14.4a:	Floor Area Ratio: Allow sites of greater than 3 acres to maximize densities of up to 2.0 FAR for non-residential uses and up to a maximum residential density of 27 units per gross acre. Project densities on parcels of smaller size will be reduced on a sliding scale as indicated below:

Minimum Acres	Maximum FAR	Allowable Density Range
Up to .99	.30	Up to 8 du/acre
1.0 to 1.99	.50	8 to 16
2.0 to 2.99	1.0	8 to 21
3.0 and above	2.0	8 to 27

Strategy LUT-14.4d: Parking Facilities: Joint use of parking facilities may be utilized with mixed-use development formats on larger parcels.

Policy LUT-14.5: Building Orientation: Orient buildings toward public streets. New buildings on corner lots should frame the intersection through the use of reduced setbacks where necessary for access, facades that incorporate prominent entries, windows, design details and landscaping.

Strategy LUT-14.5b: Non-residential Entries: Orient entries of non-residential developments toward the public street and provide street-level windows and glass front display bays for all street-level office and retail.

Strategy LUT-14.5c: Parking Lots: Encourage parking lots at the side of or rear of, or below buildings. Parking lots are strongly discouraged between buildings and the sidewalk.

Strategy LUT-14.6b: Ground Floor Retail Uses: Ensure ground floor retail uses on Bascom and Hamilton Avenues, with vibrant street level elevations.

Strategy LUT-14.6c: Decorative Features: Development projects should incorporate decorative features including plazas that incorporate amenities such as public art, special paving, tile, and fountains.

22. The Master Use Permit is also consistent with the following General Plan strategies and policies with regards to the appropriate type, intensity, and location of development, provision of transportation features and programs, suitable pedestrian and bicycle access and amenities, safe and efficient site layout, creative and high quality architectural design, pedestrian-oriented urban form, maintaining a balanced mix of uses, implementation of public improvements, and provision of a variety of uses within the community.

Strategy LUT-1.5a: Transit-Oriented Development: Encourage transit-oriented development including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity, and mix of land uses with transportation resources, such as Light Rail.

Strategy LUT-1.5d: Higher Floor Area Ratios (FARs): Develop provisions for allowing higher FARs in new projects that provide a mix of uses, maintain a jobs/housing balance or are located within proximity to Light Rail.

Strategy LUT-1.5f: Transportation Impact Mitigation: development that impacts the transportation system. Evaluate the establishment of a Complete Streets Impact fee policy to be imposed on new development and applied toward improving the City's multimodal transportation system.

Strategy LUT-2.1c: Bicycle Facilities: Require adequate and secure bicycle facilities at employment centers, activity centers, and residential projects.

Strategy LUT-2.1k: Private Development: Developers will be required to make public improvements related to their project to improve and enhance bicycle, pedestrian and transit opportunities consistent with City policy.

Strategy LUT-2.1q: Transportation Demand Management (TDM): For new employment centers require TDM site design measures including carpool and van pool parking, bicycle storage, and discounted public transit programs.

Strategy LUT-2.3a: Intersection Level of Service: To the extent possible, maintain level of service (LOS) on designated intersections consistent with the Santa Clara County Congestion Management Plan.

Policy LUT-2.4: Jobs and Housing Balance: Maintain Campbell's balance of jobs and housing units to encourage residents to work in Campbell, and to limit the impact on the regional transportation system.

Strategy LUT-2.4a: Full Range of Land Uses: Provide for a full range of land uses within the City, and for mixed-uses within specific development projects

Policy LUT-5.3: Variety of Commercial and Office Uses: Maintain a variety of attractive and convenient commercial and office uses that provide needed goods, services and entertainment

Strategy LUT-5.3b: Minimal Setbacks: Design commercial and office buildings city-wide to have minimal setbacks from the sidewalk except to allow for pedestrian oriented features such as plazas, recessed entryways, and wider sidewalks for outdoor cafes. Discourage parking areas between the public right-of way and the front façade of the building.

Strategy LUT-5.3c: Revitalization of Shopping Centers: Encourage the maintenance and revitalization of commercial shopping centers.

Strategy LUT-5.3d: Commercial Centers: Review the design, use and upgrading of commercial centers via the discretionary permit process, and ensure that conditions of approval are adopted that require businesses to be well kept and operated in a way that limit impacts to adjacent uses.

Strategy LUT-7.2n: Consistency with Plans: Ensure that new development and substantial remodeling projects are consistent with Specific Plans, Area Plans, City Standard Details and adopted Streetscape Standards to create cohesive design.

Strategy LUT-9.1c: Land Use Objectives and Redevelopment Plans: Permit only those uses that are compatible with land use objectives and redevelopment plans.

Policy LUT-9.3: Design and Planning Compatibility: Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces and natural resources.

Strategy LUT-9.3d: Building Design: Design buildings to revitalize streets and public spaces by orienting the building to the street, including human scale details and massing that engages the pedestrian.

Strategy LUT-9.3e: Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.

Strategy LUT-9.3f: Development Orientation: Orient new development toward public and private amenities or open space, in particular:

- Orient high activity areas such as outdoor dining areas and plazas, and major pedestrian routes toward the amenity or open space.

Strategy LUT-9.3g: Pedestrian Amenities: Incorporate pedestrian amenities such as plazas, landscaped areas with seating, pedestrian walkways into new developments.

Strategy LUT-9.3i: Master Plan of Phased Sites: Ensure developers of phased multi-building complexes provide a master plan demonstrating how the entire site will be developed.

Strategy LUT-10.2a: Streetscape Standards: Implement Streetscape Standards with landscaped boulevard treatment on arterial streets, and implement the installation of street trees per the Standard Street Improvements.

Strategy LUT-11.1d: Bicycle and Pedestrian Connections in Development: Encourage new or redeveloping projects to provide logical bicycle and pedestrian connections on site, between parking areas, buildings, and street sidewalks and to existing or planned public right-of-way facilities and encourage pedestrian passages between street-front sidewalks and rear-lot parking areas. Ensure that the bicycle and pedestrian connections interface safely.

Policy LUT-11.2: Services Within Walking Distance: Encourage neighborhood services within walking distance of residential uses.

Strategy LUT-12.1c: Parking Lot Design: Design parking lots to minimize impacts on the street system by providing adequate sized driveways, sufficient queuing and efficient circulation.

Strategy LUT-13.1: Variety of Uses: Attract and maintain a variety of uses that create an economic balance within the City while maintaining a balance with other community land use needs, such as housing and open space, and while providing high quality services to the community.

Strategy LUT-13.1c: Fiscal Effects of Land Use: Evaluate the fiscal effects of different land uses on City revenues and services.

23. The proposal for a 5-story, 75-foot tall office building is not consistent with General Plan Strategy LUT-14.6, below, which specifically notes that building heights should be reduced towards the adjacent streets, with taller buildings located within the interior of the Pruneyard/Creekside area. The height of the proposed office building is in conflict with this strategy. As such, it is necessary to condition a requirement to reduce the height of the office building.

Strategy LUT-14.6a: Building Heights: Locate taller buildings toward Highway 17 and the center of the Pruneyard/Creekside area. Building heights should be reduced as building forms approach Hamilton Avenue, Bascom Avenue, Campbell Avenue and the Creek Trail.

24. The East Campbell Avenue Master Plan, which extends along the south-side of East Campbell Avenue to Union Avenue, across the street from The Pruneyard, includes a maximum height development standard of 45 feet, which has been determined to be consistent with the East Campbell Avenue corridor. Requiring the office building to be reduced in height to 45 feet would provide a greater degree compatibility with the existing development in the vicinity and future development along East Campbell Avenue.

25. The required reduction in height to the approved office building does not reduce the entitled square-footage granted by the Master Use Permit. A 100,000 square-foot office building can be constructed at three stories with wider floor plates and will be required to provide the same amount of parking as proposed.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The uses (permitted and conditional) allowed by the Master Use Permit are allowed within the C-2 General Commercial Zoning District, and comply with all other applicable provisions of this Zoning Code and the Campbell Municipal Code;

2. The Master Use Permit is consistent with the General Plan;

3. The Project Site is adequate in terms of size and shape to accommodate the fences and walls, landscaping, parking and loading facilities, yards, and other development features required in order to integrate the use with uses in the surrounding area;

4. The Project Site is adequately served by streets of sufficient capacity to carry the kind and quantity of traffic the use would be expected to generate;

5. The design, location, size, and operating characteristics of the development approved by the Master Use Permit are compatible with the existing and future land uses on-site and in the vicinity of the subject property;

6. The establishment, maintenance, or operation of the Master Use Permit on the Project Site will not be detrimental to the comfort, health, morals, peace, safety, or general welfare of persons residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city;

7. The Master Use Permit will aid in the harmonious development of the immediate area;

8. The Master Use Permit is consistent with applicable adopted design guidelines;

9. The Master Use Permit will not result in an over concentration of liquor establishments uses in the surrounding area;

10. The Master Use Permit will not create a nuisance due to litter, noise, traffic, vandalism, or other factors;

11. The Master Use Permit will not significantly disturb the peace and enjoyment of the nearby residential neighborhood; and

12. The Master Use Permit will not significantly increase the demand on city services.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of a Master Use Permit (PLN2015-358), included in attached **Exhibit B**, allow the construction of a 100,000 square-foot office building (reduced to three-stories), four retail buildings constituting 18,600 square-feet, a 30,000 square-foot fitness facility or a 12,000 square-foot retail/office building, expansion of the existing parking structure (3 or 5 stories), various site improvements, alterations to existing buildings, establishment of a new land use program including specifying permitted and conditional uses, continued allowance of a shared parking program, and implementation of a transportation demand management program (TDM), for The Pruneyard Shopping Center and Offices, located at **1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue**, subject to the attached recommended Conditions of Approval (attached **Exhibit A**).

PASSED AND ADOPTED this 13th day of September, 2016, by the following roll call vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners
ABSTAIN: Commissioners:

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

RECOMMENDED CONDITIONS OF APPROVAL
Master Use Permit (PLN2015-358)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

1. Approval of Master Use Permit: Approval is granted for a Master Use Permit (PLN2015-358) to allow the construction of a 100,000 square-foot office building (reduced to 3-stories), four retail buildings constituting 18,600 square-feet, a 30,000 square-foot fitness facility or a 12,000 square-foot retail/office building, expansion of the existing parking structure (3 or 5 stories), various site improvements, alterations to existing buildings, establishment of a new land use program including specifying permitted and conditional uses, continued allowance of a shared parking program, and implementation of a transportation demand management program (TDM) for The Pruneyard Shopping Center and Offices located at **1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue**.

2. Approved Development Plans. The Master Use Permit incorporates by reference and inclusion as Appendix A, those Development Plans dated as received by the City of Campbell Planning Department on April 29, 2016, consisting of architectural and landscape drawings prepared by Lowney Architecture and civil drawings prepared by HMH. The project shall substantially conform to the Approved Development Plans, which illustrate the construction of new structures, architectural alterations to existing structures, reconfiguration of the site layout, and hardscape and landscaping improvements, as authorized by the Master Use Permit, except as required by Condition of Approval No. 7.

3. Conformance with Master Use Permit: The Master Use Permit shall be the principal land use instrument which governs the use of all land within The Pruneyard Shopping Center and Offices and by which all approved structures shall be constructed, all existing structures shall be improved, and how the properties shall be maintained subject to the applicable standards and provisions of the Master Use Permit.

4. Approval Effectiveness: Approval of the Master Use Permit shall not be effective until Ordinance No. 22__ and 22__are effective (30 days following passage and adoption).

5. Establishment of the Master Use Permit: The Master Use Permit shall be "established" upon issuance of a building permit for Phase 1 (A/B) in compliance with Campbell Municipal Code Section 21.56.030.B.1 (Issuance of Building Permit), at which time the Master Use Permit shall be controlling.

6. Approval Duration/Phasing: Development approved by the Master Use Permit may commence according to the pre-approved phasing and duration periods as specified by the Master Use Permit. Extensions to the approval/phasing periods shall be processed as an Amendment to the Master Use Permit.

7. Redesign of Office Building: Prior to issuance of building permits for Phase 3, the applicant shall submit revised architectural and site improvement drawings for the approved 100,000 square-foot office building 'O1,' depicting a reduction in height to three-stories (45-feet) and expansion of the underground parking garage to maintain the same number of parking stalls. The drawings shall be considered as an 'Architectural Modification' by the Community Development Director, as authorized by the Master Use Permit. The Community Development Director may forward consideration of the 'Architectural Modification' to the Planning Commission.

8. Master Sign Plan: As approved by separate action, the "final" Master Sign Plan is hereby incorporated by reference into the Pruneyard Master Use Permit by inclusion as Appendix B. Review and approval of signs shall be in compliance with the provisions of the Master Use Permit.

9. Public Improvement Requirements: Approval of the Master Use Permit incorporates by reference all Conditions of Approval of the associated Vesting Tentative Parcel Map.

10. Planning Mitigation Monitoring Fee: Prior to issuance of a building permit for Phase 1 A/B, the applicant shall pay a $5,000 Mitigation Monitoring Fee to ensure compliance with the mitigation monitoring.

11. Mitigation Measures: The approved project shall incorporate all Mitigation Measures identified in the Mitigated Negative Declaration, as restated below for reference:

    - ***Mitigation Measure AES-1****:* Prior to submittal of a building permit for the parking garage expansion, the applicant shall submit a photometric analysis prepared by a qualified professional that analyzes stationary and mobile (vehicular) light sources from within the expanded garage onto the adjacent residential property. The analysis shall provide design recommendations as necessary to ensure that new light emissions comply with the City's Lighting Design Standards (CMC Sec. 21.18.090). The construction drawings for the parking garage shall incorporate the design recommendations of the photometric analysis.

    - ***Mitigation Measure AQ-1****: BAAQMD Basic Dust Control Measures*. The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's basic fugitive dust control measures, including:

        - All exposed surfaces (e.g., unpaved parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
        - All haul trucks transporting soil, sand, or other loose material off site shall be covered.

- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- A publically visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action with 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

- ***Mitigation Measure AQ-2****: BAAQMD Basic Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to reduce construction-related exhaust emissions:
  - Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
  - All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- ***Mitigation Measure AQ-3****: Implement BAAQMD Enhanced Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to further reduce construction-related exhaust emissions:
  - All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
    - Where access to alternative sources of power are available, portable diesel engines shall be prohibited; and
    - All off-road equipment shall have:
      - Engines that meet or exceed either USEPA or CARB Tier 2 off-road emission standards, and
      - Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such are available.

- ***Mitigation Measure BIO-1***: If tree removal or ground disturbance activities are scheduled to commence during the breeding season (February 1st through August 31st), a pre-construction nesting bird survey shall be conducted by a qualified biologist to identify possible nesting activity of protected or special-status birds within 15 days prior to such activities. If nesting activity is identified during the survey, a construction-free buffer of suitable dimensions must be established around any active raptor and migratory bird nest (up to 250 feet, depending on the location and species) for the duration of the project, or until it has been determined that the chicks have fledged and are foraging independently from their parents.

- ***Mitigation Measure BIO-2****:* All trees to be removed shall be replaced as noted by the following table. The required replacement trees, of species to be approved by the Community Development Director, shall be specifically indicated on the final landscaping plan submitted in association with site improvement drawings:

Trunk Size of Removed Tree measured at 4 feet above grade	**Replacement Ratio Required (per tree removed)**	
Diameter (in inches)	**Number of replacement trees**	**Minimum Size**
Less than 12	1	5-gallon
12 to 24	1	24 inch box
greater than 24	1	36 inch box

- ***Mitigation Measure CUL-1***: If archaeological or paleontological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity.

- ***Mitigation Measure CUL-2***: In the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The City and the Santa Clara County Coroner's office shall be notified. If deemed prehistoric, the Coroner's office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.

- ***Mitigation Measure GEO-1***: Applications for a building permit shall include a geotechnical report prepared by a licensed engineer specializing in soils

mechanics containing foundation and retaining wall design recommendations, to the satisfaction of the Building Official.

- ***Mitigation Measure HWQ-1****:* The construction contractor shall implement the best management practices of the Santa Clara Valley Nonpoint Source Pollution Control Program, "Blueprint for a Clean Bay".

- ***Mitigation Measure NOISE-1***: Prior to submittal of a building permit for the garage expansion, the applicant shall have an environmental noise assessment study prepared to analyze how potential sound generation from the expanded garage may affect the adjoining residential property. If the study indicates that the new sound generated by the garage expansion will increase noise exposure to the apartment building beyond both existing levels and the Campbell Residential (Stationary) Noise Standard (CMC Sec. 21.16.070.E.1), the study shall also provide recommended design and/or operational measures as necessary to reduce the noise exposure to current levels or the Campbell Residential (Stationary) Noise Standard, whichever is greater. These measures shall then be incorporated into the final design and operation of the garage expansion.

- ***Mitigation Measure NOISE-2***: All construction activity shall adhere to the following standards:

  - Construction activity shall occur during the prescribed hours and subject to the standards set forth by Campbell Municipal Code Sec. 18.04.052 (Hours of Construction - Time and Noise Limitations).
  - All construction equipment with internal combustion engines used on the project site shall be properly muffled and maintained in good working condition.
  - Unnecessary idling of internal combustion engines shall be strictly prohibited.
  - All stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors such as existing residences and businesses.
  - Prior to the issuance of building permits, the project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street so that the contractor can be made aware of noise complaints.

- ***Mitigation Measure NOISE-3***: Construction equipment, vehicles, and workers associated with the development of the project shall not be permitted to park on any residential street. Prior to issuance of a building permit, the applicant shall prepare a construction staging plan indicating the placement of materials and vehicles on the project site.

EXHIBIT B

PLACEHOLDER

MASTER USE PERMIT | THE PRUNEYARD

Planning Commission Recommendation Draft

RESOLUTION NO. ____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A TENTATIVE VESTING PARCEL MAP (PLN2015-77) TO ALLOW A THREE-LOT SUBDIVISION OF THE PRUNEYARD SHOPPING CENTER AND OFFICES PROPERTY, LOCATED AT **1875, 1887, 1901, 1919, 1995, & 1999 S. BASCOM AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to File No. PLN2015-77:

Environmental Finding

1. An Initial Study has been prepared for the Pruneyard Shopping Center and Offices Expansion Project ("Proposed Project") which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment.

Evidentiary Findings

1. The Project Site is The Pruneyard Shopping Center and Offices, a 27 acre multi-use property encompassing three professional office buildings, a hotel, a multi-building retail shopping center, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments and the Campisi Way terminus to the north.

2. The Project Site is within the C-2 (General Commercial) Zoning District and the C-2-O (General Commercial/Overlay) Combining Zoning District as depicted on the Campbell Zoning Map adopted pursuant to Campbell Municipal Code Section 21.040.030.

3. The Project Site is designated by the General Plan Land Use Diagram as *General Commercial*, which corresponds with the above referenced Zoning District designations.

4. The Pruneyard Shopping Center and Offices Expansion Project ("Proposed Project") consists of the following components:

    - **Zoning Map Amendment** (PLN2015-357): To amend the Campbell Zoning Map to rezone a portion of The Pruneyard from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Combining Zoning District for a consistent zoning designation over the entire property.

- **Master Use Permit** (PLN2015-358): To allow the construction of a 100,000 square-foot (5-story) office building, four retail buildings constituting 18,600 square-feet, a 30,000 square-foot fitness facility *or* a 12,000 square-foot retail/office building, expansion of the existing parking structure (3 or 5 stories), various site improvements, alterations to existing buildings, establishment of a new land use program including specifying permitted and conditional uses, continued allowance of a shared parking program, and implementation of a transportation demand management program (TDM).
- **Tentative Vesting Parcel Map** (PLN2015-77): To allow division of the property into three parcels.
- **Tree Removal Permit** (PLN2015-335): To allow removal of on-site "protected" trees.
- **Master Sign Plan with a Freeway Oriented Sign** (PLN2015-78): To allow a new comprehensive signage scheme including a freeway-oriented sign, an increase in sign area, height, and number.
- **Zoning Text Amendment** (PLN2015-76): To revise various sections of the Campbell Zoning Code (Title 21 of the Campbell Municipal Code) to reference the land use program created by the Master Use Permit and to allow the signage proposed by the Master Sign Plan.

5. As noted above, the Tentative Vesting Parcel Map is part of the overall Proposed Project and has been reviewed in conjunction with all other aspects of the Proposed Project.

6. The Tentative Vesting Parcel Map is being approved concurrently with and subject to The Pruneyard Master Use Permit.

7. The Tentative Vesting Parcel Map will allow the creation of three parcels separately accommodating the hotel, the office buildings, and shopping center buildings.

8. The Tentative Vesting Parcel Map is consistent with the C-2-O (General Commercial/Overlay) Combining Zoning District and the *General Plan* Land use designation.

9. As part of the Tentative Vesting Parcel Map, a "Declaration of Covenants, Restrictions, and Easements," also referred to as the "Center Declaration," will be recorded, which will establish an owner's association (known as the "Center Association") for The Pruneyard. The Center Association will manage common areas, which will be defined as all areas outside of the envelope of the retail, hotel, and office structures, including parking lots, the parking garage, landscaping, plaza areas, and walkways. In this manner, each ownership interest can focus on its specialization while overall management of The Pruneyard, in terms of security, maintenance, and parking, can be coordinated by the Center Association. Establishment of the Center Association also creates a single entity with which the City can coordinate implementation of the Master Use Permit.

10. The subdivision of The Pruneyard by the Tentative Vesting Parcel Map will be coordinated with both the physical development of the property and a long-term plan for its operation and maintenance pursuant to a Master Use Permit adopted by separate action. The Master Use Permit establishes a comprehensive framework for The Pruneyard that in addition to providing the parameters for the development will also provide a cohesive structure intended to bind all the property owners together for the mutual benefit of The Pruneyard by imposing joint responsibility and an obligation to cooperate with each other and the City.

11. Without the concurrent approval of the Master Use Permit, the Tentative Vesting Parcel Map could not be supported by the City as subdivision of The Pruneyard would limit the long-term development potential of the site by constraining the location and type of new development due to creation of new property lines.

12. The three parcels that will be created will have frontage upon a public street, specifically, Bascom Avenue, East Campbell Avenue, and Campisi Way.

13. The City's approval of Tentative Vesting Parcel Map is subject to implementation of various public improvements, including dedication of land and construction and/or rehabilitation of public facilities (e.g., driveway cuts, ramps, sidewalks, streetlights, etc.) and payment of monetary contributions to future public improvements, consistent with the City's authority under the Subdivision Map Act and Chapter 11.24 (Street Improvements) of the Campbell Municipal Code.

14. The required public improvements and monetary contributions further the following General Plan policies and strategies

Strategy LUT-1.4d:	Through Traffic on Arterials: Design and maintain regional arterial streets to efficiently accommodate through traffic.
Strategy LUT-1.5f:	Transportation Impact Mitigation: Development that impacts the transportation system. Evaluate the establishment of a Complete Streets Impact fee policy to be imposed on new development and applied toward improving the City's multimodal transportation system.
Policy LUT-2.1:	Multi-modal Transportation: Develop and implement a multi-modal transportation network that balances transportation options aimed at reducing automobile traffic and greenhouse gas emissions while promoting healthier travel alternatives for all users.
Strategy LUT-2.1b:	Bicycle Plan Implementation: Use the development review process and the Capital Improvement Program to identify opportunities to implement bicycle connections, parking, storage and other related improvements.
Strategy LUT-2.1i:	Street Design and Improvements: Design streets and sidewalks so as to provide a comfortable, accessible and safe pedestrian experience.
Strategy LUT-2.1c:	Bicycle Facilities: Require adequate and secure bicycle facilities at employment centers, activity centers, and residential projects.
Strategy LUT-2.1k:	Private Development: Developers will be required to make public improvements related to their project to improve and enhance bicycle, pedestrian and transit opportunities consistent with City policy.

Strategy LUT-2.2a: Roadways for a Variety of Users: Design roadway space for a variety of users, including motor vehicles, transit vehicles, bicycles, and pedestrians when constructing or modifying roadways.

Strategy LUT-2.3a: Intersection Level of Service: To the extent possible, maintain level of service (LOS) on designated intersections consistent with the Santa Clara County Congestion Management Plan.

Strategy LUT-7.2a: Public Improvements Installation: Develop and adopt an ordinance ensuring that property owners of new, infill and substantial remodeling development projects install, upgrade or repair street and public improvements adjacent to the subject property, where and when appropriate.

Strategy LUT-7.2g: Landscaped and Tree Lined Streets: Provide attractive, user friendly, tree-lined streets and install creative landscaping in street improvement projects, where feasible.

Strategy LUT-7.2h: Consistent Right-of-Way Treatment: Design consistent right-of-way treatment on individual streets.

Strategy LUT-7.2l: Street Trees: Where sidewalks are directly adjacent to curbs and no planting strip exists, explore ways to add planting pockets with street trees and water efficient landscaping to increase shade and reduce the apparent width of wide streets.

Strategy LUT-7.2n: Consistency with Plans: Ensure that new development and substantial remodeling projects are consistent with Specific Plans, Area Plans, City Standard Details and adopted Streetscape Standards to create cohesive design.

Strategy LUT-7.3a: Consistency with Plans: Intersection Design: Incorporate pedestrian and bicycle features and auto safety components in intersection design and improvement projects, such as curb cuts to accommodate bicycle trailers, bicycle crossing buttons at traffic signals, appropriately designed bulb-outs to shorten pedestrian crossings but still facilitating bicyclists, and bicycle sensors at major intersections. Develop a comprehensive policy incorporating strategies that facilitate the movement of pedestrians and bicyclists through intersections that includes periodic safety risk evaluations and corresponding safety measures.

Strategy LUT-7.3b: Street Lighting: Install, maintain, and repair city-wide street lighting as needed (some Area Plans have specific lighting standards). Encourage the use of new energy efficient lighting technologies

Strategy LUT-7.3c: Traffic Control Devices: Ensure traffic control devices function properly.

Strategy LUT-10.2a: Streetscape Standards: Implement Streetscape Standards with landscaped boulevard treatment on arterial streets, and implement the installation of street trees per the Standard Street Improvements.

Strategy LUT-11.1d: Bicycle and Pedestrian Connections in Development: Encourage new or redeveloping projects to provide logical bicycle and pedestrian connections on site, between parking areas, buildings, and street sidewalks and to existing or planned public right-of-way facilities and encourage pedestrian passages between street-front sidewalks and rear-lot parking areas. Ensure that the bicycle and pedestrian connections interface safely.

Strategy LUT-11.1d: Americans with Disabilities Act (ADA): Address the needs of people with disabilities and comply with the requirements of the ADA during the planning and implementation of transportation and parking improvement projects.

15. The Tentative Vesting Parcel Map has been distributed to local agencies, including Pacific Gas and Electric, West Valley Sanitation District, Santa Clara Valley Transportation Authority and the Santa Clara Valley Water District.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The Tentative Vesting Parcel Map is consistent with the General Plan and Zoning Ordinance of the City.

2. The Tentative Vesting Parcel Map does not impair the balance between the housing needs of the region and the public service needs of its residents and available fiscal and environmental resources.

3. The Tentative Vesting Parcel Map provides, to the extent feasible, for future passive or natural heating and cooling opportunities.

4. The development and uses that will be facilitated by the Tentative Vesting Parcel Map will be compatible with the General Plan of the City and will aid in the harmonious development of the immediate area.

5. There is a reasonable relationship and a rough proportionality between the Conditions of Approval and the impacts of the project.

6. There is a reasonable relationship between the use of the fees imposed upon the project and the type of development project.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of Tentative Vesting Parcel Map to allow a three-lot subdivision of The Pruneyard Shopping Center and Offices property, located at **1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue**, subject to the attached recommended Conditions of Approval (attached **Exhibit A**).

PASSED AND ADOPTED this 13th day of September, 2016, by the following roll call vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners
ABSTAIN: Commissioners:

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

RECOMMENDED CONDITIONS OF APPROVAL
Tentative Vesting Parcel Map (PLN2015-77)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

1. Approved Project: Approval is granted for a Tentative Vesting Parcel Map to allow a three-lot subdivision of The Pruneyard Shopping Center and Offices property, located **1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue**. The Parcel Map shall substantially conform to the Tentative Vesting Parcel Map (and associated civil sheets), included within the Revised Project Plans (Sheet TM-1 and TM-2), dated as received by the Planning Division on April 29, 2016 except as may be modified by the Conditions of Approval herein and as necessary to maintain consistency with the Pruneyard Master Use Permit.

2. Approval Expiration: The Tentative Vesting Parcel Map approval is valid for a period of two years from the date of City Council action. Recordation of a Parcel Map, in compliance with the provisions of the Master Use Permit, shall occur within the two-year approval period.

3. Master Use Permit: The Tentative Vesting Parcel Map is contingent upon approval of the Pruneyard Master Use Permit. A Parcel Map shall not be recorded if the Master Use Permit is voluntary or involuntary revoked, or held to be invalid or void by a court of competent jurisdiction.

4. Required Improvements: As specified by The Pruneyard Master Use Permit, building permits for Phase 1 A/B of the approved project shall be issued and separation of the hotel structure, as required by the California Building Code, shall be completed, prior recordation of the Parcel Map.

5. Declaration of Covenants, Restrictions, and Easements: Recordation of a Parcel Map is contingent upon establishment and concurrent recording of a Declaration of Covenants, Restrictions and Parking Easements ("Pruneyard Declaration") providing for an owner's association (Center Association) which shall manage all property identified as 'Common Areas' on Sheet A1.16 (Common Area Diagram) of the Approved Development Plans, and naming the City of Campbell as a third-party beneficiary, as more specifically described in the "Summary of Proposed Documentation for the Pruneyard Campbell Subdivision" memorandum from Hanna & Van Atta, dated August 11, 2015. Prior to recordation of the Parcel Map, the Pruneyard Declaration shall be reviewed by the City Attorney and Community Development Director for consistency with the provisions and requirements of the Master Use Permit and the aforementioned Hanna & Van Atta memorandum.

The Pruneyard Declaration shall be considered a component of the Master Use Permit, incorporated by reference and inclusion as Appendix C. All material revisions, amendments, or addendums to the Pruneyard Declaration shall require approval of the City Attorney and Community Development Director to verify consistency with the Master Use Permit.

PUBLIC WORKS DEPARTMENT

7. Response Letter: Upon submittal of the Parcel Map, the Street Improvement Plans and the Grading and Drainage Plans, the applicant shall provide an itemized response letter verifying that all the Public Works Conditions of Approval have been met.

8. Parcel Map: The applicant shall submit a Parcel Map for recordation upon approval by the City, pay various fees/deposits and submit the map in a digital format acceptable to the City.

9. Covenants, Conditions, and Restrictions: Upon submittal of the Parcel Map, provide a draft of the CC&Rs for review by the City prior to recordation of the Parcel Map. Maintenance of the stormwater treatment and cross-easement facilities shall be part of the CC&Rs. Additional language shall be added for areas where biotreatment facilities will be constructed in designated easement areas. The CC&R's shall be recorded concurrently with the Parcel Map.

10. Preliminary Title Report: Upon submittal of the Parcel Map, the applicant shall provide a current (within the past 6 months) Preliminary Title Report.

11. Right-of-Way for Public Street Purposes: Prior to recordation of the Parcel Map or prior to issuance of any grading or building permits for the site for Phase 2, 3, 4, whichever comes first, right-of-way, as depicted on Sheet TM-1, shall be granted in fee for public street purposes along the Campbell Avenue frontage west of Union Avenue to provide a widened and enhanced pedestrian corridor and to provide a stronger connection between the pedestrian corridor beneath HWY-17 and the Pruneyard. The applicant shall submit the necessary documents for approval by the City Engineer, process the submittal with City staff's comments and fully complete the right-of-way process. The applicant shall cause all documents to be prepared by a registered civil engineer/land surveyor, as necessary, for the City's review and recordation.

12. Existing Right-of-Way for Public Street Purposes: Upon recordation of the Parcel Map or prior to issuance of any grading or building permits for the site, the applicant shall submit the necessary documents for approval by the City Engineer, process the submittal with City staff's comments and fully complete the right-of-way process for the Recorded Grant Deed for Public Street Purposes, Document No. 13496778 to be granted in fee to the City of Campbell, as the original intent was to be in fee. Plans Resubmittal #2 dated 12/15/15, all show the incorrect property line as interpreted by the City. The City has referenced this in previous completeness comments; applicant has not reflected the property line changes in the plans.

13. Private Easements: Upon recordation of the Parcel Map, the applicant shall cause private easements to be recorded or quit claimed for (private utilities, private storm drains, reciprocal ingress and egress, emergency vehicles, etc.).

14. Monumentation for Parcel Map: Prior to recordation of the Parcel Map, the applicant shall provide a cash deposit (100% of the monument estimate) for setting all monuments shown on the map. Monuments shall be set per section 20.76.010 of the Campbell Municipal Code including but not limited to setting permanent pipe monuments (three-fourths inch galvanized steel pipe two feet long approximately six inches below finished grade) at each boundary of all lot corners within a subdivision, along the exterior boundary lines at intervals of approximately five hundred feet and at all beginning of curves and ending of curves on property lines, and monument boxes at intersections of all street monument line tangents.

    Although not shown on the Tentative Parcel Map (TM-1) dated 12/15/2015, monuments shall be set at intersections of all street monument line tangents i.e. at S Bascom Ave/Pruneyard, E. Campbell Ave/Union Ave and Campisi Way.

15. Demolition: Prior to recordation of the Parcel Map the applicant shall obtain a building permit or demolition permit that will be necessary to remove any nonconforming structures and obtain a Building Final for this work as outlined in the permit.

16. Soils Report: Upon submittal of the Parcel Map, applicant shall provide a preliminary soils report prepared by a registered geotechnical or civil engineer.

17. Grading and Drainage Plan: Upon submittal of any grading or building permits for the site for Phase 2, 3, 4, the applicant shall conduct hydrology studies based on a ten-year storm frequency, prepare an engineered grading and drainage plan, and pay fees required to obtain necessary grading permits. Prior to occupancy, the design engineer shall provide written certification that the development has been built per the engineered grading and drainage plans.

    In addition, a plan review letter will be required of the Geotechnical engineer for the entire grading and drainage system which should include but is not limited to a review of the subsurface of the non-compacted biotreatment material that may have potential for subsurface failure and surface failure due to vehicle loads.

18. Drainage System: Prior to occupancy clearance, the applicant shall refurbish, remodel, and reconstruct the on-site drainage system, as necessary to resolve functional deficiencies, to demonstrate that the facilities are functioning normally in accordance with the requirements of the City.

19. Santa Clara Valley Water District (SCVWD): Prior to issuance of any grading or building permits for the site for Phase 3, the applicant shall obtain clearance from the SCVWD.

20. State General Construction Activity Permit: Prior to issuance of any grading or building permits for the site for Phase 2, 3, 4, the applicant shall comply with the State General

Construction Activity Permit requirements including paying fees, filing a Notice of Intent and providing a Storm Water Pollution Prevention Plan (SWPPP). The applicant shall provide the City with a copy of the filed Notice of Intent and SWPPP and the WDID number shall be placed on the cover sheet of the Grading and Drainage Plans.

21. Stormwater Pollution Prevention Measures: Prior to issuance of any grading or building permits for the site for Phase 2, 3, 4, the applicant shall comply with the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code regarding stormwater pollution prevention in affect at the time permits are issued. Current requirements stipulate that the project must include source control, site design and treatment measures to achieve compliance with Provision C.3. of the NPDES Permit. Measures may include, but are not limited to, minimization of impervious surface area, vegetated swales, infiltration areas, and treatment devices, but is subject to change. The primary objectives are to improve the quality and reduce the quantity of stormwater runoff to the bay.

    Resources to achieve these objectives include *Stormwater Best Management Practices Handbook for New Development and Redevelopment* ("CA BMP Handbook") by the California Stormwater Quality Association (CASQA), 2003; *Start at the Source: A Design Guidance Manual for Stormwater Quality Protection* ("Start at the Source") by the Bay Area Stormwater Management Agencies Association (BASMAA), 1999; and *Using Site Design Techniques to Meet Development Standards for Stormwater Quality: A Companion Document to Start at the Source* ("Using Site Design Techniques") by BASMAA, 2003.

    This application is requesting to construct this project over a 15 year period, therefore the applicant may need to subsequently revise plans based on storm water requirements that are in effect at the time the building permits are actually pulled. Approval of a 15 year master plan should not be seen as locking in the stormwater treatment requirements to those of the current NPDES Permit. Should these potential changes impact the site design, the applicant may need to get approval from the approving body.

Upon submission of the Parcel Map the applicant shall calculate and submit to the City the amount of impervious surface created by the development including the types of stormwater controls to be used. The applicant shall submit preliminary sizing and design showing stormwater controls meet the City's requirements

Prior to issuance of a Building Permit for Phase 2, 3 or 4:

a. The applicant's designer or engineer shall submit the required certification indicating that sizing, selection, and design of treatment BMP's for the project site has been completed to meet the requirements of the City of Campbell's NPDES permit, No. 01-119, Provision C.3 in effect at the time. The current requirements are as included in the NPDES permit.
b. Under current requirements, the applicant shall sign the "Covenants for the Operation and Maintenance of Stormwater Facilities" and submit a Stormwater Management Plan.

Prior to Construction:

a. Complete the Biotreatment Soil Mix Verification Checklist.
b. Complete the Biotreatment Soil Mix Supplier Certification Statement.

Prior to occupancy:

a. A qualified BMP certifier is required to inspect the stormwater management facilities, submit a complete set of as-built drawings to Public Works Engineering, and certify on these drawings that:
    1. The stormwater management facilities were constructed in compliance with the approved plans.
    2. The as-built drawings show all pertinent constructed dimensions, elevations, shapes, and materials.
    3. All variations in construction from the approved design plan have been identified, including omissions to and additions from the approved plan.
    4. Any changes are in conformance with local, state, or federal regulations.

22. Utilities: All on-site utilities shall be installed underground per Section 21.18.140 of the Campbell Municipal Code for any new or remodeled buildings or additions. Applicant shall comply with all plan submittals, permitting, and fee requirements of the serving utility companies.

    Utility locations shall not cause damage to any existing street trees. Where there are utility conflicts due to established tree roots or where a new tree will be installed, alternate locations for utilities shall be explored. Include utility trench details where necessary.

23. Water Meter(s) and Sewer Cleanout(s): Proposed water meter(s) and sewer cleanout(s) shall be relocated or installed on private property behind the public right-of-way line. If however, existing utilities services are being upsized, all boxes and appurtenances shall be relocated onto private property.

24. Utility Coordination Plan: Prior to issuance of any grading or building permits for the site for Phase 2, 3, 4, whichever comes first, the applicant shall submit a utility coordination plan and schedule for approval by the City Engineer for installation and/or abandonment of all utilities. The plan shall clearly show the location and size of all existing utilities and the associated main lines; indicate which utilities and services are to remain; which utilities and services are to be abandoned, and where new utilities and services will be installed. Joint trenches for new utilities shall be used whenever possible.

25. Pavement Restoration: Based on the utility coordination plan, the applicant shall prepare a pavement restoration plan, for public right of way areas, for approval by the City Engineer prior to any utility installation or abandonment. Streets that have been reconstructed or overlaid within the previous five years will require boring and jacking for all new utility installations. Bascom Avenue, Campbell Avenue and Campisi Way have not been reconstructed or overlaid in the last 5 years. The pavement restoration plan shall indicate how the street pavement shall be restored following the installation or abandonment of all utilities necessary for the project.

Pavement work shall extend to the most distant utility trench and pavement restoration shall encompass all utility trenches creating one rectangle. Where new pavement restoration work occurs, new pavement marking and striping will be required along the frontage; intermittent patching will not be allowed.

26. Street Improvement Agreements/Plans/Encroachment Permit/Fees/Deposits: Prior to recordation of the Parcel Map or prior to issuance of any grading or building permits for the site for Phase 2, 3, 4, or whichever comes first, the applicant shall execute a street improvement agreement, cause plans for public street improvements to be prepared by a registered civil engineer, pay various fees and deposits, post security and provide insurance necessary to obtain an encroachment permit for construction of the standard public street improvements, as required by the City Engineer. The plans shall include the following, unless otherwise approved by the City Engineer:

    a. Show location of all existing utilities within the new and existing public right of way.

    b. Relocation of all existing utility boxes, covers, poles, etc. to outside of sidewalk area along E. Campbell Avenue west of the Union Avenue driveway. No utility boxes, covers, etc. will be allowed in this sidewalk area.

    c. Upgrade all existing driveway approaches to be ADA compliant.

    d. **E. Campbell Avenue (North side of Campbell Ave between the westerly boundary of Pruneyard and Union Avenue)** – As depicted on Sheet 1.12a, Installation of City Standard ten ft. sidewalk, five ft. no mow (fine fescue and hair grass Deschampsia) turf between the sidewalk and the curb, approved street trees at 30' to 40' feet on center, and sub-surface drip irrigation such as Eco-Mats (or approved equal) in the park strip. This will enhance the connection of the City's Portals project west of Union Avenue. Except as depicted on Sheet 1.12a, any Traffic Signal equipment, poles and appurtenance within the 10' of sidewalk shall be removed and relocated outside of this area. Additional Traffic Signal Easements may be required for the relocation of equipment and poles.

    e. Installation of ADA compliant alley type driveway approaches and necessary City standard curb, gutter, and sidewalk. Refer to Condition 21 related to Union Avenue Driveway. Installation of ADA ramps along Campbell Avenue, Bascom Avenue and Campisi Way.

    f. Retrofit existing HPS lamp streetlights with LED lamp streetlights; upgrade conduits, fuses, conductors and related facilities in accordance with the City of Campbell's Street Lighting Policies. LED's for street lights contiguous along project frontage.

    g. Enhance and beautify the Creek Trail Entrance including landscaping, signage and lighting along the westerly wall of the parking garage leading to and from the Creek Trail and the Pruneyard.

    h. Replace all existing turf and sprinkler system with no mow (fine fescue and hair grass Deschampsia) turf, and sub-surface drip irrigation such as Eco-Mats (or approved equal) in the park strip on Bascom Avenue.

i. Installation of traffic control, stripes and signs.
j. Construction of conforms to existing public and private improvements, as necessary.
k. Submit final plans in a digital format acceptable to the City.

27. Street Improvement Agreements/Plans/Encroachment Permit/Fees/Deposits: Prior to issuance of any grading or building permits for Phase 4 of the proposed five-story Office and two-story underground Parking, the applicant shall execute a street improvement agreement, cause plans for public street improvements to be prepared by a registered civil engineer, pay various fees and deposits, post security and provide insurance necessary to obtain an encroachment permit for construction of the standard public street improvements, as required by the City Engineer. The plans shall include the following, unless otherwise approved by the City Engineer:
    a. Removal of the dip and reconstruction of the northern entrance of Union/Campbell driveway intersection. Transition and conform onsite and into street section and as far back into the property site, as necessary to create a smooth entryway.
    b. Ultimate frontage improvements along Campbell Avenue, including the relocation of the existing traffic signal controller cabinet out of the sidewalk.
    c. Installation of traffic control, stripes and signs.
    d. Construction of conforms to existing public and private improvements, as necessary.
    e. Submit final plans in a digital format acceptable to the City.

28. Traffic Operations Improvements:
All payments are valuated in 2016 dollars. Adjustments will be made at the time of required payment based on the Engineering News Record Construction Cost Index for San Francisco.

    a. Traffic Signal Improvements to Existing Signals: Prior to recordation of the Parcel Map or prior to issuance of any grading or building permits for the site for Phase 2, 3, 4, whichever comes first, the applicant shall provide the following:
        i. Post a $20,000.00 payment for the purchase and installation of video detection equipment at the intersection of East Campbell Avenue / South Bascom Avenue.
        ii. Post a $20,000.00 payment for the purchase and installation of traffic signal pre-emption upgrades at the intersections of East Campbell Avenue / South Bascom Avenue and Pruneyard / South Bascom Avenue.

    b. Green Bike Lanes: Prior to recordation of the Parcel Map or prior to issuance of any grading or building permits for the site for Phase 2, 3, 4, whichever comes first, the applicant shall post a $50,000.00 payment for the purchase and installation of Green Bike Lanes and Conversion of Bike Route Shoulders to Bike Lanes along the Pruneyard frontage along Bascom Avenue and Campbell Avenue.

c. New Traffic Signal Contribution: Prior to issuance of any grading or building permit for Phase 3 the applicant shall post a $84,147.00 payment towards the construction of a future traffic signal at the intersection of East Campbell Avenue and Page Street.

d. Corridor Signal Timing Study: Prior to issuance of any grading or building permit for Phase 4, the applicant shall post a $90,000.00 payment for a Corridor Signal Timing Study leading into and out of the Pruneyard.

29. Completion of Street Improvements for Building Permits and Issuance of Occupancy Phasing: The Owner shall provide, construct and install at his/her own proper cost and expense, street improvements as described in this Condition of Approval within 24 months of execution of the Street Improvement Agreement.

    Prior to allowing occupancy and/or Building Final for Phase 2, 3, or 4, (in any order) the applicant shall have complied with the Street Improvement Agreement.

    The design engineer shall submit Record drawings to the City prior to release of any deposits.

30. Maintenance of Landscaping: Owner(s), current and future, are required to maintain the landscaped park strip and tree wells in the public right of way. This includes, but is not limited to: trees, lawn, plantings, irrigation, etc. Trees shall not be pruned in a manner that would not allow the tree to grow to a mature height.

31. Utility Encroachment Permit: Separate encroachment permits for the installation of utilities to serve the development will be required (including water, sewer, gas, electric, etc.). Applicant shall apply for and pay all necessary fees for utility permits for sanitary sewer, gas, water, electric and all other utility work.

32. Additional Street Improvements: Should it be discovered after the approval process that new utility main lines, extra utility work or other work is required to service the development, and should those facilities or other work affect any public improvements, the City may add conditions to the development/project/permit, at the discretion of the City Engineer, to restore pavement, sidewalk or other similar public improvements to the satisfaction of the City into the project.

33. Campisi Way Feasibility Study: Prior to recordation of the Parcel Map or prior to issuance of any grading or building permits for the site for Phase 2, 3, 4, whichever comes first, the applicant shall post a $45,000.00 payment towards the preparation of a site investigation and feasibility study on the repair of the Campisi Way roadway settlement, as Campisi Way is a major point of connection and access for the Pruneyard.

RESOLUTION NO. ____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A MASTER SIGN PLAN (PLN2015-78) INCLUDING A FREEWAY-ORIENTED SIGN, ROOFTOP SIGNS, AND AN INCREASE IN SIGN AREA, HEIGHT, AND NUMBER FOR THE PRUNEYARD SHOPPING CENTER AND OFFICES LOCATED AT **1875, 1887, 1901, 1919, 1995, & 1999 S. BASCOM AVENUE.**

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

After due consideration of all evidence presented, the Planning Commission did find as follows with respect to file numbers PLN2015-78:

Environmental Finding

1. An Initial Study has been prepared for the Pruneyard Shopping Center and Offices Expansion Project ("Proposed Project") which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment.

Evidentiary Findings

1. The Project Site is The Pruneyard Shopping Center and Offices, a 27 acre multi-use property encompassing three professional office buildings, a hotel, a multi-building retail shopping center, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments and the Campisi Way terminus to the north.

2. The Proposed Project includes a Zoning Map Amendment (PLN2015-357), a Master Use Permit (PLN2015-358), a Vesting Tentative Parcel Map (PLN2015-77), a Tree Removal Permit (PLN2015-335), a Master Sign Plan (PLN2015-78), and a Zoning Code Amendment (PLN2015-76).

3. Preparation of a Master Sign Plan is required for a nonresidential project with four or more tenants, which seeks approval of two or more signs.

4. The Master Sign Plan would allow a new comprehensive signage scheme for The Pruneyard Shopping Center and Offices, including a freeway-oriented sign, rooftop signs, and an increase in sign area, height, and number.

5. The Master Sign Plan will be consistent with the Zoning Ordinance with adoption of a separate Zoning Code Amendment, which will establish additional provisions for a

regional commercial center, freeway-oriented signs, rooftop signs, and property subject to a Master Use Permit pursuant to the Overlay Zoning District.

6. The Pruneyard Shopping Center and Offices meets the definition of a regional commercial center.

7. The Master Sign Plan will incorporate existing tenant wall signage as previously approved, and allow new wall and free-standing signage.

8. The Master Sign Plan will be incorporated into the Pruneyard Master Use Permit, adopted by separate action.

9. Allowance for tenant wall signage and increased site identification signage is necessary to ensure sufficient visibility commensurate with the scale of The Pruneyard.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The signs otherwise allowed would not be visible to the public due to issues of distance or obstructions that are beyond the control of the owner of the site on which the signs are or would be located.

2. The signs otherwise allowed would not be visible to the public due to issues of distance or obstructions that are beyond the control of the owner of the site on which the signs are or would be located.

3. The signs could not be made visible and intelligible to a person of normal sight by allowing an increase in the area or height of the sign.

4. The additional signs comply with all the other requirements, except for the limitations on the number of signs.

5. The number of signs allowed does not exceed the minimum number of signs necessary to make the signs visible to the public due to issues of distance or obstructions that are beyond the control of the owner of the site on which the signs are or would be located, which could not be accomplished by the number of signs otherwise allowed.

6. The freeway sign is the minimum height and size necessary to achieve visibility from the freeway.

7. The Pruneyard, as a regional commercial center, is not directly identifiable from the freeway.

8. The design of the signs within the Master Sign Plan complies with the applicable design elements criteria.

9. Both the location of the proposed signs and the design of their visual elements (lettering, words, figures, colors, decorative motifs, spacing, and proportions) are legible under normal viewing condition.

10. The location and design of the proposed signs do not obscure existing or adjacent signs from view.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of a Master Sign Plan including a freeway-oriented sign, rooftop signs, and an increase in sign area, height, and number for The Pruneyard Shopping Center and Offices, located at **1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue**, subject to the attached Conditions of Approval (attached **Exhibit A**).

PASSED AND ADOPTED this 13th day of September, 2016, by the following roll call vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners
ABSTAIN: Commissioners:

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

CONDITIONS OF APPROVAL
Master Sign Plan (PLN2015-78)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

1. Approved Project: Approval is granted for a Master Sign Plan (PLN2015-78) including a freeway-oriented sign, rooftop signs, and an increase in sign area, height, and number for The Pruneyard Shopping Center and Offices, located at **1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue**. The "final" Master Sign Plan shall substantially conform to the "Pruneyard Master Sign Program," dated November 2, 2015, with the exception of the revisions required herein. All new signage on the site shall substantially conform to the "final" Master Sign Plan.

2. Approval Effectiveness: The Master Sign Plan, including provisions for a freeway-oriented sign, rooftop signs, and an increase in sign area, height, and number, shall be valid and effective only when The Pruneyard Master Use Permit is "established".

3. "Final" Master Sign Plan: Prior to any sign approval under the Master Sign Plan, the applicant shall submit a revised "final" Master Sign Plan which shall include the following revisions:

   a. **Freeway Sign Changes**:

      - The freeway sign shall be placed below the roofline of The Pruneyard Place building (1919 S. Bascom Avenue), as depicted on the revised 'Freeway Site ID' drawing, dated January 13, 2016.
      - The freeway sign shall be reduced to 340 square-feet, as to ensure the total aggregate sign area of freeway-oriented signs is no greater than 500 square feet.

   b. **"Specialty" Sign Changes:**

      - One "specialty" sign per tenant shall be allowed, unless the tenant's leased space is at a building corner with two storefronts, which shall allow the tenant two (2) "specialty" signs.
      - "Specialty" signs shall be placed above the leased storefront and/or on an adjacent "tower" feature, unless architectural limitations require alternative placement, which may be approved by the Community Development Director as an Architectural Modification.
      - The maximum size of the "specialty" signs shall be one square-foot per lineal foot of leased storefront area (inclusive of exterior solid/fenestrated perimeter walls) or one square-foot per 50 square feet of leased floor area, up to 100

square feet of sign area, whichever is greater. Larger signs may be granted by Planning Commission approval of a Sign Permit for an increase to sign area in compliance with CMC Sec. 21.30.030.4 (Increased sign area or increased sign height).

- "Specialty" signs may consist of individual channel letters, which may incorporate internal, external, or reverse illumination, and be constructed of any material. Cabinet boxes are prohibited, except for logos (one per sign), which shall not make up more than 25% of the total sign area nor exceed the height of the sign by more than 50%.

c. **Office Parapet Sign Change:** The wall sign on Office Building O1 shall be located on the south elevation (facing Campbell Avenue), oriented away from Highway 17 as determined by the Community Development Director.

4. Incorporation into the Master Use Permit: Upon the effectiveness of this approval, pursuant to Conditions of Approval No. 2 and 3, the "final" Master Sign Plan is hereby incorporated by reference into the Pruneyard Master Use Permit by inclusion as Appendix B. Review and approval of signs shall be in compliance with the provisions of the Master Use Permit.

5. Previous Master Sign Plans: The previously approved Master Sign Plans for the Pruneyard Shopping Center and the Pruneyard Offices, originally approved by Planning Commission Resolutions No. 3579 and 4022, respectively, and any subsequent revisions, shall be void and permanently superseded by the Master Sign Plan approved herein, upon the effectiveness of this approval pursuant to Condition of Approval No. 2. Existing signage approved under these previous Master Sign Plans may remain, until a chance of tenancy or branding requires a new sign, except as required by Condition of Approval No. 6, below.

6. Construction of Freestanding Signs: Existing monument signs shall be removed concurrently or prior to construction of the approved freestanding "site identification" and "multi-tenant" signs.

RESOLUTION NO. ____

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL RECOMMENDING APPROVAL OF A TREE REMOVAL PERMIT (PLN2015-335) TO REMOVE ON-SITE PROTECTED TREES AS PART OF THE PRUNEYARD SHOPPING CENTER AND EXPANSION PROJECT ON PROPERTY LOCATED AT **1875, 1887, 1901, 1919, 1995, & 1999 S. BASCOM AVENUE.**

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to File No. PLN2015-335:

Environmental Finding

1. An Initial Study has been prepared for the Pruneyard Shopping Center and Offices Expansion Project ("Proposed Project") which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment.

Evidentiary Findings

1. The Project Site is The Pruneyard Shopping Center and Offices, a 27 acre multi-use property encompassing three professional office buildings, a hotel, a multi-building retail shopping center, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments and the Campisi Way terminus to the north.

2. The Proposed Project includes a Zoning Map Amendment (PLN2015-357), a Master Use Permit (PLN2015-358), a Vesting Tentative Parcel Map (PLN2015-77), a Tree Removal Permit (PLN2015-335), a Master Sign Plan (PLN2015-78), and a Zoning Code Amendment (PLN2015-76).

3. The Proposed Project would allow construction of several retail buildings, a five-story office building, expansion of the existing parking garage, renovation of existing retail buildings, creation/expansion of public plaza areas, improved pedestrian/bicycle connections, and modified vehicular circulation.

4. The extent of the Proposed Project necessitates removal of certain trees, which would otherwise severely impede the proposed building construction and site improvements.

5. The Tree Removal and Preservation Plan and Tree Inventory prepared for the Proposed Project (within Sheets L2.0, L2.1, and L2.2 of the project plans) indicates removal 145 trees.

6. Thirty-one of these trees will require approval of a Tree Removal Permit pursuant to the City's Tree Protection Ordinance (CMC Ch. 21.32) which classifies as "protected" any tree measuring 12-inches in diameter or greater and any tree (irrespective of size) required by a previously-approved landscape plan. As required by the ordinance, all protected trees must be replaced at a one-to-one ratio. However, most of the trees to be removed are not protected due to their species (e.g., Olive trees) or because the City's records cannot definitively identify them as being required by a past landscaping plan.

7. The Mitigated Negative Declaration requires replacement of all trees, irrespective of protected status or size, pursuant to Mitigation Measure *BIO-1*, herein incorporated as a Condition of Approval.

8. The proposed replacement trees will be a sufficient replacement for the trees to be removed and will continue the diversity of tree species found in the community.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The retention of the trees restricts the economic enjoyment of the property and creates an unusual hardship for the property owner by severely limiting the use of the property in a manner not typically experienced by owners of similarly zoned and situated properties, and the applicant has demonstrated to the satisfaction of the Planning Commission that there are no reasonable alternatives to preserve the trees due to the number of site constraints of the infill site.

THEREFORE, BE IT RESOLVED that the Planning Commission recommends approval of a Tree Removal Permit (PLN2015-335) to allow the removal of on-site protected trees, for The Pruneyard Shopping Center and Offices, located at **1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue**, subject to the attached Conditions of Approval (attached **Exhibit A**).

PASSED AND ADOPTED this 13th day of September, 2016, by the following roll call vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners
ABSTAIN: Commissioners:

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

RECOMMENDED CONDITIONS OF APPROVAL
Tree Removal Permit (PLN2015-335)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

1. Approved Permit: Approval is granted for a Tree Removal Permit (PLN2015-335) to allow the removal of 145 trees, including 31 "protected" trees as indicated on the Tree Removal and Preservation Plan (Sheet L2.0) and the Tree Inventory (Sheets L2.1 and L2.2) of the Revised Project Plans, dated received by the Planning Division on April 29, 2016. This permit shall be valid only in conjunction with, and subject to, the approved Master Use Permit (PLN2015-358).

2. Time of Removal: Removal of trees shall be performed in accordance with the approved phasing plan, as specified by the Master Use Permit.

3. Mitigation Measures: The following measures shall be implemented:

   - ***Mitigation Measure BIO-1***: If tree removal or ground disturbance activities are scheduled to commence during the breeding season (February 1st through August 31st), a pre-construction nesting bird survey shall be conducted by a qualified biologist to identify possible nesting activity of protected or special-status birds within 15 days prior to such activities. If nesting activity is identified during the survey, a construction-free buffer of suitable dimensions must be established around any active raptor and migratory bird nest (up to 250 feet, depending on the location and species) for the duration of the project, or until it has been determined that the chicks have fledged and are foraging independently from their parents.

   - ***Mitigation Measure BIO-2****:* All trees to be removed shall be replaced as noted by the following table. The required replacement trees, of species to be approved by the Community Development Director, shall be specifically indicated on the final landscaping plan submitted in association with site improvement drawings:

Trunk Size of Removed Tree measured at 4 feet above grade	**Replacement Ratio Required (per tree removed)**	
Diameter (in inches)	**Number of replacement trees**	**Minimum Size**
Less than 12	1	5-gallon
12 to 24	1	24 inch box
greater than 24	1	36 inch box

INITIAL STUDY

PRUNEYARD SHOPPING CENTER AND OFFICES - EXPANSION PROJECT

An environmental evaluation
prepared in compliance with the
California Environmental Quality Act

Prepared by
Daniel Fama
Acting Senior Planner

City of Campbell
Community Development Department
Planning Division
70 N. First Street
Campbell, CA 95008

Public Review Period
August 10, 2016 to September 12, 2016

I. PROJECT OVERVIEW

Project Title: Pruneyard Shopping Center and Offices – Expansion Project

Project Address: 1875, 1887, 1901, 1919, 1995, & 1999 S. Bascom Avenue
(APN: 288-04-011,012,014,017,025,026)

Entitlement(s): **Zoning Map Amendment** (PLN2015-357): To amend the Campbell Zoning Map to rezone a portion of The Pruneyard from the C-2 (General Commercial) Zoning District to the C-2-O (General Commercial / Overlay) Zoning District for a consistent zoning designation over the entire property.

Master Use Permit (PLN2015-358): To allow the construction of new buildings and site improvements, alterations to existing buildings, establishment of a new land use program including specifying permitted and conditional uses, implementation of a transportation demand management program (TDM), and continued allowance of a shared parking program.

Tentative Vesting Parcel Map (PLN2015-77): To allow division of the property into three parcels.

Tree Removal Permit (PLN2015-335): To allow removal of on-site "protected" trees.

Master Sign Plan with a Freeway Oriented Sign (PLN2015-78): To allow a new comprehensive signage scheme including a freeway-oriented sign, an increase in signage area, sign height, and number of signs.

Zoning Text Amendment (PLN2015-76): To revise various sections of the Campbell Zoning Code (Title 21 of the Campbell Municipal Code) to reference the land use program created by the Master Use Permit and to allow the signage proposed by the Master Sign Plan.

Zoning District: C-2 (General Commercial) | C-2-O (General Commercial Overlay)

General Plan: *General Commercial*

Project Sponsor: Ellis Partners LLC c/o Dean Rubinson
111 Sutter Street #800
San Francisco, CA 94104

Property Owners: CFEP Pruneyard, LLC
111 Sutter St., #800
San Francisco, CA 94104

Lead Agency: City of Campbell, Community Development Department
70 N. First Street, Campbell, CA 95008

Contact Person: Daniel Fama, Acting Senior Planner
(408) 866-2193 | danielf@cityofcampbell.com

Other public agencies whose approval is required: None

Surrounding Land Uses:

North: Multi-Family Residential (residential)
San Jose Water Company Ridgeley Station

South: East Campbell Ave. (commercial and residential beyond)

East: South Bascom Avenue (commercial beyond)

West: CA State Highway 17

Project Location: The Pruneyard Shopping Center and Offices (herein "project site") is a 27 acre multi-use property encompassing three professional office buildings, a hotel, a multi-building retail shopping center, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments to the north. Campisi Way, which provides access to Hamilton Avenue and Highway 17 via Creekside Way, terminates at the northerly property line. The site is within the C-2 (General Commercial) and the C-2/O (General Commercial/Overlay) Zoning Districts, and has a corresponding *General Commercial* land use designation as shown on the General Plan Land Use Diagram.

Project Description: The Pruneyard Shopping Center and Office Expansion Project (herein "proposed project") would allow construction of several new retail buildings, a five-story office building, and expansion of the existing parking garage as noted below. The project includes an "Option A" and "Option B," also referred to as the "retail alternative" and "fitness alternative," respectively. The retail alternative would allow the project to construct a two-level 12,000 square-foot retail/office building and a three-level garage expansion. The fitness alternative would allow the project to construct a two-level 30,000 square-foot fitness facility and a five-level garage expansion. Additionally, the proposed project would also include renovation and alteration of existing retail buildings, creation/expansion of public plaza areas, improved pedestrian/bicycle connections, and a modified vehicular circulation, as well as removal of numerous "protected" and non-protected trees.

- **New Retail Buildings**:
  - **R1** – 6,000 sq. ft. single-story free-standing retail
  - **R2** – 5,800 sq. ft. single-story free-standing retail
  - **R5** – 5,000 sq. ft. single-story free-standing restaurant
  - **R3** – (a) 12,000 sq. ft. two-story retail/office building *OR*
    (b) 30,000 sq. ft. two-story fitness facility
  - **R4** – 1,800 sq. ft. single-story free-standing retail
- **Office Building (O1)** – 100,000 sq. ft., five-stories, & two levels of underground parking
- **Garage Expansion**: (a) three-levels *OR*
  (b) five-levels

The proposed project also includes a "Master Use Permit" that will allow establishment of a new land use program for the project site, including instituting a tailored list of permissible land uses, new administrative procedures, land use maximums, and implementation of a transportation demand management program (TDM) and a shared parking program. A Master Sign Plan will provide allowance for new on-site signage, including a freeway-oriented sign, rooftops signs, wall signs, directional signs, and a free-standing signs. A Tentative Parcel Map will allow the division of the project site into three parcels (office, retail, and hotel). Lastly, the proposed project also includes a Zoning Map Amendment to extend the 'O' Zoning Overlay across the entirety of The Pruneyard as a well as a Zoning Text Amendment to modify various provisions of the Campbell Zoning Code to allowing consideration of the Master Use Permit and the Master Sign Plan.

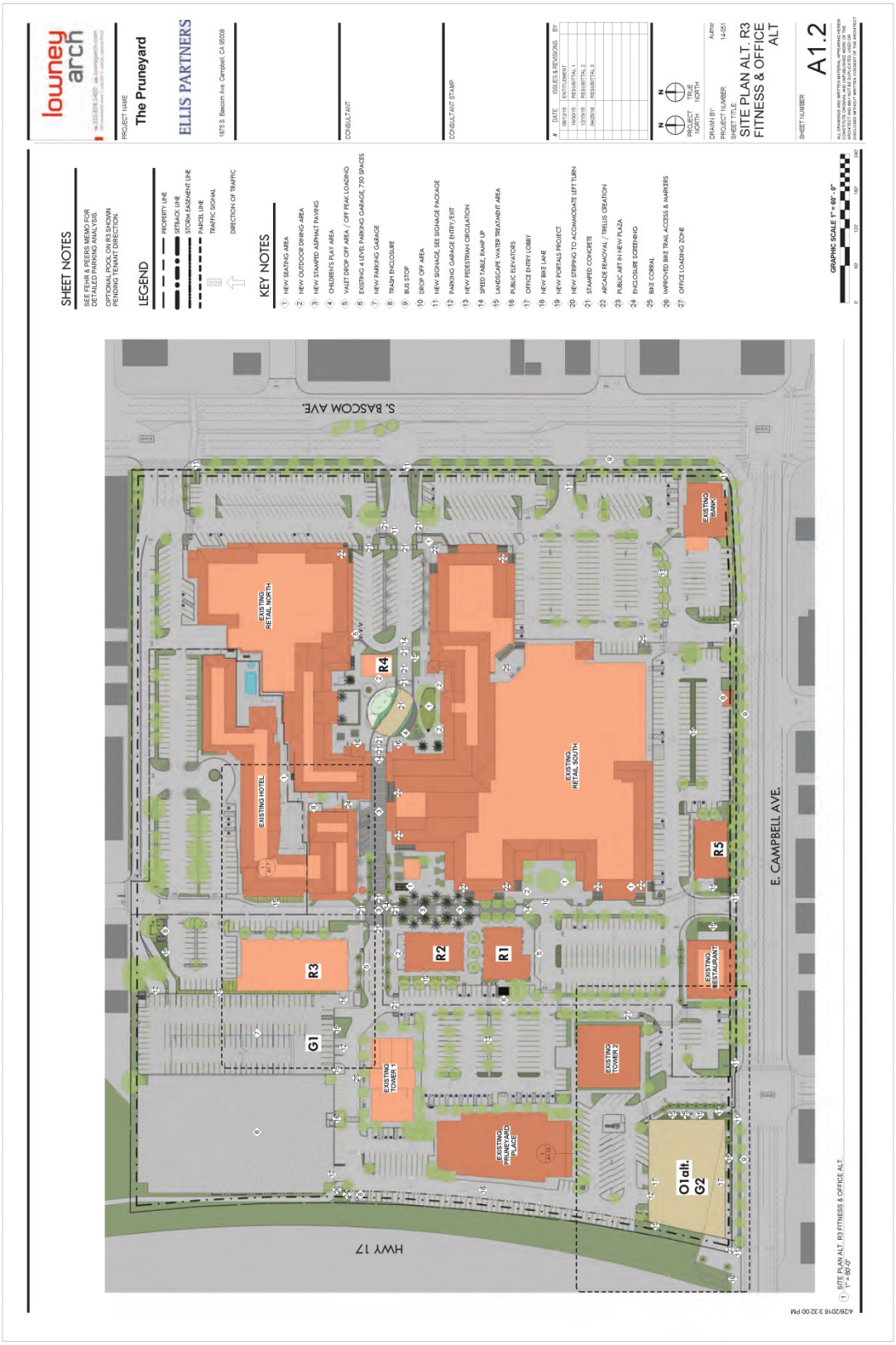
Location Map

Site Photographs

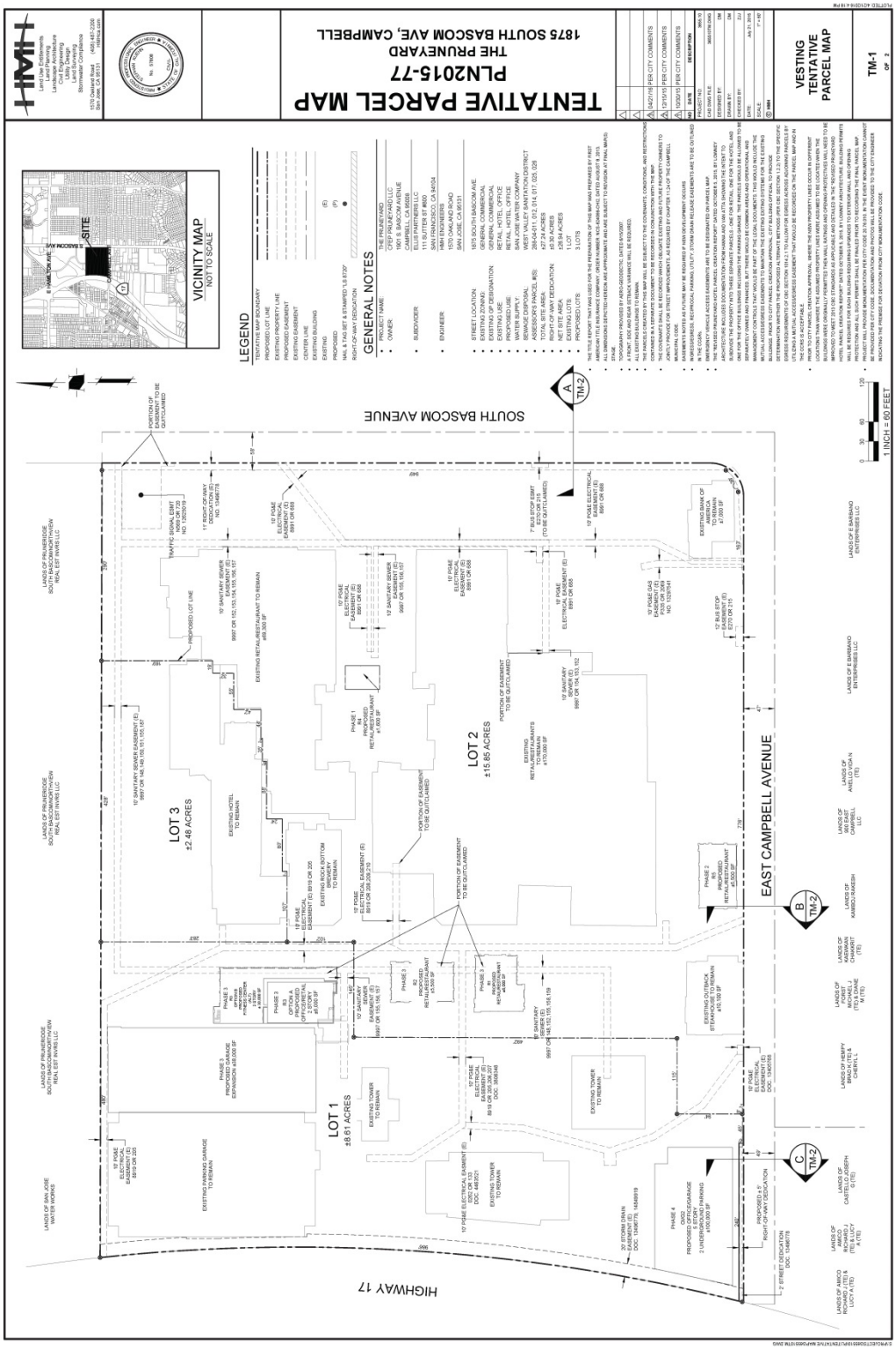
VIEW WITHIN THE SHOPPING CENTER

VIEW OF THE OFFICE BUILDINGS

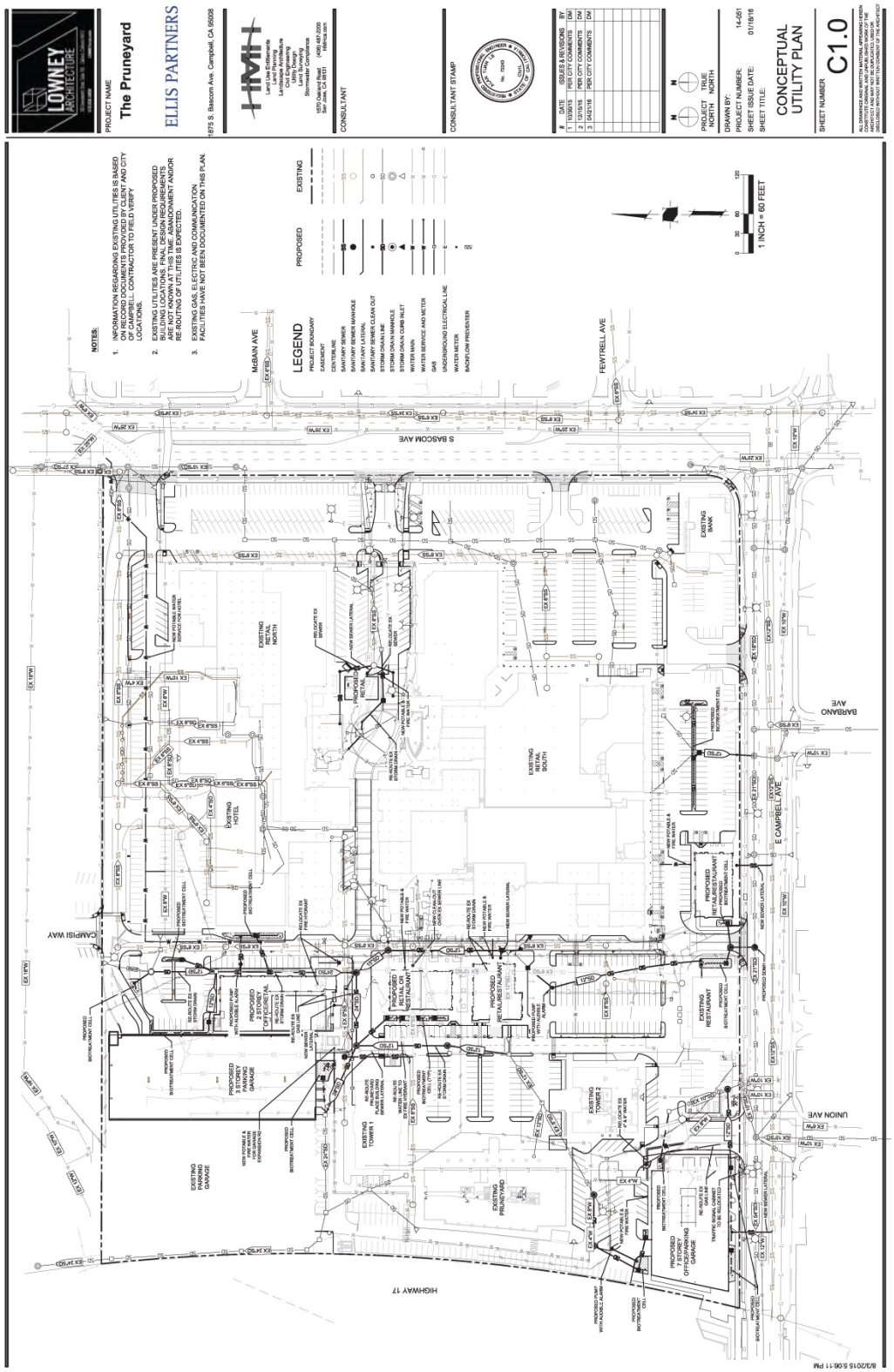
Preliminary Site Plan



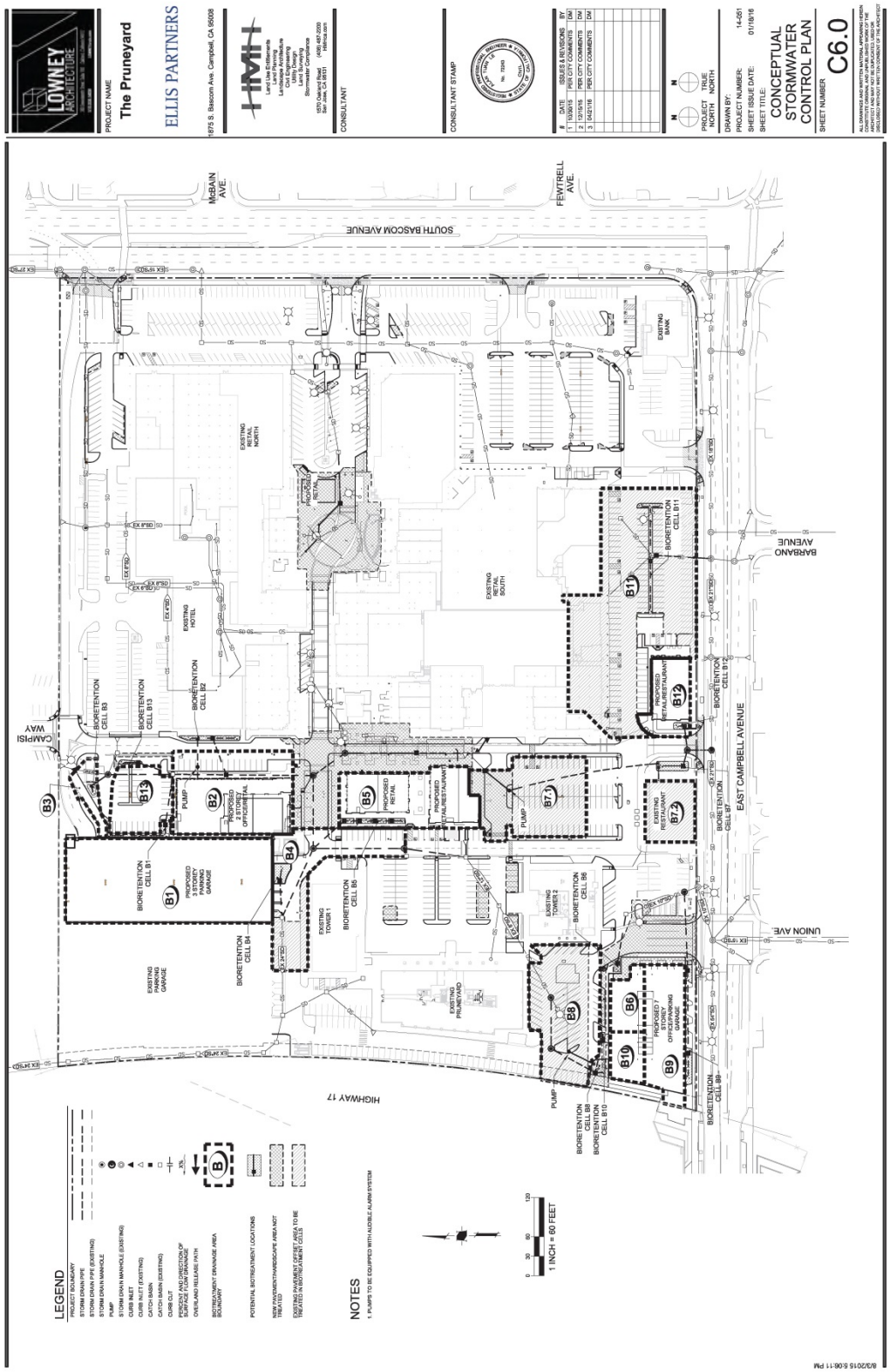
Tentative Parcel Map



Conceptual Utility Plan



Conceptual Stormwater Control Plan



II. ENVIRONMENTAL IMPACT EVALUATION:

The following evaluation has been prepared to determine if the proposed project may result in a "significant impact" on the environment. For the purposes of this study, a significant impact means a substantial or potentially substantial change in the physical environment. The following terms used in the evaluation are defined as specified below:

> "**Potentially Significant Impact**" means that there is either substantial evidence that an effect may be significant or, due to lack of existing information, may have potential to be a significant effect.
>
> "**Less than Significant With Mitigation Incorporated**" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.
>
> "**Less Than Significant Impact**" means that there is sufficient evidence available to determine that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.
>
> "**No Impact**" means that the effect does not apply to the proposed project, or clearly will not impact nor be impacted by the project.

A description of the proposed mitigation measures and the factual data or evidence used to reach conclusions regarding impact significance follows each section. The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Less Than Significant with Mitigation Incorporation" as indicated by the checklist on the following pages. The recommended mitigation measures are summarized in Section III: Summary of Mitigation Measures.

☒ Aesthetics	☐ Agricultural Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards/Hazardous Materials	☒ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral/Energy Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/ Circulation	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

1. AESTHETICS

	Issues *Would the project:*	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
(c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

(a-c) – Less than Significant Impact: The proposed project will alter the existing visual character of the project site through alterations to existing structures, construction of new buildings and site improvements, and allowance for new signage. However, since neither the project site nor any area, roadway, or view-corridor in the vicinity of the project site is a recognized scenic vista or scenic resource by the City's General Plan or any other policy document, these activities will not result in a potentially significant environmental affect. Moreover, the proposed project will notably improve the visual appearance of the shopping center buildings, many of which have suffered from deferred maintenance and lack of investment.

(d) – Less than Significant Impact with Mitigation: The project site is an existing development with office, commercial and hotel uses. Development of the proposed project will include installation of new lighting fixtures, the most significant quantity of which would be in association with the expanded parking garage. All new lighting is subject to the City's Lighting Design Standards (CMC Sec. 21.18.090) which requires lighting to be designed and installed so that light rays are not emitted across property lines, to the extent possible. The proposed project plans include a photometric plan for the parking garage that indicates compliance with this standard. However, light emissions from vehicle headlights within the expanded garage could present a new source of nighttime glare that could adversely affect the adjoining residential property. With the below mitigation measure (AES-1), this potential impact would be rendered less than significant.

Mitigation Measure(s): The following mitigation measures shall be incorporated into the project approval:

> ***Mitigation Measure AES-1****:* Prior to submittal of a building permit for the parking garage expansion, the applicant shall submit a photometric analysis prepared by a qualified professional that analyzes stationary and mobile (vehicular) light sources from within the expanded garage onto the adjacent residential property. The analysis shall provide design recommendations as necessary to ensure that new light emissions comply with the City's Lighting Design Standards (CMC Sec. 21.18.090). The construction drawings for the parking garage shall incorporate the design recommendations of the photometric analysis.

2. AGRICULTURAL RESOURCES

	Issues *Would the project:*	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
(c)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

(a-c) – No Impact: The project site is an existing development with office, commercial and hotel uses. The project site is neither used for, nor zoned for farmland or other agricultural or horticultural purpose. Neither the project site nor surrounding properties contain farmland or support agricultural activity that could be impacted by the proposed project. As a result, no impact to farmland or agricultural/horticultural uses will occur.

Mitigation Measure(s): None Required.

3. AIR QUALITY

	Issues *Would the project:*	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
(b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
(c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
(d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
(e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

***Note**: The following is a summary from the 'Air Quality, Greenhouse Gas, and Health Risk Assessment' prepared by the RCH Group for this project. The complete document, included tables and figures, is included as **Attachment 1**.*

This section describes construction and operational air quality impacts. The air quality analysis was performed using methodologies and assumptions recommended within the Bay Area Air Quality Management District (BAAQMD) *CEQA Air Quality Guidelines* (dated June 2010, updated in May 2011, and revised in May 2012).[1,2]

Air quality pollutants evaluated are carbon monoxide (CO), reactive organic compounds (ROG), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter equal to or less than 10 micrometers (coarse particulates or PM10), and particulate matter equal to or less than 2.5 micrometers (fine particulates or PM2.5). Diesel particulate matter (DPM) is also a concern with regard to health risk assessment (HRA). Greenhouse gas emissions are addressed in Section 7.

The project site is located within the San Francisco Bay Area Air Basin (Air Basin) under the jurisdiction of the BAAQMD. The BAAQMD is the local agency responsible for the administration and enforcement of air quality regulations for the area. The Bay Area is currently designated "nonattainment" for state and national (1-hour and 8-hour) ozone standards, for the state PM10 standards, and for state and national (annual average and 24-hour) PM2.5 standards. The Bay Area is designated "attainment" or "unclassifiable" with respect to the other ambient air quality standards.

The proposed project includes improved traffic circulation and a center-wide aesthetic restoration, the development of approximately 18,600 square feet of retail/restaurant space, a 100,000-square-foot five-story office building with an underground two-level parking structure, and a separate parking garage expansion. Additionally, two alternatives are included: either a 12,000-square-foot two-story office/retail building or a 30,000-square-foot two-story fitness center.

[1] The Air District's June 2010 adopted thresholds of significance were challenged in a lawsuit. Although the BAAQMD's adoption of significance thresholds for air quality analysis has been subject to judicial actions, the Lead Agency has determined that BAAQMD's Revised Draft Options and Justification Report (October 2009) provide substantial evidence to support the BAAQMD recommended thresholds. Therefore, the Lead Agency has determined the BAAQMD recommended thresholds are appropriate for use in this analysis.
[2] Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*, May 2012, http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en

The construction and operational air quality analysis presents the results from the five-story office building and parking features as well as the retail alternative and a fitness alternative. The retail alternative includes the retail/restaurant space, a five-story office building with an underground parking structure, a separate parking garage expansion, and a 12,000-square-foot two-story office/retail building. The fitness alternative includes the retail/restaurant space, a five-story office building with an underground parking structure, a separate parking garage expansion, and a 30,000-square-foot two-story fitness center.

(a) – Less than Significant Impact with Mitigation: The BAAQMD adopted its 2010 Bay Area Clean Air Plan (CAP) in accordance with the requirements of the California Clean Air Act (CCAA) to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and GHG emissions in a single, integrated plan; and establish emission control measures to be adopted or implemented in the 2010 through 2012 timeframe.

Any project that would not support the 2010 CAP goals would not be considered consistent with the 2010 CAP. The recommended measure for determining project support of these goals is consistency with BAAQMD CEQA thresholds of significance. As presented in the subsequent impact discussions, the proposed project with mitigations would not exceed the BAAQMD significance thresholds; therefore, the proposed project with mitigations would support the primary goals of the 2010 CAP.

(b) – Less than Significant Impact with Mitigation: Project construction would generate short-term emissions of air pollutants, including fugitive dust and equipment exhaust emissions. The BAAQMD *CEQA Air Quality Guidelines* recommend quantification of construction-related exhaust emissions and comparison of those emissions to significance thresholds. The CalEEMod (California Emissions Estimator Model Version 2013.2.2)[3] was used to quantify construction-related pollutant emissions.

Table AQ-1 provides the estimated short-term construction emissions for the retail and fitness center alternatives, respectively, and compares those emissions to the BAAQMD's significance thresholds for construction exhaust emissions. The average daily construction period emissions (i.e., total construction period emissions divided by the number of construction days) were compared to the BAAQMD significance thresholds. All construction-related emissions would be below the BAAQMD significance thresholds.

Table AQ-1: Estimated Daily Construction Emissions (pounds)

Alternative	ROG	NOx	PM10	PM2.5	CO
Retail	**14.5**	**25.4**	**0.2**	**0.2**	**24.7**
Fitness	**15.1**	**25.5**	**0.2**	**0.2**	**24.9**
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

Nevertheless, BAAQMD's *CEQA Air Quality Guidelines* require a number of best management practices to control fugitive dust and exhaust emissions. The mitigation measures noted below (AQ-1 and AQ-2), shall be implemented by the construction contractor.

[3] California Emissions Estimator Model User's Guide, July 2013. http://www.caleemod.com/

CalEEMod was also used to estimate project operational emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport.

Estimated daily operational emissions that would be associated with the proposed project are presented in **Table AQ-2** and are compared to BAAQMD's thresholds of significance. Estimated annual operational emissions that would be associated with the proposed project are presented in **Table AQ-3** and are compared to BAAQMD's thresholds of significance. As indicated, the estimated proposed project operational emissions would be below the BAAQMD's significance thresholds and would be less than significant.

Table AQ-2: Estimated Daily Project Operational Emissions (pounds)

Alternative	ROG	NOx	PM10	PM2.5	CO
Retail	**17.5**	**15.2**	**0.25**	**0.23**	**74.3**
Fitness	**19.7**	**18.2**	**0.30**	**0.28**	**89.5**
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

Table AQ-3: Estimated Annual Project Operational Emissions (tons)

Alternative	ROG	NOx	PM10	PM2.5	CO
Retail	**2.82**	**2.18**	**0.04**	**0.04**	**9.97**
Fitness	**3.20**	**2.71**	**0.05**	**0.04**	**12.4**
Significance Threshold	10	10	15	10	---
Significant (Yes or No)?	No	No	No	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

(c) – Less than Significant Impact: As shown in **Tables AQ-1 through AQ-3**, the proposed project construction and operational emissions would be less than the BAAQMD significance thresholds per BAAQMD's *CEQA Air Quality Guidelines.* The BAAQMD *CEQA Air Quality Guidelines* recommend that cumulative air quality effects from criteria air pollutants also be addressed by comparison to the mass daily and annual thresholds. These thresholds were developed to identify a cumulatively considerable contribution to a significant regional air quality impact. Project-related construction and operational emissions would be below the significance thresholds. Therefore, the proposed project would not be cumulatively considerable and cumulative impacts would be less than significant.

(d) – Less than Significant Impact with Mitigation: A health risk assessment (HRA) focuses on health impacts on existing residences from diesel equipment and haul truck emissions associated with the proposed project construction activities. The HRA was conducted to determine the health impacts, in terms of excess cancer risk and non-cancer hazards, using the significance levels identified by the BAAQMD's *CEQA Air Quality Guidelines*. In accordance with the BAAQMD guidelines, the HRA also evaluated concentrations of particulate matter equal to or less than 2.5 micrometers (fine particulate or $PM_{2.5}$). The HRA was prepared based on the California Office of Environmental Health

Hazard Assessment (OEHHA)'s *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*.[4]

With implementation of BAAMQD's basic construction mitigation measures, the maximum cancer risk from construction DPM for an existing residential-adult receptor would be 6.5 and 6.8 per million and for a residential-child receptor would be 74.0 and 76.9 per million for the retail and fitness alternatives, respectively. Thus, the cancer risk due to construction activities is above the BAAQMD threshold of 10 per million and would be potentially significant.

However, with the implementation of BAAMQD's basic and enhanced construction mitigation measures, the maximum cancer risk from construction for a residential-adult receptor would be 0.6 per million and for a residential-child receptor would be 7.1 per million. Thus, the cancer risk due to construction activities would be below the BAAQMD threshold of 10 per million and would be less than significant with mitigation.

The cumulative cancer risk from the construction activities and other nearby sources is 47.1 per million. Cumulative cancer risk from the mitigated construction activities plus other nearby emission sources is also below the BAAQMD threshold of 100 per million and would also be less than significant. The unmitigated and mitigated chronic hazard index (HI) would be 0.11 and 0.01, respectively. Thus, the chronic HI would be well below the BAAQMD threshold of 1 and the proposed project impact would less than significant. The cumulative chronic health impacts would also be well below the BAAQMD threshold of 10. The unmitigated and mitigated acute HI would be 1.94 and 0.14, respectively. Thus, the acute HI would be below the BAAQMD threshold of 1 and the proposed project impact would be less than significant with mitigation. The cumulative acute health impacts would be well below the BAAQMD threshold of 10.

The proposed project's unmitigated annual PM2.5 concentration from project construction activities would be 0.54 $\mu g/m^3$ and above the BAAQMD threshold of 0.3 $\mu g/m^3$ and would be considered potentially significant. The annual PM2.5 concentration due to unmitigated project construction plus other nearby emission sources would be 1.05 $\mu g/m^3$ and above the BAAQMD cumulative threshold of 0.8 $\mu g/m^3$ and would be considered potentially significant.

With implementation of BAAMQD's basic and enhanced construction mitigation measures, as noted below, the annual PM2.5 concentration due to project construction would be reduced to 0.04 $\mu g/m^3$. Thus, the annual PM2.5 concentration due to project construction would be below the BAAQMD threshold of 0.3 $\mu g/m^3$ and would be considered less than significant with mitigation. The annual PM2.5 concentration due to mitigated project construction plus other nearby emission sources would be 0.55 $\mu g/m^3$ and below the BAAQMD cumulative threshold of 0.8 $\mu g/m^3$ and would be considered less than significant with mitigation

(e) – Less than Significant Impact: Though offensive odors from stationary and mobile sources rarely cause any physical harm, they still remain unpleasant and can lead to public distress, generating citizen complaints to local governments. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

[4] Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, February 2015, http://oehha.ca.gov/air/hot_spots/hotspots2015.html

The BAAQMD's significance criteria for odors are subjective and are based on the number of odor complaints generated by a project. Generally, the BAAQMD considers any project with the potential to frequently expose members of the public to objectionable odors to cause a significant impact. With respect to the proposed project, diesel-fueled construction equipment exhaust would generate some odors. However, these emissions typically dissipate quickly and would be unlikely to affect a substantial number of people.

Odor impacts could also result from siting a new sensitive receptor near an existing odor source. Examples of land uses that have the potential to generate considerable odors include, but are not limited to wastewater treatment plants; landfills; refineries; and chemical plants.

In the BAAQMD CEQA Air Quality Guidelines (dated May 2011), odor screening distances were recommended by BAAQMD for a variety of land uses. Projects that would site a new receptor farther than the applicable screening distance from an existing odor source would not likely result in a significant odor impact. The odor screening distances are not used as absolute screening criteria, rather as information to consider along with the odor parameters and complaint history. The odor screening distances for a sewage treatment plant, refinery, and chemical plant are two miles. The proposed project is not within the odor screening distances for a sewage treatment plant, refinery, or other odor producing sources. Secondly, the proposed restaurants, not listed as a significant odor source with an applicable screening distance, are approximately 1,000 feet from existing residences, and any cooking odors would not be expected to be significant and/or would dissipate within this distance. Therefore, odor impacts associated with the location of the proposed project would be less than significant.

Mitigation Measure(s): The following mitigation measures shall be incorporated into the project approval:

Mitigation Measure AQ-1*: BAAQMD Basic Dust Control Measures*. The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's basic fugitive dust control measures, including:

- All exposed surfaces (e.g., unpaved parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- A publically visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action with 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure AQ-2*: BAAQMD Basic Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to reduce construction-related exhaust emissions:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Mitigation Measure AQ-3*: Implement BAAQMD Enhanced Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to further reduce construction-related exhaust emissions:

- All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
    - Where access to alternative sources of power are available, portable diesel engines shall be prohibited; and
    - All off-road equipment shall have:
        - Engines that meet or exceed either USEPA or CARB Tier 2 off-road emission standards, and
        - Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such are available.

4. BIOLOGICAL RESOURCES

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

(a-c) – Less than Significant Impact with Mitigation: Since the project site is developed almost entirely with commercial structures, paved surfaces, and maintained landscaping, without any surface or riparian habitat, or other sensitive natural community, and because no species identified as a candidate, sensitive or special status species, or habitat for such species are known to occupy the project site according to the California Natural Diversity Database and the City's General Plan, the project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites, or have a substantial adverse effect on any species identified as a candidate, sensitive or special status species, or habitat for such species.

However, since the proposed project will include removal of numerous trees that could potentially serve as unidentified nesting habitat for special status birds, as well as other birds protected under the federal Migratory Bird Treaty, the below mitigation measure (BIO-1) is necessary to prevent the inadvertent taking of protected birds and/or habitat. The measure will require preparation of a pre-construction nesting survey to identify any nesting activity of protected birds, which if found, will require special care to be taken during construction. With this mitigation measure, the project will result in a less than significant impact.

(d) – No Impact: The project site has no federally protected wetlands that could be affected by grading or construction activity.

(e) – Less than Significant Impact with Mitigation: The project will include removal of 145 trees of a variety of species, as indicated in the submitted tree inventory (reference **Attachment 2**). The trees are proposed to be removed due to their conflict with proposed new buildings and site improvements.

Thirty-one of these trees will require approval of a Tree Removal Permit pursuant to the City's Tree Protection Ordinance (CMC Ch. 21.32) which classifies as "protected" any tree measuring 12-inches in diameter or greater and any tree (irrespective of size) required by a previously-approved landscape plan. As required by the ordinance, all protected trees must be replaced at a one-to-one ratio. However, most of the trees to be removed are not protected due to their species (e.g., Olive trees) or because the City's records cannot definitively identify them as being required by a past landscaping plan. As such, the removal of these trees without replacement could conflict with the intent and purpose of the Tree Protection Ordinance and with the community's expectations as a recognized "Tree City USA". As a result, the below mitigation measure (BIO-2) will require that *all* trees to be removed shall be replaced at a one-to-one ratio, ensuring that the project site's urban canopy is continued.

(f) – No Impact: No adopted Habitat Conservation Plan, Natural Community Conservation Plan or approved local, regional or state habitat conservation plans apply to the proposed project or the project site.

Mitigation Measure(s): The following mitigation measures shall be incorporated into the project approval:

Mitigation Measure BIO-1: If tree removal or ground disturbance activities are scheduled to commence during the breeding season (February 1st through August 31st), a pre-construction nesting bird survey shall be conducted by a qualified biologist to identify possible nesting activity of protected or special-status birds within 15 days prior to such activities. If nesting activity is identified during the survey, a construction-free buffer of suitable dimensions must be established around any active raptor and migratory bird nest (up to 250 feet, depending on the location and species) for the duration of the project, or until it has been determined that the chicks have fledged and are foraging independently from their parents.

Mitigation Measure BIO-2*:* All trees to be removed shall be replaced as noted by the following table. The required replacement trees, of species to be approved by the Community Development Director, shall be specifically indicated on the final landscaping plan submitted in association with site improvement drawings:

Trunk Size of Removed Tree measured at 4 feet above grade	**Replacement Ratio Required (per tree removed)**	
Diameter (in inches)	**Number of replacement trees**	**Minimum Size**
Less than 12	1	5-gallon
12 to 24	1	24 inch box
greater than 24	1	36 inch box

5. CULTURAL RESOURCES

	Issues *Would the project:*	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
(c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
(d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

(a) – No Impact: The project site does not contain known historical resources as defined in §15064.5 of the CEQA Guidelines.

(b-c) – Less than Significant Impact with Mitigation: The project site does not contain known archaeological, paleontological, or other cultural resources. However, should any cultural resources be discovered during project construction, the implementation of the below mitigation measure (CUL-1) would reduce any potential impacts to a less than significant level.

(d) – Less than Significant Impact with Mitigation: No human remains are known to exist on the project site. However, should human remains be discovered during excavation or construction, the implementation of the below mitigation measure (CUL-2) would reduce any potential impacts to a less than significant level.

Mitigation Measure(s): The following mitigation measures shall be incorporated into the project approval:

> ***Mitigation Measure CUL-1***: If archaeological or paleontological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity.
>
> ***Mitigation Measure CUL-2***: In the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The City and the Santa Clara County Coroner's office shall be notified. If deemed prehistoric, the Coroner's office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.

6. GEOLOGY AND SOILS

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

(a-c) – Less than Significant Impact with Mitigation: The project site is located within the seismically active San Francisco Bay Area. According to maps prepared under the Alquist-Priolo Earthquake Fault Zone Act, there are no zoned active faults within the City of Campbell, such that ground rupture is not likely to occur at the project site. Additionally, according to the State Seismic Hazard Zones Map, the project site is not located in any hazard zone and therefore does not have the potential for liquefaction or earthquake-induced landslides.

However, the project site is in vicinity of the San Andreas Fault, the Hayward-Rogers Creek Fault, and the Calaveras Fault, all of which are seismically active and pose a threat of an earthquake. As a result, the project site will likely be subjected to at least one moderate to severe earthquake that could damage to buildings, roads, and utilities. However, because construction practices in the State of California—pursuant to the California Building Code—take into account that earthquakes could potentially damage buildings, they are designed to withstand moderate ground-shaking. The project site has been reviewed for geologic stability in the past with preparation of geotechnical reports in 1995 and 1997 (reference **Attachment 3**). To ensured seismically-sound construction, the below mitigation measure (GEO-1) will require preparation of an updated geotechnical analysis as part of the building permit submittal for the proposed new buildings.

(d) – Less than Significant Impact: The project site is fully developed such that no significant amounts of topsoil are exposed.

(e) – No Impact: The proposed project would not involve the use of septic tanks or alternative waste water disposal systems.

(f) – Less than Significant Impact with Mitigation: The proposed project would not result in the destruction of unique paleontological resource with incorporation of Mitigation Measure CUL-1, as discussed under Section 5 - Cultural Resources.

Mitigation Measure(s): The following mitigation measures shall be incorporated into the project approval:

> ***Mitigation Measure GEO-1***: Applications for a building permit shall include a geotechnical report prepared by a licensed engineer specializing in soils mechanics containing foundation and retaining wall design recommendations, to the satisfaction of the Building Official.

7. GREENHOUSE GAS EMISSIONS

	Issues *Would the project:*	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	☐	☐	☒	☐
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

***Note**: The following is a summary from the 'Air Quality, Greenhouse Gas, and Health Risk Assessment' prepared by the RCH Group for this project. The complete document, included tables and figures, is included as **Attachment 1**.*

"Global warming" and "global climate change" are the terms used to describe the increase in the average temperature of the earth's near-surface air and oceans since the mid-20th century and its projected continuation. Warming of the climate system is now considered to be unequivocal, with global surface temperature increasing approximately 1.33 degrees Fahrenheit (°F) over the last 100 years. Continued warming is projected to increase global average temperature between 2 and 11°F over the next 100 years.

Natural processes and human actions have been identified as the causes of this warming. The International Panel on Climate Change (IPCC) concludes that variations in natural phenomena such as solar radiation and volcanoes produced most of the warming from pre-industrial times to 1950 and had a small cooling effect afterward. After 1950, however, increasing GHG concentrations resulting from human activity such as fossil fuel burning and deforestation have been responsible for most of the observed temperature increase. These basic conclusions have been endorsed by more than 45 scientific societies and academies of science, including all of the national academies of science of the major industrialized countries. Since 2007, no scientific body of national or international standing has maintained a dissenting opinion.

Increases in GHG concentrations in the earth's atmosphere are thought to be the main cause of human-induced climate change. GHGs naturally trap heat by impeding the exit of solar radiation that has hit the earth and is reflected back into space. Some GHGs occur naturally and are necessary for keeping the earth's surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have decreased the amount of solar radiation that is reflected back into space, intensifying the natural greenhouse effect and resulting in the increase of global average temperature.

Gases that trap heat in the atmosphere are referred to as GHGs because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, CO_2, CH_4, and N_2O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other

GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO_2e).[5]

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.[6]

(a) – Less than Significant Impact: CalEEMod was used to quantify GHG emissions associated with project construction activities, as well as long-term operational emissions produced by motor vehicles, natural gas combustion for space and water heating, electricity use, and landscape maintenance equipment. The proposed project would be located approximately 0.4 miles from the Campbell light-rail transit station. This aspect would tend to reduce motor vehicle emissions as it would tend to reduce daily trips by increasing the use of mass transportation.

The regulations, plans, and polices adopted for the purpose of reducing GHG emissions that are directly applicable to the proposed project include Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code. The proposed project would be developed to comply with Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and would be required to comply with Title 24 California Green Building Standards Code.

The proposed project's estimated construction and operational GHG emissions are presented in **Table GHG-1**. The estimated construction GHG emissions are 1,520 metric tons of CO_2e. As indicated, 30-year amortized annual construction related GHG emissions would be 50 metric tons of CO_2e. There is no BAAQMD significance threshold for construction-related GHG emissions. However, the annual value is below the BAAQMD threshold of 1,100 metric tons per year.

For the retail alternative, the GHG construction and operational emissions would be 3.8 metric tons per service population (approximately 622 employees) per year, which is below the BAAQMD threshold of 4.6 metric tons per service population. For the fitness alternative, the GHG construction and operational emissions would be 4.5 metric tons per service population (approximately 635 employees) per year, which is below the BAAQMD threshold of 4.6 metric tons per service population. Thus, with either option the proposed project impacts on climate change are less than significant.

[5] Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

[6] California Climate Change Portal. Frequently Asked Questions about Global Climate Change. Available Online at: http://www.climatechange.ca.gov/publications/faqs.html.

Table GHG-1: Estimated Greenhouse Gas Emissions

Source	Annual CO2e Metric Tons	
	Retail Alternative	**Fitness Center Alternative**
Construction (30-year amortized)	50	50
Operations		
Area Sources	0.02	0.02
Energy	751	801
Mobile	1,456	1,808
Solid Waste	64.2	137
Water	50.1	50.7
Total Emissions (including Construction)	2,372	2,847
Total Emissions per Service Population	**3.8**	**4.5**
BAAQMD Efficiency Threshold	4.6	4.6
Potentially Significant?	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

(b) – Less than Significant Impact: The County of Santa Clara has adopted a Climate Action Plan (CAP)[7] regarding the reduction of GHG emissions. The County has established a baseline government and community-wide inventory of GHG emissions. The proposed project would result in a significant impact if it would be in conflict with AB 32 State goals and the goals, policies, and measures of the applicable CAP for reducing GHG emissions. The assumption is that AB 32 and the CAP will be successful in reducing GHG emissions and reducing the cumulative GHG emissions statewide by 2020. The County and State have taken these measures, because no project individually could have a major impact (either positively or negatively) on the global concentration of GHGs. The proposed project has been reviewed relative to the AB 32 measures and County of Santa Clara CAP and it has been determined that the proposed project would not conflict with the goals of AB 32 and the applicable CAP.

Mitigation Measure(s): None Required.

[7] County of Santa Clara Climate Action Plan for Operations and Facilities, September 2009, https://www.sccgov.org/sites/osp/Programs/ClimateAction/Pages/Climate-Action-Plan.aspx

8. HAZARDS AND HAZARDOUS MATERIALS

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

(a) – Less than Significant Impact: No routine transport, use or disposal of hazardous materials would be associated with the project or normal operation of the commercial center. A slight hazardous potential would exist during project construction when materials and construction equipment are at the site; however, long-term hazard risk is very low. Hazard risks during construction are minimized to a less than significant level by compliance with applicable state and federal hazardous materials regulations and current regional best management practices (BMP's) for construction activities. The use of toxic chemicals for landscaping (pesticides, herbicides, etc.) will not be above what is generally required for landscape maintenance and is not considered significant.

(b) – Less than Significant Impact: The Phase I Environmental Site Assessment prepared for this project (reference **Attachment 4**) did not identify any 'recognized environmental conditions'—meeting the standard set forth by American Society for Testing and Materials (ASTM)—that could constitute a potentially "significant effect" under CEQA (Guideline § 21068). The assessment did identify one other environmental condition pertaining to asbestos-containing material (ACM) associated with the friable spray-on fireproofing and certain construction materials used in the two existing office towers. However, this is an existing condition that is monitored pursuant to existing state and local regulations, which will not be affected or exacerbated by the proposed project.

(c) – No Impact: The project site is not within ¼ mile (1,320 feet) of an existing or proposed school (the nearest school, San Jose Christian is 1,420 feet away from the northeast corner of the project site).

(d) – No Impact: The project site is not listed on the Hazardous Waste and Substances Sites List compiled pursuant to Government Code Section 65962.5, therefore the project would not create a significant hazard to the public or the environment

(e-f) – No Impact: The project site is not located within the Santa Clara County Airport Land Use Commission's jurisdiction, within two miles of a public airport or within the vicinity of a private airstrip.

(g) – No Impact: The proposed project has been thoroughly reviewed by the Santa Clara County Fire District, which has determined that it will not interfere with emergency response or evacuation plans.

(h) – No Impact: The project site is not located near any wildland areas and would not increase a wildland fire hazard.

Mitigation Measure(s): None Required.

9. HYDROLOGY AND WATER QUALITY

	Issues *Would the project:*	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
(b)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.	☐	☐	☒	☐
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
(d)	Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	☐	☐	☒	☐
(e)	Create significant increases in erosion of the project site or surrounding areas?	☐	☐	☒	☐
(f)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
(g)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
(h)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
(i)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
(j)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
(k)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
(l)	Potentially impact stormwater runoff from construction activities?	☐	☒	☐	☐
(m)	Potentially impact stormwater runoff from post-construction activities?	☐	☐	☒	☐
(n)	Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	☐	☐	☒	☐
(o)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
(p)	Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?	☐	☐	☒	☐

(a) – No Impact: The project will be adequately served by the existing water supplies, as confirmed in written correspondence ("will serve" letter) by San Jose Water Company (reference **Attachment 7**), the local area water utility. As such, the project will not deplete or otherwise interfere with groundwater supplies.

(b-e) – Less than Significant Impact: The total impervious surface area would decrease as a result of construction of the proposed project and would result in a decrease in surface runoff from current conditions. All runoff generated by the project site that is not collected and percolated on-site would be conveyed into the storm drain system for which there is existing capacity to handle the amount of

runoff generated by this project. The changes to the project site as a result of on-site improvements would not substantially alter the existing drainage pattern of the surrounding area, alter the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site

(f-g, m, o) – Less than Significant Impact: In compliance with Provision C.3 of the National Pollution Discharge Elimination System (NPDES), the project incorporates stormwater management measures. The project's stormwater treatment plan indicates use of private bio-retention areas (vegetated swales) that allow water to percolate into the ground through a passive (natural) infiltration medium before flowing to the storm drain system. The proposed treatment system will treat and contain stormwater on-site and therefore not exceed the capacity of existing or planned storm water drainage systems, provide substantial additional sources of polluted stormwater runoff, otherwise substantially degrade water quality or violate any water quality standards or waste discharge requirements.

(h to i) – Less than Significant Impact: According to the Federal Emergency Management Agency Flood Insurance Rate Maps, the entirety of the project site is located in Zone X, an area determined to be outside the 100-year annual chance floodplain.

(j-k) – Less than Significant Impact: The project site is located downstream of Lexington Reservoir, in an area defined by the Association of Bay Area Governments as a dam failure inundation area. As the project is not modifying flood protection measures or creating a condition where adjacent properties are exposed to a new significant risk of loss, injury or death involving flooding, no additional exposure to water-related hazards is expected as a result of the project construction or operation.

(l) – Less than Significant Impact with Mitigation: Potential contamination to stormwater runoff is managed by adherence to the Santa Clara Valley Nonpoint Source Pollution Control Program, "Blueprint for a Clean Bay". With implementation of these best management practices, as required by the below mitigation measure (HWQ-1), any potential contamination to the stormwater runoff would be less than significant.

(n,p) – Less than Significant Impact: The proposed project will not include uses that would include vehicle fueling, waste handling, hazardous material storage, or similar activity that could result in the potential discharge of stormwater pollutants.

Mitigation Measure(s): The following mitigation measures shall be incorporated into the project approval:

> ***Mitigation Measure HWQ-1****:* The construction contractor shall implement the best management practices of the Santa Clara Valley Nonpoint Source Pollution Control Program, "Blueprint for a Clean Bay".

10. LAND USE and PLANNING

	Issues *Would the project:*	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Physically divide an established community?	☐	☐	☐	☒
(b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
(c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

(a) – No Impact: Although the proposed project would modify the interior vehicular circulation of the existing commercial center, public access into and through the center would not be limited or otherwise compromised. Moreover, the project would include enhanced pedestrian circulation with creation of additional sidewalks, plazas, and crosswalks that will enhance access to and throughout the site. As such, the project would not divide the community or any adjacent neighborhoods.

(b) – Less than Significant Impact: The General Plan recognizes the Pruneyard as part of the broader "Pruneyard/Creekside Commercial District"—the area bound by Highway 17, Hamilton, Bascom, and Campbell Avenues—which is envisioned as an "active, connected 'urban village' with a mixture of commercial, office, residential, entertainment and recreational uses functioning as a community and regional focal point." The Pruneyard is the southern node of this area, providing shopping, dining, and entertainment opportunities, and a linkage to Downtown Campbell.

Source: Berkshire Communities

The proposed project will be substantially consistent with the General Plan policies and strategies applicable to the "Pruneyard/Creekside Commercial District", as noted below, by substantially improving the aesthetic character and pedestrian-orientation of the Pruneyard, strengthening its the linkage to Downtown Campbell, and maintaining consistency with the adopted land use maximums.

Goal LUT-14: The Pruneyard/ Creekside Area as an active, connected "urban village" with a mixture of commercial, office, residential, entertainment and recreational uses functioning as a community and regional focal point.

Policy LUT-14.1: Area Plan: Develop an Area Plan for the Pruneyard / Creekside Commercial District.

Policy LUT-14.2: Development Intensities: Allow higher development intensities within the Pruneyard / Creekside area.

Strategy LUT-14.2a: Maximum Height: Allow new buildings and redeveloped buildings to develop at the maximum height in the Pruneyard/Creekside Area, subject to traffic and environmental constraints.

Strategy LUT-14.2b: Floor Area Ratio (FAR): Allow a maximum FAR of 2.0 for new development or redevelopment within the Pruneyard/Creekside Area.

Policy LUT-14.3: Physically Connected: Encourage new development in the Pruneyard/Creekside Area that is physically connected to existing development and oriented towards the creek trail with appropriate setbacks, and that provides logical connections and access to the creek trail.

Strategy LUT-14.3a: Campisi Way Extension: Encourage logical connections and accessibility by requiring developers to participate in the extension of Campisi Way to the Pruneyard site.

Strategy LUT-14.3b: Property Coordination: Encourage property owners to coordinate with each other in resolving parking, circulation and traffic system improvements.

Strategy LUT-14.3c: Development along Los Gatos Creek: Ensure that new projects or remodeling projects adjacent to the Los Gatos Creek participate in developing the creek as a landscaped parkway and extend the landscape theme into creekside developments to enhance exposure to the creek, provide passive recreation (seating areas) and integrate the creek and new development.

Strategy LUT-14.3d: Links to Los Gatos Creek: Ensure that new development provides visual and pedestrian linkages with Los Gatos Creek.

Strategy LUT-14.3e: Landscape and Signage: Work with property owners to develop a consolidated landscape and signage theme to be developed to improve the area's image as a special and unique place.

Policy LUT-14.4: Parcel Consolidation: Encourage the consolidation of properties to obtain more logical building sites and coordinated development opportunities in the Pruneyard/Creekside Area.

Strategy LUT-14.4a: Floor Area Ratio: Allow sites of greater than 3 acres to maximize densities of up to 2.0 FAR for non-residential uses and up to a maximum residential density of 27 units per gross acre. Project densities on parcels of smaller size will be reduced on a sliding scale as indicated below:

Minimum Acres	Maximum FAR	Allowable Density Range
Up to .99	.30	Up to 8 du/acre
1.0 to 1.99	.50	8 to 16
2.0 to 2.99	1.0	8 to 21
3.0 and above	2.0	8 to 27

Strategy LUT-14.4b: Parcel Consolidation: Consolidated or larger parcels will also be permitted to mix residential and non-residential uses up to the maximum densities allowed.

Strategy LUT-14.4d: Parking Facilities: Joint use of parking facilities may be utilized with mixed-use development formats on larger parcels.

Policy LUT-14.5: Building Orientation: Orient buildings toward public streets. New buildings on corner lots should frame the intersection through the use of reduced setbacks where necessary for access, facades that incorporate prominent entries, windows, design details and landscaping.

Strategy LUT-14.5b: Non-residential Entries: Orient entries of non-residential developments toward the public street and provide street-level

windows and glass front display bays for all street-level office and retail.

Strategy LUT-14.5c: Parking Lots: Encourage parking lots at the side of or rear of, or below buildings. Parking lots are strongly discouraged between buildings and the sidewalk.

Policy LUT-14.6: Mixed Residential and Non-residential Uses: Allow residential uses that are mixed whether horizontally or vertically with non-residential uses.

Strategy LUT-14.6a: Building Heights: Locate taller buildings toward Highway 17 and the center of the Pruneyard/Creekside area. Building heights should be reduced as building forms approach Hamilton Avenue, Bascom Avenue, Campbell Avenue and the Creek Trail.

Strategy LUT-14.6b: Ground Floor Retail Uses: Ensure ground floor retail uses on Bascom and Hamilton Avenues, with vibrant street level elevations.

Strategy LUT-14.6c: Decorative Features: Development projects should incorporate decorative features including plazas that incorporate amenities such as public art, special paving, tile, and fountains.

The proposed project is also consistent with the General Plan's description of the property's *General Commercial* land use designation by capitalizing on The Pruneyard's prime location at the intersection of Campbell and Bascom Avenues and its proximity to Historic Downtown Campbell. The project would also "frame" Campbell Avenue with the construction of the proposed office building and additional (R5) retail building.

> General Commercial: This category permits commercial uses that need exposure to high volumes of automobile traffic or access to transit corridors. Most of the land in Campbell that is designated for General Commercial is located along both sides of Bascom and Hamilton Avenues and parts of Winchester Avenue. Commercial development in these areas is highly visible, hence the placement and scale of buildings is especially important to the community image. The building forms should typically frame the street, with parking lots either behind or under the building. Auto related uses, such as auto repair, are not allowed from locating in the General Commercial areas.

The proposed project is also consistent with other applicable General Plan policies and strategies as noted below, which encourage development near public transportation, incorporation of alternative transportation features and programs, maintaining a balanced mix of jobs and housing, and encouraging a variety a uses with the community.

Strategy LUT-1.5a: Transit-Oriented Development: Encourage transit-oriented development including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity, and mix of land uses with transportation resources, such as Light Rail.

Policy LUT-2.1: Alternative Transportation: Encourage the use of alternative transportation such as ridesharing, public transit services, walking, and bicycling to reduce reliance on automobile use.

Strategy LUT-2.1h: Bicycle Facilities: Encourage adequate and secure bicycle facilities at employment centers, activity centers, and residential projects.

Strategy LUT-2.3a: Intersection Level of Service: To the extent possible, maintain level of service (LOS) on designated intersections consistent with the Santa Clara County Congestion Management Plan.

Policy LUT-2.4: Jobs and Housing Balance: Maintain Campbell's balance of jobs and housing units to encourage residents to work in Campbell, and to limit the impact on the regional transportation system.

Strategy LUT-13.1: Variety of Uses: Attract and maintain a variety of uses that create an economic balance within the City while maintaining a balance with other community land use needs, such as housing and open space, and while providing high quality services to the community.

Lastly, the proposed project also includes a proposed Zoning Map Amendment and Zoning Text Amendments that would allow consideration of the project by creating provisions for a "Master Use Permit" and allowing a freeway-oriented sign and roof-top signage for a regional commercial center. These components will be considered concurrently with the overall project entitlement such that no conflict will be created should the project be approved.

(c) – No Impact: No habitat conservation plan or natural community conservation plans are applicable to the project site.

Mitigation Measure(s): None Required.

11. MINERAL RESOURCES

	Issues *Would the project:*	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
(b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

(a-b) – No Impact: No known mineral resources are present at the project site.

Mitigation Measure(s): None Required.

12. NOISE

	Issues *Would the project:*	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
(b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
(c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
(d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
(f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

(a) – No Impact: The Campbell Municipal Code and General Plan have established decibel-based noise level maximums only for development of new residential projects. Since the proposed project does not include a residential land use, the project will not result in violation of an adopted noise standard.

(b) – Less than Significant Impact: The normal operation of a commercial shopping center does not generate ground borne vibration or noise at levels that would adversely affect persons within or around the project site. Construction activities, which are short term, are also not anticipated to create excessive ground borne vibration or noise.

(c) – Less than Significant Impact with Mitigation: Although the addition of new retail and office buildings would not increase ambient noise levels beyond that associated with the normal operation of the shopping center, the expanded parking garage could introduce additional vehicular noise that may adversely affect the adjacent residential property located along Campisi Way. To address this potential impact, the below mitigation measure (NOISE-1) will require preparation of an acoustic analysis that will include design recommendations, if necessary, for the garage to minimize residential noise exposure to a less than significant level.

(d) – Less than Significant Impact with Mitigation: Construction activity associated with either the parking garage or the office building could result in temporary levels of noise that may cause a disturbance. Such noise and vibration is minimized to a less than significant level through adherence with the City's allowable construction hours requirements and general best practices, as implemented by the below mitigation measures (NOISE-2 and NOISE-3).

(e-f) – No Impact: The project is not located within the vicinity of an airport land use plan or within two miles of an airport, or a private airstrip.

Mitigation Measure(s): The following mitigation measures shall be incorporated into the project approval:

Mitigation Measure NOISE-1: Prior to submittal of a building permit for the garage expansion, the applicant shall have an environmental noise assessment study prepared to analyze how potential sound generation from the expanded garage may affect the adjoining residential property. If the study indicates that the new sound generated by the garage expansion will increase noise exposure to the apartment building beyond both existing levels and the Campbell Residential (Stationary) Noise Standard (CMC Sec. 21.16.070.E.1), the study shall also provide recommended design and/or operational measures as necessary to reduce the noise exposure to current levels or the Campbell Residential (Stationary) Noise Standard, whichever is greater. These measures shall then be incorporated into the final design and operation of the garage expansion

Mitigation Measure NOISE-2: All construction activity shall adhere to the following standards:

- Construction activity shall occur during the prescribed hours and subject to the standards set forth by Campbell Municipal Code Sec. 18.04.052 (Hours of Construction - Time and Noise Limitations).
- All construction equipment with internal combustion engines used on the project site shall be properly muffled and maintained in good working condition.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- All stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors such as existing residences and businesses.
- Prior to the issuance of building permits, the project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street so that the contractor can be made aware of noise complaints.

Mitigation Measure NOISE-3: Construction equipment, vehicles, and workers associated with the development of the project shall not be permitted to park on any residential street. Prior to issuance of a building permit, the applicant shall prepare a construction staging plan indicating the placement of materials and vehicles on the project site.

13. POPULATION AND HOUSING

	Issues *Would the project:*	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
(b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
(c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

(a) – Less than Significant Impact: The proposed project would not induce substantial population growth as the project does not include the creation of housing units or the installation of infrastructure in preparation of additional housing units. Although the project would create new employment opportunities that may nominally increase the market demand for new housing, the City is committed to the continued creation of new housing within the community, as evinced by its certified General Plan Housing Element.

(b-c) – No Impact: The project site is an existing developed commercial property with no residential land uses. The proposed project, therefore, would not displace existing housing or an existing residential population.

Mitigation Measure(s): None Required.

14. PUBLIC SERVICES

	Issues *Would the project:*	**Potentially Significant Impact**	**Less than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
(a)	Would the project result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i) Fire Protection?	☐	☐	☒	☐
	ii) Police Protection?	☐	☐	☒	☐
	iii) Schools?	☐	☐	☒	☐
	iv) Parks?	☐	☐	☒	☐
	v) Other public facilities?	☐	☐	☒	☐

(a) – Less than Significant Impact: The project site is an existing commercial center. The proposed project will continue to require public services such as fire protection, police services, and street maintenance, commensurate with the scale of the commercial shopping center. The County Fire District, Campbell Police Department, and other stakeholder agencies, have reviewed the proposed project and determined that services will continue to be provided at an acceptable level.

Mitigation Measure(s): None Required.

15. RECREATION

	Issues *Would the project:*	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

(a-b) – No Impact: The proposed project will not increase the use of existing park facilities or require the construction or expansion of recreational facilities. Commercial and office uses, unlike residential land uses, do not typically generate the need to provide greater parkland improvements. In this regard, no expansion of recreational facilities would be required.

Mitigation Measure(s): None Required.

16. TRANSPORTATION and TRAFFIC

	Issues *Would the project:*	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
(b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
(c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
(d)	Substantially increase hazards due to a design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
(e)	Result in inadequate emergency access?	☐	☐	☒	☐
(f)	Result in inadequate parking capacity?	☐	☐	☒	☐
(g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

***Note**: A portion of the following is an abridged executive summary from the Traffic Impact Analysis (TIA) prepared by Hatch Mott MacDonald. The complete document, included tables and figures, is included as **Attachment 5**.*

(a-b) – Less than Significant Impact: This summary recapitulates the results of the transportation impact analysis (TIA) for the proposed project. The purpose of this analysis is to identify potentially significant impacts of the proposed project to the transportation system. The analysis was prepared consistent with the guidelines and procedures of the City of Campbell, the Valley Transportation Authority (VTA), and the Santa Clara County Congestion Management Agency (CMA).

Project Trip Generation

The project includes the expansion of the existing development to include new retail/restaurant and office floor space, potentially a fitness center, a new parking structure, additional parking provided in an underground parking garage, and modifications to the existing vehicular circulation system in the shopping center. The retail alternative (Option A) would generate an estimated 123 net trips during the AM peak hour and 224 net trips during the PM peak hour. The fitness alternative (Option B) would generate an estimated 143 net new trips during the AM peak hour and 276 net new trips during the PM peak hour. As the latter option generates a higher volume of trips, the TIA analyzed traffic impacts based upon the trip generation for Option B. The trip generation calculations include Peer/Study-Based trip reductions for internal and TDM (transportation demand management) trip reductions.

Intersection Level of Service (LOS)

To analyze the traffic impacts of the project, the TIA reviewed 16 intersections within the City that could be potentially impacted by the project, including:

1. Hamilton Avenue / Salmar Avenue-Highway 17 Southbound Off-Ramp
2. Hamilton Avenue / Creekside Way
3. Hamilton Avenue / Bascom Avenue
4. Hamilton Avenue / Leigh Avenue
5. Creekside Way / Highway 17 Northbound Off-Ramp

6. Creekside Way / Campisi Way
7. Bascom Avenue / Campisi Way
8. Bascom Avenue / Pruneyard
9. Campbell Avenue /Railway Avenue-Civic Center Drive
10. Campbell Avenue / Page Street
11. Campbell Avenue / Gilman Avenue
12. Campbell Avenue / Union Avenue
13. Bascom Avenue / Campbell Avenue
14. Orchard City Drive / Railway Avenue
15. Union Avenue / Duncanville Court
16. Union Avenue / McGlincy Lane

Intersection traffic operations were evaluated based on the Level of Service (LOS) concept. Intersection operations were evaluated using the TRAFFIX analysis software. LOS is a quantitative description of an intersection and roadway's operation, ranging from LOS A to LOS F. Level of service A represents free flow un-congested traffic conditions. Level of service F represents highly congested traffic conditions with unacceptable delay to vehicles on the road segments and at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes.

The City has established LOS D as the general threshold for acceptable traffic operations for signalized intersections that are not covered by the policies of the Congestion Management Program (CMP). The VTA's minimum threshold for CMP intersections is LOS E. The City has also established criteria to determine the level of significance of traffic impacts. The following significance criteria were applied to the signalized study intersections that are not covered by the policies of the CMP:

1. The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F, or
2. For intersections where LOS E operation has been established as acceptable, the project condition causes operation to deteriorate from LOS E to LOS F.

The VTA has established criteria to determine the level of significance of traffic impacts at CMP intersections. The following significance criteria were applied to the intersections that are covered by the policies of the CMP:

1. The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS E or better) to LOS F, or
2. For intersections already operating at LOS F, the impact would be significant if:
   a. Addition of the project traffic increases the average control delay for critical movements by four (4) seconds or more, and
   b. Project traffic increases the critical volume-to-capacity (v/c) ratio by 0.01 or more, or
   c. The critical v/c increases by 0.01 or more when the change in critical delay is negative.

The intersection of Hamilton Avenue and Leigh Avenue is in the City of San Jose and is subject to the level of service policy established by the City of San Jose. Significant traffic impacts at signalized intersections are defined to occur when the addition of project-generated trips causes on of the following:

1. Intersection operations to deteriorate from an acceptable LOS D or better to an unacceptable LOS E or F.
2. Critical delay increase of four or more seconds and a V/C ratio increase of 0.01 or more to intersections operating at LOS E or F.
3. The V/C ratio increases by 0.01 or more at an intersection operating at an unacceptable LOS E or F when the change in critical delay is negative.

Existing Plus Project Intersection Impacts
Trips generated by the proposed project were combined with the existing traffic volumes to obtain existing plus project traffic volumes. As based on City and VTA standards, all study intersections are projected to operate at an acceptable level of service under existing plus project conditions; therefore, the project would not create significant traffic related impacts at the study intersections.

Background Plus Project Intersection Impacts
Background Plus Project Conditions include the sum of existing traffic, traffic generated by approved but not yet constructed or occupied projects, and traffic generated by the proposed project. Based on City and VTA standards, all study intersections are projected to operate at an acceptable level of service under background plus project conditions as summarized in Exhibit 20 of the TIA; therefore, the project would not create significant traffic related impacts at the study intersections.

Cumulative Plus Project Intersection Impacts
A growth rate of 2.0% per year was applied to the existing traffic volumes, as well anticipated trips that would be generated by pending and anticipated projects in the vicinity, to estimate cumulative traffic growth.[8] Based on City and VTA impact criteria, the proposed project, which includes a transportation demand management (TDM) program, is expected to have a less-than-significant impact at all study intersections under Cumulative Plus Project conditions. The following four intersections would operate at an unacceptable level of service under cumulative conditions as noted in Exhibit 23 of the TIA; however, this is not an impact of the proposed project.

1. Int. #1 Hamilton Avenue / Salmar Avenue-Hwy 17 SB Off-Ramp
2. Int. #3 Bascom Avenue / Hamilton
3. Int. #4 Leigh Avenue / Hamilton Avenue
4. Int. #7 Bascom Avenue / Campisi Way

<u>Neighborhood Impacts</u>

The proposed project has the potential of adding traffic to residential streets located east of Bascom Avenue. The following streets provide motorists with the opportunity to circulate between Leigh Avenue and Bascom Avenue:

1. Arroyo Seco Drive
2. Campbell Avenue
3. Fewtrell Drive

[8] New vehicle trip generation that would be generated by the Dell Avenue Area plan was not specifically included in the Cumulative Condition analysis. Given the distance between the Pruneyard and the Dell Avenue project, the specific volume of trips added by the Dell Avenue project is speculative given the alternative travel routes and origins/destinations available for the Dell Avenue project generated trips. Moreover, the new trip generation associated with the Dell Avenue Area Plan is included in the traffic growth that was included in the cumulative condition traffic volume forecasts.

4. McBain Avenue
5. Ridgeley Drive

The effect of adding project related traffic to the streets listed above, east of Bascom Avenue, was evaluated using the Traffic Infusion on Residential Environment (TIRE) index. The TIRE index is a measure of residents' perceptions of the effect of increased traffic on residential streets. A change in the TIRE index of less than 0.1 would not be noticed by a resident, with a change of 0.1 or more would be noticeable to residents.

It is estimated that 2 percent of the project commercial traffic would access the project via the residential streets west of Bascom Avenue. This equates to 56 trips per day, which would be distributed between all of the residential streets. Even if the traffic was concentrated on any one street, the volume of traffic would not reach a level that would be noticeable to residents. It would require at least 6 percent of the total project generated daily traffic (both office and commercial components) to access the project via Fewtrell Drive or McBain Avenue for the traffic generated by the project to be noticeable to the residents of these streets. Based on the project distribution opportunities for the project, it is very unlikely that the project would add traffic to the study streets at levels that would be noticeable to residents of those streets. The proposed project would have no impact on the TIRE index of the study streets.

Freeway Impacts

Project impacts to the level of service of freeway segments immediately adjacent to and in the near vicinity of the Pruneyard were analyzed for this study. The following freeway segments were analyzed in both directions for this study:

1. SR 17 between I-280 and Hamilton Avenue
2. SR 17 between Hamilton Avenue and San Tomas Expressway-Camden Avenue
3. SR 17 between San Tomas Expressway-Camden Avenue and SR 85
4. SR 85 between Bascom Avenue and SR 17
5. SR 85 between SR 17 and Winchester

The proposed project would not add more than one percent to any freeway segment. Therefore, a freeway segment analysis is not required per the VTA traffic impact analysis guidelines. The impact analysis was performed, however, to document existing freeway conditions and the level of impact that the project would have to the freeway segments. Under Existing conditions, northbound segments of SR 17 and SR 85 currently operate at LOS F during the AM peak hour. During the PM peak hour, the southbound segment of SR 85 between SR 17 and Bascom Avenue currently operates at LOS F. The project would not contribute more than one percent of the capacity of the segments currently operating at LOS F. Therefore, according to VTA significance criteria, the project's impact would not be significant. The project would not cause the level of service on the other study segments that currently operate at LOS E or better to deteriorate to LOS F. Therefore, the project's impact to the freeway segments operating at LOS E or better would not be significant.

(c) – No Impact: The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that would result in substantial safety risks.

(d) – Less than Significant Impact: The project proposes several changes to the on-site circulation system for vehicles, pedestrians and bicycles. The proposed circulation plan will alter existing

circulation patterns including modify existing parking lots and parking space layouts. The project will create pedestrian priority areas in the central area of the site. Based on a review of the proposed changes to on-site circulation as well as observations of existing site circulation conditions, the planned on-site circulation plan will be adequate and safe for the project and will not substantially increase hazards.

(e) – Less than Significant Impact: The modified site circulation proposed by the project has been thoroughly reviewed by the Santa Clara County Fire District, and found acceptable such that the project would not result in inadequate emergency access

(f) – Less than Significant Impact: The project applicant commissioned a parking demand/supply study, which is documented in an October 30, 2015 memorandum included as **Attachment 6**. The study included the development of a parking demand estimate model, which was used to estimate the parking demand for each phase of the project.

The parking demand model was calibrated to represent Friday conditions in December. Fridays typically experience higher parking demand compared to other weekdays because of higher mid-day and evening demand for retail and restaurant uses. Shopping centers typically experience the highest parking demand during December. Therefore, the model results represent a conservative (high-side) estimate of parking demand that would be experienced at the center.

Typically, parking spaces in excess of the estimated peak parking demand are provided at commercial developments to improve circulation and parking efficiency. For this study, parking efficiency factors 5% for the office space and 10% for the retail/restaurant space were applied. Given the relative mix of office and commercial retail space at The Pruneyard, the net overall efficiency factor for the project is about 8 percent. That is, the recommended parking supply provides a parking space surplus of 8 percent above the estimated maximum parking demand during each phase of the project.

The proposed parking supply will exceed the estimated maximum parking demand during each project phase. The parking supply will exceed the estimated maximum parking demand by about 6 percent to 10 percent throughout the development of the project. At the completion of Phase 2 of the project, the number of parking spaces on the development site would exceed the projected maximum parking demand by 6.4 percent and at the completion of Phase 4 (Option B – Fitness Center), the parking spaces on the Pruneyard site would exceed the estimated maximum parking demand by 7.5 percent. During the other project phases, the proposed parking supply would exceed the maximum parking demand by about 10 percent.

The proposed parking supply will exceed the estimated recommended parking supply during each project phase except Phase 2 and Phase 4 with Development Option B. The parking supply will exceed the recommended parking supply by about 2 percent for Phases 1, 3 and 4 Option A. At the completion of Phase 2, the parking deficiency relative to the recommended parking supply would be 39 spaces, or about 2 percent of the total recommended spaces. At the completion of Phase 4 Option B, the parking deficiency relative to the recommended parking supply would be 29 spaces, or about 1 percent of the total recommended spaces. In each case, the total number of spaces provided on the Pruneyard site would exceed the estimated parking demand. During these periods, the efficiency factor would be less than the desired rate. The parking deficiency would only occur during the peak seasonal December period. However, the proposed project includes a parking management plan that will include valet parking during the periods for which a deficiency was identified; therefore, the parking supply will be

adequate. The Pruneyard also currently experiences localized parking supply deficiencies. These deficiencies occur primarily on the east side of the center near the Trader Joe's and Marshalls stores and will also be adequately addressed by the parking management plan.

(g) – Less than Significant Impact: The City's adopted requirements for alternative transportation solutions pursuant to CMC Sec. 21.28.070 require provision bicycle and clean-air vehicle parking subject to the Green Building Standards Code (CALGreen). The project will provide these facilities, and therefore, will not conflict with adopted policies, plans, or programs supporting alternative transportation.

Mitigation Measure(s): None required.

17. UTILITIES and SERVICE SYSTEMS

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

(a) – Less than Significant Impact: The proposed project would not generate significant amounts of wastewater, and would therefore not exceed wastewater treatment requirements for the Regional Water Quality Control Board. The West Valley Sanitation District has provided written correspondence ("will serve" letter) which indicates that the sewer facilities, with the construction of on- and off-site improvements, are adequate to support the site.

(b) – Less than Significant Impact: The proposed project will include modification to existing private on-site sanitary and water utilities to accommodate the proposed development. The extent of these improvements is limited to serve the project site and are within the scope of the overall project, and would therefore, not cause or otherwise incur an environmental effect.

(c) – Less than Significant Impact: The stormwater runoff generated by the project site would be collected and treated on-site in compliance with Provision C.3 of the National Pollution Discharge Elimination System (NPDES) requirements as discussed in Section 9 (Hydrology and Water Quality) and will not require expansion or construction of public stormwater treatment facilities. Therefore, the proposed drainage facility for the project site would not cause any significant environmental effects.

(d) – Less than Significant Impact: The project will be adequately served by the existing water supplies, as confirmed in written correspondence ("will serve" letter) by San Jose Water Company, the local area water utility (reference **Attachment 7**).

(e) – Less than Significant Impact: The project site is an existing commercial shopping center. The project would continue to connect to the existing waste water treatment system, which currently has sufficient capacity to receive the additional waste water generated from the proposed project. Therefore, the project would not impact the ability of the waste water treatment provider to meet its current commitments for service.

(f-g) – Less than Significant Impact: Existing capacity at local landfills can accommodate the amount of waste generated as a result of project operation. The project would comply with Federal, State and local statutes and regulations related to solid waste.

Mitigation Measure(s): None Required.

18. MANDATORY FINDINGS OF SIGNIFICANCE

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?)	☐	☐	☒	☐
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

(a) – Less than Significant Impact: Based on the findings of the Initial Study, construction and operation of the project, with mitigation, would not substantially degrade the quality the environment; reduce the habitat, population, or range of species; nor eliminate important examples of California history or prehistory.

(b) – Less than Significant Impact: Based on the findings of this Initial Study, the proposed project would not cause any significant cumulative impacts to the following topical issues:

Traffic congestion at study intersections. The Traffic Impact Analysis prepared for the project evaluated the operating conditions of key study intersections for existing, background, project, and cumulative traffic conditions. Based on the results of the Traffic Study, all study intersections are projected to operate at acceptable levels for each traffic condition with mitigation.

Land Use and Planning. Although the proposed project will result in a net increase of jobs in the City, the City has continued to support creation of sufficient new housing to accommodate any incremental increase in housing need.

Geologic Problems. Seismic and soil conditions are site-specific, and will not contribute to cumulative impacts.

Water. No other development in the vicinity should cumulatively affect runoff and water quality as no other developments will occur concurrently.

Air Quality. The project would not exceed BAAQMD thresholds and no other developments would occur in the vicinity of the project during the construction, so cumulative impacts would be less than significant. Construction dust would be handled on a site-specific basis.

Biological Resources. Although no other projects would be concurrently constructed in the vicinity, cumulative biological impacts may occur. However, measures to mitigate for project construction impacts on biological resources would also apply for cumulative biological impacts.

Energy. The project would have no impact on energy and mineral sources, so it would not contribute to cumulative impacts.

Hazards. All hazards discussed are site specific, and will not contribute to cumulative impacts.

Noise. Construction activity is substantially mitigated through uniform development policies on a project-by-project basis and therefore cannot result in a cumulative impact.

Public Services. Since the project would not make any significant demands on public services, it would not contribute to cumulative impacts to public services.

Utilities/Service Systems. Since the project would have less than significant or no impacts to public utilities, it would have no cumulative impact.

(c) – Less than Significant Impact: Based on the findings of the Initial Study, there is no evidence to demonstrate that the project would cause a substantial adverse effect on human beings, either directly or indirectly.

Mitigation Measure(s): No additional mitigation measures are necessary.

III. SUMMARY OF MITIGATION MEASURES

1. **Aesthetics**: One mitigation measure is required:

   Mitigation Measure AES-1*:* Prior to submittal of a building permit for the parking garage expansion, the applicant shall submit a photometric analysis prepared by a qualified professional that analyzes stationary and mobile (vehicular) light sources from within the expanded garage onto the adjacent residential property. The analysis shall provide design recommendations as necessary to ensure that new light emissions comply with the City's Lighting Design Standards (CMC Sec. 21.18.090). The construction drawings for the parking garage shall incorporate the design recommendations of the photometric analysis.

2. **Agricultural Resources**: No mitigation measures are required.

3. **Air Quality**: Three mitigation measures are required:

   Mitigation Measure AQ-1*: BAAQMD Basic Dust Control Measures*. The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's basic fugitive dust control measures, including:

   - All exposed surfaces (e.g., unpaved parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
   - All haul trucks transporting soil, sand, or other loose material off site shall be covered.
   - All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
   - All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
   - All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
   - A publically visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action with 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

   Mitigation Measure AQ-2*: BAAQMD Basic Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to reduce construction-related exhaust emissions:

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

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

Mitigation Measure AQ-3*: Implement BAAQMD Enhanced Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to further reduce construction-related exhaust emissions:

- All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
  - Where access to alternative sources of power are available, portable diesel engines shall be prohibited; and
  - All off-road equipment shall have:
    - Engines that meet or exceed either USEPA or CARB Tier 2 off-road emission standards, and
    - Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such are available.

4. **Biological Resources**: Two mitigation measures are required:

Mitigation Measure BIO-1: If tree removal or ground disturbance activities are scheduled to commence during the breeding season (February 1st through August 31st), a pre-construction nesting bird survey shall be conducted by a qualified biologist to identify possible nesting activity of protected or special-status birds within 15 days prior to such activities. If nesting activity is identified during the survey, a construction-free buffer of suitable dimensions must be established around any active raptor and migratory bird nest (up to 250 feet, depending on the location and species) for the duration of the project, or until it has been determined that the chicks have fledged and are foraging independently from their parents.

Mitigation Measure BIO-2*:* All trees to be removed shall be replaced as noted by the following table. The required replacement trees, of species to be approved by the Community Development Director, shall be specifically indicated on the final landscaping plan submitted in association with site improvement drawings:

Trunk Size of Removed Tree measured at 4 feet above grade	**Replacement Ratio Required (per tree removed)**	
Diameter (in inches)	**Number of replacement trees**	**Minimum Size**
Less than 12	1	5-gallon
12 to 24	1	24 inch box
greater than 24	1	36 inch box

5. **Cultural Resources**: Two mitigation measures are required:

   Mitigation Measure CUL-1: If archaeological or paleontological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity.

   Mitigation Measure CUL-2: In the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The City and the Santa Clara County Coroner's office shall be notified. If deemed prehistoric, the Coroner's office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.

6. **Geology and Soils**: One mitigation measure is required:

   Mitigation Measure GEO-1: Applications for a building permit shall include a geotechnical report prepared by a licensed engineer specializing in soils mechanics containing foundation and retaining wall design recommendations, to the satisfaction of the Building Official.

7. **Greenhouse Gas Emissions**: No mitigation measures are required.

8. **Hazards and Hazardous Materials**: No mitigation measures are required.

9. **Hydrology and Water Quality**: One mitigation measure is required:

   Mitigation Measure HWQ-1: The construction contractor shall implement the best management practices of the Santa Clara Valley Nonpoint Source Pollution Control Program, "Blueprint for a Clean Bay".

10. **Land Use and Planning**: No mitigation measures are required.

11. **Mineral Resources**: No mitigation measures are required.

12. **Noise**: Three mitigation measures are required:

    Mitigation Measure NOISE-1: Prior to submittal of a building permit for the garage expansion, the applicant shall have an environmental noise assessment study prepared to analyze how potential sound generation from the expanded garage may affect the adjoining residential property. If the study indicates that the new sound generated by the garage expansion will increase noise exposure to the apartment building beyond both existing levels and the Campbell Residential (Stationary) Noise Standard (CMC Sec. 21.16.070.E.1), the

study shall also provide recommended design and/or operational measures as necessary to reduce the noise exposure to current levels or the Campbell Residential (Stationary) Noise Standard, whichever is greater. These measures shall then be incorporated into the final design and operation of the garage expansion.

Mitigation Measure NOISE-2: All construction activity shall adhere to the following standards:

- Construction activity shall occur during the prescribed hours and subject to the standards set forth by Campbell Municipal Code Sec. 18.04.052 (Hours of Construction - Time and Noise Limitations).
- All construction equipment with internal combustion engines used on the project site shall be properly muffled and maintained in good working condition.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- All stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors such as existing residences and businesses.
- Prior to the issuance of building permits, the project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street so that the contractor can be made aware of noise complaints.

Mitigation Measure NOISE-3: Construction equipment, vehicles, and workers associated with the development of the project shall not be permitted to park on any residential street. Prior to issuance of a building permit, the applicant shall prepare a construction staging plan indicating the placement of materials and vehicles on the project site.

13. Population and Housing: No mitigation measures are required.

14. Public Services: No mitigation measures are required.

15. Recreation: No mitigation measures are required.

16. Transportation and Traffic: No mitigation measures are required.

17. Utilities and Service Systems: No mitigation measures are required.

18. Mandatory Findings of Significance: No mitigation measures are required.

IV. RECOMMENDATION and DETERMINATION

On the basis of this initial evaluation, and incorporation of the recommended mitigation measures into the project design:

1.	I find that the project **could not** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.	☐
2.	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.	☒
3.	I find the proposed project **may have a significant effect** on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.	☐
4.	I find that the proposed project **may have a "potentially significant impact" or "potentially significant unless mitigated impact"** on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.	☐
5.	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	☐

Daniel Fama
PROJECT PLANNER

Acting Senior Planner
TITLE

City of Campbell
AGENCY

SIGNATURE

8/5/2016
DATE

V. REFERENCE MATERIALS

Attachments may be viewed online on the City of Campbell 'Public Notices' web page (http://www.cityofcampbell.com/501/Public-Notices) under 'Environmental Notices' or at the Campbell Community Development Department office (70 N First St., Campbell, CA 95008) during normal business hours).

1. *Air Quality, Greenhouse Gas, and Health Risk Assessment - Ellis Partners, The Pruneyard, South Bascom Avenue, Campbell, California* by RCH Group, dated October 12, 2015
2. *Pruneyard Tree Inventory*, by Lowney Architecture with PGAdesign, Landscape Architects, dated April 25, 2016
3. *Preliminary Geotechnical Evaluation Memorandum*, by Langan Treadwell Rollo, dated October 8, 2015
    a. Geotechnical Investigation, Pruneyard Shopping Center, dated August 25, 1995
    b. Geotechnical Investigation, Pruneyard Shopping Center, dated July 7, 1997
4. *Phase I Environmental Site Assessment*, by Cardno ATC, dated August 22, 2014
5. *Traffic Impact Analysis – Pruneyard Expansion*, by Hatch Mott MacDonald, dated July 11, 2016
6. *Pruneyard Parking Demand and Supply Analysis*, by Fehr & Peers, dated October 30, 2015
7. Utility "will-serve" Letters

Reference Documents:

1. Bay Area Air Quality Management District (BAAQMD), June 2010, CEQA Air Quality Guidelines.
2. Bay Area Air Quality Management District (BAAQMD), December 2008, Source Inventory of Bay Area Greenhouse Gas Emissions.
3. California Environmental Protection Agency (CEPA) California Air Resources Board (CARB), April 2005, Air Quality and Land Use Handbook: A Community Health Perspective.
4. California Environmental Protection Agency (CEPA) California Air Resources Board (CARB), November 16, 2007, Staff Report: California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit.
5. California Natural Diversity Database, 2000.
6. California Office of Planning and Research (OPR), June 19, 2008, Technical Advisory: CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review.
7. CEQA Guidelines, 2012 version.
8. City of Campbell General Plan.
9. City of Campbell Zoning Code.

10. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community Map Number 06085C0241H, Effective Date May 18, 2009.
11. State of California, Seismic Hazard Zones Map, San Jose West Quadrangle, February 7, 2002.
12. U.S. Environmental Protection Agency, April 15, 2009, Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2007.

ATTACHMENT 1

AIR QUALITY, GREENHOUSE GAS, AND HEALTH RISK ASSESSMENT

Air Quality, Greenhouse Gas, and Health Risk Assessment

Ellis Partners
The Pruneyard
South Bascom Avenue
Campbell, California

Prepared by:

RCH Group
11060 White Rock Road
Rancho Cordova, California 95670

October 12, 2015

TABLE OF CONTENTS

The Pruneyard
Air Quality, Greenhouse Gases, and Health Risk Assessment

	Page
Section 1. Introduction	**1**
Section 2. Project Overview	**1**
Section 3. Analysis Methodologies	**1**
Section 4. Existing Conditions	**3**
Section 5. Impact Analysis and Mitigation	**7**
Section 6. Greenhouse Gas Analysis	**27**
Section 7. References	**37**
Table 1 – Air Quality Data Summary (2012 - 2014)	**5**
Table 2 – BAAQMD Air Quality Significance Thresholds	**9**
Table 3 – Proposed Phases, Elements, Descriptions, and Construction Schedule	**11**
Table 4 – Estimated Daily Construction Emissions (pounds) – Retail	**15**
Table 5 – Estimated Daily Construction Emissions (pounds) – Fitness Center	**15**
Table 6 – Estimated Daily Project Operational Emissions (pounds) – Retail	**18**
Table 7 – Estimated Daily Project Operational Emissions (pounds) – Fitness Center	**18**
Table 8 – Estimated Annual Project Operational Emissions (tons) – Retail	**19**
Table 9 – Estimated Annual Project Operational Emissions (tons) – Fitness Center	**19**
Table 10 – Estimated Unmitigated Health Impacts for Existing Receptors	**24**
Table 11 – Estimated Mitigated Health Impacts for Existing Receptors	**25**
Table 12 – Estimated Greenhouse Gas Emissions	**36**
Figure 1 – Proposed Project Site Plan – Retail	**12**
Figure 2 – Proposed Project Site Plan – Fitness Center	**13**

ATTACHMENTS

A - CalEEMod OUTPUT FILES

B - HEALTH RISK ASSESSMENT

1.0 INTRODUCTION

This document provides an overview of the existing air quality conditions at the proposed project site, the air quality regulatory framework, an analysis of potential air quality impacts that would result from implementation of the proposed project, and identification of applicable mitigation measures. Other issues related to air emissions covered in this document include the assessment of emissions related to air quality health impacts (health risk assessment or HRA). Issues related to climate change and greenhouse gas (GHG) emissions are also included. The supporting methodology and assumptions used in the air quality analysis are provided in **Attachment A: CalEEMod Output Files and Attachment B: Health Risk Assessment**.

2.0 PROJECT OVERVIEW

The Pruneyard Shopping Center, within 27-acres, is currently comprised of over 365,000 square feet of office space, over 250,000 square feet of retail space, and a 171-room Doubletree (Hilton) Hotel. The proposed project includes improved traffic circulation and a center-wide aesthetic restoration, the development of approximately 18,600 square feet of retail/restaurant space, a 100,000-square-foot five-story office building with an underground two-level parking structure, a separate parking garage expansion, and either a 30,000-square-foot two-story fitness center or a 12,000-square-foot two-story office/retail building. Construction activities are expected to commence in summer of 2016 and would be phased, with the final phase expected to be complete in summer of 2019.

3.0 ANALYSIS METHODOLGY

Intermittent (short-term construction emissions that occur from activities, such as minimal removal of structures, site-grading, and building construction) and long-term air quality impacts related to the operation of the proposed project were evaluated. The analysis focuses on daily and annual emissions from these construction and operational (mobile, area, stationary, and fugitive sources) activities. This air quality analysis is consistent with the methods described in the Bay Area Air Quality Management District (BAAQMD) *CEQA Air Quality Guidelines* (dated June 2010, updated in May 2011, and revised in May 2012).[1] Mitigation measures are presented to reduce impacts to less than significant, as applicable.

[1] The Air District's June 2010 adopted thresholds of significance were challenged in a lawsuit. Although the BAAQMD's adoption of significance thresholds for air quality analysis has been subject to judicial actions, the lead agency can rely upon the BAAQMD's Revised Draft Options and Justification Report (October 2009) for substantial evidence to support the BAAQMD recommended thresholds. Therefore, the lead agency has determined the BAAQMD recommended thresholds are appropriate for use in this analysis.

The air quality analysis includes a review of criteria pollutant[2] emissions such as carbon monoxide (CO)[3], nitrogen oxides (NO_x), sulfur dioxide (SO_2), volatile organic compounds (VOC) as reactive organic gases (ROG)[4], particulate matter less than 10 micrometers (PM10), particulate matter less than 2.5 micrometers (PM2.5).[5]

The HRA addresses diesel particulate matter (DPM) emissions from on-site construction equipment and haul trucks and cumulative impacts from nearby permitted stationary sources and Highway 17.

Regulatory models used to estimate air quality impacts include:

- California Air Resources Board's (CARB) EMFAC2011[6] emissions inventory model. EMFAC2011 is the latest emission inventory model that calculates emission inventories and emission rates for motor vehicles operating on roads in California. This model reflects CARB's current understanding of how vehicles travel and how much they emit. EMFAC2011 can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future.
- CARB OFFROAD2011[7] emissions inventory model. OFFROAD2011 is the latest emission inventory model that calculates emission inventories and emission rates for off-road equipment such as loaders, excavators, and off-road haul trucks operating in California. This model reflects CARB's current understanding of how equipment operates and how much they emit. OFFROAD2011 can be used to show how California off-road equipment emissions have changed over time and are projected to change in the future.
- CalEEMod (California Emissions Estimator Model Version 2013.2.2)[8] land use emissions model estimates construction emissions due to demolition and construction activities and operations.

---

[2] Criteria air pollutants refer to those air pollutants for which the United States Environmental Protection Agency (USEPA) and California Air Resources Board (CARB) has established National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) under the Federal Clean Air Act (CAA).

[3] CO is a non–reactive pollutant that is a product of incomplete combustion of organic material, and is mostly associated with motor vehicle traffic, and in wintertime, with wood–burning stoves and fireplaces.

[4] VOC means any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions and thus, a precursor of ozone formation. ROGs are any reactive compounds of carbon, excluding methane, CO, CO_2 carbonic acid, metallic carbides or carbonates, ammonium carbonate, and other exempt compounds. The terms VOC and ROG are often used interchangeably.

[5] PM10 and PM2.5 consists of airborne particles that measure 10 microns or less in diameter and 2.5 microns or less in diameter, respectively. PM10 and PM2.5 represent fractions of particulate matter that can be inhaled into the air passages and the lungs, causing adverse health effects.

[6] CARB EMFAC2011 User's Guide, December 20, 2012, http://www.arb.ca.gov/msei/modeling.htm

[7] CARB OFFROAD2011 Instructions, http://www.arb.ca.gov/msprog/ordiesel/info_1085/oei_write_up.pdf

[8] California Emissions Estimator Model User's Guide, July 2013. http://www.caleemod.com/

- AERMOD (American Meteorological Society/USEPA Regulatory Model) is an atmospheric dispersion model which can simulate point, area, volume, and line emissions sources and has the capability to include simple, intermediate, and complex terrain along with meteorological conditions and multiple receptor locations.[9,10] AERMOD is commonly executed to yield 1-hour maximum and annual average concentrations (in $\mu g/m^3$) at each receptor.

4.0 EXISTING CONDITIONS

The project site is located within the San Francisco Bay Area Air Basin (Air Basin), which encompasses Alameda, Contra Costa, Santa Clara, San Francisco, San Mateo, Marin, and Napa Counties, and the southern portions of Solano and Sonoma Counties. The Air Basin is characterized by complex terrain which distorts normal wind flow patterns, consisting of coastal mountain ranges, inland valleys, and bays.

Regional Meteorology

Air quality is affected by the rate, amount, and location of pollutant emissions and the associated meteorological conditions that influence pollutant movement and dispersal. Atmospheric conditions, including wind speed, wind direction, stability, and air temperature, in combination with local surface topography (i.e., geographic features such as mountains, valleys, and San Francisco Bay), determine the effect of air pollutant emissions on local air quality.

The climate of the greater San Francisco Bay Area, including Santa Clara County, is a Mediterranean-type climate characterized by warm, dry summers and mild, wet winters. The climate is determined largely by a high-pressure system that is often present over the eastern Pacific Ocean off the West Coast of North America. In winter, the Pacific high-pressure system shifts southward, allowing storms to pass through the region. During summer and fall, air emissions generated within the Bay Area can combine with abundant sunshine under the restraining influences of topography and subsidence inversions to create conditions that are conducive to the formation of photochemical pollutants, such as ozone and secondary particulates, such as sulfates and nitrates.

The proposed project lies in the Santa Clara Valley climatological sub-region of the Bay Area. The northwest-southeast oriented Santa Clara Valley is bounded by the Santa Cruz Mountains to the west, the Diablo Range to the east, and the San Francisco Bay to the north. Temperatures are warm in summer, under mostly clear skies, although a relatively large diurnal range results in cool nights. Winter temperatures are mild, except for very cool but generally frostless mornings. The San Jose

---

[9] USEPA Preferred/Recommended Models, *AERMOD Modeling System*, http://www.epa.gov/ttn/scram/dispersion_prefrec.htm#aermod.

[10] Title 40 CFR Part 51, *Revision to the Guideline on Air Quality Models: Adoption of a Preferred General Purpose (Flat and Complex Terrain) Dispersion Model and Other Revisions; Final Rule,* http://www.epa.gov/ttn/scram/guidance/guide/appw_05.pdf.

Airport mean maximum temperatures range from the high 70's to the low 80's during the summer to the high 50's to the low 60's during the winter, and mean minimum temperatures range from the high 50's during the summer to the low 40's during the winter.[11]

Rainfall amounts are modest ranging from 13 to 20 inches annually. The wind patterns in the Santa Clara Valley are influenced greatly by the terrain, resulting in a prevailing flow roughly parallel to the valley's northwest-southeast axis with a north-northwesterly sea breeze extending up the valley during the afternoon and early evening and a light south-southeasterly drainage flow occurring during the late evening and early morning.[12] The regional average annual wind speed is 7.1 miles per hour.

Local Air Quality

The BAAQMD maintains a network of monitoring stations within the Air Basin that monitor air quality and compliance with applicable ambient standards. The monitoring station closest to the project site is in San Jose, approximately 4.5 miles to the north-northeast of the project site; where levels of ozone (O_3), PM10, PM2.5, CO, NO_2, and SO_2 are recorded.

Table 1 summarizes the most recent three years of data (2012 through 2014) from the San Jose air monitoring station. The federal 24-hour PM2.5 standard was exceeded two times in 2014, six times in 2013, and two times in 2012; while the State PM10 standard was exceeded once in 2014, five times in 2013 and once in 2012. The federal 8-hour ozone standard was exceeded once in 2013; while the State 1-hour ozone standard was exceeded once in 2012. No other State or federal air quality standards were exceeded during the three-year period. The Bay Area is currently designated "nonattainment" for state and national (1-hour and 8-hour) ozone standards, for the state PM10 standards, and for state and national (annual average and 24-hour) PM2.5 standards. The Bay Area is designated "attainment" or "unclassifiable" with respect to the other ambient air quality standards.

[11] Bay Area Air Quality Management District. October 4, 2010, Bay Area Climatology http://www.baaqmd.gov/Divisions/Communications-and-Outreach/Air-Quality-in-the-Bay-Area/Bay-Area-Climatology.aspx.

[12] Bay Area Air Quality Management District. October 4, 2010, Bay Area Climatology http://www.baaqmd.gov/Divisions/Communications-and-Outreach/Air-Quality-in-the-Bay-Area/Bay-Area-Climatology.aspx.

Table 1: Air Quality Data Summary (2012 - 2014)

Pollutant	Monitoring Data by Year			
	Standard[a]	2012	2013	2014
Ozone				
Highest 1 Hour Average (ppm)[b]	0.09	**0.101**	0.093	0.089
Days over State Standard		**1**	0	0
Highest 8 Hour Average (ppm)[b]	0.075	0.062	**0.079**	0.066
Days over National Standard		0	**1**	0
Nitrogen Dioxide				
Highest 1 Hour Average (ppm)[b]	0.180	0.067	0.059	0.058
Days over State Standard		0	0	0
Annual Average ($\mu g/m^3$)[b]	0.030/0.053	0.013	0.015	0.013
Carbon Monoxide				
Highest 1 Hour Average (ppm)[b]	9.0	2.6	3.1	2.4
Days over State Standard		0	0	0
Highest 8 Hour Average (ppm)[b]	20	1.9	2.5	1.9
Days over State Standard		0	0	0
Particulate Matter (PM_{10})				
Highest 24 Hour Average ($\mu g/m^3$)[b]	50	**59.6**	**58.1**	**54.7**
Days over State Standard		**1**	**5**	**1**
State Annual Average ($\mu g/m^3$)[b]	20	18.8	**22.3**	19.9
Particulate Matter ($PM_{2.5}$)				
Highest 24 Hour Average ($\mu g/m^3$)[b]	35	**38.4**	**57.7**	**60.4**
Days over National Standard		**2**	**6**	**2**
State Annual Average ($\mu g/m^3$)[b]	12	9.1	**12.4**	**8.4**

NOTES: Values in **bold** are in excess of at least one applicable standard.

a. Generally, state standards and national standards are not to be exceeded more than once per year.

b. ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.

c. PM_{10} is not measured every day of the year. Number of estimated days over the standard is based on 365 days per year.

SOURCE: USEPA (http://www.epa.gov/air/data/) CARB Air Quality Data Statistics (http://www.arb.ca.gov/adam/welcome.html), 2012–2014.

The BAAQMD's Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposure to outdoor air toxics (TACs) in the Bay Area. Based on findings of the latest report, DPM was found to account for approximately 85 percent of the cancer risk from airborne toxics. Carcinogenic compounds from gasoline-powered cars and light duty trucks were also identified as significant contributors: 1,3-butadiene contributed four percent of the cancer risk-weighted emissions, and benzene contributed three percent. Collectively, five compounds—diesel PM, 1,3-butadiene, benzene, formaldehyde, and acetaldehyde—were found to be responsible for more than 90 percent of the cancer risk attributed to emissions. All of these compounds are associated with emissions from internal combustion engines. The most important sources of cancer risk-weighted emissions were combustion-related sources of DPM, including on-road mobile sources (31 percent), construction equipment (29 percent), and ships and harbor craft (13 percent). A 75 percent reduction in DPM was predicted between 2005 and 2015 when the inventory accounted for CARB's diesel regulations. Overall,

cancer risk from TAC dropped by more than 50 percent between 2005 and 2015, when emissions inputs accounted for state diesel regulations and other reductions.[13]

Modeled cancer risks from TAC in 2005 were highest near sources of DPM: near core urban areas, along major roadways and freeways, and near maritime shipping terminals. Peak modeled risks were found to be located east of San Francisco, near West Oakland, and the maritime Port of Oakland. BAAQMD has identified seven impacted communities in the Bay Area:

- Western Contra Costa County and the cities of Richmond and San Pablo.
- Western Alameda County along the Interstate 880 corridor and the cities of Berkeley, Alameda, Oakland, and Hayward.
- San Jose.
- Eastern side of San Francisco.
- Concord.
- Vallejo.
- Pittsburgh and Antioch.

The proposed project is within the city of Campbell, which is not part of the seven CARE program impacted communities in the Bay Area. The health impacts in the Bay Area, as determined both by pollution levels and by existing health vulnerabilities in a community, is approximately 160 cancer risk per million persons, while in Campbell, the health impacts is approximately 142 cancer risk per million persons.[14]

Nearby Sensitive Receptors

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. The CARB has identified the following people as most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and those with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups.

Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas, because people generally spend longer periods of time at their residences, resulting

---

[13] BAAQMD. Improving Air Quality & Health in Bay Area Communities, Community Air Risk Program (CARE) Retrospective & Path Forward (2004 – 2013). April 2014. http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CARE%20Program/Documents/CARE_Retrospective_April2014.ashx?la=en

[14] BAAQMD. Identifying Areas with Cumulative Impacts from Air Pollution in the San Francisco Bay Area. March 2014. http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CARE%20Program/Documents/ImpactCommunities_2_Methodology.ashx?la=en

in greater exposure to ambient air quality conditions. Recreational uses are also considered sensitive, due to the greater exposure to ambient air quality conditions and because the presence of pollution detracts from the recreational experience. According to the BAAQMD, workers are not considered sensitive receptors because all employers must follow regulations set forth by the Occupation Safety and Health Administration to ensure the health and well-being of their employees.

BAAQMD considers the relevant zone of influence for an assessment of air quality health risks to be within 1,000 feet of a project site (the Pruneyard Shopping Center). The project property is generally bound by East Campbell Avenue to the south, South Bascom Avenue to the east, multifamily residential and commercial uses to the north, and the Campbell Inn and single family residences to the west across Highway 17. The nearest existing residential land use (multifamily residential) is approximately 50 feet north of the proposed parking garage expansion. Campbell Child Development Center and Mother Earth's Children Preschool are approximately 300 feet to the east of the project site. The San Jose Christian School is located approximately 1,500 feet northeast of the project site. The Los Gatos Creek Trail is located approximately 150 feet north/northwest of the project site and is used for recreational purposes. Traffic on Highway 17, located approximately 100 feet to the west of the project site, are sources of air pollutants that could cumulatively affect nearby sensitive receptors.

5.0 IMPACT ANALYSIS AND MITIGATION

The air quality analysis includes a review of pollutant emissions such as CO, NO_x, SO_2, VOC as ROG, PM10, and PM2.5. The HRA addresses the DPM emissions from on-site construction equipment and haul trucks associated with the proposed project and cumulative impacts from nearby permitted sources and Highway 17 (located to the west).

Threshold of Significance

The significance of potential impacts was determined based on State CEQA Guidelines, Appendix G, and the BAAQMD *CEQA Air Quality Guidelines*. Using Appendix G evaluation thresholds, the proposed project would be considered to have significant air quality impacts if it were to:

A. Conflict with or obstruct implementation of the applicable air quality plan;
B. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
C. Expose sensitive receptors to substantial pollutant concentrations;
D. Create objectionable odors affecting a substantial number of people; or
E. Result in a cumulatively considerable net increase of any nonattainment pollutant, and/or health impacts (including releasing emissions that exceed quantitative thresholds for ozone precursors).

The air quality analysis follows the methodology presented in the recent CEQA Guidelines released by the BAAQMD in May 2012. However, since the May 2012 *CEQA Air Quality*

Guidelines do not provide specific significance thresholds, the thresholds and methodologies from the BAAQMD's 2012 *CEQA Air Quality Guidelines* were used to evaluate the potential impacts of construction and operation of the proposed project. The thresholds of significance applied to assess project-level air quality impacts are:

- Average daily construction exhaust emissions of 54 pounds per day of ROG, NO_x, or PM2.5 or 82 pounds per day of PM10;
- Average daily operation emissions of 54 pounds per day of ROG, NO_x, or PM2.5 or 82 pounds per day of PM10; or result in maximum annual emissions of 10 tons per year of ROG, NO_x, or PM2.5 or 15 tons per year of PM10;
- Exposure of persons by siting a new source or a new sensitive receptor to substantial levels of TACs resulting in (a) a cancer risk level greater than 10 in one million, (b) a noncancerous risk (chronic or acute) hazard index greater than 1.0, or (c) an increase of annual average PM2.5 of greater than 0.3 micrograms per cubic meter ($\mu g/m^3$). For this threshold, sensitive receptors include residential uses, schools, parks, daycare centers, nursing homes, and medical centers; or
- Frequently and for a substantial duration, create or expose sensitive receptors to substantial objectionable odors affecting a substantial number of people.

Assessment of a significant cumulative impact if it would result in:

- Exposure of persons, by siting a new source or a new sensitive receptor, to substantial levels of TACs during either construction or operation resulting in (a) a cancer risk level greater than 100 in a million, (b) a noncancer risk (chronic or acute) hazard index greater than 10.0, or (c) annual average PM2.5 of greater than 0.8 $\mu g/m^3$.

The BAAQMD air quality significance thresholds are found in **Table 2**.

Table 2: BAAQMD Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Daily Operational Thresholds	Annual Operational Thresholds
Criteria Air Pollutants			
ROG	54	54	10
NOx	54	54	10
PM10	82	82	15
PM2.5	54	54	10
CO	NA	9.0 ppm (8-hour) and 20.0 ppm (1-hour)	
Fugitive Dust	Best Management Practices	NA	
Project Health Risk and Hazards			
Excess Cancer Risk	10 per million	10 per million	
Chronic Hazard Index	1.0	1.0	
Acute Hazard Index	1.0	1.0	
Incremental Annual Average PM2.5	0.3 $\mu g/m^3$	0.3 $\mu g/m^3$	
Cumulative Health Risk and Hazards			
Excess Cancer Risk	100 per million	100 per million	
Chronic Hazard Index	10.0	10.0	
Acute Hazard Index	10.0	10.0	
Incremental Annual Average PM2.5	0.8 $\mu g/m^3$	0.8 $\mu g/m^3$	
Greenhouse Gas Emissions			
Annual Emissions	1,100 metric tons or 4.6 metric tons per capita		

SOURCE: BAAQMD Adopted Air Quality CEQA Thresholds of Significance - June 2, 2010, http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Summary_Table_Proposed_BAAQMD_CEQA_Thresholds_May_3_2010.ashx?la=en

The BAAQMD *CEQA Air Quality Guidelines* identify a project-specific threshold of either 1,100 metric tons of carbon dioxide-equivalent (CO_2e). CO_2e per year or 4.6 metric tons of CO_2e per year per service population (i.e., the number of residents plus the number of employees associated with a new development), which is also considered a cumulatively considerable contribution to the global GHG burden and, therefore, a significant cumulative impact. This analysis applies the 4.6 metric tons of CO_2e per year per service population significance criterion to proposed project GHG emissions. GHG emissions and their thresholds of significance are further discussed in **Section 6**.

IMPACT AQ-1: *Would the proposed project* conflict with or obstruct implementation of the applicable air quality plan? **Less than Significant Impact with Mitigation**

The BAAQMD adopted its 2010 Bay Area Clean Air Plan (CAP) in accordance with the requirements of the California Clean Air Act (CCAA) to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and GHG emissions in a single, integrated plan; and establish emission control measures to be adopted or

implemented in the 2010 through 2012 timeframe. The primary goals of the 2010 Bay Area CAP are to:

- Attain air quality standards;
- Reduce population exposure and protecting public health in the Bay Area; and
- Reduce GHG emissions and protect the climate.

BAAQMD recommends that approving a project where an air quality plan consistency determination is required to analyze the project with respect to the following questions: (1) Does the project support the primary goals of the air quality plan; (2) Does the project include applicable control measures from the air quality plan; and (3) Does the project disrupt or hinder implementation of any 2010 CAP control measures? If the first two questions are concluded in the affirmative and the third question concluded in the negative, the BAAQMD considers the project consistent with air quality plans prepared for the Bay Area.

Any project that would not support the 2010 CAP goals would not be considered consistent with the 2010 CAP. The recommended measure for determining project support of these goals is consistency with BAAQMD CEQA thresholds of significance. As presented in the subsequent impact discussions, the proposed project with mitigations would not exceed the BAAQMD significance thresholds; therefore, the proposed project with mitigations would support the primary goals of the 2010 CAP. As mentioned, projects that incorporate all feasible control measures in the air quality plan are considered consistent with the 2010 CAP.

The proposed project with mitigation measures would support the primary goals of the 2010 CAP and would be consistent with all applicable 2010 CAP control measures, and would not disrupt or hinder implementation of any 2010 CAP control measures. Therefore, there would be a less-than-significant impact associated with, conflicting with, or obstructing implementation of the applicable air quality plan.

IMPACT AQ-2: *Would Project-related construction activities conflict with or obstruct implementation of the applicable air quality plan or violate any air quality standards or contribute substantially to an existing or projected air quality violation?* **Less than Significant Impact with Mitigation**

Construction activities are expected to commence in July of 2016 with grading and site improvements and construction would occur from the fall of 2015 through 2016. The proposed project would be constructed in four phases and estimated to require a total of three years. **Table 3** provides the descriptions of the four project phases and the project elements as well as construction schedule.

The proposed project includes improved traffic circulation and a center-wide aesthetic restoration and construction of two restaurants (known as Phases 1 and 2) There are two alternatives for Phase 3 of the project. Under the retail alternative, Phase 3 would include two small retail units, and a

third retail unit of 12,000 square feet. Under the fitness center alternative, Phase 3 would include two small retail units and a 30,000 square feet for a fitness center space. Both alternatives include an initial parking garage expansion. The project also includes a new 100,000-square-foot office building with a subsurface parking structure and the completion of the parking garage expansion (known as Phase 4). Notably, Phase 3 contains two project elements (R1 and R2) with a nine month construction schedule and two project elements (R3 and G1) with a twelve month construction schedule. Lastly, a portion of the construction of Phase 3 occurs simultaneously with Phase 4.

Table 3: Project Phases, Elements, Descriptions, and Construction Schedule

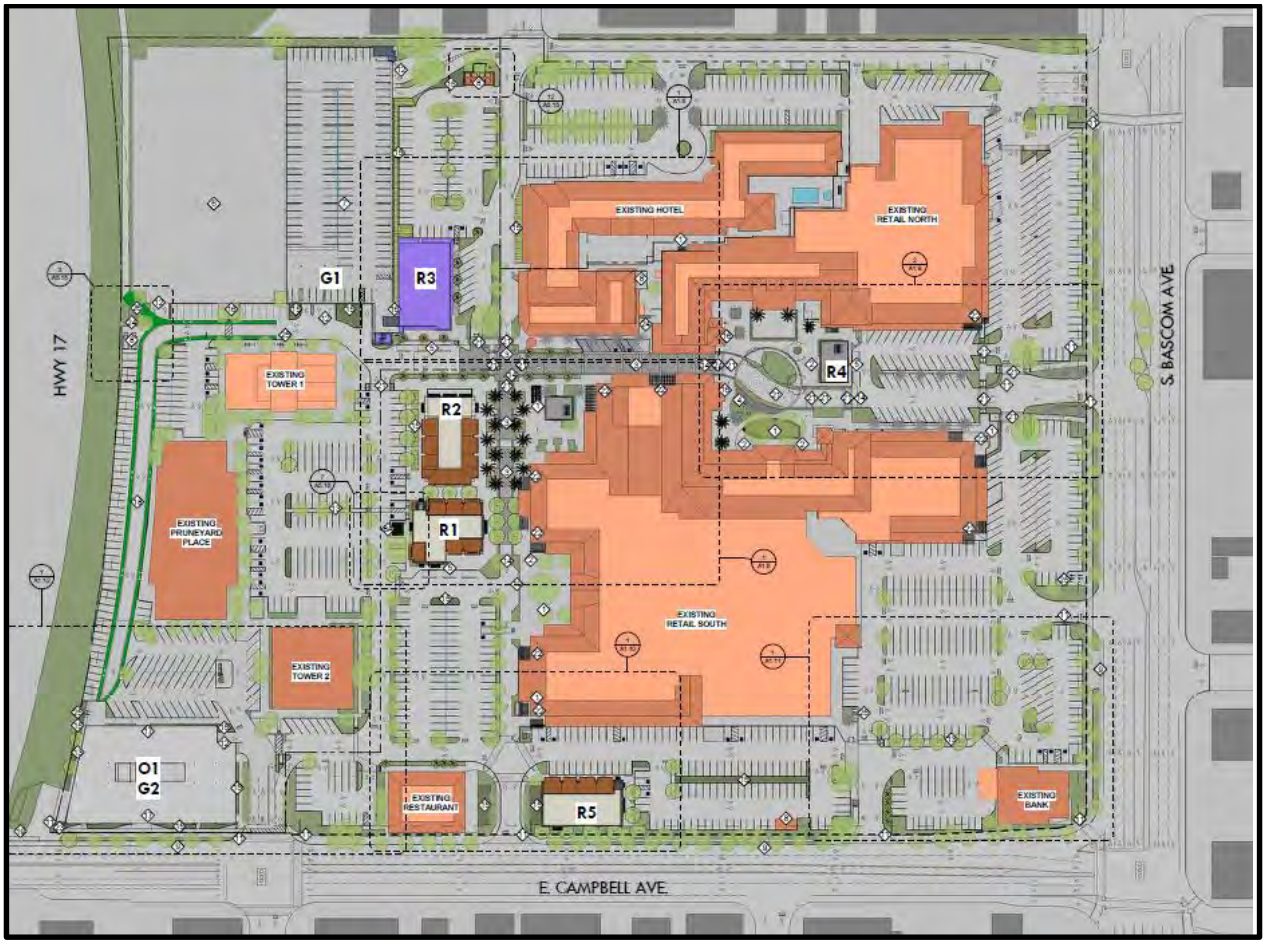
Project Phase	Project Element	Description	Size	Start/End
1	R4	Restaurant	1,600 square feet	7/1/16 – 12/31/16
2	R5	Restaurant	5,500 square feet	7/1/16 – 12/31/16
3A	R1	Retail	6,000 square feet	1/1/17 – 9/30/17
3A	R2	Retail	5,500 square feet	1/1/17 – 9/30/17
3B	R3	Retail/Fitness	12,000 or 30,000 square feet	1/1/17 – 12/30/17
3B	G1 (Part A)	Parking Garage	244 or 322 spaces 114,000 square feet	1/1/17 – 12/30/17
4	G1 (Part B)	Parking Garage	164 or 212 spaces 76,00 square feet	7/1/17 – 6/30/19
4	O1	Office	100,000 square feet	7/1/17 – 6/30/19
4	G2	Parking Garage	164 spaces 50,000 square feet	7/1/17 – 6/30/19

SOURCE: The Pruneyard Planning Package (dated August 12, 2015) and Memorandum entitled The Pruneyard – Application to the City of Campbell Planning Commission (dated August 12, 2015)

Phases 1 and 2 include a 1,600 square foot restaurant (known as R4) and a 5,500 square foot restaurant (known as R5). Phase 3 includes a 6,000 square foot retail unit (known as R1), a 5,500 square foot retail unit (known as R2), and either a two story 12,000 square foot retail/office building or a two story 30,000 square foot fitness center (known as R3). Phase 3 also includes an initial expansion of the existing parking garage with three stories (known as G1). Phase 4 includes construction of a 100,000 square foot five story office building with two and a half levels of subsurface parking (known as O1 and G2) and the addition of two levels on the G1 parking structure. **Figures 1 and 2** display the proposed project site plan with the retail alternative and the proposed project site plan with the fitness center alternative, respectively.

The parking garage expansion (G1) initially would include three stories (within Phase 3) with a 38,000 square foot footprint and an additional two stories within Phase 4. For the retail alternative, the number of additional parking spaces initially within Phase 3 would be 244 with 164 of additional parking spaces within Phase 4. For the fitness center alternative, the number of additional parking spaces initially within Phase 3 would be 322 with 212 of additional parking spaces within Phase 4. The G2 parking garage would be within a 20,000 square feet footprint and include two and a half levels with a total of 164 parking spaces.

Figure 1: Proposed Project Site Plan – Retail



SOURCE: The Pruneyard Planning Package (dated August 12, 2015)

Figure 2: Proposed Project Site Plan – Fitness Center

SOURCE: The Pruneyard Planning Package (dated August 12, 2015)

Project construction would generate short-term emissions of air pollutants, including fugitive dust and equipment exhaust emissions. The BAAQMD *CEQA Air Quality Guidelines* recommend quantification of construction-related exhaust emissions and comparison of those emissions to significance thresholds. The CalEEMod (California Emissions Estimator Model, Version 2013.2.2) was used to quantify construction-related pollutant emissions. CalEEMod output worksheets are included in **Attachment A**.

Site preparation would consist of land clearing and grubbing, haul truck trips would likely be required to export the materials from the project site. A total of 29,800 cubic yards of soil export is anticipated during construction to create a subsurface parking structure (G2) within Phase 4. Based on CalEEMod, approximately 3,725 haul truck trips were estimated during excavation. An average daily construction crew of 100 employees would be present on-site during building construction with less workers during other construction phases.

The emissions generated from these construction activities include:

- Dust (including PM_{10} and $PM_{2.5}$) primarily from "fugitive" sources (i.e., emissions released through means other than through a stack or tailpipe) such as material handling and travel on unpaved surfaces; and
- Combustion emissions of criteria air pollutants (ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$) primarily from operation of heavy off-road construction equipment, haul trucks, (primarily diesel-operated), and construction worker automobile trips (primarily gasoline-operated).

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. High winds (greater than 10 miles per hour) occur infrequently in the area, less than two percent of the time. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM_{10} concentrations may be adversely affected on a temporary and intermittent basis during construction. In addition, the fugitive dust generated by construction would include not only PM_{10}, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts.

Tables 4 and 5 provide the estimated short-term construction emissions for the retail and fitness center alternatives, respectively and compares those emissions to the BAAQMD's significance thresholds for construction exhaust emissions. The average daily construction period emissions (i.e., total construction period emissions divided by the number of construction days) were compared to the BAAQMD significance thresholds. All construction-related emissions would be below the BAAQMD significance thresholds. The construction emissions for the fitness center alternative would be slightly higher than the retail alternative.

Table 4: Estimated Daily Construction Emissions (pounds) – Retail

Condition	ROG	NOx	PM10	PM2.5	CO
	Unmitigated				
2016	2.5	12.3	0.8	0.8	7.8
2017	20.0	45.6	2.5	2.5	39.4
2018	3.3	21.4	1.1	1.1	23.3
2019	50.7	17.8	0.9	0.9	20.2
Construction Period	**16.6**	**27.3**	**1.5**	**1.4**	**25.6**
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No
	Mitigated				
2016	1.7	9.7	0.1	0.1	7.5
2017	16.4	40.4	0.2	0.2	37.2
2018	1.6	21.3	0.2	0.2	22.9
2019	49.4	19.2	0.2	0.1	20.2
Construction Period	**14.5**	**25.4**	**0.2**	**0.2**	**24.7**
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

Table 5: Estimated Daily Construction Emissions (pounds) – Fitness Center

Condition	ROG	NOx	PM10	PM2.5	CO
	Unmitigated				
2016	2.5	12.3	0.8	0.8	7.8
2017	21.7	45.9	2.5	2.5	40.1
2018	3.3	21.4	1.1	1.1	23.3
2019	50.7	17.8	0.9	0.9	20.2
Construction Period	**17.2**	**27.4**	**1.5**	**1.4**	**25.8**
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No
	Mitigated				
2016	1.7	9.7	0.1	0.1	7.5
2017	18.1	40.7	0.2	0.2	37.9
2018	1.6	21.3	0.2	0.2	22.9
2019	49.4	19.2	0.2	0.1	20.2
Construction Period	**15.1**	**25.5**	**0.2**	**0.2**	**24.9**
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

Nevertheless, BAAQMD's *CEQA Air Quality Guidelines* require a number of best management practices to control fugitive dust and exhaust emissions. The following measures shall be implemented by the construction contractor:

Mitigation Measure AQ-1: *BAAQMD Required Dust Control Measures:* The construction contractor shall reduce construction-related air pollutant emissions by implementing BAAQMD's basic fugitive dust control measures, including:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- A publically visible sign shall be posted with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action with 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure AQ-2: *BAAQMD Required Basic Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to reduce construction-related exhaust emissions:

- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Mitigation Measure AQ-3: *BAAQMD Regulation 8, Rule 3 for Architectural Coatings.* Emissions of VOC due to the use of architectural coatings are regulated by the limits contained in Regulation 8: Organic Compounds, Rule 3: Architectural Coatings (Rule 8-3). Rule 8-3 was revised on January 1, 2011 to include more stringent VOC limit requirements. The revised VOC architectural coating limits specify that the use paints and solvents with a VOC content

of 100 grams per liter or less for interior and 150 grams per liter or less for exterior surfaces shall be required.

A dust control efficiency of over 50 percent due to daily watering and other measures (e.g., limiting vehicle speed to 15 mph, management of stockpiles, screening process controls, etc.) was estimated. Based on CalEEMod, one water application per day reduces fugitive dust by 34 percent, two water applications per day reduces fugitive dust by 55 percent, and three water applications per day reduces fugitive dust by 61 percent.

IMPACT AQ-3: *Would the operation of the proposed project conflict with or obstruct implementation of the applicable air quality plan or violate any air quality standards or contribute substantially to an existing or projected air quality violation?* **Less than Significant Impact**

CalEEMod was used to estimate emissions that would be associated with motor vehicle use, space and water heating, and landscape maintenance emissions expected to occur after the proposed project construction is complete and operational. The proposed project land use types and size and other project-specific information were input to the model. Unless otherwise noted, the CalEEMod model defaults for Santa Clara County were used. CalEEMod provides emissions for transportation, areas sources, electricity consumption, natural gas combustion, electricity usage associated with water usage and wastewater discharge, and solid waste land filling and transport. CalEEMod output worksheets are included in **Attachment A**.

The following default CalEEMod trip rates were used in the air quality analysis: Sit Down Restaurant (R4) – 203 daily trips per weekday, Quality Restaurant (R5) – 495 daily trips per weekday, Retail – 258 daily trips per weekday, Fitness Center – 988 daily trips per weekday, and Office – 1,101 daily trips per weekday. The default trip lengths and trip types specified by CalEEMod for Santa Clara County were used.

Estimated daily operational emissions that would be associated with the proposed project are presented in **Tables 6 and 7** for the retail and fitness center alternatives, respectively and are compared to BAAQMD's thresholds of significance. Estimated annual operational emissions that would be associated with the proposed project are presented in **Tables 8 and 9** for the retail and fitness center alternatives, respectively and are compared to BAAQMD's thresholds of significance. As indicated, the estimated proposed project operational emissions would be below the BAAQMD's significance thresholds and would be less than significant. The operational emissions for the fitness center alternative would be slightly higher than the retail alternative due to estimate vehicle trips.

Table 6: Estimated Daily Project Operational Emissions (pounds) – Retail

Phase	ROG	NOx	PM10	PM2.5	CO
	Unmitigated				
Phase 1 and 2	2.50	3.67	0.07	0.07	18.6
Phase 3	6.14	5.04	0.07	0.06	25.3
Phase 4	9.07	7.81	0.13	0.12	35.1
Total Proposed Project	**17.7**	**16.5**	**0.27**	**0.25**	**79.0**
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No
	Mitigated				
Phase 1 and 2	2.46	3.42	0.06	0.06	17.7
Phase 3	6.08	4.61	0.06	0.06	23.8
Phase 4	8.97	7.14	0.12	0.11	32.8
Total Proposed Project	**17.5**	**15.2**	**0.25**	**0.23**	**74.3**
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

Table 7: Estimated Daily Project Operational Emissions (pounds) – Fitness Center

Phase	ROG	NOx	PM10	PM2.5	CO
	Unmitigated				
Phase 1 and 2	2.50	3.67	0.07	0.07	18.6
Phase 3	8.39	8.32	0.12	0.11	41.4
Phase 4	9.07	7.81	0.13	0.12	35.1
Total Proposed Project	**20.0**	**19.8**	**0.32**	**0.30**	**95.1**
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No
	Mitigated				
Phase 1 and 2	2.46	3.42	0.06	0.06	17.7
Phase 3	8.29	7.63	0.11	0.10	39.0
Phase 4	8.97	7.14	0.12	0.11	32.8
Total Proposed Project	**19.7**	**18.2**	**0.30**	**0.28**	**89.5**
Significance Threshold	54	54	82	54	---
Significant (Yes or No)?	No	No	No	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

Table 8: Estimated Annual Project Operational Emissions (tons) – Retail

Phase	ROG	NOx	PM10	PM2.5	CO
	Unmitigated				
Phase 1 and 2	0.38	0.59	0.01	0.01	2.73
Phase 3	1.00	0.73	0.01	0.01	3.44
Phase 4	1.47	1.06	0.02	0.02	4.49
Total Proposed Project	**2.85**	**2.37**	**0.04**	**0.04**	**10.7**
Significance Threshold	10	10	15	10	---
Significant (Yes or No)?	No	No	No	No	No
	Mitigated				
Phase 1 and 2	0.38	0.55	0.01	0.01	2.59
Phase 3	0.99	0.66	0.01	0.01	3.21
Phase 4	1.45	0.97	0.02	0.02	4.16
Total Proposed Project	**2.82**	**2.18**	**0.04**	**0.04**	**9.97**
Significance Threshold	10	10	15	10	---
Significant (Yes or No)?	No	No	No	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

Table 9: Estimated Annual Project Operational Emissions (tons) – Fitness Center

Phase	ROG	NOx	PM10	PM2.5	CO
	Unmitigated				
Phase 1 and 2	0.38	0.59	0.01	0.01	2.73
Phase 3	1.38	1.30	0.02	0.02	6.06
Phase 4	1.47	1.06	0.02	0.02	4.49
Total Proposed Project	**3.23**	**2.94**	**0.05**	**0.05**	**13.3**
Significance Threshold	10	10	15	10	---
Significant (Yes or No)?	No	No	No	No	No
	Mitigated				
Phase 1 and 2	0.38	0.55	0.01	0.01	2.59
Phase 3	1.36	1.19	0.02	0.02	5.67
Phase 4	1.45	0.97	0.02	0.02	4.16
Total Proposed Project	**3.20**	**2.71**	**0.05**	**0.04**	**12.4**
Significance Threshold	10	10	15	10	---
Significant (Yes or No)?	No	No	No	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

IMPACT AQ-4: *Would Project-related operational activities cause an exceedance of the CAAQS for CO at traffic intersections?* **Less than Significant Impact**

Increased traffic volumes due to the project would result in increased pollutant emissions in the vicinity of the roads utilized by this traffic, which can cause pollutant levels to exceed the ambient air quality standards. The BAAQMD has identified the following screening criteria for

determining whether a project's motor vehicle CO emissions would likely cause ambient air quality standards to be exceeded:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- The project traffic would increase traffic volumes at affected intersections to more than 44,000 vehicles per day.
- The project traffic would increase traffic volumes at affected intersections to more than 24,000 vehicles per day where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The proposed project would generate minimal new traffic trips and would comply with these screening criteria. Based on the BAAQMD's criteria, project-related traffic would not exceed CO standards and therefore, no further analysis was conducted for CO impacts. This impact would be considered less than significant on a project-level and cumulative basis.

IMPACT AQ-5: *Would Project operational activities expose sensitive receptors to substantial concentrations of toxic air contaminants (TACs)?* **Less than Significant Impact with Mitigation**

According to BAAQMD *CEQA Air Quality Guidelines* and *Air Toxics New Source Review Program Health Risk Screening Analysis Guidelines,*[15] health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. The Maximally Exposed Individual (MEI) represents the worst–case risk estimate, based on a theoretical person continuously exposed for 70 years at the point of highest compound concentration in the air. This is a highly conservative assumption, since most people do not remain at home all day and on average residents change residences every 11 to 12 years. In addition, this assumption assumes that residents are experiencing outdoor concentrations for the entire exposure period.

The BAAQMD has established the CEQA significance threshold for individuals exposed to TAC sources as the increased incremental cancer risk of 10 in one million or greater. This HRA analyzed the potential incremental cancer risks to sensitive receptors in the project vicinity of the proposed project, using CARB's CalEEMod and emission rates from CARB's EMFAC2011 and OFFROAD2011 emission models. Emission factors were input into the USEPA AERMOD

[15] Bay Area Air Quality Management District. Air Toxics New Source Review Program Health Risk Screening Analysis Guidelines. January 2010. http://www.baaqmd.gov/~/media/Files/Engineering/Air%20Toxics%20Programs/hrsa_guidelines.ashx

(Version 15181)[16] atmospheric dispersion model to calculate ambient air concentrations at receptors in the proposed project vicinity. This assessment is intended to provide a worst–case estimate of the increased exposure by employing a standard emission estimation program, an accepted pollutant dispersion model, approved toxicity factors, and exposure parameters.

These conservative health risk methodologies were used in this HRA in order to estimate maximum potential health risks. These methodologies overestimate both non-carcinogenic and carcinogenic health risk, possibly by an order of magnitude or more. Therefore, for carcinogenic risks, the actual probabilities of cancer formation in the populations of concern due to exposure to carcinogenic pollutants are likely to be lower than the risks derived using the risk assessment methodology. The extrapolation of toxicity data in animals to humans, the estimation of concentration prediction methods within dispersion models; and the variability in lifestyles, fitness and other confounding factors of the human population also contribute to the overestimation of health impacts. Therefore, the results of the HRA are highly overstated.

In accordance with California Office of Environmental Health Hazard Assessment (OEHHA) guidelines,[17] the HRA was accomplished by applying the highest estimated concentrations of TAC at the receptors analyzed to the established cancer potency factors and acceptable reference concentrations for non-cancer health effects. **Attachment B** provides additional information on the methodology used for the HRA.

Cumulative Health Impact Methodology

The BAAQMD's *CEQA Air Quality Guidelines* also include standards and methods for determining the significance of cumulative health risk impacts. The method for determining cumulative health risk requires the tallying of health risk from permitted stationary sources, major roadways and any other identified substantial TAC sources in the vicinity of a project site (i.e., within a 1,000-foot radius) and then adding the individual sources to determine whether the BAAQMD's cumulative health risk thresholds are exceeded.

BAAQMD has developed a geo-referenced database of permitted stationary emissions sources throughout the San Francisco Bay Area and the *Stationary Source Risk & Hazard Analysis Tool* (May, 2012) for estimating cumulative health risks from the permitted sources. Six permitted sources are located within 1,000 feet of the project site impact area.

BAAQMD has also developed a geo-referenced database of major roadways in the Bay Area and the *Highway Screening Analysis Tool (*May 2011*)* for estimating cumulative health risks from such

---

[16] US Environmental Protection Agency, AERMOD Modeling System, http://www.epa.gov/scram001/dispersion_prefrec.htm.

[17] Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessment*. August 2003. http://oehha.ca.gov/air/hot_spots/pdf/HRAguidefinal.pdf

roadways. An identified major roadway, Highway 17, is adjacent and to the west of the project site and within 100 feet of existing residences. BAAQMD *CEQA Air Quality Guidelines* also require the inclusion of surface streets within 1,000 feet of the project with annual average daily traffic (AADT) of 10,000 or greater.[18] East Campbell Avenue and Union Avenue meet this criterion.

Incremental Cancer Risk

Cancer risk is the lifetime probability of developing cancer from exposure to carcinogenic substances. Following HRA guidelines established by OEHHA and the BAAQMD in *Recommended Methods for Screening and Modeling Local Risks and Hazards,*[19] incremental cancer risks were calculated by applying established toxicity factors to modeled concentrations.

Health Impacts on Existing Residences

The following describes the health risk assessment associated with existing receptors as a result of project construction activities and cumulative sources. With implementation of required BAAMQD mitigation measures for construction activity and equipment described previously as **Mitigation Measures AQ-1 through AQ-3**, the maximum cancer risk from construction DPM for an existing residential-adult receptor would be 6.5 per million and for a residential-child receptor would be 74.0 per million for the retail alternative. The maximum cancer risk from construction DPM for an existing residential-adult receptor would be 6.8 per million and for a residential-child receptor would be 76.9 per million for the proposed project with the fitness center alternative. The maximum cancer risk from construction DPM for an day care/school receptor would be 1.8 per million. Thus, the cancer risk due to construction activities is above the BAAQMD threshold of 10 per million and would be potentially significant.

The estimated cancer risk impacts at the nearest existing residence due to Highway 17 is 27.1 per million. The estimated cancer risk impacts at the nearest existing residence due to other roadways is 5.04 per million. The estimated cancer risk impacts at the maximum impact residence due to nearby permitted sources is 7.81 per million. Therefore, the cumulative cancer risk from the construction activities and other nearby sources is 117 per million and thus, above the BAAQMD threshold of 100 per million and would also be potentially significant (see **Table 10**).

However, with the implementation of **Mitigation Measure AQ-4**, the maximum cancer risk from construction for a residential-adult receptor would be 0.6 per million and for a residential-child

---

[18] BAAQMD County Surface Street Screening Tables, May 2011 and CEHTP Traffic Linkage Service Demonstration, http://www.ehib.org/traffic_tool.jsp.

[19] Bay Area Air Quality Management District. Recommended Methods for Screening and Modeling Local Risks and Hazards. May 2012. http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Risk%20Modeling%20Approach%20May%202012.ashx?la=en

receptor would be 7.1 per million. Thus, the cancer risk due to construction activities would be below the BAAQMD threshold of 10 per million and would be less than significant with mitigation. The cumulative cancer risk from the construction activities and other nearby sources is 47.1 per million. Cumulative cancer risk from the mitigated construction activities plus other nearby emission sources is also below the BAAQMD threshold of 100 per million and would also be less than significant (see **Table 11**).

Mitigation Measure AQ-4: *Implement Enhanced Exhaust Emissions Reduction Measures.* The construction contractor shall implement the following measures during construction to further reduce construction-related exhaust emissions:

All off-road equipment greater than 25 horsepower (hp) and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:

1. Where access to alternative sources of power are available, portable diesel engines shall be prohibited; and
2. All off-road equipment shall have:
    a. Engines that meet or exceed either USEPA or CARB Tier 2 off-road emission standards, and
    b. Engines that are retrofitted with a CARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such are available.

Table 10: Estimated Unmitigated Health Impacts for Existing Receptors

Source	Cancer Risk	Hazard Impact	PM2.5 Concentration
	Proposed Project		
Unmitigated Proposed Project	**6.8/76.9**	**0.11/1.94**	**0.54**
Significance Threshold	10	1.0	0.3
Significant (Yes or No)?	**Yes**	**Yes**	**Yes**
	Cumulative		
Equity Office The Pruneyard (14854), 1999 South Bascom Ave	0.02	No Data	0.00
Santa Clara Fire Department (19959), 123 Union Ave[a]	No Data	No Data	No Data
Equity Office The Pruneyard (14853), 1919 South Bascom Ave[a]	7.46	0.00	0.00
Equity Office The Pruneyard (14855), 1901 South Bascom Ave[a]	0.00	No Data	0.00
Emil Villa's Hick'ry Pit (1020), 980 East Campbell Ave	0.19	0.00	0.10
Pruneyard Shell (G11632), 2029 South Bascom Ave[b]	0.13	0.00	No Data
East Campbell Avenue	2.82	0.01	0.10
Union Avenue	2.22	0.01	0.08
Highway 17[c]	27.1	0.03	0.23
Unmitigated Proposed Project	6.8/76.9	0.11/1.94	0.54
Cumulative Impact	**46.7/117**	**0.16/1.99**	**1.05**
Significance Threshold	100	10	0.8
Significant (Yes or No)?	**Yes**	No	**Yes**

a Cancer Risk, Hazard Impact, and PM2.5 Concentration values for the source diesel generator was adjusted using the BAAQMD Diesel Generator Distance Multiplier.
b Cancer Risk, Hazard Impact, and PM2.5 Concentration values for the source gasoline station was adjusted using the BAAQMD Gas Station Distance Multiplier.
c Highway 17 Cancer Risk, Hazard Impact, and PM2.5 Concentration values for Highway 17 are based on 6 foot height estimates provided by the BAAQMD developed geo-referenced database of permitted and Highway TAC emissions. Additional information is provided in Attachment B.
Note: Proposed project cancer risk impacts reported for adult and child residence, while hazard impacts reported for acute and chronic. Values reflect rounding.

Table 11: Estimated Mitigated Health Impacts for Existing Receptors

Source	Cancer Risk	Hazard Impact	PM2.5 Concentration
	Proposed Project		
Mitigated Proposed Project	**0.63/7.12**	**0.01/0.14**	**0.04**
Significance Threshold	10	1.0	0.3
Significant (Yes or No)?	No	No	No
	Cumulative		
Equity Office The Pruneyard (14854), 1999 South Bascom Ave	0.02	No Data	0.00
Santa Clara Fire Department (19959), 123 Union Ave[a]	No Data	No Data	No Data
Equity Office The Pruneyard (14853), 1919 South Bascom Ave[a]	7.46	0.00	0.00
Equity Office The Pruneyard (14855), 1901 South Bascom Ave[a]	0.00	No Data	0.00
Emil Villa's Hick'ry Pit (1020), 980 East Campbell Ave	0.19	0.00	0.10
Pruneyard Shell (G11632), 2029 South Bascom Ave[b]	0.13	0.00	No Data
East Campbell Avenue	2.82	0.01	0.10
Union Avenue	2.22	0.01	0.08
Highway 17[c]	27.1	0.03	0.23
Mitigated Proposed Project	0.63/7.12	0.01/0.14	0.04
Cumulative Impact	**40.6/47.1**	**0.06/0.19**	**0.55**
Significance Threshold	100	10	0.8
Significant (Yes or No)?	No	No	No

a Cancer Risk, Hazard Impact, and PM2.5 Concentration values for the source diesel generator was adjusted using the BAAQMD Diesel Generator Distance Multiplier.
b Cancer Risk, Hazard Impact, and PM2.5 Concentration values for the source gasoline station was adjusted using the BAAQMD Gas Station Distance Multiplier.
c Highway 17 Cancer Risk, Hazard Impact, and PM2.5 Concentration values for Highway 17 are based on 6 foot height estimates provided by the
Note: Proposed project cancer risk impacts reported for adult and child residence, while hazard impacts reported for acute and chronic. Values reflect rounding.

Non-Cancer Health Hazard

Both acute (short-term) and chronic (long-term) adverse health impacts unrelated to cancer are measured against a hazard index (HI), which is defined as the ratio of the proposed project's incremental DPM exposure concentration to a published reference exposure level (REL) as determined by OEHHA. To compute the total HI, individual ratios or Hazard Quotients (HQs) of each individual air toxic are added to produce an overall HI. If the overall HI is greater than 1.0, then the impact is considered to be significant.

The chronic reference exposure level for DPM as determined by OEHHA is 5 $\mu g/m^3$. There is no acute REL for DPM. However, diesel exhaust does contain acrolein and other compounds, which do have an acute REL. Based on BAAQMD's DPM speciation data, acrolein emissions are approximately 1.3 percent of the total DPM emissions. The acute REL for acrolein as determined by OEHHA[20] is 2.5 $\mu g/m^3$.

[20] California Office of Environmental Health Hazards Assessment Toxicity Criteria Database, 2010. http://www.oehha.ca.gov//.

The unmitigated and mitigated chronic HI would be 0.11 and 0.01, respectively. Thus, the chronic HI would be well below the BAAQMD threshold of 1 and the proposed project impact would less than significant. The cumulative chronic health impacts would also be well below the BAAQMD threshold of 10 (see **Tables 10 and 11**).

The unmitigated and mitigated acute HI would be 1.94 and 0.14, respectively. Thus, the acute HI would be below the BAAQMD threshold of 1 and the proposed project impact would be less than significant with mitigation. The cumulative acute health impacts would be well below the BAAQMD threshold of 10 (see **Tables 10 and 11**).

$PM_{2.5}$ Concentration

Dispersion modeling also estimated the exposure of sensitive receptors to project-related concentrations of PM2.5. The BAAQMD *Air Quality Guidelines* requires inclusion only of PM2.5 exhaust emissions in this analysis (i.e., fugitive dust emissions are addressed under BAAQMD dust control measures and are required by law to be implemented during project construction). The proposed project's unmitigated annual PM2.5 concentration from project construction activities would be 0.54 $\mu g/m^3$ and above the BAAQMD threshold of 0.3 $\mu g/m^3$ and would be considered potentially significant. The annual PM2.5 concentration due to unmitigated project construction plus other nearby emission sources would be 1.05 $\mu g/m^3$ and above the BAAQMD threshold of 0.8 $\mu g/m^3$ and would be considered potentially significant.

With implementation of **Mitigation Measure AQ-4**, the annual PM2.5 concentration due to project construction would be reduced to 0.04 $\mu g/m^3$. Thus, the annual PM2.5 concentration due to project construction would be below the BAAQMD threshold of 0.3 $\mu g/m^3$ and would be considered less than significant with mitigation (see **Tables 10 and 11**). The annual PM2.5 concentration due to mitigated project construction plus other nearby emission sources would be 0.55 $\mu g/m^3$ and below the BAAQMD threshold of 0.8 $\mu g/m^3$ and would be considered less than significant with mitigation.

IMPACT AQ-6: *Would the Project create objectionable odors affecting a substantial amount of people?* **Less than Significant**

Though offensive odors from stationary and mobile sources rarely cause any physical harm, they still remain unpleasant and can lead to public distress, generating citizen complaints to local governments. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receptors.

The BAAQMD's significance criteria for odors are subjective and are based on the number of odor complaints generated by a project. Generally, the BAAQMD considers any project with the potential to frequently expose members of the public to objectionable odors to cause a significant impact. With respect to the proposed project, diesel-fueled construction equipment exhaust would

generate some odors. However, these emissions typically dissipate quickly and would be unlikely to affect a substantial number of people.

Odor impacts could also result from siting a new sensitive receptor near an existing odor source. Examples of land uses that have the potential to generate considerable odors include, but are not limited to wastewater treatment plants; landfills; refineries; and chemical plants.

In the BAAQMD *CEQA Air Quality Guidelines* (dated May 2011), odor screening distances were recommended by BAAQMD for a variety of land uses. Projects that would site a new receptor farther than the applicable screening distance from an existing odor source would not likely result in a significant odor impact. The odor screening distances are not used as absolute screening criteria, rather as information to consider along with the odor parameters and complaint history. The odor screening distances for a sewage treatment plant, refinery, and chemical plant are two miles.[21] The proposed project is not within the odor screening distances for a sewage treatment plant, refinery, or other odor producing sources. Therefore, odor impacts associated with the location of the proposed project would be less than significant.

6.0 GREENHOUSE GAS ANALYSIS

"Global warming" and "global climate change" are the terms used to describe the increase in the average temperature of the earth's near-surface air and oceans since the mid-20th century and its projected continuation. Warming of the climate system is now considered to be unequivocal (IPCC, 2007), with global surface temperature increasing approximately 1.33 degrees Fahrenheit (°F) over the last 100 years. Continued warming is projected to increase global average temperature between 2 and 11°F over the next 100 years.

Natural processes and human actions have been identified as the causes of this warming. The International Panel on Climate Change (IPCC) concludes that variations in natural phenomena such as solar radiation and volcanoes produced most of the warming from pre-industrial times to 1950 and had a small cooling effect afterward. After 1950, however, increasing GHG concentrations resulting from human activity such as fossil fuel burning and deforestation have been responsible for most of the observed temperature increase. These basic conclusions have been endorsed by more than 45 scientific societies and academies of science, including all of the national academies of science of the major industrialized countries. Since 2007, no scientific body of national or international standing has maintained a dissenting opinion.

Increases in GHG concentrations in the earth's atmosphere are thought to be the main cause of human-induced climate change. GHGs naturally trap heat by impeding the exit of solar radiation that has hit the earth and is reflected back into space. Some GHGs occur naturally and are necessary

[21] Sacramento Metropolitan Air Quality Management District, Guide to Air Quality Assessment in Sacramento County, June 2014, http://www.airquality.org/ceqa/cequguideupdate/Ch7OdorScreeningDistancesFINAL.pdf

for keeping the earth's surface inhabitable. However, increases in the concentrations of these gases in the atmosphere during the last 100 years have decreased the amount of solar radiation that is reflected back into space, intensifying the natural greenhouse effect and resulting in the increase of global average temperature.

Gases that trap heat in the atmosphere are referred to as GHGs because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, CO_2, CH_4, and N_2O are also emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO_2e).[22]

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.[23]

Santa Clara County Climate Action Plan

In 2007, the Santa Clara County Board of Supervisors signed the Cool Counties Climate Stabilization Declaration and established a set of aggressive goals for GHG emissions reductions that would reduce the government's GHG emissions by 80 percent before 2050. The Climate Action Plan represents a year-long effort among multiple County agencies, resulting in a set of strategic changes in County operations, facilities and employee behaviors which will facilitate not simply emissions reductions, but water conservation, and decreases in fuel consumption and solid waste volume.

---

[22] Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.
23 California Climate Change Portal. Frequently Asked Questions about Global Climate Change. Available Online at: http://www.climatechange.ca.gov/publications/faqs.html.

City of Campbell General Plan

The City of Campbell General Plan[24] includes policies that address the reduction of GHG emissions during the planning horizon of the General Plan. Goals and policies that address sustainability are aimed at reducing the City's contribution to GHG emissions. The City's General Plan includes the following goals and policies associated with GHG emissions (and particular applicability to the proposed project):

Policy H-1.2: Green Buildings: Encourage the use of sustainable and green building design in new and existing housing.

Program H-1.2a: Green Buildings: The City is concerned about the continued availability of all resources for the development of affordable housing. The City of Campbell adopted the Green policies recommended by the Santa Clara County Cities Green Building Collaborative (GBC) intended to promote climate protection strategies and regional reductions in greenhouse gas emissions including:

- ✓ Recognizing/adopting the LEED and GreenPoint Rated rating systems as a standard for green building evaluation;
- ✓ Completion of the "Green Checklist" as part of development applications, including remodels over 500 square feet; and
- ✓ LEED Silver certification for all new or renovated municipal buildings over 5,000 square feet.

Policy H-1.3: Energy Efficiency: Energy costs can reduce the affordability of housing for lower income households. The City will continue to promote programs and opportunities for improved energy efficiency and weatherization. To address energy conservation in existing buildings, the City of Campbell promotes Pacific Gas and Electric utility assistance programs. These programs primarily serve extremely low and very low income households.

Program H-1.3a: Promote Energy Efficiency: Promote programs and activities that reduce residential energy usage in existing buildings. The City of Campbell promotes Pacific Gas and Electric utility assistance programs, programs offered through non-profit agencies and other related programs.

California Green Building Standards Code

On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011.

---

[24] City of Campbell. *City of Campbell General Plan*. Adopted November 6, 2001. Last amended February 17, 2015. http://www.ci.campbell.ca.us/DocumentCenter/View/2664

CALGreen is a comprehensive and uniform regulatory code for all residential, commercial and school buildings.

CALGreen does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. CALGreen also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard, which buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

The development of CALGreen is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, CALGreen is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impacts during and after construction.

CALGreen contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. CALGreen provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. CALGreen also requires building commissioning, which is a process for verifying that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency. The following provides examples of CALGreen requirements:

- **Designated parking.** Provide designated parking in commercial projects for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles.
- **Recycling by Occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling.
- **Construction waste.** A minimum 50-percent diversion of construction and demolition waste from landfills, increasing voluntarily to 65 and-75 percent for new homes and 80-percent for commercial projects. All (100 percent) of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled.
- **Wastewater reduction.** Each building shall reduce the generation of wastewater by installation of water-conserving fixtures or using nonpotable water systems.
- **Water use savings.** 20-percent mandatory reduction in indoor water use with voluntary goal standards for 30, 35, and 40-percent reductions.
- **Water meters.** Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day.

- **Irrigation efficiency.** Moisture-sensing irrigation systems for larger landscaped areas.
- **Materials pollution control.** Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard.
- **Building commissioning.** Mandatory inspections of energy systems (i.e. heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012. To effectively implement the cap, AB 32 directs CARB to develop and implement regulations to reduce statewide GHG emissions from stationary sources. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

AB 32 requires CARB to adopt a quantified cap on GHG emissions representing 1990 emissions levels and disclose how it arrived at the cap; institute a schedule to meet the emissions cap; and develop tracking, reporting, and enforcement mechanisms to ensure that the state reduces GHG emissions enough to meet the cap. AB 32 also includes guidance on instituting emissions reductions in an economically efficient manner, along with conditions to ensure that businesses and consumers are not unfairly affected by the reductions. Using these criteria to reduce statewide GHG emissions to 1990 levels by 2020 would represent an approximate 25 to 30 percent reduction in current emissions levels. However, CARB has discretionary authority to seek greater reductions in more significant and growing GHG sectors, such as transportation, as compared to other sectors that are not anticipated to significantly increase emissions. Under AB 32, CARB must adopt regulations to achieve reductions in GHGs to meet the 1990 emissions cap by 2020.

Climate Change Scoping Plan

In October of 2013, the CARB submitted the First Update to the Climate Change Scoping Plan for public review and comment. The First Update to the Scoping Plan was approved by the CARB on May 22, 2014, and builds upon the initial Scoping Plan with new strategies and recommendations. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The First Update defines CARB's climate change priorities for the next five years, and also sets the groundwork to reach long-term goals set forth in Executive Orders S-3-05 and B-16-2012. The

Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use.

In the First Update to the Climate Change Scoping Plan, nine key focus areas were identified (energy, transportation, agriculture, water, waste management, and natural and working lands), along with short-lived climate pollutants, green buildings, and the cap-and-trade program. These key focus areas have overlapping and complementary interests that will require careful coordination in California's future climate and energy policies. These focus areas were selected to address issues that underlie multiple sectors of the economy. As such, each focus area is not contained to a single economic sector, but has far-reaching impacts within many economic sectors.

Greenhouse Gas Regional Emission Estimates

In 2013, the United States emitted about 6.673 billion tons of CO_2e. Of the four major sectors nationwide - residential, commercial, industrial, and transportation – electrical generation accounts for the highest fraction of GHG emissions (approximately 31 percent); these emissions are entirely generated from direct fossil fuel combustion. . United States emissions increased by 2.0 percent from 2012 to 2013. Recent trends can be attributed to multiple factors including increased emissions from electricity generation, an increase in miles traveled by on-road vehicles, an increase in industrial production and emissions in multiple sectors, and year-to-year changes in the prevailing weather. Greenhouse gas emissions in 2013 were 9 percent below 2005 levels.[25]

California's gross emissions of GHG decreased by 1.6 percent from 466.3 million metric tons of CO_2e in 2000 to 458.7 million metric tons in 2012, with a maximum of 492.7 million metric tons in 2004. During the same period, California's population grew by 11 percent from 34 to 37.8 million people. As a result, California's per capita GHG emissions have generally decreased over the last 12 years from 13.7 in 2000 to 12.1 million metric tons of CO_2e per person in 2012.[26] California has one of the lowest per capita GHG emission rates in the country, due to the success of its energy efficiency and renewable energy programs and commitments that have lowered the state's GHG emissions rate of growth by more than half of what it would have been otherwise. Another factor that has reduced California's fuel use and GHG emissions is its mild climate compared to that of many other states.

The transportation sector remains the largest source of GHG emissions in 2012, accounting for 36 percent of California's GHG emission inventory. Contributions from the transportation sector include emissions from on-road and off-road vehicles, aviation, rail and water-borne vehicles, and

---

[25] USEPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990–2013, April 2015,* http://www.epa.gov/climatechange/Downloads/ghgemissions/US-GHG-Inventory-2015-Main-Text.pdf

[26] CARB, *2014 Edition California Greenhouse Gas Emission Inventory 2000 – 2012*, May, 2014, http://www.arb.ca.gov/cc/inventory/pubs/reports/ghg_inventory_00-12_report.pdf

some other minor sources. Transportation-related GHG emissions have dropped 12 percent since reaching a maximum in 2007. In 2012, emissions from the on-road category decreased by 0.5 percent from the previous year.[27]

The California Environmental Protection Agency Climate Action Team reported that the composition of gross GHG emissions in California in 2002 (expressed in terms of CO_2e) were as follows:[28]

- CO_2 accounted for 83.3 percent;
- CH_4 accounted for 6.4 percent;
- N_2O accounted for 6.8 percent; and
- Fluorinated gases (HFCs, PFC, and SF_6) accounted for 3.5 percent.

In the San Francisco Bay Area, the transportation sector and industrial/commercial sector represent the largest sources of GHG emissions, accounting for 36.4 percent each of the Bay Area's 95.8 million tons of CO_2e in 2007. Electricity/co-generation sources account for about 15.9 percent of the Bay Area's GHG emissions, followed by residential fuel usage at about 7.1 percent. Off-road equipment and agricultural/farming sources currently account for approximately three percent and 1.2 percent of the total Bay Area GHG emissions, respectively.[29]

Thresholds of Significance

Separate thresholds of significance are established for operational GHG emissions from stationary sources (such as generators, furnaces, and boilers) and non-stationary sources (such as on-road vehicles). As no threshold has been established for construction-related emissions, the operational emissions thresholds apply. The threshold for stationary sources is 10,000 metric tons of CO_2e per year (i.e., emissions above this level may be considered significant). For non-stationary sources, three separate thresholds have been established:

- Compliance with a Qualified Greenhouse Gas Reduction Strategy (i.e., if a project is found to be out of compliance with a Qualified Greenhouse Gas Reduction Strategy, its GHG emissions may be considered significant); or
- 1,100 metric tons of CO_2e per year (i.e., emissions above this level may be considered significant); or

---

[27] CARB, *2014 Edition California Greenhouse Gas Emission Inventory 2000 – 2012*, May, 2014, http://www.arb.ca.gov/cc/inventory/pubs/reports/ghg_inventory_00-12_report.pdf

[28] California Environmental Protection Agency, *Climate Action Team Report to Governor Schwarzenegger and the California Legislature*, December 2010, http://www.energy.ca.gov/2010publications/CAT-1000-2010-005/CAT-1000-2010-005.PDF

[29] BAAQMD, Source Inventory of Bay Area Greenhouse Gas Emissions, February 2010, http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx?la=en

- 4.6 metric tons of CO_2e per service population per year (i.e., emissions above this level may be considered significant). Service population is the sum of residents plus employees expected for a development project.

For quantifying a project's GHG emissions, BAAQMD recommends that all GHG emissions from a project be estimated, including a project's direct and indirect GHG emissions from operations. Direct emissions refer to emissions produced from onsite combustion of energy, such as natural gas used in furnaces and boilers, emissions from industrial processes, and fuel combustion from mobile sources. Indirect emissions are emissions produced offsite from energy production and water conveyance due to a project's energy use and water consumption.

IMPACT GHG-1: *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* **Less than Significant**

CalEEMod was used to quantify GHG emissions associated with project construction activities, as well as long-term operational emissions produced by motor vehicles, natural gas combustion for space and water heating, electricity use, and landscape maintenance equipment. CalEEMod incorporates GHG emission factors for the central electric utility serving the Bay Area and mitigation measures based on the California Air Pollution Control Officer's Association (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* and the *California Climate Action Registry General Reporting Protocol*.

CalEEMod is sensitive to the year selected, since vehicle emissions have and continue to be reduced due to fuel efficiency standards and low carbon fuels. The operational years of 2017, 2018, and 2020 were analyzed (depending on project phase). The proposed project would be located approximately 0.4 miles from the Campbell light-rail transit station. This information would tend to reduce motor vehicle emissions as it would tend to reduce daily trips by increasing the use of mass transportation.

The regulations, plans, and polices adopted for the purpose of reducing GHG emissions that are directly applicable to the proposed project include Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and the Title 24 California Green Building Standards Code. The proposed project would be developed to comply with Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings and would be required to comply with Title 24 California Green Building Standards Code. Thus, the proposed project would be developed in compliance with the requirements of these regulations.

Default rates for energy consumption were assumed in the model. GHG emissions rates associated with electricity consumption were adjusted to account for Pacific Gas & Electric's projected 2017, 2018, 2019, and 2020 (years in which project phases become operational) CO_2 intensity rate. These intensity rates are based, in part, on the requirement of a renewable energy portfolio standard of 33 percent by the year 2020. CalEEMod uses a default rate of 641 pounds of CO_2 per megawatt of electricity produced. The Pacific Gas & Electric's projected 2017, 2018, 2019, and 2020 CO_2

intensity rates are 349, 328, 307, and 290 pounds of CO_2 per megawatt of electricity produced, respectively.[30]

The proposed project's estimated construction and operational GHG emissions are presented in **Table 12**. The estimated construction GHG emissions are 1,520 metric tons of CO_2e. As indicated, 30-year amortized annual construction related GHG emissions would be 50 metric tons of CO_2e. There is no BAAQMD CEQA significance threshold for construction-related GHG emissions. However, these values are below the BAAQMD threshold of 1,100 metric tons.

Generally, the estimated number of employees were based on a rate of 1 employee per 200 square feet for the office building and 1 employee per 500 square feet for the retail. For the sit down restaurant (R4), the number of employees were based on a rate of 1 employee per 100 square feet. For the quality restaurant (R5), the number of employees were based on a rate of 1 employee per 134 square feet. For the fitness center, the number of employees were based on a rate of 1 employee per 549 square feet.

Thus, Phase 1 and 2 would have approximately 57 employees, Phase 3 would have approximately 65 or 78 employees for the retail and fitness center options, respectively. The office within Phase 4 would have approximately 500 employees.[31] A total of 622 and 635 employees are projected to be associated with the proposed project for the retail and fitness center alternative, respectively.

For the retail alternative, the GHG construction and operational emissions would be 3.8 metric tons per service population (approximately 622 employees) per year, which is below the BAAQMD threshold of 4.6 metric tons per service population. For the fitness center alternative, the GHG construction and operational emissions would be 4.5 metric tons per service population (approximately 635 employees) per year, which is below the BAAQMD threshold of 4.6 metric tons per service population. Thus, the proposed project impacts on climate change are less than significant.

---

[30] Greenhouse Gas Emission Factors: Guidance for PG&E Customers April 2013 http://www.pge.com/includes/docs/pdfs/shared/environment/calculator/pge_ghg_emission_factor_info_sheet.pdf

[31] US Green Building Council Building Area per Employee by Business Type http://www.usgbc.org/Docs/Archive/General/Docs4111.pdf

Table 12: Estimated Greenhouse Gas Emissions

Source	Annual CO2e Metric Tons	
	Retail	**Fitness Center**
Construction (30-year amortized)	50	50
Operations		
Area Sources	0.02	0.02
Energy	751	801
Mobile	1,456	1,808
Solid Waste	64.2	137
Water	50.1	50.7
Total Emissions	2,372	2,847
Total Emissions per Service Population	**3.8**	**4.5**
BAAQMD Efficiency Threshold	4.6	4.6
Potentially Significant?	No	No

SOURCE: CARB CalEEMod Version 2013.2.2.

IMPACT GHG-2: *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* **Less than Significant**

The County of Santa Clara has adopted a Climate Action Plan (CAP)[32] regarding the reduction of GHG emissions. The County has established a baseline government and community-wide inventory of GHG emissions. The proposed project would result in a significant impact if it would be in conflict with AB 32 State goals and the goals, policies, and measures of the applicable CAP for reducing GHG emissions. The assumption is that AB 32 and the CAP will be successful in reducing GHG emissions and reducing the cumulative GHG emissions statewide by 2020. The County and State have taken these measures, because no project individually could have a major impact (either positively or negatively) on the global concentration of GHGs. The proposed project has been reviewed relative to the AB 32 measures and County of Santa Clara CAP and it has been determined that the proposed project would not conflict with the goals of AB 32 and the applicable CAP.

The principal State plan and policy adopted for the purpose of reducing GHG emissions is AB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. Statewide plans and regulations such as GHG emissions standards for vehicles and the LCFS are being implemented at the statewide level, and compliance at the specific plan or project level is not addressed. Therefore, the proposed project does not conflict with these plans and regulations.

[32] County of Santa Clara Climate Action Plan for Operations and Facilities, September 2009, https://www.sccgov.org/sites/osp/Programs/ClimateAction/Pages/Climate-Action-Plan.aspx

7.0 REFERENCES

Bay Area Air Quality Management District. *Air Toxics New Source Review Program Health Risk Screening Analysis Guidelines*. January 2010. http://www.baaqmd.gov/~/media/Files/Engineering/Air%20Toxics%20Programs/hrsa_guidelines.ashx

Bay Area Air Quality Management District. *Revised Draft Options and Justification Report California Environmental Quality Act Thresholds of Significance*, October 2009. http://baaqmd.gov/~/media/Files/%20Planning%20and%20Research/CEQA/Revised%20Draft%20CEQA%20Thresholds%20%20Justification%20Report%20Oct%202009.ashx

Bay Area Air Quality Management District. *Bay Area 2010 Clean Air Plan*. September 15, 2010. http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans/Clean-Air-Plans.aspx

Bay Area Air Quality Management District. October 4, 2010, *Bay Area Climatology*. http://www.baaqmd.gov/Divisions/Communications-and-Outreach/Air-Quality-in-the-Bay-Area/Bay-Area-Climatology.aspx.

Bay Area Air Quality Management District. *CEQA Air Quality Guidelines*. May 2012. http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en

Bay Area Air Quality Management District. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2012. http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Risk%20Modeling%20Approach%20May%202012.ashx?la=en

California Air Pollution Control Officers Association. *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January 2008. http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf

California Air Resources Board. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.* October 2000. http://www.arb.ca.gov/diesel/documents/rrpfinal.pdf

California Air Resources Board. *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines.* October 2000. http://www.arb.ca.gov/diesel/documents/rmgfinal.pdf

California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. http://www.arb.ca.gov/ch/handbook.pdf

California Air Resource Board. *Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach*. April 2006. http://www.arb.ca.gov/ports/marinevess/documents/portstudy0406.pdf

California Air Resources Board. *Climate Change Draft Scoping Plan, a framework for change*. June 2008. http://www.arb.ca.gov/cc/scopingplan/document/draftscopingplan.pdf

California Air Resources Board. *Preliminary Draft Staff Proposal on Recommended Approaches for setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act.* October 24, 2008. http://www.arb.ca.gov/cc/localgov/ceqa/meetings/102708/prelimdraftproposal102408.pdf

California Air Resources Board. *Air Quality Data Statistics.* http://www.arb.ca.gov/adam/welcome.html

California Air Resource Board. *Ambient Air Quality Standards*. June 4, 2013. http://www.arb.ca.gov/research/aaqs/aaqs2.pdf

California Air Resources Board. *California Emissions Estimator Model (CalEEMod) User's Guide.* July 2013, http://www.caleemod.com/

California Air Resource Board. *Climate Change Scoping Plan First Update*. October 2013. http://www.arb.ca.gov/cc/scopingplan/2013_update/discussion_draft.pdf

California Air Resource Board. *Area Designations Maps/State and National.* *http://www.arb.ca.gov/desig/adm/adm.htm*

California Attorney General's Office. *Addressing Climate Change at the Project Level.* January 6, 2010. http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf

Greenhouse Gas Emission Factors: Guidance for PG&E Customers April 2013 http://www.pge.com/includes/docs/pdfs/shared/environment/calculator/pge_ghg_emission_factor_info_sheet.pdf

Governor's Office of Planning and Research. *Technical Advisory, CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review.* June 19, 2008. http://opr.ca.gov/docs/june08-ceqa.pdf

Governor's Office of Planning and Research. *Preliminary Draft CEQA Guideline Amendments for Greenhouse Gas Emissions and Public Workshop Announcement.* January 8, 2009. http://sf.streetsblog.org/wp-content/upload1/Workshop_Announcement.pdf

Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessment*. August 2003. http://oehha.ca.gov/air/hot_spots/pdf/HRAguidefinal.pdf

US Green Building Council Building Area per Employee by Business Type
http://www.usgbc.org/Docs/Archive/General/Docs4111.pdf

Attachment A

Construction and Operational Emissions

CalEEMod Output Files

Phase 1 and 2 (R4 and R5)
Phase 3A (R1 and R2)
Phase 3B Retail Alternative (R3 and G1 Part A)
Phase 3B Fitness Center Alternative (R3 and G1 Part A)
Phase 4 Retail Alternative (G1 Part B, O1, and G2)
Phase 4 Fitness Center Alternative (G1 Part B, O1, and G2)

- Annual
- Summer
- Winter
- Mitigation Report

Phase 1 and 2 (R4 and R5)

Pruneyard Phase 1b & 2 (R4 & R5)

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	1.60	1000sqft	0.04	1,600.00	0
Quality Restaurant	5.50	1000sqft	0.13	5,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	349	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use -

Construction Phase - Approximately 6 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00

tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblProjectCharacteristics	CO2IntensityFactor	641.35	349
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.1652	0.7984	0.5094	7.2000e-004	3.7100e-003	0.0545	0.0582	1.1600e-003	0.0503	0.0515	0.0000	66.6596	66.6596	0.0184	0.0000	67.0466
Total	**0.1652**	**0.7984**	**0.5094**	**7.2000e-004**	**3.7100e-003**	**0.0545**	**0.0582**	**1.1600e-003**	**0.0503**	**0.0515**	**0.0000**	**66.6596**	**66.6596**	**0.0184**	**0.0000**	**67.0466**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.1116	0.6318	0.4892	7.2000e-004	3.1500e-003	3.5100e-003	6.6600e-003	9.2000e-004	3.5000e-003	4.4200e-003	0.0000	66.6595	66.6595	0.0184	0.0000	67.0465
Total	**0.1116**	**0.6318**	**0.4892**	**7.2000e-004**	**3.1500e-003**	**3.5100e-003**	**6.6600e-003**	**9.2000e-004**	**3.5000e-003**	**4.4200e-003**	**0.0000**	**66.6595**	**66.6595**	**0.0184**	**0.0000**	**67.0465**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**32.42**	**20.87**	**3.97**	**0.00**	**15.09**	**93.56**	**88.55**	**20.69**	**93.04**	**91.42**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0314	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.3000e-004
Energy	8.0800e-003	0.0735	0.0617	4.4000e-004		5.5800e-003	5.5800e-003		5.5800e-003	5.5800e-003	0.0000	118.5000	118.5000	4.7400e-003	2.1300e-003	119.2592
Mobile	0.3442	0.5157	2.6709	4.3700e-003	0.3043	6.1300e-003	0.3104	0.0814	5.6400e-003	0.0870	0.0000	334.0409	334.0409	0.0149	0.0000	334.3544
Waste						0.0000	0.0000		0.0000	0.0000	4.8840	0.0000	4.8840	0.2886	0.0000	10.9453
Water						0.0000	0.0000		0.0000	0.0000	0.6837	1.9222	2.6059	0.0704	1.6900e-003	4.6083
Total	**0.3837**	**0.5892**	**2.7327**	**4.8100e-003**	**0.3043**	**0.0117**	**0.3160**	**0.0814**	**0.0112**	**0.0926**	**5.5677**	**454.4633**	**460.0309**	**0.3787**	**3.8200e-003**	**469.1673**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0314	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.3000e-004
Energy	8.0800e-003	0.0735	0.0617	4.4000e-004		5.5800e-003	5.5800e-003		5.5800e-003	5.5800e-003	0.0000	118.5000	118.5000	4.7400e-003	2.1300e-003	119.2592
Mobile	0.3382	0.4759	2.5257	3.9100e-003	0.2703	5.5600e-003	0.2758	0.0723	5.1200e-003	0.0774	0.0000	299.2834	299.2834	0.0136	0.0000	299.5698
Waste						0.0000	0.0000		0.0000	0.0000	4.8840	0.0000	4.8840	0.2886	0.0000	10.9453
Water						0.0000	0.0000		0.0000	0.0000	0.6837	1.9222	2.6059	0.0704	1.6900e-003	4.6072
Total	**0.3778**	**0.5493**	**2.5875**	**4.3500e-003**	**0.2703**	**0.0111**	**0.2814**	**0.0723**	**0.0107**	**0.0830**	**5.5677**	**419.7057**	**425.2734**	**0.3774**	**3.8200e-003**	**434.3815**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.56**	**6.76**	**5.31**	**9.56**	**11.19**	**4.87**	**10.96**	**11.20**	**4.63**	**10.40**	**0.00**	**7.65**	**7.56**	**0.35**	**0.00**	**7.41**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/5/2016	7/18/2016	5	10	
2	Site Preparation	Site Preparation	7/19/2016	7/19/2016	5	1	
3	Grading	Grading	7/20/2016	7/21/2016	5	2	
4	Building Construction	Building Construction	7/22/2016	12/8/2016	5	100	
5	Paving	Paving	12/9/2016	12/15/2016	5	5	
6	Architectural Coating	Architectural Coating	12/16/2016	12/22/2016	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,650; Non-Residential Outdoor: 3,550 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
Total	**6.5600e-003**	**0.0562**	**0.0435**	**6.0000e-005**		**4.0200e-003**	**4.0200e-003**		**3.8400e-003**	**3.8400e-003**	**0.0000**	**5.4141**	**5.4141**	**1.0800e-003**	**0.0000**	**5.4369**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	2.6000e-004	2.5400e-003	1.0000e-005	4.6000e-004	0.0000	4.6000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4011	0.4011	2.0000e-005	0.0000	0.4016
Total	**1.9000e-004**	**2.6000e-004**	**2.5400e-003**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**4.6000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.4011**	**0.4011**	**2.0000e-005**	**0.0000**	**0.4016**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.4300e-003	0.0520	0.0398	6.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
Total	**2.4300e-003**	**0.0520**	**0.0398**	**6.0000e-005**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**	**0.0000**	**5.4141**	**5.4141**	**1.0800e-003**	**0.0000**	**5.4369**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	2.6000e-004	2.5400e-003	1.0000e-005	4.6000e-004	0.0000	4.6000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.4011	0.4011	2.0000e-005	0.0000	0.4016
Total	**1.9000e-004**	**2.6000e-004**	**2.5400e-003**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**4.6000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.4011**	**0.4011**	**2.0000e-005**	**0.0000**	**0.4016**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8000e-004	6.8200e-003	3.6700e-003	0.0000		4.2000e-004	4.2000e-004		3.8000e-004	3.8000e-004	0.0000	0.4414	0.4414	1.3000e-004	0.0000	0.4442
Total	**6.8000e-004**	**6.8200e-003**	**3.6700e-003**	**0.0000**	**2.7000e-004**	**4.2000e-004**	**6.9000e-004**	**3.0000e-005**	**3.8000e-004**	**4.1000e-004**	**0.0000**	**0.4414**	**0.4414**	**1.3000e-004**	**0.0000**	**0.4442**

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.3000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0201	0.0201	0.0000	0.0000	0.0201
Total	**1.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0201**	**0.0201**	**0.0000**	**0.0000**	**0.0201**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9000e-004	4.1300e-003	3.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.4414	0.4414	1.3000e-004	0.0000	0.4442
Total	**1.9000e-004**	**4.1300e-003**	**3.5000e-003**	**0.0000**	**1.2000e-004**	**2.0000e-005**	**1.4000e-004**	**1.0000e-005**	**2.0000e-005**	**3.0000e-005**	**0.0000**	**0.4414**	**0.4414**	**1.3000e-004**	**0.0000**	**0.4442**

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.3000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0201	0.0201	0.0000	0.0000	0.0201
Total	**1.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0201**	**0.0201**	**0.0000**	**0.0000**	**0.0201**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0112	8.7000e-003	1.0000e-005		8.0000e-004	8.0000e-004		7.7000e-004	7.7000e-004	0.0000	1.0828	1.0828	2.2000e-004	0.0000	1.0874
Total	**1.3100e-003**	**0.0112**	**8.7000e-003**	**1.0000e-005**	**7.5000e-004**	**8.0000e-004**	**1.5500e-003**	**4.1000e-004**	**7.7000e-004**	**1.1800e-003**	**0.0000**	**1.0828**	**1.0828**	**2.2000e-004**	**0.0000**	**1.0874**

3.4 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	5.1000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0802	0.0802	0.0000	0.0000	0.0803
Total	**4.0000e-005**	**5.0000e-005**	**5.1000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0802**	**0.0802**	**0.0000**	**0.0000**	**0.0803**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9000e-004	0.0104	7.9600e-003	1.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	1.0828	1.0828	2.2000e-004	0.0000	1.0874
Total	**4.9000e-004**	**0.0104**	**7.9600e-003**	**1.0000e-005**	**3.4000e-004**	**6.0000e-005**	**4.0000e-004**	**1.9000e-004**	**6.0000e-005**	**2.5000e-004**	**0.0000**	**1.0828**	**1.0828**	**2.2000e-004**	**0.0000**	**1.0874**

3.4 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	5.0000e-005	5.1000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0802	0.0802	0.0000	0.0000	0.0803
Total	**4.0000e-005**	**5.0000e-005**	**5.1000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0802**	**0.0802**	**0.0000**	**0.0000**	**0.0803**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0691	0.6853	0.4106	5.7000e-004		0.0470	0.0470		0.0432	0.0432	0.0000	53.4584	53.4584	0.0161	0.0000	53.7970
Total	**0.0691**	**0.6853**	**0.4106**	**5.7000e-004**		**0.0470**	**0.0470**		**0.0432**	**0.0432**	**0.0000**	**53.4584**	**53.4584**	**0.0161**	**0.0000**	**53.7970**

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.9000e-004	4.9900e-003	6.7600e-003	1.0000e-005	3.2000e-004	7.0000e-005	4.0000e-004	9.0000e-005	7.0000e-005	1.6000e-004	0.0000	1.0813	1.0813	1.0000e-005	0.0000	1.0815
Worker	5.6000e-004	7.8000e-004	7.6300e-003	2.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2034	1.2034	6.0000e-005	0.0000	1.2047
Total	**1.1500e-003**	**5.7700e-003**	**0.0144**	**3.0000e-005**	**1.6900e-003**	**8.0000e-005**	**1.7800e-003**	**4.5000e-004**	**8.0000e-005**	**5.3000e-004**	**0.0000**	**2.2846**	**2.2846**	**7.0000e-005**	**0.0000**	**2.2862**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0234	0.5324	0.3965	5.7000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003	0.0000	53.4583	53.4583	0.0161	0.0000	53.7969
Total	**0.0234**	**0.5324**	**0.3965**	**5.7000e-004**		**2.8800e-003**	**2.8800e-003**		**2.8800e-003**	**2.8800e-003**	**0.0000**	**53.4583**	**53.4583**	**0.0161**	**0.0000**	**53.7969**

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.9000e-004	4.9900e-003	6.7600e-003	1.0000e-005	3.2000e-004	7.0000e-005	4.0000e-004	9.0000e-005	7.0000e-005	1.6000e-004	0.0000	1.0813	1.0813	1.0000e-005	0.0000	1.0815
Worker	5.6000e-004	7.8000e-004	7.6300e-003	2.0000e-005	1.3700e-003	1.0000e-005	1.3800e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2034	1.2034	6.0000e-005	0.0000	1.2047
Total	**1.1500e-003**	**5.7700e-003**	**0.0144**	**3.0000e-005**	**1.6900e-003**	**8.0000e-005**	**1.7800e-003**	**4.5000e-004**	**8.0000e-005**	**5.3000e-004**	**0.0000**	**2.2846**	**2.2846**	**7.0000e-005**	**0.0000**	**2.2862**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.8000e-003	0.0266	0.0182	3.0000e-005		1.6500e-003	1.6500e-003		1.5300e-003	1.5300e-003	0.0000	2.4575	2.4575	6.7000e-004	0.0000	2.4717
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.8000e-003**	**0.0266**	**0.0182**	**3.0000e-005**		**1.6500e-003**	**1.6500e-003**		**1.5300e-003**	**1.5300e-003**	**0.0000**	**2.4575**	**2.4575**	**6.7000e-004**	**0.0000**	**2.4717**

3.6 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	2.4000e-004	2.2900e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3610	0.3610	2.0000e-005	0.0000	0.3614
Total	**1.7000e-004**	**2.4000e-004**	**2.2900e-003**	**0.0000**	**4.1000e-004**	**0.0000**	**4.1000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3610**	**0.3610**	**2.0000e-005**	**0.0000**	**0.3614**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.7000e-004	0.0206	0.0170	3.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	2.4575	2.4575	6.7000e-004	0.0000	2.4717
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.7000e-004**	**0.0206**	**0.0170**	**3.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**	**0.0000**	**2.4575**	**2.4575**	**6.7000e-004**	**0.0000**	**2.4717**

3.6 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	2.4000e-004	2.2900e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3610	0.3610	2.0000e-005	0.0000	0.3614
Total	**1.7000e-004**	**2.4000e-004**	**2.2900e-003**	**0.0000**	**4.1000e-004**	**0.0000**	**4.1000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3610**	**0.3610**	**2.0000e-005**	**0.0000**	**0.3614**

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0823					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2000e-004	5.9300e-003	4.7100e-003	1.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6399
Total	**0.0832**	**5.9300e-003**	**4.7100e-003**	**1.0000e-005**		**4.9000e-004**	**4.9000e-004**		**4.9000e-004**	**4.9000e-004**	**0.0000**	**0.6383**	**0.6383**	**8.0000e-005**	**0.0000**	**0.6399**

3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.3000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0201	0.0201	0.0000	0.0000	0.0201
Total	**1.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0201**	**0.0201**	**0.0000**	**0.0000**	**0.0201**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0823					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8000e-004	5.8800e-003	4.5800e-003	1.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6383	0.6383	8.0000e-005	0.0000	0.6399
Total	**0.0826**	**5.8800e-003**	**4.5800e-003**	**1.0000e-005**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.6383**	**0.6383**	**8.0000e-005**	**0.0000**	**0.6399**

3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.3000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0201	0.0201	0.0000	0.0000	0.0201
Total	**1.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0201**	**0.0201**	**0.0000**	**0.0000**	**0.0201**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3382	0.4759	2.5257	3.9100e-003	0.2703	5.5600e-003	0.2758	0.0723	5.1200e-003	0.0774	0.0000	299.2834	299.2834	0.0136	0.0000	299.5698
Unmitigated	0.3442	0.5157	2.6709	4.3700e-003	0.3043	6.1300e-003	0.3104	0.0814	5.6400e-003	0.0870	0.0000	334.0409	334.0409	0.0149	0.0000	334.3544

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	203.44	253.39	210.94	245,568	218,091
Quality Restaurant	494.73	518.98	396.88	574,356	510,092
Total	698.17	772.37	607.82	819,924	728,183

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551854	0.058218	0.185395	0.123453	0.029544	0.004438	0.012761	0.022956	0.001780	0.001269	0.006045	0.000523	0.001763

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	38.5405	38.5405	3.2000e-003	6.6000e-004	38.8131
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	38.5405	38.5405	3.2000e-003	6.6000e-004	38.8131
NaturalGas Mitigated	8.0800e-003	0.0735	0.0617	4.4000e-004		5.5800e-003	5.5800e-003		5.5800e-003	5.5800e-003	0.0000	79.9595	79.9595	1.5300e-003	1.4700e-003	80.4461
NaturalGas Unmitigated	8.0800e-003	0.0735	0.0617	4.4000e-004		5.5800e-003	5.5800e-003		5.5800e-003	5.5800e-003	0.0000	79.9595	79.9595	1.5300e-003	1.4700e-003	80.4461

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Quality Restaurant	1.16072e+006	6.2600e-003	0.0569	0.0478	3.4000e-004		4.3200e-003	4.3200e-003		4.3200e-003	4.3200e-003	0.0000	61.9404	61.9404	1.1900e-003	1.1400e-003	62.3174
High Turnover (Sit Down Restaurant)	337664	1.8200e-003	0.0166	0.0139	1.0000e-004		1.2600e-003	1.2600e-003		1.2600e-003	1.2600e-003	0.0000	18.0190	18.0190	3.5000e-004	3.3000e-004	18.1287
Total		**8.0800e-003**	**0.0735**	**0.0617**	**4.4000e-004**		**5.5800e-003**	**5.5800e-003**		**5.5800e-003**	**5.5800e-003**	**0.0000**	**79.9595**	**79.9595**	**1.5400e-003**	**1.4700e-003**	**80.4461**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Quality Restaurant	1.16072e+006	6.2600e-003	0.0569	0.0478	3.4000e-004		4.3200e-003	4.3200e-003		4.3200e-003	4.3200e-003	0.0000	61.9404	61.9404	1.1900e-003	1.1400e-003	62.3174
High Turnover (Sit Down Restaurant)	337664	1.8200e-003	0.0166	0.0139	1.0000e-004		1.2600e-003	1.2600e-003		1.2600e-003	1.2600e-003	0.0000	18.0190	18.0190	3.5000e-004	3.3000e-004	18.1287
Total		**8.0800e-003**	**0.0735**	**0.0617**	**4.4000e-004**		**5.5800e-003**	**5.5800e-003**		**5.5800e-003**	**5.5800e-003**	**0.0000**	**79.9595**	**79.9595**	**1.5400e-003**	**1.4700e-003**	**80.4461**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	54864	8.6852	7.2000e-004	1.5000e-004	8.7466
Quality Restaurant	188595	29.8553	2.4800e-003	5.1000e-004	30.0665
Total		**38.5405**	**3.2000e-003**	**6.6000e-004**	**38.8131**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
High Turnover (Sit Down Restaurant)	54864	8.6852	7.2000e-004	1.5000e-004	8.7466
Quality Restaurant	188595	29.8553	2.4800e-003	5.1000e-004	30.0665
Total		**38.5405**	**3.2000e-003**	**6.6000e-004**	**38.8131**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0314	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.3000e-004
Unmitigated	0.0314	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.7000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0277					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.3000e-004
Total	**0.0314**	**0.0000**	**7.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.3000e-004**	**1.3000e-004**	**0.0000**	**0.0000**	**1.3000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.7000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0277					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.3000e-004
Total	**0.0314**	**0.0000**	**7.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.3000e-004**	**1.3000e-004**	**0.0000**	**0.0000**	**1.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.6059	0.0704	1.6900e-003	4.6072
Unmitigated	2.6059	0.0704	1.6900e-003	4.6083

7.2 Water by Land Use

Unmitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0.485654 / 0.0309992	0.5873	0.0159	3.8000e-004	1.0385
Quality Restaurant	1.66944 / 0.10656	2.0187	0.0545	1.3100e-003	3.5698
Total		**2.6059**	**0.0704**	**1.6900e-003**	**4.6083**

7.2 Water by Land Use

Mitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	0.485654 / 0.0309992	0.5873	0.0159	3.8000e-004	1.0382
Quality Restaurant	1.66944 / 0.10656	2.0187	0.0545	1.3100e-003	3.5689
Total		**2.6059**	**0.0704**	**1.6900e-003**	**4.6072**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.8840	0.2886	0.0000	10.9453
Unmitigated	4.8840	0.2886	0.0000	10.9453

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	19.04	3.8650	0.2284	0.0000	8.6616
Quality Restaurant	5.02	1.0190	0.0602	0.0000	2.2837
Total		**4.8840**	**0.2886**	**0.0000**	**10.9453**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	19.04	3.8650	0.2284	0.0000	8.6616
Quality Restaurant	5.02	1.0190	0.0602	0.0000	2.2837
Total		**4.8840**	**0.2886**	**0.0000**	**10.9453**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 1b & 2 (R4 & R5)

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	1.60	1000sqft	0.04	1,600.00	0
Quality Restaurant	5.50	1000sqft	0.13	5,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	349	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use -

Construction Phase - Approximately 6 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00

tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblProjectCharacteristics	CO2IntensityFactor	641.35	349
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	33.2810	13.8165	9.2516	0.0132	0.8471	0.9415	1.6517	0.4388	0.8662	1.2068	0.0000	1,288.6151	1,288.6151	0.3571	0.0000	1,296.1142
Total	**33.2810**	**13.8165**	**9.2516**	**0.0132**	**0.8471**	**0.9415**	**1.6517**	**0.4388**	**0.8662**	**1.2068**	**0.0000**	**1,288.6151**	**1,288.6151**	**0.3571**	**0.0000**	**1,296.1142**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	33.0264	10.7594	8.5033	0.0132	0.4331	0.0611	0.4941	0.2112	0.0610	0.2722	0.0000	1,288.6151	1,288.6151	0.3571	0.0000	1,296.1142
Total	**33.0264**	**10.7594**	**8.5033**	**0.0132**	**0.4331**	**0.0611**	**0.4941**	**0.2112**	**0.0610**	**0.2722**	**0.0000**	**1,288.6151**	**1,288.6151**	**0.3571**	**0.0000**	**1,296.1142**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.76**	**22.13**	**8.09**	**0.00**	**48.88**	**93.51**	**70.08**	**51.87**	**92.96**	**77.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1723	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003
Energy	0.0443	0.4025	0.3381	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.9602	482.9602	9.2600e-003	8.8500e-003	485.8994
Mobile	2.1789	2.9616	14.9159	0.0282	1.9205	0.0373	1.9578	0.5120	0.0343	0.5463		2,372.9368	2,372.9368	0.1004		2,375.0442
Total	**2.3955**	**3.3641**	**15.2547**	**0.0306**	**1.9205**	**0.0679**	**1.9884**	**0.5120**	**0.0649**	**0.5769**		**2,855.8985**	**2,855.8985**	**0.1096**	**8.8500e-003**	**2,860.9453**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1723	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003
Energy	0.0443	0.4025	0.3381	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.9602	482.9602	9.2600e-003	8.8500e-003	485.8994
Mobile	2.1413	2.7343	13.9216	0.0252	1.7056	0.0338	1.7394	0.4547	0.0311	0.4858		2,125.2980	2,125.2980	0.0917		2,127.2230
Total	**2.3579**	**3.1368**	**14.2604**	**0.0277**	**1.7056**	**0.0644**	**1.7700**	**0.4547**	**0.0617**	**0.5164**		**2,608.2597**	**2,608.2597**	**0.1009**	**8.8500e-003**	**2,613.1240**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.57**	**6.76**	**6.52**	**9.61**	**11.19**	**5.13**	**10.98**	**11.19**	**4.95**	**10.49**	**0.00**	**8.67**	**8.67**	**7.92**	**0.00**	**8.66**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/5/2016	7/18/2016	5	10	
2	Site Preparation	Site Preparation	7/19/2016	7/19/2016	5	1	
3	Grading	Grading	7/20/2016	7/21/2016	5	2	
4	Building Construction	Building Construction	7/22/2016	12/8/2016	5	100	
5	Paving	Paving	12/9/2016	12/15/2016	5	5	
6	Architectural Coating	Architectural Coating	12/16/2016	12/22/2016	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,650; Non-Residential Outdoor: 3,550 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**		**0.8039**	**0.8039**		**0.7674**	**0.7674**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0467	0.5469	1.1300e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		95.0045	95.0045	4.7300e-003		95.1037
Total	**0.0401**	**0.0467**	**0.5469**	**1.1300e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**95.0045**	**95.0045**	**4.7300e-003**		**95.1037**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4852	10.3969	7.9564	0.0120		0.0604	0.0604		0.0604	0.0604	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**0.4852**	**10.3969**	**7.9564**	**0.0120**		**0.0604**	**0.0604**		**0.0604**	**0.0604**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0467	0.5469	1.1300e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		95.0045	95.0045	4.7300e-003		95.1037
Total	**0.0401**	**0.0467**	**0.5469**	**1.1300e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**95.0045**	**95.0045**	**4.7300e-003**		**95.1037**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671		973.0842	973.0842	0.2935		979.2481
Total	**1.3593**	**13.6350**	**7.3401**	**9.3500e-003**	**0.5303**	**0.8338**	**1.3640**	**0.0573**	**0.7671**	**0.8243**		**973.0842**	**973.0842**	**0.2935**		**979.2481**

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0201	0.0233	0.2734	5.7000e-004	0.0472	3.6000e-004	0.0475	0.0125	3.3000e-004	0.0128		47.5022	47.5022	2.3600e-003		47.5519
Total	**0.0201**	**0.0233**	**0.2734**	**5.7000e-004**	**0.0472**	**3.6000e-004**	**0.0475**	**0.0125**	**3.3000e-004**	**0.0128**		**47.5022**	**47.5022**	**2.3600e-003**		**47.5519**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.3847	8.2535	6.9975	9.3500e-003		0.0424	0.0424		0.0424	0.0424	0.0000	973.0842	973.0842	0.2935		979.2481
Total	**0.3847**	**8.2535**	**6.9975**	**9.3500e-003**	**0.2386**	**0.0424**	**0.2810**	**0.0258**	**0.0424**	**0.0682**	**0.0000**	**973.0842**	**973.0842**	**0.2935**		**979.2481**

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0201	0.0233	0.2734	5.7000e-004	0.0472	3.6000e-004	0.0475	0.0125	3.3000e-004	0.0128		47.5022	47.5022	2.3600e-003		47.5519
Total	**0.0201**	**0.0233**	**0.2734**	**5.7000e-004**	**0.0472**	**3.6000e-004**	**0.0475**	**0.0125**	**3.3000e-004**	**0.0128**		**47.5022**	**47.5022**	**2.3600e-003**		**47.5519**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

3.4 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0467	0.5469	1.1300e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		95.0045	95.0045	4.7300e-003		95.1037
Total	**0.0401**	**0.0467**	**0.5469**	**1.1300e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**95.0045**	**95.0045**	**4.7300e-003**		**95.1037**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.4852	10.3969	7.9564	0.0120		0.0604	0.0604		0.0604	0.0604	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**0.4852**	**10.3969**	**7.9564**	**0.0120**	**0.3387**	**0.0604**	**0.3991**	**0.1862**	**0.0604**	**0.2466**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

3.4 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0467	0.5469	1.1300e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		95.0045	95.0045	4.7300e-003		95.1037
Total	**0.0401**	**0.0467**	**0.5469**	**1.1300e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**95.0045**	**95.0045**	**4.7300e-003**		**95.1037**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**		**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0108	0.0967	0.1097	2.4000e-004	6.6500e-003	1.4900e-003	8.1400e-003	1.9000e-003	1.3700e-003	3.2700e-003		23.9149	23.9149	1.9000e-004		23.9189
Worker	0.0120	0.0140	0.1641	3.4000e-004	0.0283	2.2000e-004	0.0285	7.5000e-003	2.0000e-004	7.7000e-003		28.5013	28.5013	1.4200e-003		28.5311
Total	**0.0228**	**0.1107**	**0.2738**	**5.8000e-004**	**0.0349**	**1.7100e-003**	**0.0367**	**9.4000e-003**	**1.5700e-003**	**0.0110**		**52.4163**	**52.4163**	**1.6100e-003**		**52.4500**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4688	10.6488	7.9292	0.0113		0.0577	0.0577		0.0577	0.0577	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**0.4688**	**10.6488**	**7.9292**	**0.0113**		**0.0577**	**0.0577**		**0.0577**	**0.0577**	**0.0000**	**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0108	0.0967	0.1097	2.4000e-004	6.6500e-003	1.4900e-003	8.1400e-003	1.9000e-003	1.3700e-003	3.2700e-003		23.9149	23.9149	1.9000e-004		23.9189
Worker	0.0120	0.0140	0.1641	3.4000e-004	0.0283	2.2000e-004	0.0285	7.5000e-003	2.0000e-004	7.7000e-003		28.5013	28.5013	1.4200e-003		28.5311
Total	**0.0228**	**0.1107**	**0.2738**	**5.8000e-004**	**0.0349**	**1.7100e-003**	**0.0367**	**9.4000e-003**	**1.5700e-003**	**0.0110**		**52.4163**	**52.4163**	**1.6100e-003**		**52.4500**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1203**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**		**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

3.6 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0722	0.0840	0.9843	2.0400e-003	0.1698	1.3100e-003	0.1711	0.0450	1.2000e-003	0.0462		171.0080	171.0080	8.5100e-003		171.1867
Total	**0.0722**	**0.0840**	**0.9843**	**2.0400e-003**	**0.1698**	**1.3100e-003**	**0.1711**	**0.0450**	**1.2000e-003**	**0.0462**		**171.0080**	**171.0080**	**8.5100e-003**		**171.1867**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3892	8.2378	6.7829	0.0111		0.0450	0.0450		0.0450	0.0450	0.0000	1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3892**	**8.2378**	**6.7829**	**0.0111**		**0.0450**	**0.0450**		**0.0450**	**0.0450**	**0.0000**	**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

3.6 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0722	0.0840	0.9843	2.0400e-003	0.1698	1.3100e-003	0.1711	0.0450	1.2000e-003	0.0462		171.0080	171.0080	8.5100e-003		171.1867
Total	**0.0722**	**0.0840**	**0.9843**	**2.0400e-003**	**0.1698**	**1.3100e-003**	**0.1711**	**0.0450**	**1.2000e-003**	**0.0462**		**171.0080**	**171.0080**	**8.5100e-003**		**171.1867**

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.9085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**33.2770**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0100e-003	4.6700e-003	0.0547	1.1000e-004	9.4300e-003	7.0000e-005	9.5000e-003	2.5000e-003	7.0000e-005	2.5700e-003		9.5005	9.5005	4.7000e-004		9.5104
Total	**4.0100e-003**	**4.6700e-003**	**0.0547**	**1.1000e-004**	**9.4300e-003**	**7.0000e-005**	**9.5000e-003**	**2.5000e-003**	**7.0000e-005**	**2.5700e-003**		**9.5005**	**9.5005**	**4.7000e-004**		**9.5104**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.9085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**33.0224**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0100e-003	4.6700e-003	0.0547	1.1000e-004	9.4300e-003	7.0000e-005	9.5000e-003	2.5000e-003	7.0000e-005	2.5700e-003		9.5005	9.5005	4.7000e-004		9.5104
Total	**4.0100e-003**	**4.6700e-003**	**0.0547**	**1.1000e-004**	**9.4300e-003**	**7.0000e-005**	**9.5000e-003**	**2.5000e-003**	**7.0000e-005**	**2.5700e-003**		**9.5005**	**9.5005**	**4.7000e-004**		**9.5104**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.1413	2.7343	13.9216	0.0252	1.7056	0.0338	1.7394	0.4547	0.0311	0.4858		2,125.2980	2,125.2980	0.0917		2,127.2230
Unmitigated	2.1789	2.9616	14.9159	0.0282	1.9205	0.0373	1.9578	0.5120	0.0343	0.5463		2,372.9368	2,372.9368	0.1004		2,375.0442

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	203.44	253.39	210.94	245,568	218,091
Quality Restaurant	494.73	518.98	396.88	574,356	510,092
Total	698.17	772.37	607.82	819,924	728,183

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551854	0.058218	0.185395	0.123453	0.029544	0.004438	0.012761	0.022956	0.001780	0.001269	0.006045	0.000523	0.001763

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0443	0.4025	0.3381	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.9602	482.9602	9.2600e-003	8.8500e-003	485.8994
NaturalGas Unmitigated	0.0443	0.4025	0.3381	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.9602	482.9602	9.2600e-003	8.8500e-003	485.8994

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Quality Restaurant	3180.05	0.0343	0.3118	0.2619	1.8700e-003		0.0237	0.0237		0.0237	0.0237		374.1241	374.1241	7.1700e-003	6.8600e-003	376.4010
High Turnover (Sit Down Restaurant)	925.107	9.9800e-003	0.0907	0.0762	5.4000e-004		6.8900e-003	6.8900e-003		6.8900e-003	6.8900e-003		108.8361	108.8361	2.0900e-003	2.0000e-003	109.4985
Total		**0.0443**	**0.4025**	**0.3381**	**2.4100e-003**		**0.0306**	**0.0306**		**0.0306**	**0.0306**		**482.9602**	**482.9602**	**9.2600e-003**	**8.8600e-003**	**485.8994**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Quality Restaurant	3.18005	0.0343	0.3118	0.2619	1.8700e-003		0.0237	0.0237		0.0237	0.0237		374.1241	374.1241	7.1700e-003	6.8600e-003	376.4010
High Turnover (Sit Down Restaurant)	0.925107	9.9800e-003	0.0907	0.0762	5.4000e-004		6.8900e-003	6.8900e-003		6.8900e-003	6.8900e-003		108.8361	108.8361	2.0900e-003	2.0000e-003	109.4985
Total		**0.0443**	**0.4025**	**0.3381**	**2.4100e-003**		**0.0306**	**0.0306**		**0.0306**	**0.0306**		**482.9602**	**482.9602**	**9.2600e-003**	**8.8600e-003**	**485.8994**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1723	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003
Unmitigated	0.1723	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0203					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1519					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003
Total	**0.1723**	**1.0000e-005**	**7.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.5500e-003**	**1.5500e-003**	**0.0000**		**1.6400e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0203					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1519					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003
Total	**0.1723**	**1.0000e-005**	**7.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.5500e-003**	**1.5500e-003**	**0.0000**		**1.6400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 1b & 2 (R4 & R5)

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	1.60	1000sqft	0.04	1,600.00	0
Quality Restaurant	5.50	1000sqft	0.13	5,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	349	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use -

Construction Phase - Approximately 6 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00

tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblProjectCharacteristics	CO2IntensityFactor	641.35	349
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	33.2810	13.8240	9.2297	0.0131	0.8471	0.9415	1.6517	0.4388	0.8662	1.2068	0.0000	1,280.9589	1,280.9589	0.3571	0.0000	1,288.4582
Total	**33.2810**	**13.8240**	**9.2297**	**0.0131**	**0.8471**	**0.9415**	**1.6517**	**0.4388**	**0.8662**	**1.2068**	**0.0000**	**1,280.9589**	**1,280.9589**	**0.3571**	**0.0000**	**1,288.4582**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	33.0264	10.7670	8.4814	0.0131	0.4331	0.0611	0.4941	0.2112	0.0610	0.2722	0.0000	1,280.9589	1,280.9589	0.3571	0.0000	1,288.4582
Total	**33.0264**	**10.7670**	**8.4814**	**0.0131**	**0.4331**	**0.0611**	**0.4941**	**0.2112**	**0.0610**	**0.2722**	**0.0000**	**1,280.9589**	**1,280.9589**	**0.3571**	**0.0000**	**1,288.4582**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.76**	**22.11**	**8.11**	**0.00**	**48.88**	**93.51**	**70.08**	**51.87**	**92.96**	**77.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1723	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003
Energy	0.0443	0.4025	0.3381	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.9602	482.9602	9.2600e-003	8.8500e-003	485.8994
Mobile	2.2850	3.2721	18.2939	0.0264	1.9205	0.0376	1.9581	0.5120	0.0346	0.5467		2,223.8094	2,223.8094	0.1005		2,225.9201
Total	**2.5016**	**3.6746**	**18.6327**	**0.0288**	**1.9205**	**0.0682**	**1.9887**	**0.5120**	**0.0652**	**0.5772**		**2,706.7711**	**2,706.7711**	**0.1098**	**8.8500e-003**	**2,711.8212**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1723	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003
Energy	0.0443	0.4025	0.3381	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.9602	482.9602	9.2600e-003	8.8500e-003	485.8994
Mobile	2.2482	3.0181	17.4059	0.0237	1.7056	0.0342	1.7398	0.4547	0.0314	0.4862		1,992.2704	1,992.2704	0.0918		1,994.1987
Total	**2.4648**	**3.4205**	**17.7447**	**0.0261**	**1.7056**	**0.0648**	**1.7703**	**0.4547**	**0.0620**	**0.5167**		**2,475.2321**	**2,475.2321**	**0.1011**	**8.8500e-003**	**2,480.0997**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.47**	**6.91**	**4.77**	**9.51**	**11.19**	**5.10**	**10.98**	**11.19**	**4.92**	**10.48**	**0.00**	**8.55**	**8.55**	**7.92**	**0.00**	**8.54**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/5/2016	7/18/2016	5	10	
2	Site Preparation	Site Preparation	7/19/2016	7/19/2016	5	1	
3	Grading	Grading	7/20/2016	7/21/2016	5	2	
4	Building Construction	Building Construction	7/22/2016	12/8/2016	5	100	
5	Paving	Paving	12/9/2016	12/15/2016	5	5	
6	Architectural Coating	Architectural Coating	12/16/2016	12/22/2016	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 10,650; Non-Residential Outdoor: 3,550 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	3.00	1.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**		**0.8039**	**0.8039**		**0.7674**	**0.7674**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

3.2 Demolition - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0571	0.5250	1.0400e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		87.3483	87.3483	4.7300e-003		87.4476
Total	**0.0401**	**0.0571**	**0.5250**	**1.0400e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**87.3483**	**87.3483**	**4.7300e-003**		**87.4476**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4852	10.3969	7.9564	0.0120		0.0604	0.0604		0.0604	0.0604	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**0.4852**	**10.3969**	**7.9564**	**0.0120**		**0.0604**	**0.0604**		**0.0604**	**0.0604**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

3.2 Demolition - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0571	0.5250	1.0400e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		87.3483	87.3483	4.7300e-003		87.4476
Total	**0.0401**	**0.0571**	**0.5250**	**1.0400e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**87.3483**	**87.3483**	**4.7300e-003**		**87.4476**

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671		973.0842	973.0842	0.2935		979.2481
Total	**1.3593**	**13.6350**	**7.3401**	**9.3500e-003**	**0.5303**	**0.8338**	**1.3640**	**0.0573**	**0.7671**	**0.8243**		**973.0842**	**973.0842**	**0.2935**		**979.2481**

3.3 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0200	0.0285	0.2625	5.2000e-004	0.0472	3.6000e-004	0.0475	0.0125	3.3000e-004	0.0128		43.6742	43.6742	2.3600e-003		43.7238
Total	**0.0200**	**0.0285**	**0.2625**	**5.2000e-004**	**0.0472**	**3.6000e-004**	**0.0475**	**0.0125**	**3.3000e-004**	**0.0128**		**43.6742**	**43.6742**	**2.3600e-003**		**43.7238**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.3847	8.2535	6.9975	9.3500e-003		0.0424	0.0424		0.0424	0.0424	0.0000	973.0842	973.0842	0.2935		979.2481
Total	**0.3847**	**8.2535**	**6.9975**	**9.3500e-003**	**0.2386**	**0.0424**	**0.2810**	**0.0258**	**0.0424**	**0.0682**	**0.0000**	**973.0842**	**973.0842**	**0.2935**		**979.2481**

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0200	0.0285	0.2625	5.2000e-004	0.0472	3.6000e-004	0.0475	0.0125	3.3000e-004	0.0128		43.6742	43.6742	2.3600e-003		43.7238
Total	**0.0200**	**0.0285**	**0.2625**	**5.2000e-004**	**0.0472**	**3.6000e-004**	**0.0475**	**0.0125**	**3.3000e-004**	**0.0128**		**43.6742**	**43.6742**	**2.3600e-003**		**43.7238**

3.4 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**1.3122**	**11.2385**	**8.7048**	**0.0120**	**0.7528**	**0.8039**	**1.5566**	**0.4138**	**0.7674**	**1.1811**		**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

3.4 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0571	0.5250	1.0400e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		87.3483	87.3483	4.7300e-003		87.4476
Total	**0.0401**	**0.0571**	**0.5250**	**1.0400e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**87.3483**	**87.3483**	**4.7300e-003**		**87.4476**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.4852	10.3969	7.9564	0.0120		0.0604	0.0604		0.0604	0.0604	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	**0.4852**	**10.3969**	**7.9564**	**0.0120**	**0.3387**	**0.0604**	**0.3991**	**0.1862**	**0.0604**	**0.2466**	**0.0000**	**1,193.6106**	**1,193.6106**	**0.2386**		**1,198.6217**

3.4 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0401	0.0571	0.5250	1.0400e-003	0.0943	7.3000e-004	0.0950	0.0250	6.7000e-004	0.0257		87.3483	87.3483	4.7300e-003		87.4476
Total	**0.0401**	**0.0571**	**0.5250**	**1.0400e-003**	**0.0943**	**7.3000e-004**	**0.0950**	**0.0250**	**6.7000e-004**	**0.0257**		**87.3483**	**87.3483**	**4.7300e-003**		**87.4476**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**1.3816**	**13.7058**	**8.2122**	**0.0113**		**0.9398**	**0.9398**		**0.8646**	**0.8646**		**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

3.5 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0132	0.1011	0.1613	2.4000e-004	6.6500e-003	1.5100e-003	8.1600e-003	1.9000e-003	1.3800e-003	3.2800e-003		23.7320	23.7320	1.9000e-004		23.7361
Worker	0.0120	0.0171	0.1575	3.1000e-004	0.0283	2.2000e-004	0.0285	7.5000e-003	2.0000e-004	7.7000e-003		26.2045	26.2045	1.4200e-003		26.2343
Total	**0.0253**	**0.1182**	**0.3188**	**5.5000e-004**	**0.0349**	**1.7300e-003**	**0.0367**	**9.4000e-003**	**1.5800e-003**	**0.0110**		**49.9365**	**49.9365**	**1.6100e-003**		**49.9704**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4688	10.6488	7.9292	0.0113		0.0577	0.0577		0.0577	0.0577	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	**0.4688**	**10.6488**	**7.9292**	**0.0113**		**0.0577**	**0.0577**		**0.0577**	**0.0577**	**0.0000**	**1,178.5549**	**1,178.5549**	**0.3555**		**1,186.0202**

3.5 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0132	0.1011	0.1613	2.4000e-004	6.6500e-003	1.5100e-003	8.1600e-003	1.9000e-003	1.3800e-003	3.2800e-003		23.7320	23.7320	1.9000e-004		23.7361
Worker	0.0120	0.0171	0.1575	3.1000e-004	0.0283	2.2000e-004	0.0285	7.5000e-003	2.0000e-004	7.7000e-003		26.2045	26.2045	1.4200e-003		26.2343
Total	**0.0253**	**0.1182**	**0.3188**	**5.5000e-004**	**0.0349**	**1.7300e-003**	**0.0367**	**9.4000e-003**	**1.5800e-003**	**0.0110**		**49.9365**	**49.9365**	**1.6100e-003**		**49.9704**

3.6 Paving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1203**	**10.6282**	**7.2935**	**0.0111**		**0.6606**	**0.6606**		**0.6113**	**0.6113**		**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

3.6 Paving - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.1027	0.9450	1.8800e-003	0.1698	1.3100e-003	0.1711	0.0450	1.2000e-003	0.0462		157.2270	157.2270	8.5100e-003		157.4056
Total	**0.0721**	**0.1027**	**0.9450**	**1.8800e-003**	**0.1698**	**1.3100e-003**	**0.1711**	**0.0450**	**1.2000e-003**	**0.0462**		**157.2270**	**157.2270**	**8.5100e-003**		**157.4056**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3892	8.2378	6.7829	0.0111		0.0450	0.0450		0.0450	0.0450	0.0000	1,083.5832	1,083.5832	0.2969		1,089.8175
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3892**	**8.2378**	**6.7829**	**0.0111**		**0.0450**	**0.0450**		**0.0450**	**0.0450**	**0.0000**	**1,083.5832**	**1,083.5832**	**0.2969**		**1,089.8175**

3.6 Paving - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0721	0.1027	0.9450	1.8800e-003	0.1698	1.3100e-003	0.1711	0.0450	1.2000e-003	0.0462		157.2270	157.2270	8.5100e-003		157.4056
Total	**0.0721**	**0.1027**	**0.9450**	**1.8800e-003**	**0.1698**	**1.3100e-003**	**0.1711**	**0.0450**	**1.2000e-003**	**0.0462**		**157.2270**	**157.2270**	**8.5100e-003**		**157.4056**

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.9085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	**33.2770**	**2.3722**	**1.8839**	**2.9700e-003**		**0.1966**	**0.1966**		**0.1966**	**0.1966**		**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.7 Architectural Coating - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0100e-003	5.7100e-003	0.0525	1.0000e-004	9.4300e-003	7.0000e-005	9.5000e-003	2.5000e-003	7.0000e-005	2.5700e-003		8.7348	8.7348	4.7000e-004		8.7448
Total	**4.0100e-003**	**5.7100e-003**	**0.0525**	**1.0000e-004**	**9.4300e-003**	**7.0000e-005**	**9.5000e-003**	**2.5000e-003**	**7.0000e-005**	**2.5700e-003**		**8.7348**	**8.7348**	**4.7000e-004**		**8.7448**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	32.9085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0332		282.1449
Total	**33.0224**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0332**		**282.1449**

3.7 Architectural Coating - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.0100e-003	5.7100e-003	0.0525	1.0000e-004	9.4300e-003	7.0000e-005	9.5000e-003	2.5000e-003	7.0000e-005	2.5700e-003		8.7348	8.7348	4.7000e-004		8.7448
Total	**4.0100e-003**	**5.7100e-003**	**0.0525**	**1.0000e-004**	**9.4300e-003**	**7.0000e-005**	**9.5000e-003**	**2.5000e-003**	**7.0000e-005**	**2.5700e-003**		**8.7348**	**8.7348**	**4.7000e-004**		**8.7448**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.2482	3.0181	17.4059	0.0237	1.7056	0.0342	1.7398	0.4547	0.0314	0.4862		1,992.2704	1,992.2704	0.0918		1,994.1987
Unmitigated	2.2850	3.2721	18.2939	0.0264	1.9205	0.0376	1.9581	0.5120	0.0346	0.5467		2,223.8094	2,223.8094	0.1005		2,225.9201

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	203.44	253.39	210.94	245,568	218,091
Quality Restaurant	494.73	518.98	396.88	574,356	510,092
Total	698.17	772.37	607.82	819,924	728,183

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down	9.50	7.30	7.30	8.50	72.50	19.00	37	20	43
Quality Restaurant	9.50	7.30	7.30	12.00	69.00	19.00	38	18	44

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551854	0.058218	0.185395	0.123453	0.029544	0.004438	0.012761	0.022956	0.001780	0.001269	0.006045	0.000523	0.001763

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0443	0.4025	0.3381	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.9602	482.9602	9.2600e-003	8.8500e-003	485.8994
NaturalGas Unmitigated	0.0443	0.4025	0.3381	2.4100e-003		0.0306	0.0306		0.0306	0.0306		482.9602	482.9602	9.2600e-003	8.8500e-003	485.8994

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
High Turnover (Sit Down Restaurant)	925.107	9.9800e-003	0.0907	0.0762	5.4000e-004		6.8900e-003	6.8900e-003		6.8900e-003	6.8900e-003		108.8361	108.8361	2.0900e-003	2.0000e-003	109.4985
Quality Restaurant	3180.05	0.0343	0.3118	0.2619	1.8700e-003		0.0237	0.0237		0.0237	0.0237		374.1241	374.1241	7.1700e-003	6.8600e-003	376.4010
Total		**0.0443**	**0.4025**	**0.3381**	**2.4100e-003**		**0.0306**	**0.0306**		**0.0306**	**0.0306**		**482.9602**	**482.9602**	**9.2600e-003**	**8.8600e-003**	**485.8994**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Quality Restaurant	3.18005	0.0343	0.3118	0.2619	1.8700e-003		0.0237	0.0237		0.0237	0.0237		374.1241	374.1241	7.1700e-003	6.8600e-003	376.4010
High Turnover (Sit Down Restaurant)	0.925107	9.9800e-003	0.0907	0.0762	5.4000e-004		6.8900e-003	6.8900e-003		6.8900e-003	6.8900e-003		108.8361	108.8361	2.0900e-003	2.0000e-003	109.4985
Total		**0.0443**	**0.4025**	**0.3381**	**2.4100e-003**		**0.0306**	**0.0306**		**0.0306**	**0.0306**		**482.9602**	**482.9602**	**9.2600e-003**	**8.8600e-003**	**485.8994**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1723	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003
Unmitigated	0.1723	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0203					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1519					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003
Total	**0.1723**	**1.0000e-005**	**7.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.5500e-003**	**1.5500e-003**	**0.0000**		**1.6400e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0203					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1519					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.0000e-005	1.0000e-005	7.4000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.5500e-003	1.5500e-003	0.0000		1.6400e-003
Total	**0.1723**	**1.0000e-005**	**7.4000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.5500e-003**	**1.5500e-003**	**0.0000**		**1.6400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 1b & 2 (R4 & R5)

Santa Clara County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.01	0.01	0.03	0.00	0.92	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.65	0.22	0.03	0.00	0.94	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.61	0.07	0.08	0.00	0.93	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.61	0.07	0.08	0.00	0.93	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.62	0.22	0.06	0.00	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.71	0.39	0.04	0.00	0.95	0.95	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	Tier 2	1	1	Level 3	0.00
Cement and Mortar Mixers	Diesel	Tier 2	4	4	Level 3	0.00
Concrete/Industrial Saws	Diesel	Tier 2	2	2	Level 3	0.00
Cranes	Diesel	Tier 2	1	1	Level 3	0.00
Forklifts	Diesel	Tier 2	2	2	Level 3	0.00
Graders	Diesel	Tier 2	1	1	Level 3	0.00
Pavers	Diesel	Tier 2	1	1	Level 3	0.00
Rollers	Diesel	Tier 2	1	1	Level 3	0.00
Rubber Tired Dozers	Diesel	Tier 2	2	2	Level 3	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 2	8	8	Level 3	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	9.20000E-004	5.93000E-003	4.71000E-003	1.00000E-005	4.90000E-004	4.90000E-004	0.00000E+000	6.38310E-001	6.38310E-001	8.00000E-005	0.00000E+000	6.39890E-001
Cement and Mortar Mixers	4.40000E-004	2.77000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44460E-001
Concrete/ Industrial Saws	3.88000E-003	2.77300E-002	2.26500E-002	4.00000E-005	2.08000E-003	2.08000E-003	0.00000E+000	3.22594E+000	3.22594E+000	3.10000E-004	0.00000E+000	3.23250E+000
Cranes	1.80000E-002	2.13290E-001	7.46200E-002	1.40000E-004	9.68000E-003	8.90000E-003	0.00000E+000	1.32956E+001	1.32956E+001	4.01000E-003	0.00000E+000	1.33798E+001
Forklifts	1.70200E-002	1.46500E-001	9.47300E-002	1.10000E-004	1.22500E-002	1.12700E-002	0.00000E+000	1.07993E+001	1.07993E+001	3.26000E-003	0.00000E+000	1.08677E+001
Graders	5.10000E-004	5.19000E-003	2.46000E-003	0.00000E+000	2.90000E-004	2.70000E-004	0.00000E+000	2.94570E-001	2.94570E-001	9.00000E-005	0.00000E+000	2.96430E-001
Pavers	8.80000E-004	9.87000E-003	6.24000E-003	1.00000E-005	4.90000E-004	4.50000E-004	0.00000E+000	9.30770E-001	9.30770E-001	2.80000E-004	0.00000E+000	9.36660E-001
Rollers	7.40000E-004	6.81000E-003	4.40000E-003	1.00000E-005	5.00000E-004	4.60000E-004	0.00000E+000	5.40720E-001	5.40720E-001	1.60000E-004	0.00000E+000	5.44150E-001
Rubber Tired Dozers	9.30000E-004	1.04000E-002	7.86000E-003	1.00000E-005	4.80000E-004	4.50000E-004	0.00000E+000	6.28290E-001	6.28290E-001	1.90000E-004	0.00000E+000	6.32270E-001
Tractors/Loaders/ Backhoes	3.80400E-002	3.63550E-001	2.69460E-001	3.50000E-004	2.79900E-002	2.57500E-002	0.00000E+000	3.27954E+001	3.27954E+001	9.89000E-003	0.00000E+000	3.30031E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	2.80000E-004	5.88000E-003	4.58000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	6.38310E-001	6.38310E-001	8.00000E-005	0.00000E+000	6.39890E-001
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	1.00000E-005	0.00000E+000	0.00000E+000	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44460E-001
Concrete/Industrial Saws	1.44000E-003	2.97200E-002	2.31500E-002	4.00000E-005	1.80000E-004	1.80000E-004	0.00000E+000	3.22594E+000	3.22594E+000	3.10000E-004	0.00000E+000	3.23250E+000
Cranes	3.47000E-003	1.19930E-001	7.51400E-002	1.40000E-004	3.80000E-004	3.80000E-004	0.00000E+000	1.32956E+001	1.32956E+001	4.01000E-003	0.00000E+000	1.33798E+001
Forklifts	5.42000E-003	1.11840E-001	8.71200E-002	1.10000E-004	6.80000E-004	6.80000E-004	0.00000E+000	1.07993E+001	1.07993E+001	3.26000E-003	0.00000E+000	1.08677E+001
Graders	1.20000E-004	2.62000E-003	2.33000E-003	0.00000E+000	1.00000E-005	1.00000E-005	0.00000E+000	2.94570E-001	2.94570E-001	9.00000E-005	0.00000E+000	2.96430E-001
Pavers	3.80000E-004	8.45000E-003	7.49000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	9.30770E-001	9.30770E-001	2.80000E-004	0.00000E+000	9.36660E-001
Rollers	2.70000E-004	5.57000E-003	4.34000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	5.40720E-001	5.40720E-001	1.60000E-004	0.00000E+000	5.44150E-001
Rubber Tired Dozers	1.60000E-004	5.60000E-003	3.51000E-003	1.00000E-005	2.00000E-005	2.00000E-005	0.00000E+000	6.28290E-001	6.28290E-001	1.90000E-004	0.00000E+000	6.32270E-001
Tractors/Loaders/ Backhoes	1.62600E-002	3.35810E-001	2.61580E-001	3.50000E-004	2.04000E-003	2.04000E-003	0.00000E+000	3.27953E+001	3.27953E+001	9.89000E-003	0.00000E+000	3.30031E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	6.95652E-001	8.43170E-003	2.76008E-002	0.00000E+000	9.18367E-001	9.18367E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cement and Mortar Mixers	1.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	6.28866E-001	-7.17634E-002	-2.20751E-002	0.00000E+000	9.13462E-001	9.13462E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	8.07222E-001	4.37714E-001	-6.96864E-003	0.00000E+000	9.60744E-001	9.57303E-001	0.00000E+000	1.50426E-006	1.50426E-006	0.00000E+000	0.00000E+000	1.49479E-006
Forklifts	6.81551E-001	2.36587E-001	8.03336E-002	0.00000E+000	9.44490E-001	9.39663E-001	0.00000E+000	9.25989E-007	9.25989E-007	0.00000E+000	0.00000E+000	1.84032E-006
Graders	7.64706E-001	4.95183E-001	5.28455E-002	0.00000E+000	9.65517E-001	9.62963E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	5.68182E-001	1.43870E-001	-2.00321E-001	0.00000E+000	9.18367E-001	9.11111E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	6.35135E-001	1.82085E-001	1.36364E-002	0.00000E+000	9.40000E-001	9.34783E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	8.27957E-001	4.61538E-001	5.53435E-001	0.00000E+000	9.58333E-001	9.55556E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/ Backhoes	5.72555E-001	7.63031E-002	2.92437E-002	0.00000E+000	9.27117E-001	9.20777E-001	0.00000E+000	1.21968E-006	1.21968E-006	0.00000E+000	0.00000E+000	1.21201E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.00	0.00	0.00	0.00	0.55	0.54
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.56	0.67
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	1.74	7.72	5.43	10.53	9.30	9.22	0.00	10.41	10.41	8.71	0.00	10.40
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	-0.01	0.13		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.11	0.40		
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.11			

No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.11			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.11			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
Yes	Use Low VOC Paint (Non-residential Interior)	100.00
Yes	Use Low VOC Paint (Non-residential Exterior)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00

DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Phase 3A (R1 and R2)

Pruneyard Phase 3a & 3b (R1 & R2)

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	6.00	1000sqft	0.14	6,000.00	0
Regional Shopping Center	5.50	1000sqft	0.13	5,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use -

Construction Phase - Approximately 9 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00

tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	100.00	170.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.2561	1.1938	0.8029	1.1600e-003	6.2100e-003	0.0796	0.0859	1.8500e-003	0.0735	0.0753	0.0000	106.4374	106.4374	0.0297	0.0000	107.0620
Total	**0.2561**	**1.1938**	**0.8029**	**1.1600e-003**	**6.2100e-003**	**0.0796**	**0.0859**	**1.8500e-003**	**0.0735**	**0.0753**	**0.0000**	**106.4374**	**106.4374**	**0.0297**	**0.0000**	**107.0620**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.1807	1.0154	0.7884	1.1600e-003	5.6500e-003	5.6800e-003	0.0113	1.6000e-003	5.6600e-003	7.2700e-003	0.0000	106.4373	106.4373	0.0297	0.0000	107.0619
Total	**0.1807**	**1.0154**	**0.7884**	**1.1600e-003**	**5.6500e-003**	**5.6800e-003**	**0.0113**	**1.6000e-003**	**5.6600e-003**	**7.2700e-003**	**0.0000**	**106.4373**	**106.4373**	**0.0297**	**0.0000**	**107.0619**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**29.43**	**14.94**	**1.80**	**0.00**	**9.02**	**92.87**	**86.79**	**13.51**	**92.30**	**90.35**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0509	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.2000e-004
Energy	1.5000e-004	1.4000e-003	1.1800e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	21.5291	21.5291	1.8000e-003	3.9000e-004	21.6889
Mobile	0.2343	0.4342	2.0803	4.3400e-003	0.3099	5.6800e-003	0.3156	0.0829	5.2400e-003	0.0881	0.0000	322.0567	322.0567	0.0130	0.0000	322.3297
Waste						0.0000	0.0000		0.0000	0.0000	2.4521	0.0000	2.4521	0.1449	0.0000	5.4954
Water						0.0000	0.0000		0.0000	0.0000	0.2703	0.9576	1.2279	0.0278	6.7000e-004	2.0212
Total	**0.2854**	**0.4356**	**2.0816**	**4.3500e-003**	**0.3099**	**5.7900e-003**	**0.3157**	**0.0829**	**5.3500e-003**	**0.0882**	**2.7224**	**344.5436**	**347.2660**	**0.1876**	**1.0600e-003**	**351.5354**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0509	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.2000e-004
Energy	1.5000e-004	1.4000e-003	1.1800e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	21.5291	21.5291	1.8000e-003	3.9000e-004	21.6889
Mobile	0.2287	0.3971	1.9452	3.8800e-003	0.2753	5.1300e-003	0.2804	0.0736	4.7300e-003	0.0783	0.0000	287.7610	287.7610	0.0118	0.0000	288.0083
Waste						0.0000	0.0000		0.0000	0.0000	2.4521	0.0000	2.4521	0.1449	0.0000	5.4954
Water						0.0000	0.0000		0.0000	0.0000	0.2703	0.9576	1.2279	0.0278	6.7000e-004	2.0207
Total	**0.2798**	**0.3985**	**1.9465**	**3.8900e-003**	**0.2753**	**5.2400e-003**	**0.2805**	**0.0736**	**4.8400e-003**	**0.0784**	**2.7224**	**310.2479**	**312.9703**	**0.1863**	**1.0600e-003**	**317.2136**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.95**	**8.52**	**6.49**	**10.57**	**11.19**	**9.50**	**11.16**	**11.19**	**9.53**	**11.10**	**0.00**	**9.95**	**9.88**	**0.65**	**0.00**	**9.76**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	9/13/2017	5	170	
5	Paving	Paving	9/14/2017	9/20/2017	5	5	
6	Architectural Coating	Architectural Coating	9/21/2017	9/27/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 17,250; Non-Residential Outdoor: 5,750 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	4.00	2.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.0200e-003	0.0524	0.0429	6.0000e-005		3.6300e-003	3.6300e-003		3.4600e-003	3.4600e-003	0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919
Total	**6.0200e-003**	**0.0524**	**0.0429**	**6.0000e-005**		**3.6300e-003**	**3.6300e-003**		**3.4600e-003**	**3.4600e-003**	**0.0000**	**5.3697**	**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	2.3000e-004	2.2700e-003	1.0000e-005	4.6000e-004	0.0000	4.6000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3858	0.3858	2.0000e-005	0.0000	0.3862
Total	**1.7000e-004**	**2.3000e-004**	**2.2700e-003**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**4.6000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3858**	**0.3858**	**2.0000e-005**	**0.0000**	**0.3862**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.4300e-003	0.0520	0.0398	6.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	5.3697	5.3697	1.0600e-003	0.0000	5.3919
Total	**2.4300e-003**	**0.0520**	**0.0398**	**6.0000e-005**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**	**0.0000**	**5.3697**	**5.3697**	**1.0600e-003**	**0.0000**	**5.3919**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	2.3000e-004	2.2700e-003	1.0000e-005	4.6000e-004	0.0000	4.6000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3858	0.3858	2.0000e-005	0.0000	0.3862
Total	**1.7000e-004**	**2.3000e-004**	**2.2700e-003**	**1.0000e-005**	**4.6000e-004**	**0.0000**	**4.6000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3858**	**0.3858**	**2.0000e-005**	**0.0000**	**0.3862**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.3000e-004	6.3400e-003	3.6200e-003	0.0000		3.9000e-004	3.9000e-004		3.5000e-004	3.5000e-004	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total	**6.3000e-004**	**6.3400e-003**	**3.6200e-003**	**0.0000**	**2.7000e-004**	**3.9000e-004**	**6.6000e-004**	**3.0000e-005**	**3.5000e-004**	**3.8000e-004**	**0.0000**	**0.4336**	**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.1000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0193	0.0193	0.0000	0.0000	0.0193
Total	**1.0000e-005**	**1.0000e-005**	**1.1000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0193**	**0.0193**	**0.0000**	**0.0000**	**0.0193**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9000e-004	4.1300e-003	3.5000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.4336	0.4336	1.3000e-004	0.0000	0.4364
Total	**1.9000e-004**	**4.1300e-003**	**3.5000e-003**	**0.0000**	**1.2000e-004**	**2.0000e-005**	**1.4000e-004**	**1.0000e-005**	**2.0000e-005**	**3.0000e-005**	**0.0000**	**0.4336**	**0.4336**	**1.3000e-004**	**0.0000**	**0.4364**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.1000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0193	0.0193	0.0000	0.0000	0.0193
Total	**1.0000e-005**	**1.0000e-005**	**1.1000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0193**	**0.0193**	**0.0000**	**0.0000**	**0.0193**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2000e-003	0.0105	8.5800e-003	1.0000e-005		7.3000e-004	7.3000e-004		6.9000e-004	6.9000e-004	0.0000	1.0739	1.0739	2.1000e-004	0.0000	1.0784
Total	**1.2000e-003**	**0.0105**	**8.5800e-003**	**1.0000e-005**	**7.5000e-004**	**7.3000e-004**	**1.4800e-003**	**4.1000e-004**	**6.9000e-004**	**1.1000e-003**	**0.0000**	**1.0739**	**1.0739**	**2.1000e-004**	**0.0000**	**1.0784**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.5000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0772	0.0772	0.0000	0.0000	0.0772
Total	**3.0000e-005**	**5.0000e-005**	**4.5000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0772**	**0.0772**	**0.0000**	**0.0000**	**0.0772**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9000e-004	0.0104	7.9600e-003	1.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	1.0739	1.0739	2.1000e-004	0.0000	1.0784
Total	**4.9000e-004**	**0.0104**	**7.9600e-003**	**1.0000e-005**	**3.4000e-004**	**6.0000e-005**	**4.0000e-004**	**1.9000e-004**	**6.0000e-005**	**2.5000e-004**	**0.0000**	**1.0739**	**1.0739**	**2.1000e-004**	**0.0000**	**1.0784**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.5000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0772	0.0772	0.0000	0.0000	0.0772
Total	**3.0000e-005**	**5.0000e-005**	**4.5000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0772**	**0.0772**	**0.0000**	**0.0000**	**0.0772**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1083	1.0773	0.6834	9.6000e-004		0.0727	0.0727		0.0669	0.0669	0.0000	89.4123	89.4123	0.0274	0.0000	89.9876
Total	**0.1083**	**1.0773**	**0.6834**	**9.6000e-004**		**0.0727**	**0.0727**		**0.0669**	**0.0669**	**0.0000**	**89.4123**	**89.4123**	**0.0274**	**0.0000**	**89.9876**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7700e-003	0.0152	0.0212	4.0000e-005	1.1000e-003	2.2000e-004	1.3200e-003	3.1000e-004	2.0000e-004	5.2000e-004	0.0000	3.6133	3.6133	3.0000e-005	0.0000	3.6139
Worker	1.1300e-003	1.5900e-003	0.0155	4.0000e-005	3.1000e-003	2.0000e-005	3.1200e-003	8.2000e-004	2.0000e-005	8.4000e-004	0.0000	2.6233	2.6233	1.3000e-004	0.0000	2.6261
Total	**2.9000e-003**	**0.0168**	**0.0366**	**8.0000e-005**	**4.2000e-003**	**2.4000e-004**	**4.4400e-003**	**1.1300e-003**	**2.2000e-004**	**1.3600e-003**	**0.0000**	**6.2366**	**6.2366**	**1.6000e-004**	**0.0000**	**6.2400**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0399	0.9051	0.6740	9.6000e-004		4.9000e-003	4.9000e-003		4.9000e-003	4.9000e-003	0.0000	89.4122	89.4122	0.0274	0.0000	89.9875
Total	**0.0399**	**0.9051**	**0.6740**	**9.6000e-004**		**4.9000e-003**	**4.9000e-003**		**4.9000e-003**	**4.9000e-003**	**0.0000**	**89.4122**	**89.4122**	**0.0274**	**0.0000**	**89.9875**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7700e-003	0.0152	0.0212	4.0000e-005	1.1000e-003	2.2000e-004	1.3200e-003	3.1000e-004	2.0000e-004	5.2000e-004	0.0000	3.6133	3.6133	3.0000e-005	0.0000	3.6139
Worker	1.1300e-003	1.5900e-003	0.0155	4.0000e-005	3.1000e-003	2.0000e-005	3.1200e-003	8.2000e-004	2.0000e-005	8.4000e-004	0.0000	2.6233	2.6233	1.3000e-004	0.0000	2.6261
Total	**2.9000e-003**	**0.0168**	**0.0366**	**8.0000e-005**	**4.2000e-003**	**2.4000e-004**	**4.4400e-003**	**1.1300e-003**	**2.2000e-004**	**1.3600e-003**	**0.0000**	**6.2366**	**6.2366**	**1.6000e-004**	**0.0000**	**6.2400**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.6000e-003	0.0246	0.0181	3.0000e-005		1.5000e-003	1.5000e-003		1.3900e-003	1.3900e-003	0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.6000e-003**	**0.0246**	**0.0181**	**3.0000e-005**		**1.5000e-003**	**1.5000e-003**		**1.3900e-003**	**1.3900e-003**	**0.0000**	**2.4243**	**2.4243**	**6.7000e-004**	**0.0000**	**2.4384**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	2.1000e-004	2.0400e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3472	0.3472	2.0000e-005	0.0000	0.3476
Total	**1.5000e-004**	**2.1000e-004**	**2.0400e-003**	**0.0000**	**4.1000e-004**	**0.0000**	**4.1000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3472**	**0.3472**	**2.0000e-005**	**0.0000**	**0.3476**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.7000e-004	0.0206	0.0170	3.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	2.4243	2.4243	6.7000e-004	0.0000	2.4384
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.7000e-004**	**0.0206**	**0.0170**	**3.0000e-005**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**	**0.0000**	**2.4243**	**2.4243**	**6.7000e-004**	**0.0000**	**2.4384**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	2.1000e-004	2.0400e-003	0.0000	4.1000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3472	0.3472	2.0000e-005	0.0000	0.3476
Total	**1.5000e-004**	**2.1000e-004**	**2.0400e-003**	**0.0000**	**4.1000e-004**	**0.0000**	**4.1000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.3472**	**0.3472**	**2.0000e-005**	**0.0000**	**0.3476**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1333					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	**0.1341**	**5.4600e-003**	**4.6700e-003**	**1.0000e-005**		**4.3000e-004**	**4.3000e-004**		**4.3000e-004**	**4.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.1000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0193	0.0193	0.0000	0.0000	0.0193
Total	**1.0000e-005**	**1.0000e-005**	**1.1000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0193**	**0.0193**	**0.0000**	**0.0000**	**0.0193**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1333					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8000e-004	5.8800e-003	4.5800e-003	1.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	**0.1335**	**5.8800e-003**	**4.5800e-003**	**1.0000e-005**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.1000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0193	0.0193	0.0000	0.0000	0.0193
Total	**1.0000e-005**	**1.0000e-005**	**1.1000e-004**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0193**	**0.0193**	**0.0000**	**0.0000**	**0.0193**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2287	0.3971	1.9452	3.8800e-003	0.2753	5.1300e-003	0.2804	0.0736	4.7300e-003	0.0783	0.0000	287.7610	287.7610	0.0118	0.0000	288.0083
Unmitigated	0.2343	0.4342	2.0803	4.3400e-003	0.3099	5.6800e-003	0.3156	0.0829	5.2400e-003	0.0881	0.0000	322.0567	322.0567	0.0130	0.0000	322.3297

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	257.64	299.82	151.44	435,686	386,937
Regional Shopping Center	236.17	274.84	138.82	399,379	354,693
Total	493.81	574.66	290.26	835,065	741,630

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20.0010	20.0010	1.7700e-003	3.7000e-004	20.1516
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20.0010	20.0010	1.7700e-003	3.7000e-004	20.1516
NaturalGas Mitigated	1.5000e-004	1.4000e-003	1.1800e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5281	1.5281	3.0000e-005	3.0000e-005	1.5374
NaturalGas Unmitigated	1.5000e-004	1.4000e-003	1.1800e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5281	1.5281	3.0000e-005	3.0000e-005	1.5374

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Regional Shopping Center	13695	7.0000e-005	6.7000e-004	5.6000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7308	0.7308	1.0000e-005	1.0000e-005	0.7353
Regional Shopping Center	14940	8.0000e-005	7.3000e-004	6.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.7973	0.7973	2.0000e-005	1.0000e-005	0.8021
Total		**1.5000e-004**	**1.4000e-003**	**1.1800e-003**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**	**0.0000**	**1.5281**	**1.5281**	**3.0000e-005**	**2.0000e-005**	**1.5374**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Regional Shopping Center	14940	8.0000e-005	7.3000e-004	6.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.7973	0.7973	2.0000e-005	1.0000e-005	0.8021
Regional Shopping Center	13695	7.0000e-005	6.7000e-004	5.6000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7308	0.7308	1.0000e-005	1.0000e-005	0.7353
Total		**1.5000e-004**	**1.4000e-003**	**1.1800e-003**	**0.0000**		**1.1000e-004**	**1.1000e-004**		**1.1000e-004**	**1.1000e-004**	**0.0000**	**1.5281**	**1.5281**	**3.0000e-005**	**2.0000e-005**	**1.5374**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	64295	9.5657	8.5000e-004	1.7000e-004	9.6377
Regional Shopping Center	70140	10.4353	9.2000e-004	1.9000e-004	10.5139
Total		**20.0010**	**1.7700e-003**	**3.6000e-004**	**20.1516**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Regional Shopping Center	64295	9.5657	8.5000e-004	1.7000e-004	9.6377
Regional Shopping Center	70140	10.4353	9.2000e-004	1.9000e-004	10.5139
Total		**20.0010**	**1.7700e-003**	**3.6000e-004**	**20.1516**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0509	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.2000e-004
Unmitigated	0.0509	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.2000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.2000e-004
Total	**0.0509**	**0.0000**	**1.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.1000e-004**	**2.1000e-004**	**0.0000**	**0.0000**	**2.2000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.1000e-004	2.1000e-004	0.0000	0.0000	2.2000e-004
Total	**0.0509**	**0.0000**	**1.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.1000e-004**	**2.1000e-004**	**0.0000**	**0.0000**	**2.2000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.2279	0.0278	6.7000e-004	2.0207
Unmitigated	1.2279	0.0278	6.7000e-004	2.0212

7.2 Water by Land Use

Unmitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	0.851834 / 0.522092	1.2279	0.0278	6.7000e-004	2.0212
Total		**1.2279**	**0.0278**	**6.7000e-004**	**2.0212**

7.2 Water by Land Use

Mitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Regional Shopping Center	0.851834 / 0.522092	1.2279	0.0278	6.7000e-004	2.0207
Total		**1.2279**	**0.0278**	**6.7000e-004**	**2.0207**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.4521	0.1449	0.0000	5.4954
Unmitigated	2.4521	0.1449	0.0000	5.4954

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	12.08	2.4521	0.1449	0.0000	5.4954
Total		**2.4521**	**0.1449**	**0.0000**	**5.4954**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Regional Shopping Center	12.08	2.4521	0.1449	0.0000	5.4954
Total		**2.4521**	**0.1449**	**0.0000**	**5.4954**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 3a & 3b (R1 & R2)

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	6.00	1000sqft	0.14	6,000.00	0
Regional Shopping Center	5.50	1000sqft	0.13	5,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use -

Construction Phase - Approximately 9 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00

tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	100.00	170.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	53.6384	12.8637	9.0732	0.0132	0.8471	0.8582	1.5743	0.4388	0.7895	1.1324	0.0000	1,275.1949	1,275.1949	0.3574	0.0000	1,282.6996
Total	**53.6384**	**12.8637**	**9.0732**	**0.0132**	**0.8471**	**0.8582**	**1.5743**	**0.4388**	**0.7895**	**1.1324**	**0.0000**	**1,275.1949**	**1,275.1949**	**0.3574**	**0.0000**	**1,282.6996**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	53.4200	10.8387	8.4472	0.0132	0.4331	0.0610	0.4941	0.2112	0.0610	0.2722	0.0000	1,275.1949	1,275.1949	0.3574	0.0000	1,282.6996
Total	**53.4200**	**10.8387**	**8.4472**	**0.0132**	**0.4331**	**0.0610**	**0.4941**	**0.2112**	**0.0610**	**0.2722**	**0.0000**	**1,275.1949**	**1,275.1949**	**0.3574**	**0.0000**	**1,282.6996**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.41**	**15.74**	**6.90**	**0.00**	**48.88**	**92.89**	**68.62**	**51.87**	**92.28**	**75.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2791	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003
Energy	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.2297	9.2297	1.8000e-004	1.7000e-004	9.2858
Mobile	1.6148	2.7083	13.1425	0.0305	2.1273	0.0376	2.1649	0.5671	0.0347	0.6018		2,489.8118	2,489.8118	0.0951		2,491.8078
Total	**1.8947**	**2.7160**	**13.1502**	**0.0306**	**2.1273**	**0.0382**	**2.1655**	**0.5671**	**0.0353**	**0.6024**		**2,499.0440**	**2,499.0440**	**0.0952**	**1.7000e-004**	**2,501.0963**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2791	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003
Energy	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.2297	9.2297	1.8000e-004	1.7000e-004	9.2858
Mobile	1.5767	2.4780	12.1336	0.0273	1.8893	0.0339	1.9232	0.5037	0.0313	0.5350		2,224.1330	2,224.1330	0.0861		2,225.9413
Total	**1.8566**	**2.4857**	**12.1412**	**0.0273**	**1.8893**	**0.0345**	**1.9238**	**0.5037**	**0.0319**	**0.5355**		**2,233.3651**	**2,233.3651**	**0.0863**	**1.7000e-004**	**2,235.2298**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.01**	**8.48**	**7.67**	**10.66**	**11.19**	**9.68**	**11.16**	**11.19**	**9.67**	**11.10**	**0.00**	**10.63**	**10.63**	**9.39**	**0.00**	**10.63**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	9/13/2017	5	170	
5	Paving	Paving	9/14/2017	9/20/2017	5	5	
6	Architectural Coating	Architectural Coating	9/21/2017	9/27/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 17,250; Non-Residential Outdoor: 5,750 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	4.00	2.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**		**0.7266**	**0.7266**		**0.6930**	**0.6930**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0418	0.4908	1.1300e-003	0.0943	6.9000e-004	0.0950	0.0250	6.4000e-004	0.0257		91.3818	91.3818	4.3200e-003		91.4725
Total	**0.0361**	**0.0418**	**0.4908**	**1.1300e-003**	**0.0943**	**6.9000e-004**	**0.0950**	**0.0250**	**6.4000e-004**	**0.0257**		**91.3818**	**91.3818**	**4.3200e-003**		**91.4725**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4852	10.3969	7.9564	0.0120		0.0604	0.0604		0.0604	0.0604	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**0.4852**	**10.3969**	**7.9564**	**0.0120**		**0.0604**	**0.0604**		**0.0604**	**0.0604**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0418	0.4908	1.1300e-003	0.0943	6.9000e-004	0.0950	0.0250	6.4000e-004	0.0257		91.3818	91.3818	4.3200e-003		91.4725
Total	**0.0361**	**0.0418**	**0.4908**	**1.1300e-003**	**0.0943**	**6.9000e-004**	**0.0950**	**0.0250**	**6.4000e-004**	**0.0257**		**91.3818**	**91.3818**	**4.3200e-003**		**91.4725**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089		955.8663	955.8663	0.2929		962.0167
Total	**1.2694**	**12.6852**	**7.2319**	**9.3300e-003**	**0.5303**	**0.7705**	**1.3007**	**0.0573**	**0.7089**	**0.7661**		**955.8663**	**955.8663**	**0.2929**		**962.0167**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0181	0.0209	0.2454	5.7000e-004	0.0472	3.5000e-004	0.0475	0.0125	3.2000e-004	0.0128		45.6909	45.6909	2.1600e-003		45.7362
Total	**0.0181**	**0.0209**	**0.2454**	**5.7000e-004**	**0.0472**	**3.5000e-004**	**0.0475**	**0.0125**	**3.2000e-004**	**0.0128**		**45.6909**	**45.6909**	**2.1600e-003**		**45.7362**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.3847	8.2535	6.9975	9.3300e-003		0.0424	0.0424		0.0424	0.0424	0.0000	955.8663	955.8663	0.2929		962.0167
Total	**0.3847**	**8.2535**	**6.9975**	**9.3300e-003**	**0.2386**	**0.0424**	**0.2810**	**0.0258**	**0.0424**	**0.0682**	**0.0000**	**955.8663**	**955.8663**	**0.2929**		**962.0167**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0181	0.0209	0.2454	5.7000e-004	0.0472	3.5000e-004	0.0475	0.0125	3.2000e-004	0.0128		45.6909	45.6909	2.1600e-003		45.7362
Total	**0.0181**	**0.0209**	**0.2454**	**5.7000e-004**	**0.0472**	**3.5000e-004**	**0.0475**	**0.0125**	**3.2000e-004**	**0.0128**		**45.6909**	**45.6909**	**2.1600e-003**		**45.7362**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.7528**	**0.7266**	**1.4794**	**0.4138**	**0.6930**	**1.1068**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0418	0.4908	1.1300e-003	0.0943	6.9000e-004	0.0950	0.0250	6.4000e-004	0.0257		91.3818	91.3818	4.3200e-003		91.4725
Total	**0.0361**	**0.0418**	**0.4908**	**1.1300e-003**	**0.0943**	**6.9000e-004**	**0.0950**	**0.0250**	**6.4000e-004**	**0.0257**		**91.3818**	**91.3818**	**4.3200e-003**		**91.4725**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.4852	10.3969	7.9564	0.0120		0.0604	0.0604		0.0604	0.0604	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**0.4852**	**10.3969**	**7.9564**	**0.0120**	**0.3387**	**0.0604**	**0.3991**	**0.1862**	**0.0604**	**0.2466**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0361	0.0418	0.4908	1.1300e-003	0.0943	6.9000e-004	0.0950	0.0250	6.4000e-004	0.0257		91.3818	91.3818	4.3200e-003		91.4725
Total	**0.0361**	**0.0418**	**0.4908**	**1.1300e-003**	**0.0943**	**6.9000e-004**	**0.0950**	**0.0250**	**6.4000e-004**	**0.0257**		**91.3818**	**91.3818**	**4.3200e-003**		**91.4725**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**		**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0190	0.1732	0.1977	4.8000e-004	0.0133	2.5800e-003	0.0159	3.8000e-003	2.3700e-003	6.1700e-003		47.0098	47.0098	3.6000e-004		47.0173
Worker	0.0144	0.0167	0.1963	4.5000e-004	0.0377	2.8000e-004	0.0380	0.0100	2.6000e-004	0.0103		36.5527	36.5527	1.7300e-003		36.5890
Total	**0.0334**	**0.1899**	**0.3940**	**9.3000e-004**	**0.0510**	**2.8600e-003**	**0.0539**	**0.0138**	**2.6300e-003**	**0.0164**		**83.5625**	**83.5625**	**2.0900e-003**		**83.6063**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4688	10.6488	7.9292	0.0113		0.0577	0.0577		0.0577	0.0577	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**0.4688**	**10.6488**	**7.9292**	**0.0113**		**0.0577**	**0.0577**		**0.0577**	**0.0577**	**0.0000**	**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0190	0.1732	0.1977	4.8000e-004	0.0133	2.5800e-003	0.0159	3.8000e-003	2.3700e-003	6.1700e-003		47.0098	47.0098	3.6000e-004		47.0173
Worker	0.0144	0.0167	0.1963	4.5000e-004	0.0377	2.8000e-004	0.0380	0.0100	2.6000e-004	0.0103		36.5527	36.5527	1.7300e-003		36.5890
Total	**0.0334**	**0.1899**	**0.3940**	**9.3000e-004**	**0.0510**	**2.8600e-003**	**0.0539**	**0.0138**	**2.6300e-003**	**0.0164**		**83.5625**	**83.5625**	**2.0900e-003**		**83.6063**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572		1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0406**	**9.8344**	**7.2432**	**0.0111**		**0.6018**	**0.6018**		**0.5572**	**0.5572**		**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0650	0.0753	0.8834	2.0400e-003	0.1698	1.2500e-003	0.1710	0.0450	1.1500e-003	0.0462		164.4872	164.4872	7.7700e-003		164.6504
Total	**0.0650**	**0.0753**	**0.8834**	**2.0400e-003**	**0.1698**	**1.2500e-003**	**0.1710**	**0.0450**	**1.1500e-003**	**0.0462**		**164.4872**	**164.4872**	**7.7700e-003**		**164.6504**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3892	8.2378	6.7829	0.0111		0.0450	0.0450		0.0450	0.0450	0.0000	1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3892**	**8.2378**	**6.7829**	**0.0111**		**0.0450**	**0.0450**		**0.0450**	**0.0450**	**0.0000**	**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0650	0.0753	0.8834	2.0400e-003	0.1698	1.2500e-003	0.1710	0.0450	1.1500e-003	0.0462		164.4872	164.4872	7.7700e-003		164.6504
Total	**0.0650**	**0.0753**	**0.8834**	**2.0400e-003**	**0.1698**	**1.2500e-003**	**0.1710**	**0.0450**	**1.1500e-003**	**0.0462**		**164.4872**	**164.4872**	**7.7700e-003**		**164.6504**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	53.3025					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**53.6348**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.6100e-003	4.1800e-003	0.0491	1.1000e-004	9.4300e-003	7.0000e-005	9.5000e-003	2.5000e-003	6.0000e-005	2.5700e-003		9.1382	9.1382	4.3000e-004		9.1473
Total	**3.6100e-003**	**4.1800e-003**	**0.0491**	**1.1000e-004**	**9.4300e-003**	**7.0000e-005**	**9.5000e-003**	**2.5000e-003**	**6.0000e-005**	**2.5700e-003**		**9.1382**	**9.1382**	**4.3000e-004**		**9.1473**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	53.3025					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**53.4164**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.6100e-003	4.1800e-003	0.0491	1.1000e-004	9.4300e-003	7.0000e-005	9.5000e-003	2.5000e-003	6.0000e-005	2.5700e-003		9.1382	9.1382	4.3000e-004		9.1473
Total	**3.6100e-003**	**4.1800e-003**	**0.0491**	**1.1000e-004**	**9.4300e-003**	**7.0000e-005**	**9.5000e-003**	**2.5000e-003**	**6.0000e-005**	**2.5700e-003**		**9.1382**	**9.1382**	**4.3000e-004**		**9.1473**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.5767	2.4780	12.1336	0.0273	1.8893	0.0339	1.9232	0.5037	0.0313	0.5350		2,224.1330	2,224.1330	0.0861		2,225.9413
Unmitigated	1.6148	2.7083	13.1425	0.0305	2.1273	0.0376	2.1649	0.5671	0.0347	0.6018		2,489.8118	2,489.8118	0.0951		2,491.8078

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	257.64	299.82	151.44	435,686	386,937
Regional Shopping Center	236.17	274.84	138.82	399,379	354,693
Total	493.81	574.66	290.26	835,065	741,630

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.2297	9.2297	1.8000e-004	1.7000e-004	9.2858
NaturalGas Unmitigated	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.2297	9.2297	1.8000e-004	1.7000e-004	9.2858

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Regional Shopping Center	37.5205	4.0000e-004	3.6800e-003	3.0900e-003	2.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004		4.4142	4.4142	8.0000e-005	8.0000e-005	4.4411
Regional Shopping Center	40.9315	4.4000e-004	4.0100e-003	3.3700e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.8155	4.8155	9.0000e-005	9.0000e-005	4.8448
Total		**8.4000e-004**	**7.6900e-003**	**6.4600e-003**	**4.0000e-005**		**5.8000e-004**	**5.8000e-004**		**5.8000e-004**	**5.8000e-004**		**9.2297**	**9.2297**	**1.7000e-004**	**1.7000e-004**	**9.2858**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Regional Shopping Center	0.0375205	4.0000e-004	3.6800e-003	3.0900e-003	2.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004		4.4142	4.4142	8.0000e-005	8.0000e-005	4.4411
Regional Shopping Center	0.0409315	4.4000e-004	4.0100e-003	3.3700e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.8155	4.8155	9.0000e-005	9.0000e-005	4.8448
Total		**8.4000e-004**	**7.6900e-003**	**6.4600e-003**	**4.0000e-005**		**5.8000e-004**	**5.8000e-004**		**5.8000e-004**	**5.8000e-004**		**9.2297**	**9.2297**	**1.7000e-004**	**1.7000e-004**	**9.2858**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2791	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003
Unmitigated	0.2791	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0329					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2461					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003
Total	**0.2791**	**1.0000e-005**	**1.1900e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.5200e-003**	**2.5200e-003**	**1.0000e-005**		**2.6600e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0329					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2461					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003
Total	**0.2791**	**1.0000e-005**	**1.1900e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.5200e-003**	**2.5200e-003**	**1.0000e-005**		**2.6600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 3a & 3b (R1 & R2)

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Regional Shopping Center	6.00	1000sqft	0.14	6,000.00	0
Regional Shopping Center	5.50	1000sqft	0.13	5,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use -

Construction Phase - Approximately 9 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00

tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2

tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	100.00	170.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	328
tblProjectCharacteristics	OperationalYear	2014	2018

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	53.6384	12.8752	9.0501	0.0131	0.8471	0.8582	1.5743	0.4388	0.7896	1.1324	0.0000	1,267.8207	1,267.8207	0.3574	0.0000	1,275.3256
Total	**53.6384**	**12.8752**	**9.0501**	**0.0131**	**0.8471**	**0.8582**	**1.5743**	**0.4388**	**0.7896**	**1.1324**	**0.0000**	**1,267.8207**	**1,267.8207**	**0.3574**	**0.0000**	**1,275.3256**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	53.4200	10.8502	8.4241	0.0131	0.4331	0.0610	0.4941	0.2112	0.0610	0.2722	0.0000	1,267.8207	1,267.8207	0.3574	0.0000	1,275.3256
Total	**53.4200**	**10.8502**	**8.4241**	**0.0131**	**0.4331**	**0.0610**	**0.4941**	**0.2112**	**0.0610**	**0.2722**	**0.0000**	**1,267.8207**	**1,267.8207**	**0.3574**	**0.0000**	**1,275.3256**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.41**	**15.73**	**6.92**	**0.00**	**48.88**	**92.89**	**68.62**	**51.87**	**92.28**	**75.96**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2791	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003
Energy	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.2297	9.2297	1.8000e-004	1.7000e-004	9.2858
Mobile	1.6779	2.9984	15.2029	0.0285	2.1273	0.0379	2.1652	0.5671	0.0349	0.6020		2,332.3061	2,332.3061	0.0952		2,334.3047
Total	**1.9578**	**3.0061**	**15.2105**	**0.0286**	**2.1273**	**0.0385**	**2.1658**	**0.5671**	**0.0355**	**0.6026**		**2,341.5382**	**2,341.5382**	**0.0954**	**1.7000e-004**	**2,343.5931**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2791	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003
Energy	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.2297	9.2297	1.8000e-004	1.7000e-004	9.2858
Mobile	1.6408	2.7412	14.3062	0.0255	1.8893	0.0342	1.9235	0.5037	0.0315	0.5352		2,083.8187	2,083.8187	0.0862		2,085.6296
Total	**1.9207**	**2.7489**	**14.3138**	**0.0256**	**1.8893**	**0.0348**	**1.9240**	**0.5037**	**0.0321**	**0.5358**		**2,093.0509**	**2,093.0509**	**0.0864**	**1.7000e-004**	**2,094.9181**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.89**	**8.56**	**5.90**	**10.60**	**11.19**	**9.62**	**11.16**	**11.19**	**9.61**	**11.09**	**0.00**	**10.61**	**10.61**	**9.38**	**0.00**	**10.61**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	9/13/2017	5	170	
5	Paving	Paving	9/14/2017	9/20/2017	5	5	
6	Architectural Coating	Architectural Coating	9/21/2017	9/27/2017	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 17,250; Non-Residential Outdoor: 5,750 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	4.00	2.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**		**0.7266**	**0.7266**		**0.6930**	**0.6930**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0358	0.0512	0.4677	1.0400e-003	0.0943	6.9000e-004	0.0950	0.0250	6.4000e-004	0.0257		84.0076	84.0076	4.3200e-003		84.0983
Total	**0.0358**	**0.0512**	**0.4677**	**1.0400e-003**	**0.0943**	**6.9000e-004**	**0.0950**	**0.0250**	**6.4000e-004**	**0.0257**		**84.0076**	**84.0076**	**4.3200e-003**		**84.0983**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4852	10.3969	7.9564	0.0120		0.0604	0.0604		0.0604	0.0604	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**0.4852**	**10.3969**	**7.9564**	**0.0120**		**0.0604**	**0.0604**		**0.0604**	**0.0604**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0358	0.0512	0.4677	1.0400e-003	0.0943	6.9000e-004	0.0950	0.0250	6.4000e-004	0.0257		84.0076	84.0076	4.3200e-003		84.0983
Total	**0.0358**	**0.0512**	**0.4677**	**1.0400e-003**	**0.0943**	**6.9000e-004**	**0.0950**	**0.0250**	**6.4000e-004**	**0.0257**		**84.0076**	**84.0076**	**4.3200e-003**		**84.0983**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089		955.8663	955.8663	0.2929		962.0167
Total	**1.2694**	**12.6852**	**7.2319**	**9.3300e-003**	**0.5303**	**0.7705**	**1.3007**	**0.0573**	**0.7089**	**0.7661**		**955.8663**	**955.8663**	**0.2929**		**962.0167**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0179	0.0256	0.2338	5.2000e-004	0.0472	3.5000e-004	0.0475	0.0125	3.2000e-004	0.0128		42.0038	42.0038	2.1600e-003		42.0491
Total	**0.0179**	**0.0256**	**0.2338**	**5.2000e-004**	**0.0472**	**3.5000e-004**	**0.0475**	**0.0125**	**3.2000e-004**	**0.0128**		**42.0038**	**42.0038**	**2.1600e-003**		**42.0491**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.3847	8.2535	6.9975	9.3300e-003		0.0424	0.0424		0.0424	0.0424	0.0000	955.8663	955.8663	0.2929		962.0167
Total	**0.3847**	**8.2535**	**6.9975**	**9.3300e-003**	**0.2386**	**0.0424**	**0.2810**	**0.0258**	**0.0424**	**0.0682**	**0.0000**	**955.8663**	**955.8663**	**0.2929**		**962.0167**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0179	0.0256	0.2338	5.2000e-004	0.0472	3.5000e-004	0.0475	0.0125	3.2000e-004	0.0128		42.0038	42.0038	2.1600e-003		42.0491
Total	**0.0179**	**0.0256**	**0.2338**	**5.2000e-004**	**0.0472**	**3.5000e-004**	**0.0475**	**0.0125**	**3.2000e-004**	**0.0128**		**42.0038**	**42.0038**	**2.1600e-003**		**42.0491**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930		1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**1.2049**	**10.4761**	**8.5825**	**0.0120**	**0.7528**	**0.7266**	**1.4794**	**0.4138**	**0.6930**	**1.1068**		**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0358	0.0512	0.4677	1.0400e-003	0.0943	6.9000e-004	0.0950	0.0250	6.4000e-004	0.0257		84.0076	84.0076	4.3200e-003		84.0983
Total	**0.0358**	**0.0512**	**0.4677**	**1.0400e-003**	**0.0943**	**6.9000e-004**	**0.0950**	**0.0250**	**6.4000e-004**	**0.0257**		**84.0076**	**84.0076**	**4.3200e-003**		**84.0983**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	0.4852	10.3969	7.9564	0.0120		0.0604	0.0604		0.0604	0.0604	0.0000	1,183.8131	1,183.8131	0.2333		1,188.7118
Total	**0.4852**	**10.3969**	**7.9564**	**0.0120**	**0.3387**	**0.0604**	**0.3991**	**0.1862**	**0.0604**	**0.2466**	**0.0000**	**1,183.8131**	**1,183.8131**	**0.2333**		**1,188.7118**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0358	0.0512	0.4677	1.0400e-003	0.0943	6.9000e-004	0.0950	0.0250	6.4000e-004	0.0257		84.0076	84.0076	4.3200e-003		84.0983
Total	**0.0358**	**0.0512**	**0.4677**	**1.0400e-003**	**0.0943**	**6.9000e-004**	**0.0950**	**0.0250**	**6.4000e-004**	**0.0257**		**84.0076**	**84.0076**	**4.3200e-003**		**84.0983**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869		1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**1.2740**	**12.6738**	**8.0395**	**0.0113**		**0.8553**	**0.8553**		**0.7869**	**0.7869**		**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0230	0.1809	0.3007	4.7000e-004	0.0133	2.6000e-003	0.0159	3.8000e-003	2.3900e-003	6.1900e-003		46.6490	46.6490	3.7000e-004		46.6568
Worker	0.0143	0.0205	0.1871	4.2000e-004	0.0377	2.8000e-004	0.0380	0.0100	2.6000e-004	0.0103		33.6030	33.6030	1.7300e-003		33.6393
Total	**0.0374**	**0.2014**	**0.4878**	**8.9000e-004**	**0.0510**	**2.8800e-003**	**0.0539**	**0.0138**	**2.6500e-003**	**0.0165**		**80.2521**	**80.2521**	**2.1000e-003**		**80.2961**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4688	10.6488	7.9292	0.0113		0.0577	0.0577		0.0577	0.0577	0.0000	1,159.5310	1,159.5310	0.3553		1,166.9919
Total	**0.4688**	**10.6488**	**7.9292**	**0.0113**		**0.0577**	**0.0577**		**0.0577**	**0.0577**	**0.0000**	**1,159.5310**	**1,159.5310**	**0.3553**		**1,166.9919**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0230	0.1809	0.3007	4.7000e-004	0.0133	2.6000e-003	0.0159	3.8000e-003	2.3900e-003	6.1900e-003		46.6490	46.6490	3.7000e-004		46.6568
Worker	0.0143	0.0205	0.1871	4.2000e-004	0.0377	2.8000e-004	0.0380	0.0100	2.6000e-004	0.0103		33.6030	33.6030	1.7300e-003		33.6393
Total	**0.0374**	**0.2014**	**0.4878**	**8.9000e-004**	**0.0510**	**2.8800e-003**	**0.0539**	**0.0138**	**2.6500e-003**	**0.0165**		**80.2521**	**80.2521**	**2.1000e-003**		**80.2961**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0406	9.8344	7.2432	0.0111		0.6018	0.6018		0.5572	0.5572		1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0406**	**9.8344**	**7.2432**	**0.0111**		**0.6018**	**0.6018**		**0.5572**	**0.5572**		**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0644	0.0921	0.8418	1.8700e-003	0.1698	1.2500e-003	0.1710	0.0450	1.1500e-003	0.0462		151.2136	151.2136	7.7700e-003		151.3769
Total	**0.0644**	**0.0921**	**0.8418**	**1.8700e-003**	**0.1698**	**1.2500e-003**	**0.1710**	**0.0450**	**1.1500e-003**	**0.0462**		**151.2136**	**151.2136**	**7.7700e-003**		**151.3769**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3892	8.2378	6.7829	0.0111		0.0450	0.0450		0.0450	0.0450	0.0000	1,068.9366	1,068.9366	0.2968		1,075.1698
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.3892**	**8.2378**	**6.7829**	**0.0111**		**0.0450**	**0.0450**		**0.0450**	**0.0450**	**0.0000**	**1,068.9366**	**1,068.9366**	**0.2968**		**1,075.1698**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0644	0.0921	0.8418	1.8700e-003	0.1698	1.2500e-003	0.1710	0.0450	1.1500e-003	0.0462		151.2136	151.2136	7.7700e-003		151.3769
Total	**0.0644**	**0.0921**	**0.8418**	**1.8700e-003**	**0.1698**	**1.2500e-003**	**0.1710**	**0.0450**	**1.1500e-003**	**0.0462**		**151.2136**	**151.2136**	**7.7700e-003**		**151.3769**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	53.3025					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**53.6348**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.5800e-003	5.1200e-003	0.0468	1.0000e-004	9.4300e-003	7.0000e-005	9.5000e-003	2.5000e-003	6.0000e-005	2.5700e-003		8.4008	8.4008	4.3000e-004		8.4098
Total	**3.5800e-003**	**5.1200e-003**	**0.0468**	**1.0000e-004**	**9.4300e-003**	**7.0000e-005**	**9.5000e-003**	**2.5000e-003**	**6.0000e-005**	**2.5700e-003**		**8.4008**	**8.4008**	**4.3000e-004**		**8.4098**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	53.3025					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**53.4164**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	3.5800e-003	5.1200e-003	0.0468	1.0000e-004	9.4300e-003	7.0000e-005	9.5000e-003	2.5000e-003	6.0000e-005	2.5700e-003		8.4008	8.4008	4.3000e-004		8.4098
Total	**3.5800e-003**	**5.1200e-003**	**0.0468**	**1.0000e-004**	**9.4300e-003**	**7.0000e-005**	**9.5000e-003**	**2.5000e-003**	**6.0000e-005**	**2.5700e-003**		**8.4008**	**8.4008**	**4.3000e-004**		**8.4098**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.6408	2.7412	14.3062	0.0255	1.8893	0.0342	1.9235	0.5037	0.0315	0.5352		2,083.8187	2,083.8187	0.0862		2,085.6296
Unmitigated	1.6779	2.9984	15.2029	0.0285	2.1273	0.0379	2.1652	0.5671	0.0349	0.6020		2,332.3061	2,332.3061	0.0952		2,334.3047

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Regional Shopping Center	257.64	299.82	151.44	435,686	386,937
Regional Shopping Center	236.17	274.84	138.82	399,379	354,693
Total	493.81	574.66	290.26	835,065	741,630

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.2297	9.2297	1.8000e-004	1.7000e-004	9.2858
NaturalGas Unmitigated	8.5000e-004	7.6900e-003	6.4600e-003	5.0000e-005		5.8000e-004	5.8000e-004		5.8000e-004	5.8000e-004		9.2297	9.2297	1.8000e-004	1.7000e-004	9.2858

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Regional Shopping Center	37.5205	4.0000e-004	3.6800e-003	3.0900e-003	2.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004		4.4142	4.4142	8.0000e-005	8.0000e-005	4.4411
Regional Shopping Center	40.9315	4.4000e-004	4.0100e-003	3.3700e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.8155	4.8155	9.0000e-005	9.0000e-005	4.8448
Total		**8.4000e-004**	**7.6900e-003**	**6.4600e-003**	**4.0000e-005**		**5.8000e-004**	**5.8000e-004**		**5.8000e-004**	**5.8000e-004**		**9.2297**	**9.2297**	**1.7000e-004**	**1.7000e-004**	**9.2858**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Regional Shopping Center	0.0375205	4.0000e-004	3.6800e-003	3.0900e-003	2.0000e-005		2.8000e-004	2.8000e-004		2.8000e-004	2.8000e-004		4.4142	4.4142	8.0000e-005	8.0000e-005	4.4411
Regional Shopping Center	0.0409315	4.4000e-004	4.0100e-003	3.3700e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.8155	4.8155	9.0000e-005	9.0000e-005	4.8448
Total		**8.4000e-004**	**7.6900e-003**	**6.4600e-003**	**4.0000e-005**		**5.8000e-004**	**5.8000e-004**		**5.8000e-004**	**5.8000e-004**		**9.2297**	**9.2297**	**1.7000e-004**	**1.7000e-004**	**9.2858**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2791	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003
Unmitigated	0.2791	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0329					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2461					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003
Total	**0.2791**	**1.0000e-005**	**1.1900e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.5200e-003**	**2.5200e-003**	**1.0000e-005**		**2.6600e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0329					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2461					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-004	1.0000e-005	1.1900e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.5200e-003	2.5200e-003	1.0000e-005		2.6600e-003
Total	**0.2791**	**1.0000e-005**	**1.1900e-003**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.5200e-003**	**2.5200e-003**	**1.0000e-005**		**2.6600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 3a & 3b (R1 & R2)

Santa Clara County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	-0.08	0.02	0.00	0.91	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.62	0.16	0.01	0.00	0.93	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.58	0.01	0.07	0.00	0.92	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.58	0.01	0.07	0.00	0.92	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.59	0.16	0.06	0.00	0.93	0.92	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.69	0.35	0.03	0.00	0.95	0.94	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	Tier 2	1	1	Level 3	0.00
Cement and Mortar Mixers	Diesel	Tier 2	4	4	Level 3	0.00
Concrete/Industrial Saws	Diesel	Tier 2	2	2	Level 3	0.00
Cranes	Diesel	Tier 2	1	1	Level 3	0.00
Forklifts	Diesel	Tier 2	2	2	Level 3	0.00
Graders	Diesel	Tier 2	1	1	Level 3	0.00
Pavers	Diesel	Tier 2	1	1	Level 3	0.00
Rollers	Diesel	Tier 2	1	1	Level 3	0.00
Rubber Tired Dozers	Diesel	Tier 2	2	2	Level 3	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 2	8	8	Level 3	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	8.30000E-004	5.46000E-003	4.67000E-003	1.00000E-005	4.30000E-004	4.30000E-004	0.00000E+000	6.38310E-001	6.38310E-001	7.00000E-005	0.00000E+000	6.39730E-001
Cement and Mortar Mixers	4.40000E-004	2.76000E-003	2.31000E-003	1.00000E-005	1.10000E-004	1.10000E-004	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44460E-001
Concrete/ Industrial Saws	3.49000E-003	2.55700E-002	2.24900E-002	4.00000E-005	1.84000E-003	1.84000E-003	0.00000E+000	3.22594E+000	3.22594E+000	2.80000E-004	0.00000E+000	3.23190E+000
Cranes	2.75400E-002	3.26950E-001	1.17140E-001	2.40000E-004	1.45800E-002	1.34100E-002	0.00000E+000	2.22556E+001	2.22556E+001	6.82000E-003	0.00000E+000	2.23988E+001
Forklifts	2.68900E-002	2.32870E-001	1.59260E-001	1.90000E-004	1.92100E-002	1.76700E-002	0.00000E+000	1.80734E+001	1.80734E+001	5.54000E-003	0.00000E+000	1.81897E+001
Graders	4.80000E-004	4.82000E-003	2.42000E-003	0.00000E+000	2.70000E-004	2.50000E-004	0.00000E+000	2.89210E-001	2.89210E-001	9.00000E-005	0.00000E+000	2.91070E-001
Pavers	7.90000E-004	8.82000E-003	6.20000E-003	1.00000E-005	4.30000E-004	4.00000E-004	0.00000E+000	9.16850E-001	9.16850E-001	2.80000E-004	0.00000E+000	9.22750E-001
Rollers	6.80000E-004	6.35000E-003	4.36000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	5.32160E-001	5.32160E-001	1.60000E-004	0.00000E+000	5.35590E-001
Rubber Tired Dozers	8.90000E-004	9.89000E-003	7.46000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	6.19160E-001	6.19160E-001	1.90000E-004	0.00000E+000	6.23140E-001
Tractors/Loaders/ Backhoes	5.75600E-002	5.53030E-001	4.34930E-001	5.70000E-004	4.15900E-002	3.82600E-002	0.00000E+000	5.24577E+001	5.24577E+001	1.60700E-002	0.00000E+000	5.27953E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	2.80000E-004	5.88000E-003	4.58000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	6.38310E-001	6.38310E-001	7.00000E-005	0.00000E+000	6.39730E-001
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	1.00000E-005	0.00000E+000	0.00000E+000	0.00000E+000	3.43710E-001	3.43710E-001	4.00000E-005	0.00000E+000	3.44460E-001
Concrete/Industrial Saws	1.44000E-003	2.97200E-002	2.31500E-002	4.00000E-005	1.80000E-004	1.80000E-004	0.00000E+000	3.22593E+000	3.22593E+000	2.80000E-004	0.00000E+000	3.23189E+000
Cranes	5.90000E-003	2.03880E-001	1.27730E-001	2.40000E-004	6.50000E-004	6.50000E-004	0.00000E+000	2.22556E+001	2.22556E+001	6.82000E-003	0.00000E+000	2.23988E+001
Forklifts	9.21000E-003	1.90130E-001	1.48100E-001	1.90000E-004	1.15000E-003	1.15000E-003	0.00000E+000	1.80734E+001	1.80734E+001	5.54000E-003	0.00000E+000	1.81896E+001
Graders	1.20000E-004	2.62000E-003	2.33000E-003	0.00000E+000	1.00000E-005	1.00000E-005	0.00000E+000	2.89210E-001	2.89210E-001	9.00000E-005	0.00000E+000	2.91070E-001
Pavers	3.80000E-004	8.45000E-003	7.49000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	9.16850E-001	9.16850E-001	2.80000E-004	0.00000E+000	9.22750E-001
Rollers	2.70000E-004	5.57000E-003	4.34000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	5.32160E-001	5.32160E-001	1.60000E-004	0.00000E+000	5.35590E-001
Rubber Tired Dozers	1.60000E-004	5.60000E-003	3.51000E-003	1.00000E-005	2.00000E-005	2.00000E-005	0.00000E+000	6.19160E-001	6.19160E-001	1.90000E-004	0.00000E+000	6.23140E-001
Tractors/Loaders/ Backhoes	2.64500E-002	5.46280E-001	4.25520E-001	5.70000E-004	3.31000E-003	3.31000E-003	0.00000E+000	5.24577E+001	5.24577E+001	1.60700E-002	0.00000E+000	5.27952E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	6.62651E-001	-7.69231E-002	1.92719E-002	0.00000E+000	9.06977E-001	9.06977E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cement and Mortar Mixers	1.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	5.87393E-001	-1.62300E-001	-2.93464E-002	0.00000E+000	9.02174E-001	9.02174E-001	0.00000E+000	3.09987E-006	3.09987E-006	0.00000E+000	0.00000E+000	3.09416E-006
Cranes	7.85766E-001	3.76418E-001	-9.04046E-002	0.00000E+000	9.55418E-001	9.51529E-001	0.00000E+000	8.98650E-007	8.98650E-007	0.00000E+000	0.00000E+000	8.92905E-007
Forklifts	6.57493E-001	1.83536E-001	7.00741E-002	0.00000E+000	9.40135E-001	9.34918E-001	0.00000E+000	1.10660E-006	1.10660E-006	0.00000E+000	0.00000E+000	1.09953E-006
Graders	7.50000E-001	4.56432E-001	3.71901E-002	0.00000E+000	9.62963E-001	9.60000E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	5.18987E-001	4.19501E-002	-2.08065E-001	0.00000E+000	9.06977E-001	9.00000E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	6.02941E-001	1.22835E-001	4.58716E-003	0.00000E+000	9.34783E-001	9.28571E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	8.20225E-001	4.33771E-001	5.29491E-001	0.00000E+000	9.56522E-001	9.52381E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/ Backhoes	5.40479E-001	1.22055E-002	2.16357E-002	0.00000E+000	9.20414E-001	9.13487E-001	0.00000E+000	1.14378E-006	1.14378E-006	0.00000E+000	0.00000E+000	1.13647E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.00	0.00	0.00	0.00	0.55	0.54
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.56	0.67
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	2.37	8.55	6.49	10.60	9.68	9.73	0.00	10.65	10.65	9.38	0.00	10.65
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	-0.01	0.13		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.11	0.40		
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.11			

No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.11			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.11			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
Yes	Use Low VOC Paint (Non-residential Interior)	100.00
Yes	Use Low VOC Paint (Non-residential Exterior)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00

DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Phase 3B Retail Alternative (R3 and G1 Part A)

Pruneyard Phase 3c Retail/Office & 3d (R3 Retail/Office & G1 part a)

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.00	1000sqft	0.00	6,000.00	0
Enclosed Parking Structure	244.00	Space	0.87	114,000.00	0
Regional Shopping Center	6.00	1000sqft	0.14	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 38,000 SF Footprint for Enclosed Parking Structure, no lot for General office building because it is a two-story building

Construction Phase - Approximately 12 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	63,000.00	72,400.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	189,000.00	217,200.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	189000	217200
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	235.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	4.00	2.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblGrading	AcresOfGrading	0.75	1.50
tblGrading	AcresOfGrading	0.50	1.00
tblLandUse	LandUseSquareFeet	97,600.00	114,000.00

tblLandUse	LotAcreage	0.14	0.00
tblLandUse	LotAcreage	2.20	0.87
tblProjectCharacteristics	CO2IntensityFactor	641.35	328
tblProjectCharacteristics	OperationalYear	2014	2018
tblTripsAndVMT	VendorTripNumber	21.00	24.00
tblTripsAndVMT	WorkerTripNumber	52.00	60.00
tblTripsAndVMT	WorkerTripNumber	10.00	12.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	2.0988	2.7317	2.5123	4.1900e-003	0.0922	0.1602	0.2523	0.0267	0.1540	0.1807	0.0000	349.1947	349.1947	0.0532	0.0000	350.3127
Total	**2.0988**	**2.7317**	**2.5123**	**4.1900e-003**	**0.0922**	**0.1602**	**0.2523**	**0.0267**	**0.1540**	**0.1807**	**0.0000**	**349.1947**	**349.1947**	**0.0532**	**0.0000**	**350.3127**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.8364	2.4742	2.3771	4.1900e-003	0.0875	0.0178	0.1053	0.0245	0.0175	0.0420	0.0000	349.1944	349.1944	0.0532	0.0000	350.3124
Total	**1.8364**	**2.4742**	**2.3771**	**4.1900e-003**	**0.0875**	**0.0178**	**0.1053**	**0.0245**	**0.0175**	**0.0420**	**0.0000**	**349.1944**	**349.1944**	**0.0532**	**0.0000**	**350.3124**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**12.50**	**9.42**	**5.38**	**0.00**	**5.06**	**88.88**	**58.26**	**8.39**	**88.64**	**76.78**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5646	2.0000e-005	2.3800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8400e-003
Energy	6.4000e-004	5.8000e-003	4.8700e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	145.4334	145.4334	0.0124	2.6600e-003	146.5190
Mobile	0.1488	0.2848	1.3501	2.8800e-003	0.2061	3.7500e-003	0.2099	0.0551	3.4600e-003	0.0586	0.0000	213.5716	213.5716	8.5600e-003	0.0000	213.7515
Waste						0.0000	0.0000		0.0000	0.0000	2.4115	0.0000	2.4115	0.1425	0.0000	5.4044
Water						0.0000	0.0000		0.0000	0.0000	0.4793	1.6985	2.1778	0.0494	1.1900e-003	3.5848
Total	**0.7140**	**0.2906**	**1.3573**	**2.9100e-003**	**0.2061**	**4.2000e-003**	**0.2103**	**0.0551**	**3.9100e-003**	**0.0590**	**2.8909**	**360.7080**	**363.5989**	**0.2129**	**3.8500e-003**	**369.2645**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5646	2.0000e-005	2.3800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8400e-003
Energy	6.4000e-004	5.8000e-003	4.8700e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	145.4334	145.4334	0.0124	2.6600e-003	146.5190
Mobile	0.1451	0.2601	1.2603	2.5700e-003	0.1830	3.3800e-003	0.1864	0.0489	3.1200e-003	0.0521	0.0000	190.7653	190.7653	7.7500e-003	0.0000	190.9281
Waste						0.0000	0.0000		0.0000	0.0000	2.4115	0.0000	2.4115	0.1425	0.0000	5.4044
Water						0.0000	0.0000		0.0000	0.0000	0.4793	1.6985	2.1778	0.0494	1.1900e-003	3.5840
Total	**0.7103**	**0.2660**	**1.2675**	**2.6000e-003**	**0.1830**	**3.8300e-003**	**0.1869**	**0.0489**	**3.5700e-003**	**0.0525**	**2.8909**	**337.9017**	**340.7926**	**0.2121**	**3.8500e-003**	**346.4404**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.52**	**8.49**	**6.62**	**10.65**	**11.19**	**8.81**	**11.14**	**11.20**	**8.70**	**11.03**	**0.00**	**6.32**	**6.27**	**0.39**	**0.00**	**6.18**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	12/13/2017	5	235	
5	Paving	Paving	12/14/2017	12/20/2017	5	5	
6	Architectural Coating	Architectural Coating	12/21/2017	12/27/2017	5	5	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 217,200; Non-Residential Outdoor: 72,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	60.00	24.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1329	0.1044	1.2000e-004		8.0300e-003	8.0300e-003		7.5100e-003	7.5100e-003	0.0000	11.1469	11.1469	2.8300e-003	0.0000	11.2063
Total	**0.0136**	**0.1329**	**0.1044**	**1.2000e-004**		**8.0300e-003**	**8.0300e-003**		**7.5100e-003**	**7.5100e-003**	**0.0000**	**11.1469**	**11.1469**	**2.8300e-003**	**0.0000**	**11.2063**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	3.0000e-004	2.9500e-003	1.0000e-005	5.9000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5015	0.5015	3.0000e-005	0.0000	0.5021
Total	**2.2000e-004**	**3.0000e-004**	**2.9500e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5015**	**0.5015**	**3.0000e-005**	**0.0000**	**0.5021**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4600e-003	0.1072	0.0778	1.2000e-004		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	11.1469	11.1469	2.8300e-003	0.0000	11.2063
Total	**4.4600e-003**	**0.1072**	**0.0778**	**1.2000e-004**		**5.4000e-004**	**5.4000e-004**		**5.4000e-004**	**5.4000e-004**	**0.0000**	**11.1469**	**11.1469**	**2.8300e-003**	**0.0000**	**11.2063**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	3.0000e-004	2.9500e-003	1.0000e-005	5.9000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5015	0.5015	3.0000e-005	0.0000	0.5021
Total	**2.2000e-004**	**3.0000e-004**	**2.9500e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5015**	**0.5015**	**3.0000e-005**	**0.0000**	**0.5021**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.1600e-003	0.0000	3.1600e-003	1.5100e-003	0.0000	1.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1600e-003	0.0121	7.9600e-003	1.0000e-005		6.5000e-004	6.5000e-004		6.0000e-004	6.0000e-004	0.0000	0.7948	0.7948	2.4000e-004	0.0000	0.7999
Total	**1.1600e-003**	**0.0121**	**7.9600e-003**	**1.0000e-005**	**3.1600e-003**	**6.5000e-004**	**3.8100e-003**	**1.5100e-003**	**6.0000e-004**	**2.1100e-003**	**0.0000**	**0.7948**	**0.7948**	**2.4000e-004**	**0.0000**	**0.7999**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0309	0.0309	0.0000	0.0000	0.0309
Total	**1.0000e-005**	**2.0000e-005**	**1.8000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0309**	**0.0309**	**0.0000**	**0.0000**	**0.0309**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.4200e-003	0.0000	1.4200e-003	6.8000e-004	0.0000	6.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	7.3900e-003	5.5500e-003	1.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.7948	0.7948	2.4000e-004	0.0000	0.7999
Total	**2.9000e-004**	**7.3900e-003**	**5.5500e-003**	**1.0000e-005**	**1.4200e-003**	**3.0000e-005**	**1.4500e-003**	**6.8000e-004**	**3.0000e-005**	**7.1000e-004**	**0.0000**	**0.7948**	**0.7948**	**2.4000e-004**	**0.0000**	**0.7999**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0309	0.0309	0.0000	0.0000	0.0309
Total	**1.0000e-005**	**2.0000e-005**	**1.8000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0309**	**0.0309**	**0.0000**	**0.0000**	**0.0309**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8800e-003	0.0198	0.0132	1.0000e-005		1.0700e-003	1.0700e-003		9.8000e-004	9.8000e-004	0.0000	1.3056	1.3056	4.0000e-004	0.0000	1.3140
Total	**1.8800e-003**	**0.0198**	**0.0132**	**1.0000e-005**	**5.3100e-003**	**1.0700e-003**	**6.3800e-003**	**2.5700e-003**	**9.8000e-004**	**3.5500e-003**	**0.0000**	**1.3056**	**1.3056**	**4.0000e-004**	**0.0000**	**1.3140**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	3.6000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0617	0.0617	0.0000	0.0000	0.0618
Total	**3.0000e-005**	**4.0000e-005**	**3.6000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0617**	**0.0617**	**0.0000**	**0.0000**	**0.0618**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	1.1600e-003	0.0000	1.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7000e-004	0.0122	9.0500e-003	1.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	1.3056	1.3056	4.0000e-004	0.0000	1.3140
Total	**4.7000e-004**	**0.0122**	**9.0500e-003**	**1.0000e-005**	**2.3900e-003**	**5.0000e-005**	**2.4400e-003**	**1.1600e-003**	**5.0000e-005**	**1.2100e-003**	**0.0000**	**1.3056**	**1.3056**	**4.0000e-004**	**0.0000**	**1.3140**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	3.6000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0617	0.0617	0.0000	0.0000	0.0618
Total	**3.0000e-005**	**4.0000e-005**	**3.6000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0617**	**0.0617**	**0.0000**	**0.0000**	**0.0618**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3472	2.2453	1.6816	2.5800e-003		0.1440	0.1440		0.1389	0.1389	0.0000	216.8431	216.8431	0.0455	0.0000	217.7986
Total	**0.3472**	**2.2453**	**1.6816**	**2.5800e-003**		**0.1440**	**0.1440**		**0.1389**	**0.1389**	**0.0000**	**216.8431**	**216.8431**	**0.0455**	**0.0000**	**217.7986**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0293	0.2521	0.3513	6.7000e-004	0.0182	3.6500e-003	0.0219	5.2200e-003	3.3500e-003	8.5800e-003	0.0000	59.9378	59.9378	4.6000e-004	0.0000	59.9476
Worker	0.0235	0.0331	0.3203	7.4000e-004	0.0642	4.9000e-004	0.0647	0.0171	4.5000e-004	0.0175	0.0000	54.3954	54.3954	2.7600e-003	0.0000	54.4534
Total	**0.0528**	**0.2852**	**0.6717**	**1.4100e-003**	**0.0824**	**4.1400e-003**	**0.0865**	**0.0223**	**3.8000e-003**	**0.0261**	**0.0000**	**114.3333**	**114.3333**	**3.2200e-003**	**0.0000**	**114.4010**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0984	2.0269	1.5779	2.5800e-003		0.0129	0.0129		0.0129	0.0129	0.0000	216.8429	216.8429	0.0455	0.0000	217.7983
Total	**0.0984**	**2.0269**	**1.5779**	**2.5800e-003**		**0.0129**	**0.0129**		**0.0129**	**0.0129**	**0.0000**	**216.8429**	**216.8429**	**0.0455**	**0.0000**	**217.7983**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0293	0.2521	0.3513	6.7000e-004	0.0182	3.6500e-003	0.0219	5.2200e-003	3.3500e-003	8.5800e-003	0.0000	59.9378	59.9378	4.6000e-004	0.0000	59.9476
Worker	0.0235	0.0331	0.3203	7.4000e-004	0.0642	4.9000e-004	0.0647	0.0171	4.5000e-004	0.0175	0.0000	54.3954	54.3954	2.7600e-003	0.0000	54.4534
Total	**0.0528**	**0.2852**	**0.6717**	**1.4100e-003**	**0.0824**	**4.1400e-003**	**0.0865**	**0.0223**	**3.8000e-003**	**0.0261**	**0.0000**	**114.3333**	**114.3333**	**3.2200e-003**	**0.0000**	**114.4010**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.9600e-003	0.0303	0.0226	3.0000e-005		1.8300e-003	1.8300e-003		1.6900e-003	1.6900e-003	0.0000	3.0564	3.0564	9.2000e-004	0.0000	3.0757
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.9600e-003**	**0.0303**	**0.0226**	**3.0000e-005**		**1.8300e-003**	**1.8300e-003**		**1.6900e-003**	**1.6900e-003**	**0.0000**	**3.0564**	**3.0564**	**9.2000e-004**	**0.0000**	**3.0757**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	1.5000e-004	1.4800e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2508	0.2508	1.0000e-005	0.0000	0.2510
Total	**1.1000e-004**	**1.5000e-004**	**1.4800e-003**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2508**	**0.2508**	**1.0000e-005**	**0.0000**	**0.2510**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.3600e-003	0.0289	0.0243	3.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	3.0564	3.0564	9.2000e-004	0.0000	3.0757
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.3600e-003**	**0.0289**	**0.0243**	**3.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**3.0564**	**3.0564**	**9.2000e-004**	**0.0000**	**3.0757**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	1.5000e-004	1.4800e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2508	0.2508	1.0000e-005	0.0000	0.2510
Total	**1.1000e-004**	**1.5000e-004**	**1.4800e-003**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2508**	**0.2508**	**1.0000e-005**	**0.0000**	**0.2510**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6779					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	**1.6787**	**5.4600e-003**	**4.6700e-003**	**1.0000e-005**		**4.3000e-004**	**4.3000e-004**		**4.3000e-004**	**4.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	1.4000e-004	1.3600e-003	0.0000	2.7000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2315	0.2315	1.0000e-005	0.0000	0.2317
Total	**1.0000e-004**	**1.4000e-004**	**1.3600e-003**	**0.0000**	**2.7000e-004**	**0.0000**	**2.8000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2315**	**0.2315**	**1.0000e-005**	**0.0000**	**0.2317**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6779					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8000e-004	5.8800e-003	4.5800e-003	1.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	**1.6782**	**5.8800e-003**	**4.5800e-003**	**1.0000e-005**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	1.4000e-004	1.3600e-003	0.0000	2.7000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2315	0.2315	1.0000e-005	0.0000	0.2317
Total	**1.0000e-004**	**1.4000e-004**	**1.3600e-003**	**0.0000**	**2.7000e-004**	**0.0000**	**2.8000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2315**	**0.2315**	**1.0000e-005**	**0.0000**	**0.2317**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1451	0.2601	1.2603	2.5700e-003	0.1830	3.3800e-003	0.1864	0.0489	3.1200e-003	0.0521	0.0000	190.7653	190.7653	7.7500e-003	0.0000	190.9281
Unmitigated	0.1488	0.2848	1.3501	2.8800e-003	0.2061	3.7500e-003	0.2099	0.0551	3.4600e-003	0.0586	0.0000	213.5716	213.5716	8.5600e-003	0.0000	213.7515

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	66.06	14.22	5.88	119,624	106,239
Regional Shopping Center	257.64	299.82	151.44	435,686	386,937
Total	323.70	314.04	157.32	555,310	493,177

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	139.1226	139.1226	0.0123	2.5400e-003	140.1698
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	139.1226	139.1226	0.0123	2.5400e-003	140.1698
NaturalGas Mitigated	6.4000e-004	5.8000e-003	4.8700e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.3108	6.3108	1.2000e-004	1.2000e-004	6.3492
NaturalGas Unmitigated	6.4000e-004	5.8000e-003	4.8700e-003	3.0000e-005		4.4000e-004	4.4000e-004		4.4000e-004	4.4000e-004	0.0000	6.3108	6.3108	1.2000e-004	1.2000e-004	6.3492

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	103320	5.6000e-004	5.0600e-003	4.2500e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.5136	5.5136	1.1000e-004	1.0000e-004	5.5471
Regional Shopping Center	14940	8.0000e-005	7.3000e-004	6.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.7973	0.7973	2.0000e-005	1.0000e-005	0.8021
Total		**6.4000e-004**	**5.7900e-003**	**4.8700e-003**	**3.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**6.3108**	**6.3108**	**1.3000e-004**	**1.1000e-004**	**6.3492**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	103320	5.6000e-004	5.0600e-003	4.2500e-003	3.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	5.5136	5.5136	1.1000e-004	1.0000e-004	5.5471
Regional Shopping Center	14940	8.0000e-005	7.3000e-004	6.2000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.7973	0.7973	2.0000e-005	1.0000e-005	0.8021
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**6.4000e-004**	**5.7900e-003**	**4.8700e-003**	**3.0000e-005**		**4.4000e-004**	**4.4000e-004**		**4.4000e-004**	**4.4000e-004**	**0.0000**	**6.3108**	**6.3108**	**1.3000e-004**	**1.1000e-004**	**6.3492**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking Structure	746700	111.0928	9.8200e-003	2.0300e-003	111.9290
General Office Building	118260	17.5945	1.5600e-003	3.2000e-004	17.7270
Regional Shopping Center	70140	10.4353	9.2000e-004	1.9000e-004	10.5139
Total		**139.1226**	**0.0123**	**2.5400e-003**	**140.1698**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking Structure	746700	111.0928	9.8200e-003	2.0300e-003	111.9290
General Office Building	118260	17.5945	1.5600e-003	3.2000e-004	17.7270
Regional Shopping Center	70140	10.4353	9.2000e-004	1.9000e-004	10.5139
Total		**139.1226**	**0.0123**	**2.5400e-003**	**140.1698**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5646	2.0000e-005	2.3800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8400e-003
Unmitigated	0.5646	2.0000e-005	2.3800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8400e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0722					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4921					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3000e-004	2.0000e-005	2.3800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8400e-003
Total	**0.5646**	**2.0000e-005**	**2.3800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.5700e-003**	**4.5700e-003**	**1.0000e-005**	**0.0000**	**4.8400e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0722					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4921					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3000e-004	2.0000e-005	2.3800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.5700e-003	4.5700e-003	1.0000e-005	0.0000	4.8400e-003
Total	**0.5646**	**2.0000e-005**	**2.3800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**4.5700e-003**	**4.5700e-003**	**1.0000e-005**	**0.0000**	**4.8400e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.1778	0.0494	1.1900e-003	3.5840
Unmitigated	2.1778	0.0494	1.1900e-003	3.5848

7.2 Water by Land Use

Unmitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	1.0664 / 0.653602	1.5372	0.0349	8.4000e-004	2.5303
Regional Shopping Center	0.444435 / 0.272396	0.6406	0.0145	3.5000e-004	1.0545
Total		**2.1778**	**0.0494**	**1.1900e-003**	**3.5848**

Mitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	1.0664 / 0.653602	1.5372	0.0349	8.4000e-004	2.5297
Regional Shopping Center	0.444435 / 0.272396	0.6406	0.0145	3.5000e-004	1.0543
Total		**2.1778**	**0.0494**	**1.1900e-003**	**3.5840**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.4115	0.1425	0.0000	5.4044
Unmitigated	2.4115	0.1425	0.0000	5.4044

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	5.58	1.1327	0.0669	0.0000	2.5384
Regional Shopping Center	6.3	1.2788	0.0756	0.0000	2.8660
Total		**2.4115**	**0.1425**	**0.0000**	**5.4044**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	5.58	1.1327	0.0669	0.0000	2.5384
Regional Shopping Center	6.3	1.2788	0.0756	0.0000	2.8660
Total		**2.4115**	**0.1425**	**0.0000**	**5.4044**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 3c Retail/Office & 3d (R3 Retail/Office & G1 part a)

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.00	1000sqft	0.00	6,000.00	0
Enclosed Parking Structure	244.00	Space	0.87	114,000.00	0
Regional Shopping Center	6.00	1000sqft	0.14	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 38,000 SF Footprint for Enclosed Parking Structure, no lot for General office building because it is a two-story building

Construction Phase - Approximately 12 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	63,000.00	72,400.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	189,000.00	217,200.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	189000	217200
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	235.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	4.00	2.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblGrading	AcresOfGrading	0.75	1.50
tblGrading	AcresOfGrading	0.50	1.00
tblLandUse	LandUseSquareFeet	97,600.00	114,000.00

tblLandUse	LotAcreage	0.14	0.00
tblLandUse	LotAcreage	2.20	0.87
tblProjectCharacteristics	CO2IntensityFactor	641.35	328
tblProjectCharacteristics	OperationalYear	2014	2018
tblTripsAndVMT	VendorTripNumber	21.00	24.00
tblTripsAndVMT	WorkerTripNumber	52.00	60.00
tblTripsAndVMT	WorkerTripNumber	10.00	12.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	671.5236	26.6398	21.5092	0.0345	6.4053	1.6071	7.7126	3.0310	1.5031	4.2337	0.0000	3,146.6939	3,146.6939	0.6291	0.0000	3,159.9056
Total	**671.5236**	**26.6398**	**21.5092**	**0.0345**	**6.4053**	**1.6071**	**7.7126**	**3.0310**	**1.5031**	**4.2337**	**0.0000**	**3,146.6939**	**3,146.6939**	**0.6291**	**0.0000**	**3,159.9056**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	671.3052	21.4939	18.7455	0.0345	2.9239	0.1445	2.9876	1.3749	0.1417	1.4386	0.0000	3,146.6939	3,146.6939	0.6291	0.0000	3,159.9056
Total	**671.3052**	**21.4939**	**18.7455**	**0.0345**	**2.9239**	**0.1445**	**2.9876**	**1.3749**	**0.1417**	**1.4386**	**0.0000**	**3,146.6939**	**3,146.6939**	**0.6291**	**0.0000**	**3,159.9056**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.03**	**19.32**	**12.85**	**0.00**	**54.35**	**91.01**	**61.26**	**54.64**	**90.57**	**66.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.0948	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593
Energy	3.4900e-003	0.0318	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		38.1177	38.1177	7.3000e-004	7.0000e-004	38.3496
Mobile	1.0423	1.8102	8.7441	0.0206	1.4432	0.0253	1.4686	0.3848	0.0234	0.4081		1,684.3347	1,684.3347	0.0639		1,685.6755
Total	**4.1405**	**1.8422**	**8.7973**	**0.0208**	**1.4432**	**0.0279**	**1.4711**	**0.3848**	**0.0259**	**0.4106**		**1,722.5083**	**1,722.5083**	**0.0647**	**7.0000e-004**	**1,724.0844**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.0948	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593
Energy	3.4900e-003	0.0318	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		38.1177	38.1177	7.3000e-004	7.0000e-004	38.3496
Mobile	1.0165	1.6540	8.0596	0.0184	1.2817	0.0228	1.3046	0.3417	0.0210	0.3628		1,504.0918	1,504.0918	0.0578		1,505.3053
Total	**4.1147**	**1.6860**	**8.1128**	**0.0186**	**1.2817**	**0.0253**	**1.3071**	**0.3417**	**0.0236**	**0.3653**		**1,542.2654**	**1,542.2654**	**0.0587**	**7.0000e-004**	**1,543.7142**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.62**	**8.48**	**7.78**	**10.56**	**11.19**	**9.01**	**11.15**	**11.19**	**8.93**	**11.05**	**0.00**	**10.46**	**10.46**	**9.36**	**0.00**	**10.46**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	12/13/2017	5	235	
5	Paving	Paving	12/14/2017	12/20/2017	5	5	
6	Architectural Coating	Architectural Coating	12/21/2017	12/27/2017	5	5	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 217,200; Non-Residential Outdoor: 72,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	60.00	24.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**		**1.6062**	**1.6062**		**1.5022**	**1.5022**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8925	21.4395	15.5622	0.0245		0.1085	0.1085		0.1085	0.1085	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**0.8925**	**21.4395**	**15.5622**	**0.0245**		**0.1085**	**0.1085**		**0.1085**	**0.1085**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3298	0.0000	6.3298	3.0110	0.0000	3.0110			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**2.3109**	**24.2288**	**15.9299**	**0.0171**	**6.3298**	**1.3067**	**7.6366**	**3.0110**	**1.2022**	**4.2132**		**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8484	0.0000	2.8484	1.3549	0.0000	1.3549			0.0000			0.0000
Off-Road	0.5735	14.7860	11.0902	0.0171		0.0632	0.0632		0.0632	0.0632	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**0.5735**	**14.7860**	**11.0902**	**0.0171**	**2.8484**	**0.0632**	**2.9116**	**1.3549**	**0.0632**	**1.4181**	**0.0000**	**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**1.8844**	**19.7889**	**13.1786**	**0.0141**	**5.3119**	**1.0661**	**6.3781**	**2.5686**	**0.9808**	**3.5494**		**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.3904	0.0000	2.3904	1.1559	0.0000	1.1559			0.0000			0.0000
Off-Road	0.4686	12.1653	9.0489	0.0141		0.0519	0.0519		0.0519	0.0519	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**0.4686**	**12.1653**	**9.0489**	**0.0141**	**2.3904**	**0.0519**	**2.4423**	**1.1559**	**0.0519**	**1.2077**	**0.0000**	**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**		**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2277	2.0777	2.3722	5.7100e-003	0.1596	0.0309	0.1905	0.0456	0.0284	0.0740		564.1172	564.1172	4.3100e-003		564.2078
Worker	0.2167	0.2510	2.9446	6.8000e-003	0.5658	4.1700e-003	0.5700	0.1501	3.8400e-003	0.1539		548.2907	548.2907	0.0259		548.8347
Total	**0.4444**	**2.3287**	**5.3168**	**0.0125**	**0.7254**	**0.0351**	**0.7605**	**0.1957**	**0.0323**	**0.2279**		**1,112.4079**	**1,112.4079**	**0.0302**		**1,113.0425**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2277	2.0777	2.3722	5.7100e-003	0.1596	0.0309	0.1905	0.0456	0.0284	0.0740		564.1172	564.1172	4.3100e-003		564.2078
Worker	0.2167	0.2510	2.9446	6.8000e-003	0.5658	4.1700e-003	0.5700	0.1501	3.8400e-003	0.1539		548.2907	548.2907	0.0259		548.8347
Total	**0.4444**	**2.3287**	**5.3168**	**0.0125**	**0.7254**	**0.0351**	**0.7605**	**0.1957**	**0.0323**	**0.2279**		**1,112.4079**	**1,112.4079**	**0.0302**		**1,113.0425**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1857	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755		1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1857**	**12.0981**	**9.0308**	**0.0133**		**0.7333**	**0.7333**		**0.6755**	**0.6755**		**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5423	11.5730	9.7014	0.0133		0.0609	0.0609		0.0609	0.0609	0.0000	1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5423**	**11.5730**	**9.7014**	**0.0133**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	671.1480					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**671.4803**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0433	0.0502	0.5889	1.3600e-003	0.1132	8.3000e-004	0.1140	0.0300	7.7000e-004	0.0308		109.6581	109.6581	5.1800e-003		109.7670
Total	**0.0433**	**0.0502**	**0.5889**	**1.3600e-003**	**0.1132**	**8.3000e-004**	**0.1140**	**0.0300**	**7.7000e-004**	**0.0308**		**109.6581**	**109.6581**	**5.1800e-003**		**109.7670**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	671.1480					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**671.2619**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0433	0.0502	0.5889	1.3600e-003	0.1132	8.3000e-004	0.1140	0.0300	7.7000e-004	0.0308		109.6581	109.6581	5.1800e-003		109.7670
Total	**0.0433**	**0.0502**	**0.5889**	**1.3600e-003**	**0.1132**	**8.3000e-004**	**0.1140**	**0.0300**	**7.7000e-004**	**0.0308**		**109.6581**	**109.6581**	**5.1800e-003**		**109.7670**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0165	1.6540	8.0596	0.0184	1.2817	0.0228	1.3046	0.3417	0.0210	0.3628		1,504.0918	1,504.0918	0.0578		1,505.3053
Unmitigated	1.0423	1.8102	8.7441	0.0206	1.4432	0.0253	1.4686	0.3848	0.0234	0.4081		1,684.3347	1,684.3347	0.0639		1,685.6755

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	66.06	14.22	5.88	119,624	106,239
Regional Shopping Center	257.64	299.82	151.44	435,686	386,937
Total	323.70	314.04	157.32	555,310	493,177

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.4900e-003	0.0318	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		38.1177	38.1177	7.3000e-004	7.0000e-004	38.3496
NaturalGas Unmitigated	3.4900e-003	0.0318	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		38.1177	38.1177	7.3000e-004	7.0000e-004	38.3496

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	283.068	3.0500e-003	0.0278	0.0233	1.7000e-004		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003		33.3022	33.3022	6.4000e-004	6.1000e-004	33.5049
Regional Shopping Center	40.9315	4.4000e-004	4.0100e-003	3.3700e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.8155	4.8155	9.0000e-005	9.0000e-005	4.8448
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.4900e-003**	**0.0318**	**0.0267**	**1.9000e-004**		**2.4100e-003**	**2.4100e-003**		**2.4100e-003**	**2.4100e-003**		**38.1177**	**38.1177**	**7.3000e-004**	**7.0000e-004**	**38.3496**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.283068	3.0500e-003	0.0278	0.0233	1.7000e-004		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003		33.3022	33.3022	6.4000e-004	6.1000e-004	33.5049
Regional Shopping Center	0.0409315	4.4000e-004	4.0100e-003	3.3700e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.8155	4.8155	9.0000e-005	9.0000e-005	4.8448
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.4900e-003**	**0.0318**	**0.0267**	**1.9000e-004**		**2.4100e-003**	**2.4100e-003**		**2.4100e-003**	**2.4100e-003**		**38.1177**	**38.1177**	**7.3000e-004**	**7.0000e-004**	**38.3496**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0948	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593
Unmitigated	3.0948	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3958					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6964					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.5300e-003	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593
Total	**3.0948**	**2.5000e-004**	**0.0265**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**		**0.0560**	**0.0560**	**1.5000e-004**		**0.0593**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3958					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6964					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.5300e-003	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593
Total	**3.0948**	**2.5000e-004**	**0.0265**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**		**0.0560**	**0.0560**	**1.5000e-004**		**0.0593**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 3c Retail/Office & 3d (R3 Retail/Office & G1 part a)

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6.00	1000sqft	0.00	6,000.00	0
Enclosed Parking Structure	244.00	Space	0.87	114,000.00	0
Regional Shopping Center	6.00	1000sqft	0.14	6,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 38,000 SF Footprint for Enclosed Parking Structure, no lot for General office building because it is a two-story building

Construction Phase - Approximately 12 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	63,000.00	72,400.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	189,000.00	217,200.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	189000	217200
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	235.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	4.00	2.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblGrading	AcresOfGrading	0.75	1.50
tblGrading	AcresOfGrading	0.50	1.00
tblLandUse	LandUseSquareFeet	97,600.00	114,000.00

tblLandUse	LotAcreage	0.14	0.00
tblLandUse	LotAcreage	2.20	0.87
tblProjectCharacteristics	CO2IntensityFactor	641.35	328
tblProjectCharacteristics	OperationalYear	2014	2018
tblTripsAndVMT	VendorTripNumber	21.00	24.00
tblTripsAndVMT	WorkerTripNumber	52.00	60.00
tblTripsAndVMT	WorkerTripNumber	10.00	12.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	671.5233	26.6520	21.4792	0.0339	6.4053	1.6071	7.7126	3.0310	1.5031	4.2337	0.0000	3,098.1199	3,098.1199	0.6291	0.0000	3,111.3317
Total	**671.5233**	**26.6520**	**21.4792**	**0.0339**	**6.4053**	**1.6071**	**7.7126**	**3.0310**	**1.5031**	**4.2337**	**0.0000**	**3,098.1199**	**3,098.1199**	**0.6291**	**0.0000**	**3,111.3317**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	671.3049	21.5060	19.8435	0.0339	2.9239	0.1449	2.9876	1.3749	0.1420	1.4386	0.0000	3,098.1199	3,098.1199	0.6291	0.0000	3,111.3317
Total	**671.3049**	**21.5060**	**19.8435**	**0.0339**	**2.9239**	**0.1449**	**2.9876**	**1.3749**	**0.1420**	**1.4386**	**0.0000**	**3,098.1199**	**3,098.1199**	**0.6291**	**0.0000**	**3,111.3317**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.03**	**19.31**	**7.62**	**0.00**	**54.35**	**90.99**	**61.26**	**54.64**	**90.55**	**66.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.0948	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593
Energy	3.4900e-003	0.0318	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		38.1177	38.1177	7.3000e-004	7.0000e-004	38.3496
Mobile	1.0821	2.0050	10.0140	0.0193	1.4432	0.0255	1.4687	0.3848	0.0235	0.4083		1,577.6400	1,577.6400	0.0639		1,578.9825
Total	**4.1804**	**2.0370**	**10.0672**	**0.0195**	**1.4432**	**0.0280**	**1.4712**	**0.3848**	**0.0260**	**0.4108**		**1,615.8137**	**1,615.8137**	**0.0648**	**7.0000e-004**	**1,617.3914**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.0948	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593
Energy	3.4900e-003	0.0318	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		38.1177	38.1177	7.3000e-004	7.0000e-004	38.3496
Mobile	1.0570	1.8305	9.4057	0.0173	1.2817	0.0230	1.3047	0.3417	0.0212	0.3629		1,409.0603	1,409.0603	0.0579		1,410.2754
Total	**4.1552**	**1.8625**	**9.4589**	**0.0174**	**1.2817**	**0.0255**	**1.3072**	**0.3417**	**0.0237**	**0.3654**		**1,447.2339**	**1,447.2339**	**0.0588**	**7.0000e-004**	**1,448.6843**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.60**	**8.57**	**6.04**	**10.52**	**11.19**	**8.96**	**11.15**	**11.19**	**8.88**	**11.04**	**0.00**	**10.43**	**10.43**	**9.35**	**0.00**	**10.43**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	12/13/2017	5	235	
5	Paving	Paving	12/14/2017	12/20/2017	5	5	
6	Architectural Coating	Architectural Coating	12/21/2017	12/27/2017	5	5	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 217,200; Non-Residential Outdoor: 72,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	60.00	24.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**		**1.6062**	**1.6062**		**1.5022**	**1.5022**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8925	21.4395	15.5622	0.0245		0.1085	0.1085		0.1085	0.1085	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**0.8925**	**21.4395**	**15.5622**	**0.0245**		**0.1085**	**0.1085**		**0.1085**	**0.1085**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3298	0.0000	6.3298	3.0110	0.0000	3.0110			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**2.3109**	**24.2288**	**15.9299**	**0.0171**	**6.3298**	**1.3067**	**7.6366**	**3.0110**	**1.2022**	**4.2132**		**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8484	0.0000	2.8484	1.3549	0.0000	1.3549			0.0000			0.0000
Off-Road	0.5735	14.7860	11.0902	0.0171		0.0632	0.0632		0.0632	0.0632	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**0.5735**	**14.7860**	**11.0902**	**0.0171**	**2.8484**	**0.0632**	**2.9116**	**1.3549**	**0.0632**	**1.4181**	**0.0000**	**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**1.8844**	**19.7889**	**13.1786**	**0.0141**	**5.3119**	**1.0661**	**6.3781**	**2.5686**	**0.9808**	**3.5494**		**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.3904	0.0000	2.3904	1.1559	0.0000	1.1559			0.0000			0.0000
Off-Road	0.4686	12.1653	9.0489	0.0141		0.0519	0.0519		0.0519	0.0519	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**0.4686**	**12.1653**	**9.0489**	**0.0141**	**2.3904**	**0.0519**	**2.4423**	**1.1559**	**0.0519**	**1.2077**	**0.0000**	**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**		**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2764	2.1710	3.6088	5.6900e-003	0.1596	0.0312	0.1908	0.0456	0.0287	0.0743		559.7885	559.7885	4.4300e-003		559.8814
Worker	0.2147	0.3070	2.8060	6.2500e-003	0.5658	4.1700e-003	0.5700	0.1501	3.8400e-003	0.1539		504.0455	504.0455	0.0259		504.5895
Total	**0.4911**	**2.4780**	**6.4148**	**0.0119**	**0.7254**	**0.0354**	**0.7608**	**0.1957**	**0.0325**	**0.2282**		**1,063.8339**	**1,063.8339**	**0.0303**		**1,064.4709**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2764	2.1710	3.6088	5.6900e-003	0.1596	0.0312	0.1908	0.0456	0.0287	0.0743		559.7885	559.7885	4.4300e-003		559.8814
Worker	0.2147	0.3070	2.8060	6.2500e-003	0.5658	4.1700e-003	0.5700	0.1501	3.8400e-003	0.1539		504.0455	504.0455	0.0259		504.5895
Total	**0.4911**	**2.4780**	**6.4148**	**0.0119**	**0.7254**	**0.0354**	**0.7608**	**0.1957**	**0.0325**	**0.2282**		**1,063.8339**	**1,063.8339**	**0.0303**		**1,064.4709**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1857	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755		1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1857**	**12.0981**	**9.0308**	**0.0133**		**0.7333**	**0.7333**		**0.6755**	**0.6755**		**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5423	11.5730	9.7014	0.0133		0.0609	0.0609		0.0609	0.0609	0.0000	1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5423**	**11.5730**	**9.7014**	**0.0133**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	671.1480					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**671.4803**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0430	0.0614	0.5612	1.2500e-003	0.1132	8.3000e-004	0.1140	0.0300	7.7000e-004	0.0308		100.8091	100.8091	5.1800e-003		100.9179
Total	**0.0430**	**0.0614**	**0.5612**	**1.2500e-003**	**0.1132**	**8.3000e-004**	**0.1140**	**0.0300**	**7.7000e-004**	**0.0308**		**100.8091**	**100.8091**	**5.1800e-003**		**100.9179**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	671.1480					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**671.2619**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0430	0.0614	0.5612	1.2500e-003	0.1132	8.3000e-004	0.1140	0.0300	7.7000e-004	0.0308		100.8091	100.8091	5.1800e-003		100.9179
Total	**0.0430**	**0.0614**	**0.5612**	**1.2500e-003**	**0.1132**	**8.3000e-004**	**0.1140**	**0.0300**	**7.7000e-004**	**0.0308**		**100.8091**	**100.8091**	**5.1800e-003**		**100.9179**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0570	1.8305	9.4057	0.0173	1.2817	0.0230	1.3047	0.3417	0.0212	0.3629		1,409.0603	1,409.0603	0.0579		1,410.2754
Unmitigated	1.0821	2.0050	10.0140	0.0193	1.4432	0.0255	1.4687	0.3848	0.0235	0.4083		1,577.6400	1,577.6400	0.0639		1,578.9825

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	66.06	14.22	5.88	119,624	106,239
Regional Shopping Center	257.64	299.82	151.44	435,686	386,937
Total	323.70	314.04	157.32	555,310	493,177

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.4900e-003	0.0318	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		38.1177	38.1177	7.3000e-004	7.0000e-004	38.3496
NaturalGas Unmitigated	3.4900e-003	0.0318	0.0267	1.9000e-004		2.4100e-003	2.4100e-003		2.4100e-003	2.4100e-003		38.1177	38.1177	7.3000e-004	7.0000e-004	38.3496

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	283.068	3.0500e-003	0.0278	0.0233	1.7000e-004		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003		33.3022	33.3022	6.4000e-004	6.1000e-004	33.5049
Regional Shopping Center	40.9315	4.4000e-004	4.0100e-003	3.3700e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.8155	4.8155	9.0000e-005	9.0000e-005	4.8448
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.4900e-003**	**0.0318**	**0.0267**	**1.9000e-004**		**2.4100e-003**	**2.4100e-003**		**2.4100e-003**	**2.4100e-003**		**38.1177**	**38.1177**	**7.3000e-004**	**7.0000e-004**	**38.3496**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.283068	3.0500e-003	0.0278	0.0233	1.7000e-004		2.1100e-003	2.1100e-003		2.1100e-003	2.1100e-003		33.3022	33.3022	6.4000e-004	6.1000e-004	33.5049
Regional Shopping Center	0.0409315	4.4000e-004	4.0100e-003	3.3700e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.8155	4.8155	9.0000e-005	9.0000e-005	4.8448
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**3.4900e-003**	**0.0318**	**0.0267**	**1.9000e-004**		**2.4100e-003**	**2.4100e-003**		**2.4100e-003**	**2.4100e-003**		**38.1177**	**38.1177**	**7.3000e-004**	**7.0000e-004**	**38.3496**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.0948	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593
Unmitigated	3.0948	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3958					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6964					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.5300e-003	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593
Total	**3.0948**	**2.5000e-004**	**0.0265**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**		**0.0560**	**0.0560**	**1.5000e-004**		**0.0593**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.3958					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.6964					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.5300e-003	2.5000e-004	0.0265	0.0000		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		0.0560	0.0560	1.5000e-004		0.0593
Total	**3.0948**	**2.5000e-004**	**0.0265**	**0.0000**		**1.0000e-004**	**1.0000e-004**		**1.0000e-004**	**1.0000e-004**		**0.0560**	**0.0560**	**1.5000e-004**		**0.0593**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 3c Retail/Office & 3d (R3 Retail/Office & G1 part a)

Santa Clara County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	-0.08	0.01	0.00	0.91	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.62	0.09	0.04	0.00	0.89	0.88	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.66	0.19	0.25	0.00	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.74	0.38	0.31	0.00	0.95	0.95	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.52	0.04	-0.07	0.00	0.92	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.74	0.39	0.30	0.00	0.95	0.95	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	Tier 2	1	1	Level 3	0.00
Cement and Mortar Mixers	Diesel	Tier 2	1	1	Level 3	0.00
Concrete/Industrial Saws	Diesel	Tier 2	1	1	Level 3	0.00
Cranes	Diesel	Tier 2	1	1	Level 3	0.00
Forklifts	Diesel	Tier 2	1	1	Level 3	0.00
Generator Sets	Diesel	Tier 2	1	1	Level 3	0.00
Graders	Diesel	Tier 2	2	2	Level 3	0.00
Pavers	Diesel	Tier 2	1	1	Level 3	0.00
Paving Equipment	Diesel	Tier 2	1	1	Level 3	0.00
Rollers	Diesel	Tier 2	1	1	Level 3	0.00
Rubber Tired Dozers	Diesel	Tier 2	3	3	Level 3	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 2	7	7	Level 3	0.00
Welders	Diesel	Tier 2	3	3	Level 3	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	8.30000E-004	5.46000E-003	4.67000E-003	1.00000E-005	4.30000E-004	4.30000E-004	0.00000E+000	6.38310E-001	6.38310E-001	7.00000E-005	0.00000E+000	6.39730E-001
Cement and Mortar Mixers	1.10000E-004	6.90000E-004	5.80000E-004	0.00000E+000	3.00000E-005	3.00000E-005	0.00000E+000	8.59300E-002	8.59300E-002	1.00000E-005	0.00000E+000	8.61100E-002
Concrete/ Industrial Saws	2.90000E-003	2.13100E-002	1.87500E-002	3.00000E-005	1.53000E-003	1.53000E-003	0.00000E+000	2.68828E+000	2.68828E+000	2.40000E-004	0.00000E+000	2.69325E+000
Cranes	5.71000E-002	6.77950E-001	2.42900E-001	5.00000E-004	3.02200E-002	2.78100E-002	0.00000E+000	4.61477E+001	4.61477E+001	1.41400E-002	0.00000E+000	4.64446E+001
Forklifts	1.85900E-002	1.60950E-001	1.10080E-001	1.30000E-004	1.32800E-002	1.22200E-002	0.00000E+000	1.24919E+001	1.24919E+001	3.83000E-003	0.00000E+000	1.25723E+001
Generator Sets	6.69800E-002	5.24540E-001	4.43390E-001	7.70000E-004	3.53000E-002	3.53000E-002	0.00000E+000	6.64119E+001	6.64119E+001	5.38000E-003	0.00000E+000	6.65248E+001
Graders	1.19000E-003	1.20500E-002	6.05000E-003	1.00000E-005	6.80000E-004	6.20000E-004	0.00000E+000	7.23030E-001	7.23030E-001	2.20000E-004	0.00000E+000	7.27680E-001
Pavers	6.80000E-004	7.56000E-003	5.32000E-003	1.00000E-005	3.70000E-004	3.40000E-004	0.00000E+000	7.85870E-001	7.85870E-001	2.40000E-004	0.00000E+000	7.90930E-001
Paving Equipment	7.10000E-004	8.04000E-003	6.34000E-003	1.00000E-005	4.00000E-004	3.70000E-004	0.00000E+000	9.30660E-001	9.30660E-001	2.90000E-004	0.00000E+000	9.36650E-001
Rollers	6.80000E-004	6.35000E-003	4.36000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	5.32160E-001	5.32160E-001	1.60000E-004	0.00000E+000	5.35590E-001
Rubber Tired Dozers	7.37000E-003	8.16300E-002	6.15100E-002	5.00000E-005	3.79000E-003	3.49000E-003	0.00000E+000	5.10807E+000	5.10807E+000	1.57000E-003	0.00000E+000	5.14093E+000
Tractors/Loaders/ Backhoes	3.39000E-002	3.25690E-001	2.56140E-001	3.30000E-004	2.44900E-002	2.25300E-002	0.00000E+000	3.08936E+001	3.08936E+001	9.47000E-003	0.00000E+000	3.10924E+001
Welders	1.76570E-001	6.13610E-001	6.74220E-001	9.00000E-004	4.50400E-002	4.50400E-002	0.00000E+000	6.63478E+001	6.63478E+001	1.43600E-002	0.00000E+000	6.66493E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	2.80000E-004	5.88000E-003	4.58000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	6.38310E-001	6.38310E-001	7.00000E-005	0.00000E+000	6.39730E-001
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	8.59300E-002	8.59300E-002	1.00000E-005	0.00000E+000	8.61100E-002
Concrete/Industrial Saws	1.20000E-003	2.47700E-002	1.92900E-002	3.00000E-005	1.50000E-004	1.50000E-004	0.00000E+000	2.68828E+000	2.68828E+000	2.40000E-004	0.00000E+000	2.69325E+000
Cranes	1.22200E-002	4.22740E-001	2.64850E-001	5.00000E-004	1.34000E-003	1.34000E-003	0.00000E+000	4.61476E+001	4.61476E+001	1.41400E-002	0.00000E+000	4.64446E+001
Forklifts	6.36000E-003	1.31410E-001	1.02360E-001	1.30000E-004	8.00000E-004	8.00000E-004	0.00000E+000	1.24919E+001	1.24919E+001	3.83000E-003	0.00000E+000	1.25723E+001
Generator Sets	2.96300E-002	6.11880E-001	4.76620E-001	7.70000E-004	3.71000E-003	3.71000E-003	0.00000E+000	6.64118E+001	6.64118E+001	5.38000E-003	0.00000E+000	6.65247E+001
Graders	3.00000E-004	6.56000E-003	5.82000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	7.23030E-001	7.23030E-001	2.20000E-004	0.00000E+000	7.27680E-001
Pavers	3.30000E-004	7.24000E-003	6.42000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	7.85870E-001	7.85870E-001	2.40000E-004	0.00000E+000	7.90930E-001
Paving Equipment	3.90000E-004	8.60000E-003	7.64000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	9.30660E-001	9.30660E-001	2.90000E-004	0.00000E+000	9.36650E-001
Rollers	2.70000E-004	5.57000E-003	4.34000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	5.32160E-001	5.32160E-001	1.60000E-004	0.00000E+000	5.35590E-001
Rubber Tired Dozers	1.34000E-003	4.61900E-002	2.89400E-002	5.00000E-005	1.50000E-004	1.50000E-004	0.00000E+000	5.10806E+000	5.10806E+000	1.57000E-003	0.00000E+000	5.14093E+000
Tractors/Loaders/ Backhoes	1.55800E-002	3.21720E-001	2.50600E-001	3.30000E-004	1.95000E-003	1.95000E-003	0.00000E+000	3.08936E+001	3.08936E+001	9.47000E-003	0.00000E+000	3.10923E+001
Welders	3.73200E-002	5.95850E-001	5.27640E-001	9.00000E-004	5.41000E-003	5.41000E-003	0.00000E+000	6.63477E+001	6.63477E+001	1.43600E-002	0.00000E+000	6.66493E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	6.62651E-001	-7.69231E-002	1.92719E-002	0.00000E+000	9.06977E-001	9.06977E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cement and Mortar Mixers	1.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	5.86207E-001	-1.62365E-001	-2.88000E-002	0.00000E+000	9.01961E-001	9.01961E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	7.85989E-001	3.76444E-001	-9.03664E-002	0.00000E+000	9.55659E-001	9.51816E-001	0.00000E+000	1.08348E-006	1.08348E-006	0.00000E+000	0.00000E+000	1.07655E-006
Forklifts	6.57881E-001	1.83535E-001	7.01308E-002	0.00000E+000	9.39759E-001	9.34534E-001	0.00000E+000	1.60104E-006	1.60104E-006	0.00000E+000	0.00000E+000	1.59080E-006
Generator Sets	5.57629E-001	-1.66508E-001	-7.49453E-002	0.00000E+000	8.94901E-001	8.94901E-001	0.00000E+000	1.20460E-006	1.20460E-006	0.00000E+000	0.00000E+000	1.20256E-006
Graders	7.47899E-001	4.55602E-001	3.80165E-002	0.00000E+000	9.55882E-001	9.51613E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	5.14706E-001	4.23280E-002	-2.06767E-001	0.00000E+000	9.18919E-001	9.11765E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	4.50704E-001	-6.96517E-002	-2.05047E-001	0.00000E+000	9.00000E-001	8.91892E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	6.02941E-001	1.22835E-001	4.58716E-003	0.00000E+000	9.34783E-001	9.28571E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	8.18182E-001	4.34154E-001	5.29507E-001	0.00000E+000	9.60422E-001	9.57020E-001	0.00000E+000	1.95769E-006	1.95769E-006	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/ Backhoes	5.40413E-001	1.21895E-002	2.16288E-002	0.00000E+000	9.20376E-001	9.13449E-001	0.00000E+000	1.29477E-006	1.29477E-006	0.00000E+000	0.00000E+000	1.28649E-006
Welders	7.88639E-001	2.89435E-002	2.17407E-001	0.00000E+000	8.79885E-001	8.79885E-001	0.00000E+000	1.20577E-006	1.20577E-006	0.00000E+000	0.00000E+000	1.20031E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00

No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.08	0.02	0.08	0.02	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.01	0.00	0.00	0.00	0.55	0.55
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.55	0.55
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	2.49	8.66	6.65	10.76	9.87	9.83	0.00	10.68	10.68	9.46	0.00	10.68
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.06	0.25		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.11	0.40		
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.11			

No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.11			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.11			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
Yes	Use Low VOC Paint (Non-residential Interior)	100.00
Yes	Use Low VOC Paint (Non-residential Exterior)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00

DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Phase 3B Fitness Center Alternative (R3 and G1 Part A)

Pruneyard Phase 3c Fitness & 3d (R3 Fitness & G1 part a)

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	322.00	Space	0.87	114,000.00	0
Health Club	30.00	1000sqft	0.69	30,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 38,000 SF Footprint for Enclosed Parking Structure

Construction Phase - Approximately 12 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	72,000.00	81,400.00

tblArchitecturalCoating	ConstArea_Nonresidential_Interior	216,000.00	244,200.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	216000	244200
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	235.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	4.00	2.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblGrading	AcresOfGrading	0.75	1.50
tblGrading	AcresOfGrading	0.50	1.00
tblLandUse	LandUseSquareFeet	128,800.00	114,000.00
tblLandUse	LotAcreage	2.90	0.87
tblProjectCharacteristics	CO2IntensityFactor	641.35	328

tblProjectCharacteristics	OperationalYear	2014	2018
tblTripsAndVMT	VendorTripNumber	24.00	27.00
tblTripsAndVMT	WorkerTripNumber	60.00	68.00
tblTripsAndVMT	WorkerTripNumber	12.00	14.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	2.3142	2.7676	2.5991	4.3800e-003	0.1030	0.1607	0.2637	0.0297	0.1544	0.1841	0.0000	363.9782	363.9782	0.0537	0.0000	365.1052
Total	**2.3142**	**2.7676**	**2.5991**	**4.3800e-003**	**0.1030**	**0.1607**	**0.2637**	**0.0297**	**0.1544**	**0.1841**	**0.0000**	**363.9782**	**363.9782**	**0.0537**	**0.0000**	**365.1052**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	2.0518	2.5102	2.4640	4.3800e-003	0.0984	0.0183	0.1167	0.0274	0.0180	0.0454	0.0000	363.9779	363.9779	0.0537	0.0000	365.1049
Total	**2.0518**	**2.5102**	**2.4640**	**4.3800e-003**	**0.0984**	**0.0183**	**0.1167**	**0.0274**	**0.0180**	**0.0454**	**0.0000**	**363.9779**	**363.9779**	**0.0537**	**0.0000**	**365.1049**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**11.34**	**9.30**	**5.20**	**0.00**	**4.52**	**88.59**	**55.75**	**7.59**	**88.36**	**75.35**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6443	3.0000e-005	3.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.2900e-003	6.2900e-003	2.0000e-005	0.0000	6.6500e-003
Energy	4.4300e-003	0.0403	0.0339	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	195.2779	195.2779	0.0142	3.5700e-003	196.6845
Mobile	0.4461	0.8200	3.9394	8.1800e-003	0.5833	0.0107	0.5940	0.1559	9.8800e-003	0.1658	0.0000	606.5320	606.5320	0.0245	0.0000	607.0469
Waste						0.0000	0.0000		0.0000	0.0000	34.7115	0.0000	34.7115	2.0514	0.0000	77.7906
Water						0.0000	0.0000		0.0000	0.0000	0.5629	1.9947	2.5576	0.0580	1.4000e-003	4.2099
Total	**1.0948**	**0.8603**	**3.9766**	**8.4200e-003**	**0.5833**	**0.0138**	**0.5971**	**0.1559**	**0.0130**	**0.1689**	**35.2744**	**803.8108**	**839.0851**	**2.1482**	**4.9700e-003**	**885.7386**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6443	3.0000e-005	3.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.2900e-003	6.2900e-003	2.0000e-005	0.0000	6.6500e-003
Energy	4.4300e-003	0.0403	0.0339	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	195.2779	195.2779	0.0142	3.5700e-003	196.6845
Mobile	0.4356	0.7501	3.6852	7.3100e-003	0.5180	9.6700e-003	0.5277	0.1385	8.9100e-003	0.1474	0.0000	541.9888	541.9888	0.0222	0.0000	542.4555
Waste						0.0000	0.0000		0.0000	0.0000	34.7115	0.0000	34.7115	2.0514	0.0000	77.7906
Water						0.0000	0.0000		0.0000	0.0000	0.5629	1.9947	2.5576	0.0580	1.4000e-003	4.2090
Total	**1.0844**	**0.7905**	**3.7223**	**7.5500e-003**	**0.5180**	**0.0127**	**0.5308**	**0.1385**	**0.0120**	**0.1505**	**35.2744**	**739.2676**	**774.5420**	**2.1458**	**4.9700e-003**	**821.1463**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.96**	**8.12**	**6.39**	**10.33**	**11.19**	**7.61**	**11.11**	**11.19**	**7.49**	**10.90**	**0.00**	**8.03**	**7.69**	**0.11**	**0.00**	**7.29**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	12/13/2017	5	235	
5	Paving	Paving	12/14/2017	12/20/2017	5	5	
6	Architectural Coating	Architectural Coating	12/21/2017	12/27/2017	5	5	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 244,200; Non-Residential Outdoor: 81,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	68.00	27.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0136	0.1329	0.1044	1.2000e-004		8.0300e-003	8.0300e-003		7.5100e-003	7.5100e-003	0.0000	11.1469	11.1469	2.8300e-003	0.0000	11.2063
Total	**0.0136**	**0.1329**	**0.1044**	**1.2000e-004**		**8.0300e-003**	**8.0300e-003**		**7.5100e-003**	**7.5100e-003**	**0.0000**	**11.1469**	**11.1469**	**2.8300e-003**	**0.0000**	**11.2063**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	3.0000e-004	2.9500e-003	1.0000e-005	5.9000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5015	0.5015	3.0000e-005	0.0000	0.5021
Total	**2.2000e-004**	**3.0000e-004**	**2.9500e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5015**	**0.5015**	**3.0000e-005**	**0.0000**	**0.5021**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4600e-003	0.1072	0.0778	1.2000e-004		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	11.1469	11.1469	2.8300e-003	0.0000	11.2063
Total	**4.4600e-003**	**0.1072**	**0.0778**	**1.2000e-004**		**5.4000e-004**	**5.4000e-004**		**5.4000e-004**	**5.4000e-004**	**0.0000**	**11.1469**	**11.1469**	**2.8300e-003**	**0.0000**	**11.2063**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	3.0000e-004	2.9500e-003	1.0000e-005	5.9000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5015	0.5015	3.0000e-005	0.0000	0.5021
Total	**2.2000e-004**	**3.0000e-004**	**2.9500e-003**	**1.0000e-005**	**5.9000e-004**	**0.0000**	**6.0000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5015**	**0.5015**	**3.0000e-005**	**0.0000**	**0.5021**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.1600e-003	0.0000	3.1600e-003	1.5100e-003	0.0000	1.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.1600e-003	0.0121	7.9600e-003	1.0000e-005		6.5000e-004	6.5000e-004		6.0000e-004	6.0000e-004	0.0000	0.7948	0.7948	2.4000e-004	0.0000	0.7999
Total	**1.1600e-003**	**0.0121**	**7.9600e-003**	**1.0000e-005**	**3.1600e-003**	**6.5000e-004**	**3.8100e-003**	**1.5100e-003**	**6.0000e-004**	**2.1100e-003**	**0.0000**	**0.7948**	**0.7948**	**2.4000e-004**	**0.0000**	**0.7999**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0309	0.0309	0.0000	0.0000	0.0309
Total	**1.0000e-005**	**2.0000e-005**	**1.8000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0309**	**0.0309**	**0.0000**	**0.0000**	**0.0309**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.4200e-003	0.0000	1.4200e-003	6.8000e-004	0.0000	6.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9000e-004	7.3900e-003	5.5500e-003	1.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.7948	0.7948	2.4000e-004	0.0000	0.7999
Total	**2.9000e-004**	**7.3900e-003**	**5.5500e-003**	**1.0000e-005**	**1.4200e-003**	**3.0000e-005**	**1.4500e-003**	**6.8000e-004**	**3.0000e-005**	**7.1000e-004**	**0.0000**	**0.7948**	**0.7948**	**2.4000e-004**	**0.0000**	**0.7999**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	2.0000e-005	1.8000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0309	0.0309	0.0000	0.0000	0.0309
Total	**1.0000e-005**	**2.0000e-005**	**1.8000e-004**	**0.0000**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0309**	**0.0309**	**0.0000**	**0.0000**	**0.0309**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8800e-003	0.0198	0.0132	1.0000e-005		1.0700e-003	1.0700e-003		9.8000e-004	9.8000e-004	0.0000	1.3056	1.3056	4.0000e-004	0.0000	1.3140
Total	**1.8800e-003**	**0.0198**	**0.0132**	**1.0000e-005**	**5.3100e-003**	**1.0700e-003**	**6.3800e-003**	**2.5700e-003**	**9.8000e-004**	**3.5500e-003**	**0.0000**	**1.3056**	**1.3056**	**4.0000e-004**	**0.0000**	**1.3140**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	3.6000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0617	0.0617	0.0000	0.0000	0.0618
Total	**3.0000e-005**	**4.0000e-005**	**3.6000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0617**	**0.0617**	**0.0000**	**0.0000**	**0.0618**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	1.1600e-003	0.0000	1.1600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7000e-004	0.0122	9.0500e-003	1.0000e-005		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	1.3056	1.3056	4.0000e-004	0.0000	1.3140
Total	**4.7000e-004**	**0.0122**	**9.0500e-003**	**1.0000e-005**	**2.3900e-003**	**5.0000e-005**	**2.4400e-003**	**1.1600e-003**	**5.0000e-005**	**1.2100e-003**	**0.0000**	**1.3056**	**1.3056**	**4.0000e-004**	**0.0000**	**1.3140**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	4.0000e-005	3.6000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0617	0.0617	0.0000	0.0000	0.0618
Total	**3.0000e-005**	**4.0000e-005**	**3.6000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0617**	**0.0617**	**0.0000**	**0.0000**	**0.0618**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3472	2.2453	1.6816	2.5800e-003		0.1440	0.1440		0.1389	0.1389	0.0000	216.8431	216.8431	0.0455	0.0000	217.7986
Total	**0.3472**	**2.2453**	**1.6816**	**2.5800e-003**		**0.1440**	**0.1440**		**0.1389**	**0.1389**	**0.0000**	**216.8431**	**216.8431**	**0.0455**	**0.0000**	**217.7986**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0330	0.2836	0.3952	7.5000e-004	0.0205	4.1000e-003	0.0246	5.8800e-003	3.7700e-003	9.6500e-003	0.0000	67.4301	67.4301	5.2000e-004	0.0000	67.4410
Worker	0.0266	0.0375	0.3630	8.4000e-004	0.0728	5.6000e-004	0.0733	0.0194	5.1000e-004	0.0199	0.0000	61.6481	61.6481	3.1300e-003	0.0000	61.7139
Total	**0.0596**	**0.3211**	**0.7583**	**1.5900e-003**	**0.0932**	**4.6600e-003**	**0.0979**	**0.0252**	**4.2800e-003**	**0.0295**	**0.0000**	**129.0782**	**129.0782**	**3.6500e-003**	**0.0000**	**129.1549**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0984	2.0269	1.5779	2.5800e-003		0.0129	0.0129		0.0129	0.0129	0.0000	216.8429	216.8429	0.0455	0.0000	217.7983
Total	**0.0984**	**2.0269**	**1.5779**	**2.5800e-003**		**0.0129**	**0.0129**		**0.0129**	**0.0129**	**0.0000**	**216.8429**	**216.8429**	**0.0455**	**0.0000**	**217.7983**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0330	0.2836	0.3952	7.5000e-004	0.0205	4.1000e-003	0.0246	5.8800e-003	3.7700e-003	9.6500e-003	0.0000	67.4301	67.4301	5.2000e-004	0.0000	67.4410
Worker	0.0266	0.0375	0.3630	8.4000e-004	0.0728	5.6000e-004	0.0733	0.0194	5.1000e-004	0.0199	0.0000	61.6481	61.6481	3.1300e-003	0.0000	61.7139
Total	**0.0596**	**0.3211**	**0.7583**	**1.5900e-003**	**0.0932**	**4.6600e-003**	**0.0979**	**0.0252**	**4.2800e-003**	**0.0295**	**0.0000**	**129.0782**	**129.0782**	**3.6500e-003**	**0.0000**	**129.1549**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.9600e-003	0.0303	0.0226	3.0000e-005		1.8300e-003	1.8300e-003		1.6900e-003	1.6900e-003	0.0000	3.0564	3.0564	9.2000e-004	0.0000	3.0757
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.9600e-003**	**0.0303**	**0.0226**	**3.0000e-005**		**1.8300e-003**	**1.8300e-003**		**1.6900e-003**	**1.6900e-003**	**0.0000**	**3.0564**	**3.0564**	**9.2000e-004**	**0.0000**	**3.0757**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	1.5000e-004	1.4800e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2508	0.2508	1.0000e-005	0.0000	0.2510
Total	**1.1000e-004**	**1.5000e-004**	**1.4800e-003**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2508**	**0.2508**	**1.0000e-005**	**0.0000**	**0.2510**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.3600e-003	0.0289	0.0243	3.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	3.0564	3.0564	9.2000e-004	0.0000	3.0757
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.3600e-003**	**0.0289**	**0.0243**	**3.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**3.0564**	**3.0564**	**9.2000e-004**	**0.0000**	**3.0757**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	1.5000e-004	1.4800e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2508	0.2508	1.0000e-005	0.0000	0.2510
Total	**1.1000e-004**	**1.5000e-004**	**1.4800e-003**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2508**	**0.2508**	**1.0000e-005**	**0.0000**	**0.2510**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8865					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	5.4600e-003	4.6700e-003	1.0000e-005		4.3000e-004	4.3000e-004		4.3000e-004	4.3000e-004	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	**1.8873**	**5.4600e-003**	**4.6700e-003**	**1.0000e-005**		**4.3000e-004**	**4.3000e-004**		**4.3000e-004**	**4.3000e-004**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	1.6000e-004	1.5900e-003	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2701	0.2701	1.0000e-005	0.0000	0.2703
Total	**1.2000e-004**	**1.6000e-004**	**1.5900e-003**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2701**	**0.2701**	**1.0000e-005**	**0.0000**	**0.2703**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.8865					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8000e-004	5.8800e-003	4.5800e-003	1.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6383	0.6383	7.0000e-005	0.0000	0.6397
Total	**1.8867**	**5.8800e-003**	**4.5800e-003**	**1.0000e-005**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.6383**	**0.6383**	**7.0000e-005**	**0.0000**	**0.6397**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	1.6000e-004	1.5900e-003	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2701	0.2701	1.0000e-005	0.0000	0.2703
Total	**1.2000e-004**	**1.6000e-004**	**1.5900e-003**	**0.0000**	**3.2000e-004**	**0.0000**	**3.2000e-004**	**8.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2701**	**0.2701**	**1.0000e-005**	**0.0000**	**0.2703**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4356	0.7501	3.6852	7.3100e-003	0.5180	9.6700e-003	0.5277	0.1385	8.9100e-003	0.1474	0.0000	541.9888	541.9888	0.0222	0.0000	542.4555
Unmitigated	0.4461	0.8200	3.9394	8.1800e-003	0.5833	0.0107	0.5940	0.1559	9.8800e-003	0.1658	0.0000	606.5320	606.5320	0.0245	0.0000	607.0469

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
Health Club	987.90	626.10	801.90	1,571,559	1,395,718
Total	987.90	626.10	801.90	1,571,559	1,395,718

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Health Club	9.50	7.30	7.30	16.90	64.10	19.00	52	39	9

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	151.3968	151.3968	0.0134	2.7700e-003	152.5364
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	151.3968	151.3968	0.0134	2.7700e-003	152.5364
NaturalGas Mitigated	4.4300e-003	0.0403	0.0339	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8811	43.8811	8.4000e-004	8.0000e-004	44.1481
NaturalGas Unmitigated	4.4300e-003	0.0403	0.0339	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8811	43.8811	8.4000e-004	8.0000e-004	44.1481

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Health Club	822300	4.4300e-003	0.0403	0.0339	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8811	43.8811	8.4000e-004	8.0000e-004	44.1481
Total		**4.4300e-003**	**0.0403**	**0.0339**	**2.4000e-004**		**3.0600e-003**	**3.0600e-003**		**3.0600e-003**	**3.0600e-003**	**0.0000**	**43.8811**	**43.8811**	**8.4000e-004**	**8.0000e-004**	**44.1481**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Health Club	822300	4.4300e-003	0.0403	0.0339	2.4000e-004		3.0600e-003	3.0600e-003		3.0600e-003	3.0600e-003	0.0000	43.8811	43.8811	8.4000e-004	8.0000e-004	44.1481
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**4.4300e-003**	**0.0403**	**0.0339**	**2.4000e-004**		**3.0600e-003**	**3.0600e-003**		**3.0600e-003**	**3.0600e-003**	**0.0000**	**43.8811**	**43.8811**	**8.4000e-004**	**8.0000e-004**	**44.1481**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking Structure	746700	111.0928	9.8200e-003	2.0300e-003	111.9290
Health Club	270900	40.3040	3.5600e-003	7.4000e-004	40.6074
Total		**151.3968**	**0.0134**	**2.7700e-003**	**152.5364**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking Structure	746700	111.0928	9.8200e-003	2.0300e-003	111.9290
Health Club	270900	40.3040	3.5600e-003	7.4000e-004	40.6074
Total		**151.3968**	**0.0134**	**2.7700e-003**	**152.5364**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6443	3.0000e-005	3.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.2900e-003	6.2900e-003	2.0000e-005	0.0000	6.6500e-003
Unmitigated	0.6443	3.0000e-005	3.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.2900e-003	6.2900e-003	2.0000e-005	0.0000	6.6500e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0816					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5624					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.1000e-004	3.0000e-005	3.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.2900e-003	6.2900e-003	2.0000e-005	0.0000	6.6500e-003
Total	**0.6443**	**3.0000e-005**	**3.2800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**6.2900e-003**	**6.2900e-003**	**2.0000e-005**	**0.0000**	**6.6500e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0816					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5624					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.1000e-004	3.0000e-005	3.2800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	6.2900e-003	6.2900e-003	2.0000e-005	0.0000	6.6500e-003
Total	**0.6443**	**3.0000e-005**	**3.2800e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**6.2900e-003**	**6.2900e-003**	**2.0000e-005**	**0.0000**	**6.6500e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.5576	0.0580	1.4000e-003	4.2090
Unmitigated	2.5576	0.0580	1.4000e-003	4.2099

7.2 Water by Land Use

Unmitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Health Club	1.77429 / 1.08747	2.5576	0.0580	1.4000e-003	4.2099
Total		**2.5576**	**0.0580**	**1.4000e-003**	**4.2099**

7.2 Water by Land Use

Mitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Health Club	1.77429 / 1.08747	2.5576	0.0580	1.4000e-003	4.2090
Total		**2.5576**	**0.0580**	**1.4000e-003**	**4.2090**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	34.7115	2.0514	0.0000	77.7906
Unmitigated	34.7115	2.0514	0.0000	77.7906

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Health Club	171	34.7115	2.0514	0.0000	77.7906
Total		**34.7115**	**2.0514**	**0.0000**	**77.7906**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Health Club	171	34.7115	2.0514	0.0000	77.7906
Total		**34.7115**	**2.0514**	**0.0000**	**77.7906**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 3c Fitness & 3d (R3 Fitness & G1 part a)

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	322.00	Space	0.87	114,000.00	0
Health Club	30.00	1000sqft	0.69	30,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 38,000 SF Footprint for Enclosed Parking Structure

Construction Phase - Approximately 12 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	72,000.00	81,400.00

tblArchitecturalCoating	ConstArea_Nonresidential_Interior	216,000.00	244,200.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	216000	244200
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	235.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	4.00	2.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblGrading	AcresOfGrading	0.75	1.50
tblGrading	AcresOfGrading	0.50	1.00
tblLandUse	LandUseSquareFeet	128,800.00	114,000.00
tblLandUse	LotAcreage	2.90	0.87
tblProjectCharacteristics	CO2IntensityFactor	641.35	328

tblProjectCharacteristics	OperationalYear	2014	2018
tblTripsAndVMT	VendorTripNumber	24.00	27.00
tblTripsAndVMT	WorkerTripNumber	60.00	68.00
tblTripsAndVMT	WorkerTripNumber	12.00	14.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	754.9609	26.6398	21.5092	0.0361	6.4053	1.6071	7.7126	3.0310	1.5031	4.2337	0.0000	3,290.3140	3,290.3140	0.6291	0.0000	3,303.5257
Total	**754.9609**	**26.6398**	**21.5092**	**0.0361**	**6.4053**	**1.6071**	**7.7126**	**3.0310**	**1.5031**	**4.2337**	**0.0000**	**3,290.3140**	**3,290.3140**	**0.6291**	**0.0000**	**3,303.5257**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	754.7425	21.4939	19.4347	0.0361	2.9239	0.1490	2.9876	1.3749	0.1458	1.4386	0.0000	3,290.3140	3,290.3140	0.6291	0.0000	3,303.5257
Total	**754.7425**	**21.4939**	**19.4347**	**0.0361**	**2.9239**	**0.1490**	**2.9876**	**1.3749**	**0.1458**	**1.4386**	**0.0000**	**3,290.3140**	**3,290.3140**	**0.6291**	**0.0000**	**3,303.5257**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.03**	**19.32**	**9.64**	**0.00**	**54.35**	**90.73**	**61.26**	**54.64**	**90.30**	**66.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5323	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815
Energy	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573
Mobile	2.7674	4.6041	22.3669	0.0517	3.6036	0.0639	3.6675	0.9607	0.0589	1.0196		4,220.5910	4,220.5910	0.1614		4,223.9803
Total	**6.3240**	**4.8253**	**22.5889**	**0.0531**	**3.6036**	**0.0808**	**3.6844**	**0.9607**	**0.0758**	**1.0365**		**4,485.7124**	**4,485.7124**	**0.1667**	**4.8600e-003**	**4,490.7191**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5323	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815
Energy	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573
Mobile	2.7029	4.2140	20.6578	0.0462	3.2004	0.0576	3.2580	0.8532	0.0531	0.9063		3,770.5364	3,770.5364	0.1463		3,773.6077
Total	**6.2595**	**4.4352**	**20.8797**	**0.0476**	**3.2004**	**0.0745**	**3.2749**	**0.8532**	**0.0700**	**0.9232**		**4,035.6577**	**4,035.6577**	**0.1515**	**4.8600e-003**	**4,040.3465**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.02**	**8.08**	**7.57**	**10.38**	**11.19**	**7.75**	**11.11**	**11.19**	**7.62**	**10.93**	**0.00**	**10.03**	**10.03**	**9.08**	**0.00**	**10.03**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	12/13/2017	5	235	
5	Paving	Paving	12/14/2017	12/20/2017	5	5	
6	Architectural Coating	Architectural Coating	12/21/2017	12/27/2017	5	5	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 244,200; Non-Residential Outdoor: 81,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	68.00	27.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**		**1.6062**	**1.6062**		**1.5022**	**1.5022**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8925	21.4395	15.5622	0.0245		0.1085	0.1085		0.1085	0.1085	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**0.8925**	**21.4395**	**15.5622**	**0.0245**		**0.1085**	**0.1085**		**0.1085**	**0.1085**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3298	0.0000	6.3298	3.0110	0.0000	3.0110			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**2.3109**	**24.2288**	**15.9299**	**0.0171**	**6.3298**	**1.3067**	**7.6366**	**3.0110**	**1.2022**	**4.2132**		**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8484	0.0000	2.8484	1.3549	0.0000	1.3549			0.0000			0.0000
Off-Road	0.5735	14.7860	11.0902	0.0171		0.0632	0.0632		0.0632	0.0632	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**0.5735**	**14.7860**	**11.0902**	**0.0171**	**2.8484**	**0.0632**	**2.9116**	**1.3549**	**0.0632**	**1.4181**	**0.0000**	**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**1.8844**	**19.7889**	**13.1786**	**0.0141**	**5.3119**	**1.0661**	**6.3781**	**2.5686**	**0.9808**	**3.5494**		**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.3904	0.0000	2.3904	1.1559	0.0000	1.1559			0.0000			0.0000
Off-Road	0.4686	12.1653	9.0489	0.0141		0.0519	0.0519		0.0519	0.0519	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**0.4686**	**12.1653**	**9.0489**	**0.0141**	**2.3904**	**0.0519**	**2.4423**	**1.1559**	**0.0519**	**1.2077**	**0.0000**	**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**		**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2562	2.3375	2.6688	6.4200e-003	0.1796	0.0348	0.2143	0.0513	0.0320	0.0832		634.6319	634.6319	4.8500e-003		634.7338
Worker	0.2455	0.2845	3.3372	7.7100e-003	0.6413	4.7300e-003	0.6460	0.1701	4.3600e-003	0.1744		621.3961	621.3961	0.0294		622.0127
Total	**0.5017**	**2.6219**	**6.0060**	**0.0141**	**0.8208**	**0.0395**	**0.8603**	**0.2214**	**0.0363**	**0.2577**		**1,256.0280**	**1,256.0280**	**0.0342**		**1,256.7465**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2562	2.3375	2.6688	6.4200e-003	0.1796	0.0348	0.2143	0.0513	0.0320	0.0832		634.6319	634.6319	4.8500e-003		634.7338
Worker	0.2455	0.2845	3.3372	7.7100e-003	0.6413	4.7300e-003	0.6460	0.1701	4.3600e-003	0.1744		621.3961	621.3961	0.0294		622.0127
Total	**0.5017**	**2.6219**	**6.0060**	**0.0141**	**0.8208**	**0.0395**	**0.8603**	**0.2214**	**0.0363**	**0.2577**		**1,256.0280**	**1,256.0280**	**0.0342**		**1,256.7465**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1857	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755		1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1857**	**12.0981**	**9.0308**	**0.0133**		**0.7333**	**0.7333**		**0.6755**	**0.6755**		**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5423	11.5730	9.7014	0.0133		0.0609	0.0609		0.0609	0.0609	0.0000	1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5423**	**11.5730**	**9.7014**	**0.0133**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	754.5780					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**754.9103**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0506	0.0586	0.6871	1.5900e-003	0.1320	9.7000e-004	0.1330	0.0350	9.0000e-004	0.0359		127.9345	127.9345	6.0500e-003		128.0614
Total	**0.0506**	**0.0586**	**0.6871**	**1.5900e-003**	**0.1320**	**9.7000e-004**	**0.1330**	**0.0350**	**9.0000e-004**	**0.0359**		**127.9345**	**127.9345**	**6.0500e-003**		**128.0614**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	754.5780					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**754.6919**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0506	0.0586	0.6871	1.5900e-003	0.1320	9.7000e-004	0.1330	0.0350	9.0000e-004	0.0359		127.9345	127.9345	6.0500e-003		128.0614
Total	**0.0506**	**0.0586**	**0.6871**	**1.5900e-003**	**0.1320**	**9.7000e-004**	**0.1330**	**0.0350**	**9.0000e-004**	**0.0359**		**127.9345**	**127.9345**	**6.0500e-003**		**128.0614**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.7029	4.2140	20.6578	0.0462	3.2004	0.0576	3.2580	0.8532	0.0531	0.9063		3,770.5364	3,770.5364	0.1463		3,773.6077
Unmitigated	2.7674	4.6041	22.3669	0.0517	3.6036	0.0639	3.6675	0.9607	0.0589	1.0196		4,220.5910	4,220.5910	0.1614		4,223.9803

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
Health Club	987.90	626.10	801.90	1,571,559	1,395,718
Total	987.90	626.10	801.90	1,571,559	1,395,718

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Health Club	9.50	7.30	7.30	16.90	64.10	19.00	52	39	9

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573
NaturalGas Unmitigated	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Health Club	2252.88	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0243**	**0.2209**	**0.1855**	**1.3300e-003**		**0.0168**	**0.0168**		**0.0168**	**0.0168**		**265.0443**	**265.0443**	**5.0800e-003**	**4.8600e-003**	**266.6573**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Health Club	2.25288	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0243**	**0.2209**	**0.1855**	**1.3300e-003**		**0.0168**	**0.0168**		**0.0168**	**0.0168**		**265.0443**	**265.0443**	**5.0800e-003**	**4.8600e-003**	**266.6573**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.5323	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815
Unmitigated	3.5323	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0816					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4800e-003	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815
Total	**3.5323**	**3.4000e-004**	**0.0364**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0770**	**0.0770**	**2.1000e-004**		**0.0815**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0816					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4800e-003	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815
Total	**3.5323**	**3.4000e-004**	**0.0364**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0770**	**0.0770**	**2.1000e-004**		**0.0815**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 3c Fitness & 3d (R3 Fitness & G1 part a)

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking Structure	322.00	Space	0.87	114,000.00	0
Health Club	30.00	1000sqft	0.69	30,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2018
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	328	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 38,000 SF Footprint for Enclosed Parking Structure

Construction Phase - Approximately 12 months of construction

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	72,000.00	81,400.00

tblArchitecturalCoating	ConstArea_Nonresidential_Interior	216,000.00	244,200.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	216000	244200
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	200.00	235.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	4.00	2.00
tblConstructionPhase	NumDays	10.00	5.00
tblConstructionPhase	NumDays	2.00	1.00
tblGrading	AcresOfGrading	0.75	1.50
tblGrading	AcresOfGrading	0.50	1.00
tblLandUse	LandUseSquareFeet	128,800.00	114,000.00
tblLandUse	LotAcreage	2.90	0.87
tblProjectCharacteristics	CO2IntensityFactor	641.35	328

tblProjectCharacteristics	OperationalYear	2014	2018
tblTripsAndVMT	VendorTripNumber	24.00	27.00
tblTripsAndVMT	WorkerTripNumber	60.00	68.00
tblTripsAndVMT	WorkerTripNumber	12.00	14.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	754.9604	26.6520	21.5511	0.0354	6.4053	1.6071	7.7126	3.0310	1.5031	4.2337	0.0000	3,235.2996	3,235.2996	0.6291	0.0000	3,248.5113
Total	**754.9604**	**26.6520**	**21.5511**	**0.0354**	**6.4053**	**1.6071**	**7.7126**	**3.0310**	**1.5031**	**4.2337**	**0.0000**	**3,235.2996**	**3,235.2996**	**0.6291**	**0.0000**	**3,248.5113**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	754.7420	21.5060	20.6687	0.0354	2.9239	0.1493	2.9876	1.3749	0.1461	1.4386	0.0000	3,235.2996	3,235.2996	0.6291	0.0000	3,248.5113
Total	**754.7420**	**21.5060**	**20.6687**	**0.0354**	**2.9239**	**0.1493**	**2.9876**	**1.3749**	**0.1461**	**1.4386**	**0.0000**	**3,235.2996**	**3,235.2996**	**0.6291**	**0.0000**	**3,248.5113**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.03**	**19.31**	**4.09**	**0.00**	**54.35**	**90.71**	**61.26**	**54.64**	**90.28**	**66.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5323	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815
Energy	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573
Mobile	2.8762	5.0969	25.9341	0.0484	3.6036	0.0643	3.6679	0.9607	0.0592	1.0200		3,953.6824	3,953.6824	0.1616		3,957.0761
Total	**6.4328**	**5.3181**	**26.1561**	**0.0497**	**3.6036**	**0.0812**	**3.6848**	**0.9607**	**0.0762**	**1.0369**		**4,218.8038**	**4,218.8038**	**0.1669**	**4.8600e-003**	**4,223.8149**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.5323	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815
Energy	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573
Mobile	2.8133	4.6611	24.4151	0.0433	3.2004	0.0580	3.2584	0.8532	0.0535	0.9067		3,532.7498	3,532.7498	0.1465		3,535.8255
Total	**6.3700**	**4.8823**	**24.6371**	**0.0446**	**3.2004**	**0.0749**	**3.2753**	**0.8532**	**0.0704**	**0.9236**		**3,797.8712**	**3,797.8712**	**0.1518**	**4.8600e-003**	**3,802.5644**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.98**	**8.19**	**5.81**	**10.34**	**11.19**	**7.71**	**11.11**	**11.19**	**7.58**	**10.92**	**0.00**	**9.98**	**9.98**	**9.07**	**0.00**	**9.97**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2017	1/13/2017	5	10	
2	Site Preparation	Site Preparation	1/14/2017	1/16/2017	5	1	
3	Grading	Grading	1/17/2017	1/18/2017	5	2	
4	Building Construction	Building Construction	1/19/2017	12/13/2017	5	235	
5	Paving	Paving	12/14/2017	12/20/2017	5	5	
6	Architectural Coating	Architectural Coating	12/21/2017	12/27/2017	5	5	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 244,200; Non-Residential Outdoor: 81,400 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	68.00	27.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	14.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**		**1.6062**	**1.6062**		**1.5022**	**1.5022**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8925	21.4395	15.5622	0.0245		0.1085	0.1085		0.1085	0.1085	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**0.8925**	**21.4395**	**15.5622**	**0.0245**		**0.1085**	**0.1085**		**0.1085**	**0.1085**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.3298	0.0000	6.3298	3.0110	0.0000	3.0110			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**2.3109**	**24.2288**	**15.9299**	**0.0171**	**6.3298**	**1.3067**	**7.6366**	**3.0110**	**1.2022**	**4.2132**		**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.8484	0.0000	2.8484	1.3549	0.0000	1.3549			0.0000			0.0000
Off-Road	0.5735	14.7860	11.0902	0.0171		0.0632	0.0632		0.0632	0.0632	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**0.5735**	**14.7860**	**11.0902**	**0.0171**	**2.8484**	**0.0632**	**2.9116**	**1.3549**	**0.0632**	**1.4181**	**0.0000**	**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**1.8844**	**19.7889**	**13.1786**	**0.0141**	**5.3119**	**1.0661**	**6.3781**	**2.5686**	**0.9808**	**3.5494**		**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.3904	0.0000	2.3904	1.1559	0.0000	1.1559			0.0000			0.0000
Off-Road	0.4686	12.1653	9.0489	0.0141		0.0519	0.0519		0.0519	0.0519	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**0.4686**	**12.1653**	**9.0489**	**0.0141**	**2.3904**	**0.0519**	**2.4423**	**1.1559**	**0.0519**	**1.2077**	**0.0000**	**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**		**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3109	2.4424	4.0599	6.4000e-003	0.1796	0.0351	0.2147	0.0513	0.0323	0.0836		629.7620	629.7620	4.9800e-003		629.8666
Worker	0.2434	0.3479	3.1801	7.0800e-003	0.6413	4.7300e-003	0.6460	0.1701	4.3600e-003	0.1744		571.2515	571.2515	0.0294		571.8681
Total	**0.5543**	**2.7903**	**7.2400**	**0.0135**	**0.8208**	**0.0399**	**0.8607**	**0.2214**	**0.0367**	**0.2580**		**1,201.0135**	**1,201.0135**	**0.0343**		**1,201.7347**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3109	2.4424	4.0599	6.4000e-003	0.1796	0.0351	0.2147	0.0513	0.0323	0.0836		629.7620	629.7620	4.9800e-003		629.8666
Worker	0.2434	0.3479	3.1801	7.0800e-003	0.6413	4.7300e-003	0.6460	0.1701	4.3600e-003	0.1744		571.2515	571.2515	0.0294		571.8681
Total	**0.5543**	**2.7903**	**7.2400**	**0.0135**	**0.8208**	**0.0399**	**0.8607**	**0.2214**	**0.0367**	**0.2580**		**1,201.0135**	**1,201.0135**	**0.0343**		**1,201.7347**

3.6 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1857	12.0981	9.0308	0.0133		0.7333	0.7333		0.6755	0.6755		1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1857**	**12.0981**	**9.0308**	**0.0133**		**0.7333**	**0.7333**		**0.6755**	**0.6755**		**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5423	11.5730	9.7014	0.0133		0.0609	0.0609		0.0609	0.0609	0.0000	1,347.6575	1,347.6575	0.4052		1,356.1677
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5423**	**11.5730**	**9.7014**	**0.0133**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**1,347.6575**	**1,347.6575**	**0.4052**		**1,356.1677**

3.6 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	754.5780					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**754.9103**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0501	0.0716	0.6547	1.4600e-003	0.1320	9.7000e-004	0.1330	0.0350	9.0000e-004	0.0359		117.6106	117.6106	6.0500e-003		117.7376
Total	**0.0501**	**0.0716**	**0.6547**	**1.4600e-003**	**0.1320**	**9.7000e-004**	**0.1330**	**0.0350**	**9.0000e-004**	**0.0359**		**117.6106**	**117.6106**	**6.0500e-003**		**117.7376**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	754.5780					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**754.6919**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.7 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0501	0.0716	0.6547	1.4600e-003	0.1320	9.7000e-004	0.1330	0.0350	9.0000e-004	0.0359		117.6106	117.6106	6.0500e-003		117.7376
Total	**0.0501**	**0.0716**	**0.6547**	**1.4600e-003**	**0.1320**	**9.7000e-004**	**0.1330**	**0.0350**	**9.0000e-004**	**0.0359**		**117.6106**	**117.6106**	**6.0500e-003**		**117.7376**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8133	4.6611	24.4151	0.0433	3.2004	0.0580	3.2584	0.8532	0.0535	0.9067		3,532.7498	3,532.7498	0.1465		3,535.8255
Unmitigated	2.8762	5.0969	25.9341	0.0484	3.6036	0.0643	3.6679	0.9607	0.0592	1.0200		3,953.6824	3,953.6824	0.1616		3,957.0761

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
Health Club	987.90	626.10	801.90	1,571,559	1,395,718
Total	987.90	626.10	801.90	1,571,559	1,395,718

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Health Club	9.50	7.30	7.30	16.90	64.10	19.00	52	39	9

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573
NaturalGas Unmitigated	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Health Club	2252.88	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0243**	**0.2209**	**0.1855**	**1.3300e-003**		**0.0168**	**0.0168**		**0.0168**	**0.0168**		**265.0443**	**265.0443**	**5.0800e-003**	**4.8600e-003**	**266.6573**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Health Club	2.25288	0.0243	0.2209	0.1855	1.3300e-003		0.0168	0.0168		0.0168	0.0168		265.0443	265.0443	5.0800e-003	4.8600e-003	266.6573
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0243**	**0.2209**	**0.1855**	**1.3300e-003**		**0.0168**	**0.0168**		**0.0168**	**0.0168**		**265.0443**	**265.0443**	**5.0800e-003**	**4.8600e-003**	**266.6573**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.5323	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815
Unmitigated	3.5323	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0816					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4800e-003	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815
Total	**3.5323**	**3.4000e-004**	**0.0364**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0770**	**0.0770**	**2.1000e-004**		**0.0815**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.4473					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.0816					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.4800e-003	3.4000e-004	0.0364	0.0000		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004		0.0770	0.0770	2.1000e-004		0.0815
Total	**3.5323**	**3.4000e-004**	**0.0364**	**0.0000**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**		**0.0770**	**0.0770**	**2.1000e-004**		**0.0815**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 3c Fitness & 3d (R3 Fitness & G1 part a)

Santa Clara County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	-0.07	0.01	0.00	0.91	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.61	0.09	0.04	0.00	0.88	0.88	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.66	0.19	0.25	0.00	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.74	0.38	0.31	0.00	0.95	0.95	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.52	0.04	-0.07	0.00	0.92	0.91	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.74	0.39	0.30	0.00	0.95	0.95	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	Tier 2	1	1	Level 3	0.00
Cement and Mortar Mixers	Diesel	Tier 2	1	1	Level 3	0.00
Concrete/Industrial Saws	Diesel	Tier 2	1	1	Level 3	0.00
Cranes	Diesel	Tier 2	1	1	Level 3	0.00
Forklifts	Diesel	Tier 2	1	1	Level 3	0.00
Generator Sets	Diesel	Tier 2	1	1	Level 3	0.00
Graders	Diesel	Tier 2	2	2	Level 3	0.00
Pavers	Diesel	Tier 2	1	1	Level 3	0.00
Paving Equipment	Diesel	Tier 2	1	1	Level 3	0.00
Rollers	Diesel	Tier 2	1	1	Level 3	0.00
Rubber Tired Dozers	Diesel	Tier 2	3	3	Level 3	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 2	7	7	Level 3	0.00
Welders	Diesel	Tier 2	3	3	Level 3	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	8.30000E-004	5.46000E-003	4.67000E-003	1.00000E-005	4.30000E-004	4.30000E-004	0.00000E+000	6.38310E-001	6.38310E-001	7.00000E-005	0.00000E+000	6.39730E-001
Cement and Mortar Mixers	1.10000E-004	6.90000E-004	5.80000E-004	0.00000E+000	3.00000E-005	3.00000E-005	0.00000E+000	8.59300E-002	8.59300E-002	1.00000E-005	0.00000E+000	8.61100E-002
Concrete/ Industrial Saws	2.90000E-003	2.13100E-002	1.87500E-002	3.00000E-005	1.53000E-003	1.53000E-003	0.00000E+000	2.68828E+000	2.68828E+000	2.40000E-004	0.00000E+000	2.69325E+000
Cranes	5.71000E-002	6.77950E-001	2.42900E-001	5.00000E-004	3.02200E-002	2.78100E-002	0.00000E+000	4.61477E+001	4.61477E+001	1.41400E-002	0.00000E+000	4.64446E+001
Forklifts	1.85900E-002	1.60950E-001	1.10080E-001	1.30000E-004	1.32800E-002	1.22200E-002	0.00000E+000	1.24919E+001	1.24919E+001	3.83000E-003	0.00000E+000	1.25723E+001
Generator Sets	6.69800E-002	5.24540E-001	4.43390E-001	7.70000E-004	3.53000E-002	3.53000E-002	0.00000E+000	6.64119E+001	6.64119E+001	5.38000E-003	0.00000E+000	6.65248E+001
Graders	1.19000E-003	1.20500E-002	6.05000E-003	1.00000E-005	6.80000E-004	6.20000E-004	0.00000E+000	7.23030E-001	7.23030E-001	2.20000E-004	0.00000E+000	7.27680E-001
Pavers	6.80000E-004	7.56000E-003	5.32000E-003	1.00000E-005	3.70000E-004	3.40000E-004	0.00000E+000	7.85870E-001	7.85870E-001	2.40000E-004	0.00000E+000	7.90930E-001
Paving Equipment	7.10000E-004	8.04000E-003	6.34000E-003	1.00000E-005	4.00000E-004	3.70000E-004	0.00000E+000	9.30660E-001	9.30660E-001	2.90000E-004	0.00000E+000	9.36650E-001
Rollers	6.80000E-004	6.35000E-003	4.36000E-003	1.00000E-005	4.60000E-004	4.20000E-004	0.00000E+000	5.32160E-001	5.32160E-001	1.60000E-004	0.00000E+000	5.35590E-001
Rubber Tired Dozers	7.37000E-003	8.16300E-002	6.15100E-002	5.00000E-005	3.79000E-003	3.49000E-003	0.00000E+000	5.10807E+000	5.10807E+000	1.57000E-003	0.00000E+000	5.14093E+000
Tractors/Loaders/ Backhoes	3.39000E-002	3.25690E-001	2.56140E-001	3.30000E-004	2.44900E-002	2.25300E-002	0.00000E+000	3.08936E+001	3.08936E+001	9.47000E-003	0.00000E+000	3.10924E+001
Welders	1.76570E-001	6.13610E-001	6.74220E-001	9.00000E-004	4.50400E-002	4.50400E-002	0.00000E+000	6.63478E+001	6.63478E+001	1.43600E-002	0.00000E+000	6.66493E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	2.80000E-004	5.88000E-003	4.58000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	6.38310E-001	6.38310E-001	7.00000E-005	0.00000E+000	6.39730E-001
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	8.59300E-002	8.59300E-002	1.00000E-005	0.00000E+000	8.61100E-002
Concrete/Industrial Saws	1.20000E-003	2.47700E-002	1.92900E-002	3.00000E-005	1.50000E-004	1.50000E-004	0.00000E+000	2.68828E+000	2.68828E+000	2.40000E-004	0.00000E+000	2.69325E+000
Cranes	1.22200E-002	4.22740E-001	2.64850E-001	5.00000E-004	1.34000E-003	1.34000E-003	0.00000E+000	4.61476E+001	4.61476E+001	1.41400E-002	0.00000E+000	4.64446E+001
Forklifts	6.36000E-003	1.31410E-001	1.02360E-001	1.30000E-004	8.00000E-004	8.00000E-004	0.00000E+000	1.24919E+001	1.24919E+001	3.83000E-003	0.00000E+000	1.25723E+001
Generator Sets	2.96300E-002	6.11880E-001	4.76620E-001	7.70000E-004	3.71000E-003	3.71000E-003	0.00000E+000	6.64118E+001	6.64118E+001	5.38000E-003	0.00000E+000	6.65247E+001
Graders	3.00000E-004	6.56000E-003	5.82000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	7.23030E-001	7.23030E-001	2.20000E-004	0.00000E+000	7.27680E-001
Pavers	3.30000E-004	7.24000E-003	6.42000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	7.85870E-001	7.85870E-001	2.40000E-004	0.00000E+000	7.90930E-001
Paving Equipment	3.90000E-004	8.60000E-003	7.64000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	9.30660E-001	9.30660E-001	2.90000E-004	0.00000E+000	9.36650E-001
Rollers	2.70000E-004	5.57000E-003	4.34000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	5.32160E-001	5.32160E-001	1.60000E-004	0.00000E+000	5.35590E-001
Rubber Tired Dozers	1.34000E-003	4.61900E-002	2.89400E-002	5.00000E-005	1.50000E-004	1.50000E-004	0.00000E+000	5.10806E+000	5.10806E+000	1.57000E-003	0.00000E+000	5.14093E+000
Tractors/Loaders/ Backhoes	1.55800E-002	3.21720E-001	2.50600E-001	3.30000E-004	1.95000E-003	1.95000E-003	0.00000E+000	3.08936E+001	3.08936E+001	9.47000E-003	0.00000E+000	3.10923E+001
Welders	3.73200E-002	5.95850E-001	5.27640E-001	9.00000E-004	5.41000E-003	5.41000E-003	0.00000E+000	6.63477E+001	6.63477E+001	1.43600E-002	0.00000E+000	6.66493E+001

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	6.62651E-001	-7.69231E-002	1.92719E-002	0.00000E+000	9.06977E-001	9.06977E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cement and Mortar Mixers	1.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	5.86207E-001	-1.62365E-001	-2.88000E-002	0.00000E+000	9.01961E-001	9.01961E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Cranes	7.85989E-001	3.76444E-001	-9.03664E-002	0.00000E+000	9.55659E-001	9.51816E-001	0.00000E+000	1.08348E-006	1.08348E-006	0.00000E+000	0.00000E+000	1.07655E-006
Forklifts	6.57881E-001	1.83535E-001	7.01308E-002	0.00000E+000	9.39759E-001	9.34534E-001	0.00000E+000	1.60104E-006	1.60104E-006	0.00000E+000	0.00000E+000	1.59080E-006
Generator Sets	5.57629E-001	-1.66508E-001	-7.49453E-002	0.00000E+000	8.94901E-001	8.94901E-001	0.00000E+000	1.20460E-006	1.20460E-006	0.00000E+000	0.00000E+000	1.20256E-006
Graders	7.47899E-001	4.55602E-001	3.80165E-002	0.00000E+000	9.55882E-001	9.51613E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Pavers	5.14706E-001	4.23280E-002	-2.06767E-001	0.00000E+000	9.18919E-001	9.11765E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	4.50704E-001	-6.96517E-002	-2.05047E-001	0.00000E+000	9.00000E-001	8.91892E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	6.02941E-001	1.22835E-001	4.58716E-003	0.00000E+000	9.34783E-001	9.28571E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	8.18182E-001	4.34154E-001	5.29507E-001	0.00000E+000	9.60422E-001	9.57020E-001	0.00000E+000	1.95769E-006	1.95769E-006	0.00000E+000	0.00000E+000	0.00000E+000
Tractors/Loaders/ Backhoes	5.40413E-001	1.21895E-002	2.16288E-002	0.00000E+000	9.20376E-001	9.13449E-001	0.00000E+000	1.29477E-006	1.29477E-006	0.00000E+000	0.00000E+000	1.28649E-006
Welders	7.88639E-001	2.89435E-002	2.17407E-001	0.00000E+000	8.79885E-001	8.79885E-001	0.00000E+000	1.20577E-006	1.20577E-006	0.00000E+000	0.00000E+000	1.20031E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00

No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.09	0.03	0.09	0.03	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.01	0.00	0.00	0.00	0.55	0.55
Grading	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.00	0.00	0.00	0.00	0.55	0.55
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	2.35	8.52	6.45	10.64	9.79	9.82	0.00	10.64	10.64	9.38	0.00	10.64
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.10	0.31		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.11	0.40		
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.11			

No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.11			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.11			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
Yes	Use Low VOC Paint (Non-residential Interior)	100.00
Yes	Use Low VOC Paint (Non-residential Exterior)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00

DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Phase 4 Retail Alternative (G1 Part B, O1, and G2)

Pruneyard Phase 4a & 4b (O1 & G2 & G1 part b)

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	100.00	1000sqft	1.00	100,000.00	0
Enclosed Parking Structure	164.00	Space	0.00	50,000.00	0
Enclosed Parking Structure	164.00	Space	0.00	76,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 1 acre lot for Office Building with parking underground so lot acreage = 0 with 2.5 story garage
An addition of two upper levels to the parking garage built in previous phase so lot acreage = 0

Construction Phase - Approximately 24 months of construction

Grading - Export for subsurface parking garage

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	113,000.00	134,800.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	339,000.00	404,400.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	339000	404400
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	100.00	460.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	5.00
tblGrading	AcresOfGrading	7.50	0.75
tblGrading	AcresOfGrading	2.50	0.50
tblGrading	MaterialExported	0.00	29,800.00
tblLandUse	LandUseSquareFeet	65,600.00	50,000.00
tblLandUse	LandUseSquareFeet	65,600.00	76,000.00

tblLandUse	LotAcreage	2.30	1.00
tblLandUse	LotAcreage	1.48	0.00
tblLandUse	LotAcreage	1.48	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblProjectCharacteristics	OperationalYear	2014	2020
tblTripsAndVMT	VendorTripNumber	37.00	44.00
tblTripsAndVMT	WorkerTripNumber	85.00	103.00
tblTripsAndVMT	WorkerTripNumber	17.00	21.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	3.16	2.96
tblVehicleEF	HHD	1.42	1.46
tblVehicleEF	HHD	58.85	62.54
tblVehicleEF	HHD	528.30	548.92
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.98	4.42
tblVehicleEF	HHD	3.96	5.06
tblVehicleEF	HHD	3.88	4.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	9.4890e-003	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003

tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.56	0.53
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.77	2.22
tblVehicleEF	HHD	5.6000e-003	5.6010e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.5370e-003	1.6490e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.64	0.60
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.90	2.38
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.29	2.15
tblVehicleEF	HHD	1.44	1.47
tblVehicleEF	HHD	42.23	46.32
tblVehicleEF	HHD	559.68	581.53
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02

tblVehicleEF	HHD	4.10	4.56
tblVehicleEF	HHD	3.82	4.87
tblVehicleEF	HHD	3.64	3.78
tblVehicleEF	HHD	8.6950e-003	9.2330e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	8.0000e-003	8.4950e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.53	0.50
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.44	1.79
tblVehicleEF	HHD	5.9330e-003	5.9340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.2650e-003	1.3800e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.60	0.57
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.28	0.28

tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.54	1.91
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	4.35	4.08
tblVehicleEF	HHD	1.42	1.45
tblVehicleEF	HHD	74.56	78.15
tblVehicleEF	HHD	484.95	503.88
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.80	4.22
tblVehicleEF	HHD	4.03	5.15
tblVehicleEF	HHD	4.09	4.25
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.61	0.57
tblVehicleEF	HHD	3.7700e-004	4.5700e-004

tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.08	2.63
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.7930e-003	1.9060e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.69	0.65
tblVehicleEF	HHD	3.7700e-004	4.5700e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.22	2.81
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.70	0.82
tblVehicleEF	LDA	1.51	1.84
tblVehicleEF	LDA	228.55	248.79
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03

tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.10	0.13
tblVehicleEF	LDA	7.6200e-004	7.6700e-004
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.11	0.14
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.82	0.96
tblVehicleEF	LDA	1.03	1.27
tblVehicleEF	LDA	246.40	268.22
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.21	0.24

tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	7.5400e-004	7.5700e-004
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.21	0.24
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.69	0.81
tblVehicleEF	LDA	1.85	2.26
tblVehicleEF	LDA	225.61	245.59
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.12	0.16
tblVehicleEF	LDA	7.6800e-004	7.7400e-004

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.13	0.17
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.85	2.22
tblVehicleEF	LDT1	4.04	4.81
tblVehicleEF	LDT1	281.01	302.88
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.20	0.24
tblVehicleEF	LDT1	0.22	0.26
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.29	0.36
tblVehicleEF	LDT1	3.8530e-003	3.8540e-003
tblVehicleEF	LDT1	9.1800e-004	9.2900e-004
tblVehicleEF	LDT1	0.12	0.13

tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.13	2.54
tblVehicleEF	LDT1	2.79	3.33
tblVehicleEF	LDT1	301.49	324.79
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.18	0.22
tblVehicleEF	LDT1	0.19	0.23
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.04	0.06
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.23	0.28
tblVehicleEF	LDT1	4.1400e-003	4.1390e-003
tblVehicleEF	LDT1	8.9600e-004	9.0400e-004
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35

tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.07	0.08
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.24	0.29
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.83	2.21
tblVehicleEF	LDT1	4.95	5.89
tblVehicleEF	LDT1	277.64	299.26
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.27
tblVehicleEF	LDT1	0.23	0.27
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.35	0.42
tblVehicleEF	LDT1	3.8060e-003	3.8080e-003
tblVehicleEF	LDT1	9.3400e-004	9.4800e-004
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05

tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.37	0.45
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.97	1.16
tblVehicleEF	LDT2	2.23	2.72
tblVehicleEF	LDT2	341.96	366.88
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.15	0.19
tblVehicleEF	LDT2	4.5190e-003	4.5220e-003
tblVehicleEF	LDT2	1.0420e-003	1.0500e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.04

tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	1.13	1.35
tblVehicleEF	LDT2	1.53	1.88
tblVehicleEF	LDT2	367.92	394.70
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.40	0.45
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	4.8650e-003	4.8680e-003
tblVehicleEF	LDT2	1.0300e-003	1.0350e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.40	0.45

tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.95	1.14
tblVehicleEF	LDT2	2.73	3.34
tblVehicleEF	LDT2	337.69	362.30
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	4.4620e-003	4.4650e-003
tblVehicleEF	LDT2	1.0510e-003	1.0600e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.19	0.24

tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.54	1.85
tblVehicleEF	LHD1	4.61	5.04
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.99	1.15
tblVehicleEF	LHD1	1.27	1.32
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.14	0.16
tblVehicleEF	LHD1	0.61	0.62

tblVehicleEF	LHD1	0.39	0.43
tblVehicleEF	LHD1	8.5180e-003	8.5270e-003
tblVehicleEF	LHD1	5.3700e-004	5.4200e-004
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.61	0.62
tblVehicleEF	LHD1	0.42	0.46
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.58	1.90
tblVehicleEF	LHD1	3.28	3.58
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.94	1.09
tblVehicleEF	LHD1	1.19	1.24
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003

tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.32	0.36
tblVehicleEF	LHD1	8.5190e-003	8.5280e-003
tblVehicleEF	LHD1	5.1400e-004	5.1700e-004
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.17	0.20
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.34	0.38
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.51	1.81
tblVehicleEF	LHD1	5.87	6.43
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50

tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	1.02	1.18
tblVehicleEF	LHD1	1.34	1.39
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.13	0.16
tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.45	0.50
tblVehicleEF	LHD1	8.5170e-003	8.5260e-003
tblVehicleEF	LHD1	5.5900e-004	5.6600e-004
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.16	0.19

tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.48	0.54
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.01	1.25
tblVehicleEF	LHD2	2.50	2.87
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.61	1.89
tblVehicleEF	LHD2	0.74	0.78
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02

tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.21	0.24
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.2900e-004	3.3500e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.22	0.26
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.02	1.27
tblVehicleEF	LHD2	1.79	2.06
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.54	1.81
tblVehicleEF	LHD2	0.69	0.73
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.17	0.20
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.1700e-004	3.2100e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.19	0.22
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14

tblVehicleEF	LHD2	0.99	1.25
tblVehicleEF	LHD2	3.17	3.63
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.64	1.93
tblVehicleEF	LHD2	0.78	0.82
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.24	0.28
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.4100e-004	3.4800e-004

tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.26	0.30
tblVehicleEF	MCY	22.95	23.97
tblVehicleEF	MCY	10.83	10.73
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.21	1.22
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.50	2.54
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.21	2.24
tblVehicleEF	MCY	2.0180e-003	2.0130e-003
tblVehicleEF	MCY	6.6600e-004	6.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39

tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.74	2.78
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.38	2.41
tblVehicleEF	MCY	21.98	22.93
tblVehicleEF	MCY	8.85	8.83
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.07	1.08
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.41	2.44
tblVehicleEF	MCY	1.17	1.26
tblVehicleEF	MCY	1.82	1.83
tblVehicleEF	MCY	2.0000e-003	1.9940e-003
tblVehicleEF	MCY	6.2300e-004	6.3300e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.65	2.68
tblVehicleEF	MCY	1.17	1.26

tblVehicleEF	MCY	1.95	1.97
tblVehicleEF	MCY	24.89	26.05
tblVehicleEF	MCY	12.80	12.64
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.30	1.31
tblVehicleEF	MCY	0.33	0.33
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.60	2.65
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.58	2.62
tblVehicleEF	MCY	2.0510e-003	2.0490e-003
tblVehicleEF	MCY	7.0900e-004	7.1800e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.84	2.90
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.78	2.82
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03

tblVehicleEF	MDV	1.75	2.00
tblVehicleEF	MDV	4.64	5.30
tblVehicleEF	MDV	453.82	484.02
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.24	0.29
tblVehicleEF	MDV	0.40	0.47
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.39	0.45
tblVehicleEF	MDV	5.7660e-003	5.7610e-003
tblVehicleEF	MDV	1.3530e-003	1.3610e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.41	0.48
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	2.03	2.31

tblVehicleEF	MDV	3.20	3.67
tblVehicleEF	MDV	487.87	520.24
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.22	0.26
tblVehicleEF	MDV	0.36	0.42
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.05	0.06
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.30	0.35
tblVehicleEF	MDV	6.2030e-003	6.1970e-003
tblVehicleEF	MDV	1.3280e-003	1.3320e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.32	0.37
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	1.74	1.99
tblVehicleEF	MDV	5.68	6.50

tblVehicleEF	MDV	448.21	478.05
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.27	0.31
tblVehicleEF	MDV	0.44	0.51
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.45	0.53
tblVehicleEF	MDV	5.6940e-003	5.6900e-003
tblVehicleEF	MDV	1.3720e-003	1.3820e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.49	0.56
tblVehicleEF	MH	2.07	3.30
tblVehicleEF	MH	6.94	8.88
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003

tblVehicleEF	MH	1.35	1.54
tblVehicleEF	MH	0.80	0.92
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.38	0.47
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	4.7700e-004	5.1100e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.40	0.50
tblVehicleEF	MH	2.15	3.41
tblVehicleEF	MH	4.94	6.20
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42

tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.26	1.44
tblVehicleEF	MH	0.75	0.86
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.10	0.14
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.31	0.38
tblVehicleEF	MH	7.4100e-003	7.4320e-003
tblVehicleEF	MH	4.4400e-004	4.6600e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.12	0.17
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.33	0.41
tblVehicleEF	MH	2.02	3.25
tblVehicleEF	MH	8.85	11.46
tblVehicleEF	MH	671.08	697.34

tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.40	1.60
tblVehicleEF	MH	0.84	0.96
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.44	0.56
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	5.0900e-004	5.5400e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.47	0.60
tblVehicleEF	MHD	7.6250e-003	7.5290e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003

tblVehicleEF	MHD	1.91	1.86
tblVehicleEF	MHD	0.73	0.96
tblVehicleEF	MHD	18.00	21.17
tblVehicleEF	MHD	572.01	590.73
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.63	5.52
tblVehicleEF	MHD	1.83	2.70
tblVehicleEF	MHD	1.76	1.99
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.16	0.16
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.01	1.27
tblVehicleEF	MHD	6.0640e-003	6.0280e-003

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.6700e-004	9.4700e-004
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.19	0.18
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.07	1.35
tblVehicleEF	MHD	7.1860e-003	7.0950e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	1.39	1.35
tblVehicleEF	MHD	0.74	0.97
tblVehicleEF	MHD	12.71	15.18
tblVehicleEF	MHD	605.99	625.82
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.78	5.70
tblVehicleEF	MHD	1.75	2.59
tblVehicleEF	MHD	1.65	1.87
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	9.2440e-003	0.01
tblVehicleEF	MHD	0.05	0.05

tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.81	1.01
tblVehicleEF	MHD	6.4240e-003	6.3860e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7700e-004	8.4500e-004
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.87	1.08
tblVehicleEF	MHD	8.2320e-003	8.1270e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	2.63	2.57
tblVehicleEF	MHD	0.72	0.96
tblVehicleEF	MHD	23.04	26.91
tblVehicleEF	MHD	525.08	542.26
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.43	5.28
tblVehicleEF	MHD	1.86	2.75
tblVehicleEF	MHD	1.85	2.10
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	5.7000e-004	6.3900e-004
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.18	1.50
tblVehicleEF	MHD	5.5660e-003	5.5330e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.5100e-004	1.0450e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.20	0.20
tblVehicleEF	MHD	5.7000e-004	6.3900e-004

tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.26	1.60
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	2.74	2.48
tblVehicleEF	OBUS	1.06	1.27
tblVehicleEF	OBUS	9.66	10.66
tblVehicleEF	OBUS	534.88	554.85
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.65	5.30
tblVehicleEF	OBUS	2.34	3.28
tblVehicleEF	OBUS	1.31	1.43
tblVehicleEF	OBUS	9.5470e-003	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	8.7830e-003	9.4330e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.47	0.42
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004

tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.58	0.64
tblVehicleEF	OBUS	5.6700e-003	5.6610e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.3300e-004	5.5200e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.53	0.48
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.61	0.68
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	1.99	1.80
tblVehicleEF	OBUS	1.08	1.29
tblVehicleEF	OBUS	6.90	7.64
tblVehicleEF	OBUS	566.66	587.81
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.79	5.47
tblVehicleEF	OBUS	2.23	3.13
tblVehicleEF	OBUS	1.22	1.34
tblVehicleEF	OBUS	8.0480e-003	8.6440e-003
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	7.4040e-003	7.9520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.44	0.40
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.48	0.53
tblVehicleEF	OBUS	6.0070e-003	5.9980e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	4.8600e-004	5.0200e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.50	0.45
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.51	0.56
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.78	3.41
tblVehicleEF	OBUS	1.04	1.25
tblVehicleEF	OBUS	12.28	13.54
tblVehicleEF	OBUS	491.00	509.32

tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.44	5.06
tblVehicleEF	OBUS	2.39	3.35
tblVehicleEF	OBUS	1.38	1.50
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.50	0.46
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.67	0.74
tblVehicleEF	OBUS	5.2050e-003	5.1970e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.7700e-004	6.0100e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02

tblVehicleEF	OBUS	0.57	0.52
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.71	0.79
tblVehicleEF	SBUS	4.4530e-003	4.3220e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.05	0.99
tblVehicleEF	SBUS	4.17	5.36
tblVehicleEF	SBUS	29.10	36.18
tblVehicleEF	SBUS	547.00	563.29
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.58	7.75
tblVehicleEF	SBUS	6.77	7.14
tblVehicleEF	SBUS	2.48	2.71
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003

tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.37	0.42
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.78	2.33
tblVehicleEF	SBUS	5.7980e-003	5.7480e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.7920e-003	1.9230e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003
tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.41	0.47
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.90	2.49
tblVehicleEF	SBUS	4.1970e-003	4.0730e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	0.76	0.72
tblVehicleEF	SBUS	4.30	5.42
tblVehicleEF	SBUS	23.38	29.11
tblVehicleEF	SBUS	579.49	596.75
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.82	8.00
tblVehicleEF	SBUS	6.46	6.81
tblVehicleEF	SBUS	2.29	2.51

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.38	0.43
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.56	2.04
tblVehicleEF	SBUS	6.1430e-003	6.0890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.6950e-003	1.8030e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.42	0.47
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.67	2.18
tblVehicleEF	SBUS	4.8080e-003	4.6660e-003

tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.45	1.37
tblVehicleEF	SBUS	4.06	5.38
tblVehicleEF	SBUS	34.70	43.11
tblVehicleEF	SBUS	502.12	517.07
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.24	7.40
tblVehicleEF	SBUS	6.91	7.29
tblVehicleEF	SBUS	2.63	2.88
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.36	0.41
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	1.98	2.59

tblVehicleEF	SBUS	5.3230e-003	5.2760e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.8860e-003	2.0400e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.40	0.46
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	2.11	2.76
tblVehicleEF	UBUS	5.05	5.17
tblVehicleEF	UBUS	9.88	10.49
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.44	19.05
tblVehicleEF	UBUS	1.00	1.03
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.02	1.04
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.65	0.68
tblVehicleEF	UBUS	0.02	0.02

tblVehicleEF	UBUS	3.8100e-004	3.9700e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.13	1.15
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.69	0.72
tblVehicleEF	UBUS	5.15	5.27
tblVehicleEF	UBUS	7.36	7.80
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	17.69	18.28
tblVehicleEF	UBUS	0.93	0.96
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.04	1.06
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.54	0.56
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.3800e-004	3.5100e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08

tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.16	1.18
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.57	0.60
tblVehicleEF	UBUS	4.98	5.10
tblVehicleEF	UBUS	12.26	13.03
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.74	19.36
tblVehicleEF	UBUS	1.05	1.09
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.00	1.02
tblVehicleEF	UBUS	0.57	0.58
tblVehicleEF	UBUS	0.75	0.78
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.2100e-004	4.4000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.11	1.13
tblVehicleEF	UBUS	0.57	0.58

tblVehicleEF	UBUS	0.80	0.83

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.2447	1.9998	1.8119	3.6400e-003	0.1450	0.0899	0.2349	0.0553	0.0852	0.1406	0.0000	314.9044	314.9044	0.0299	0.0000	315.5328
2018	0.4313	2.7814	3.0272	5.6400e-003	0.1595	0.1452	0.3047	0.0432	0.1399	0.1831	0.0000	459.0696	459.0696	0.0538	0.0000	460.1999
2019	3.2966	1.1602	1.3150	2.5600e-003	0.0716	0.0577	0.1294	0.0194	0.0556	0.0750	0.0000	205.0473	205.0473	0.0237	0.0000	205.5442
Total	**3.9726**	**5.9414**	**6.1542**	**0.0118**	**0.3761**	**0.2929**	**0.6689**	**0.1179**	**0.2807**	**0.3986**	**0.0000**	**979.0213**	**979.0213**	**0.1074**	**0.0000**	**981.2768**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.1201	1.7714	1.6688	3.6400e-003	0.1116	0.0154	0.1269	0.0375	0.0146	0.0521	0.0000	314.9043	314.9043	0.0299	0.0000	315.5326
2018	0.2035	2.7726	2.9741	5.6400e-003	0.1595	0.0221	0.1815	0.0432	0.0215	0.0646	0.0000	459.0693	459.0693	0.0538	0.0000	460.1996
2019	3.2126	1.2471	1.3161	2.5600e-003	0.0716	9.7700e-003	0.0814	0.0194	9.5200e-003	0.0289	0.0000	205.0472	205.0472	0.0237	0.0000	205.5440
Total	**3.5362**	**5.7910**	**5.9590**	**0.0118**	**0.3427**	**0.0472**	**0.3899**	**0.1001**	**0.0456**	**0.1457**	**0.0000**	**979.0207**	**979.0207**	**0.1074**	**0.0000**	**981.2762**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**10.99**	**2.53**	**3.17**	**0.00**	**8.88**	**83.88**	**41.72**	**15.11**	**83.75**	**63.46**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0160	4.0000e-005	3.9600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.6500e-003	7.6500e-003	2.0000e-005	0.0000	8.0800e-003
Energy	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	459.7228	459.7228	0.0385	9.2900e-003	463.4137
Mobile	0.4420	0.9714	4.4118	0.0102	0.7400	0.0131	0.7531	0.1978	0.0121	0.2099	0.0000	759.0336	759.0336	0.0297	0.0000	759.6576
Waste						0.0000	0.0000		0.0000	0.0000	18.8782	0.0000	18.8782	1.1157	0.0000	42.3072
Water						0.0000	0.0000		0.0000	0.0000	5.6387	17.6659	23.3045	0.5809	0.0140	39.8562
Total	**1.4673**	**1.0558**	**4.4866**	**0.0107**	**0.7400**	**0.0196**	**0.7595**	**0.1978**	**0.0185**	**0.2164**	**24.5168**	**1,236.4299**	**1,260.9468**	**1.7649**	**0.0233**	**1,305.2427**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0160	4.0000e-005	3.9600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.6500e-003	7.6500e-003	2.0000e-005	0.0000	8.0800e-003
Energy	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	459.7228	459.7228	0.0385	9.2900e-003	463.4137
Mobile	0.4287	0.8828	4.0892	9.1300e-003	0.6572	0.0118	0.6690	0.1757	0.0109	0.1866	0.0000	677.1519	677.1519	0.0268	0.0000	677.7146
Waste						0.0000	0.0000		0.0000	0.0000	18.8782	0.0000	18.8782	1.1157	0.0000	42.3072
Water						0.0000	0.0000		0.0000	0.0000	5.6387	17.6659	23.3045	0.5808	0.0140	39.8472
Total	**1.4540**	**0.9673**	**4.1641**	**9.6400e-003**	**0.6572**	**0.0182**	**0.6754**	**0.1757**	**0.0173**	**0.1930**	**24.5168**	**1,154.5482**	**1,179.0650**	**1.7618**	**0.0233**	**1,223.2907**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.90**	**8.39**	**7.19**	**10.24**	**11.19**	**6.80**	**11.08**	**11.19**	**6.59**	**10.80**	**0.00**	**6.62**	**6.49**	**0.17**	**0.09**	**6.28**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/5/2017	8/1/2017	5	20	
2	Site Preparation	Site Preparation	8/2/2017	8/8/2017	5	5	
3	Grading	Grading	8/9/2017	9/5/2017	5	20	
4	Building Construction	Building Construction	9/6/2017	6/11/2019	5	460	
5	Paving	Paving	6/12/2019	6/18/2019	5	5	
6	Architectural Coating	Architectural Coating	6/19/2019	6/25/2019	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 404,400; Non-Residential Outdoor: 134,800 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	3,725.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	103.00	44.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2659	0.2087	2.4000e-004		0.0161	0.0161		0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4126
Total	**0.0272**	**0.2659**	**0.2087**	**2.4000e-004**		**0.0161**	**0.0161**		**0.0150**	**0.0150**	**0.0000**	**22.2938**	**22.2938**	**5.6600e-003**	**0.0000**	**22.4126**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	6.1000e-004	5.9100e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0030	1.0030	5.0000e-005	0.0000	1.0041
Total	**4.3000e-004**	**6.1000e-004**	**5.9100e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0030**	**1.0030**	**5.0000e-005**	**0.0000**	**1.0041**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.9300e-003	0.2144	0.1556	2.4000e-004		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4125
Total	**8.9300e-003**	**0.2144**	**0.1556**	**2.4000e-004**		**1.0800e-003**	**1.0800e-003**		**1.0800e-003**	**1.0800e-003**	**0.0000**	**22.2938**	**22.2938**	**5.6600e-003**	**0.0000**	**22.4125**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	6.1000e-004	5.9100e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0030	1.0030	5.0000e-005	0.0000	1.0041
Total	**4.3000e-004**	**6.1000e-004**	**5.9100e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0030**	**1.0030**	**5.0000e-005**	**0.0000**	**1.0041**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0134	0.0000	0.0134	7.2700e-003	0.0000	7.2700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7800e-003	0.0606	0.0398	4.0000e-005		3.2700e-003	3.2700e-003		3.0100e-003	3.0100e-003	0.0000	3.9738	3.9738	1.2200e-003	0.0000	3.9993
Total	**5.7800e-003**	**0.0606**	**0.0398**	**4.0000e-005**	**0.0134**	**3.2700e-003**	**0.0167**	**7.2700e-003**	**3.0100e-003**	**0.0103**	**0.0000**	**3.9738**	**3.9738**	**1.2200e-003**	**0.0000**	**3.9993**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	9.0000e-005	9.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1543	0.1543	1.0000e-005	0.0000	0.1545
Total	**7.0000e-005**	**9.0000e-005**	**9.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1543**	**0.1543**	**1.0000e-005**	**0.0000**	**0.1545**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.0500e-003	0.0000	6.0500e-003	3.2700e-003	0.0000	3.2700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4300e-003	0.0370	0.0277	4.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	3.9738	3.9738	1.2200e-003	0.0000	3.9993
Total	**1.4300e-003**	**0.0370**	**0.0277**	**4.0000e-005**	**6.0500e-003**	**1.6000e-004**	**6.2100e-003**	**3.2700e-003**	**1.6000e-004**	**3.4300e-003**	**0.0000**	**3.9738**	**3.9738**	**1.2200e-003**	**0.0000**	**3.9993**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	9.0000e-005	9.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1543	0.1543	1.0000e-005	0.0000	0.1545
Total	**7.0000e-005**	**9.0000e-005**	**9.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1543**	**0.1543**	**1.0000e-005**	**0.0000**	**0.1545**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0473	0.0000	0.0473	0.0251	0.0000	0.0251	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0188	0.1979	0.1318	1.4000e-004		0.0107	0.0107		9.8100e-003	9.8100e-003	0.0000	13.0561	13.0561	4.0000e-003	0.0000	13.1401
Total	**0.0188**	**0.1979**	**0.1318**	**1.4000e-004**	**0.0473**	**0.0107**	**0.0579**	**0.0251**	**9.8100e-003**	**0.0349**	**0.0000**	**13.0561**	**13.0561**	**4.0000e-003**	**0.0000**	**13.1401**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0363	0.4981	0.4055	1.3900e-003	0.0315	6.3800e-003	0.0379	8.6400e-003	5.8700e-003	0.0145	0.0000	125.4276	125.4276	9.1000e-004	0.0000	125.4468
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	3.8000e-004	3.6300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6173	0.6173	3.0000e-005	0.0000	0.6179
Total	**0.0366**	**0.4985**	**0.4092**	**1.4000e-003**	**0.0322**	**6.3900e-003**	**0.0386**	**8.8300e-003**	**5.8800e-003**	**0.0147**	**0.0000**	**126.0449**	**126.0449**	**9.4000e-004**	**0.0000**	**126.0647**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0113	0.0000	0.0113	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6900e-003	0.1217	0.0905	1.4000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	13.0561	13.0561	4.0000e-003	0.0000	13.1401
Total	**4.6900e-003**	**0.1217**	**0.0905**	**1.4000e-004**	**0.0213**	**5.2000e-004**	**0.0218**	**0.0113**	**5.2000e-004**	**0.0118**	**0.0000**	**13.0561**	**13.0561**	**4.0000e-003**	**0.0000**	**13.1401**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0363	0.4981	0.4055	1.3900e-003	0.0315	6.3800e-003	0.0379	8.6400e-003	5.8700e-003	0.0145	0.0000	125.4276	125.4276	9.1000e-004	0.0000	125.4468
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	3.8000e-004	3.6300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6173	0.6173	3.0000e-005	0.0000	0.6179
Total	**0.0366**	**0.4985**	**0.4092**	**1.4000e-003**	**0.0322**	**6.3900e-003**	**0.0386**	**8.8300e-003**	**5.8800e-003**	**0.0147**	**0.0000**	**126.0449**	**126.0449**	**9.4000e-004**	**0.0000**	**126.0647**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1226	0.7930	0.5939	9.1000e-004		0.0509	0.0509		0.0491	0.0491	0.0000	76.5871	76.5871	0.0161	0.0000	76.9246
Total	**0.1226**	**0.7930**	**0.5939**	**9.1000e-004**		**0.0509**	**0.0509**		**0.0491**	**0.0491**	**0.0000**	**76.5871**	**76.5871**	**0.0161**	**0.0000**	**76.9246**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0190	0.1632	0.2275	4.3000e-004	0.0118	2.3600e-003	0.0142	3.3800e-003	2.1700e-003	5.5500e-003	0.0000	38.8108	38.8108	3.0000e-004	0.0000	38.8171
Worker	0.0143	0.0201	0.1942	4.5000e-004	0.0389	3.0000e-004	0.0392	0.0104	2.7000e-004	0.0106	0.0000	32.9806	32.9806	1.6700e-003	0.0000	33.0158
Total	**0.0332**	**0.1833**	**0.4217**	**8.8000e-004**	**0.0507**	**2.6600e-003**	**0.0534**	**0.0137**	**2.4400e-003**	**0.0162**	**0.0000**	**71.7914**	**71.7914**	**1.9700e-003**	**0.0000**	**71.8329**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0347	0.7159	0.5573	9.1000e-004		4.5400e-003	4.5400e-003		4.5400e-003	4.5400e-003	0.0000	76.5871	76.5871	0.0161	0.0000	76.9245
Total	**0.0347**	**0.7159**	**0.5573**	**9.1000e-004**		**4.5400e-003**	**4.5400e-003**		**4.5400e-003**	**4.5400e-003**	**0.0000**	**76.5871**	**76.5871**	**0.0161**	**0.0000**	**76.9245**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0190	0.1632	0.2275	4.3000e-004	0.0118	2.3600e-003	0.0142	3.3800e-003	2.1700e-003	5.5500e-003	0.0000	38.8108	38.8108	3.0000e-004	0.0000	38.8171
Worker	0.0143	0.0201	0.1942	4.5000e-004	0.0389	3.0000e-004	0.0392	0.0104	2.7000e-004	0.0106	0.0000	32.9806	32.9806	1.6700e-003	0.0000	33.0158
Total	**0.0332**	**0.1833**	**0.4217**	**8.8000e-004**	**0.0507**	**2.6600e-003**	**0.0534**	**0.0137**	**2.4400e-003**	**0.0162**	**0.0000**	**71.7914**	**71.7914**	**1.9700e-003**	**0.0000**	**71.8329**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3370	2.2599	1.8056	2.8600e-003		0.1375	0.1375		0.1327	0.1327	0.0000	239.3103	239.3103	0.0481	0.0000	240.3194
Total	**0.3370**	**2.2599**	**1.8056**	**2.8600e-003**		**0.1375**	**0.1375**		**0.1327**	**0.1327**	**0.0000**	**239.3103**	**239.3103**	**0.0481**	**0.0000**	**240.3194**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0541	0.4647	0.6738	1.3600e-003	0.0371	6.8800e-003	0.0440	0.0106	6.3200e-003	0.0170	0.0000	119.9107	119.9107	9.3000e-004	0.0000	119.9302
Worker	0.0402	0.0568	0.5479	1.4200e-003	0.1224	9.0000e-004	0.1233	0.0326	8.4000e-004	0.0334	0.0000	99.8486	99.8486	4.8400e-003	0.0000	99.9502
Total	**0.0943**	**0.5215**	**1.2217**	**2.7800e-003**	**0.1595**	**7.7800e-003**	**0.1672**	**0.0432**	**7.1600e-003**	**0.0503**	**0.0000**	**219.7593**	**219.7593**	**5.7700e-003**	**0.0000**	**219.8804**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1093	2.2511	1.7524	2.8600e-003		0.0143	0.0143		0.0143	0.0143	0.0000	239.3100	239.3100	0.0481	0.0000	240.3191
Total	**0.1093**	**2.2511**	**1.7524**	**2.8600e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**239.3100**	**239.3100**	**0.0481**	**0.0000**	**240.3191**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0541	0.4647	0.6738	1.3600e-003	0.0371	6.8800e-003	0.0440	0.0106	6.3200e-003	0.0170	0.0000	119.9107	119.9107	9.3000e-004	0.0000	119.9302
Worker	0.0402	0.0568	0.5479	1.4200e-003	0.1224	9.0000e-004	0.1233	0.0326	8.4000e-004	0.0334	0.0000	99.8486	99.8486	4.8400e-003	0.0000	99.9502
Total	**0.0943**	**0.5215**	**1.2217**	**2.7800e-003**	**0.1595**	**7.7800e-003**	**0.1672**	**0.0432**	**7.1600e-003**	**0.0503**	**0.0000**	**219.7593**	**219.7593**	**5.7700e-003**	**0.0000**	**219.8804**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1313	0.9212	0.7801	1.2700e-003		0.0529	0.0529		0.0511	0.0511	0.0000	105.6938	105.6938	0.0203	0.0000	106.1192
Total	**0.1313**	**0.9212**	**0.7801**	**1.2700e-003**		**0.0529**	**0.0529**		**0.0511**	**0.0511**	**0.0000**	**105.6938**	**105.6938**	**0.0203**	**0.0000**	**106.1192**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0218	0.1885	0.2839	6.0000e-004	0.0165	2.8400e-003	0.0193	4.7200e-003	2.6100e-003	7.3300e-003	0.0000	52.3668	52.3668	4.0000e-004	0.0000	52.3753
Worker	0.0163	0.0230	0.2213	6.3000e-004	0.0544	3.9000e-004	0.0548	0.0145	3.6000e-004	0.0148	0.0000	42.7787	42.7787	2.0000e-003	0.0000	42.8207
Total	**0.0381**	**0.2115**	**0.5052**	**1.2300e-003**	**0.0709**	**3.2300e-003**	**0.0741**	**0.0192**	**2.9700e-003**	**0.0222**	**0.0000**	**95.1456**	**95.1456**	**2.4000e-003**	**0.0000**	**95.1960**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0486	1.0005	0.7789	1.2700e-003		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003	0.0000	105.6937	105.6937	0.0203	0.0000	106.1191
Total	**0.0486**	**1.0005**	**0.7789**	**1.2700e-003**		**6.3500e-003**	**6.3500e-003**		**6.3500e-003**	**6.3500e-003**	**0.0000**	**105.6937**	**105.6937**	**0.0203**	**0.0000**	**106.1191**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0218	0.1885	0.2839	6.0000e-004	0.0165	2.8400e-003	0.0193	4.7200e-003	2.6100e-003	7.3300e-003	0.0000	52.3668	52.3668	4.0000e-004	0.0000	52.3753
Worker	0.0163	0.0230	0.2213	6.3000e-004	0.0544	3.9000e-004	0.0548	0.0145	3.6000e-004	0.0148	0.0000	42.7787	42.7787	2.0000e-003	0.0000	42.8207
Total	**0.0381**	**0.2115**	**0.5052**	**1.2300e-003**	**0.0709**	**3.2300e-003**	**0.0741**	**0.0192**	**2.9700e-003**	**0.0222**	**0.0000**	**95.1456**	**95.1456**	**2.4000e-003**	**0.0000**	**95.1960**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2300e-003	0.0226	0.0220	3.0000e-005		1.2900e-003	1.2900e-003		1.1900e-003	1.1900e-003	0.0000	2.9610	2.9610	9.2000e-004	0.0000	2.9802
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.2300e-003**	**0.0226**	**0.0220**	**3.0000e-005**		**1.2900e-003**	**1.2900e-003**		**1.1900e-003**	**1.1900e-003**	**0.0000**	**2.9610**	**2.9610**	**9.2000e-004**	**0.0000**	**2.9802**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.2000e-004	1.2000e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2327	0.2327	1.0000e-005	0.0000	0.2330
Total	**9.0000e-005**	**1.2000e-004**	**1.2000e-003**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2327**	**0.2327**	**1.0000e-005**	**0.0000**	**0.2330**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.3600e-003	0.0289	0.0243	3.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.9610	2.9610	9.2000e-004	0.0000	2.9802
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.3600e-003**	**0.0289**	**0.0243**	**3.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**2.9610**	**2.9610**	**9.2000e-004**	**0.0000**	**2.9802**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.2000e-004	1.2000e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2327	0.2327	1.0000e-005	0.0000	0.2330
Total	**9.0000e-005**	**1.2000e-004**	**1.2000e-003**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2327**	**0.2327**	**1.0000e-005**	**0.0000**	**0.2330**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.1240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7000e-004	4.5900e-003	4.6000e-003	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6395
Total	**3.1247**	**4.5900e-003**	**4.6000e-003**	**1.0000e-005**		**3.2000e-004**	**3.2000e-004**		**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.6383**	**0.6383**	**5.0000e-005**	**0.0000**	**0.6395**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	2.0000e-004	1.9500e-003	1.0000e-005	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3759	0.3759	2.0000e-005	0.0000	0.3763
Total	**1.4000e-004**	**2.0000e-004**	**1.9500e-003**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3759**	**0.3759**	**2.0000e-005**	**0.0000**	**0.3763**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.1240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8000e-004	5.8800e-003	4.5800e-003	1.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6394
Total	**3.1243**	**5.8800e-003**	**4.5800e-003**	**1.0000e-005**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.6383**	**0.6383**	**5.0000e-005**	**0.0000**	**0.6394**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	2.0000e-004	1.9500e-003	1.0000e-005	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3759	0.3759	2.0000e-005	0.0000	0.3763
Total	**1.4000e-004**	**2.0000e-004**	**1.9500e-003**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3759**	**0.3759**	**2.0000e-005**	**0.0000**	**0.3763**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4287	0.8828	4.0892	9.1300e-003	0.6572	0.0118	0.6690	0.1757	0.0109	0.1866	0.0000	677.1519	677.1519	0.0268	0.0000	677.7146
Unmitigated	0.4420	0.9714	4.4118	0.0102	0.7400	0.0131	0.7531	0.1978	0.0121	0.2099	0.0000	759.0336	759.0336	0.0297	0.0000	759.6576

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	1,101.00	237.00	98.00	1,993,737	1,770,657
Total	1,101.00	237.00	98.00	1,993,737	1,770,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	367.8303	367.8303	0.0368	7.6100e-003	370.9619
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	367.8303	367.8303	0.0368	7.6100e-003	370.9619
NaturalGas Mitigated	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	91.8925	91.8925	1.7600e-003	1.6800e-003	92.4517
NaturalGas Unmitigated	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	91.8925	91.8925	1.7600e-003	1.6800e-003	92.4517

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.722e+006	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	91.8925	91.8925	1.7600e-003	1.6800e-003	92.4517
Total		**9.2900e-003**	**0.0844**	**0.0709**	**5.1000e-004**		**6.4200e-003**	**6.4200e-003**		**6.4200e-003**	**6.4200e-003**	**0.0000**	**91.8925**	**91.8925**	**1.7600e-003**	**1.6800e-003**	**92.4517**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.722e+006	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	91.8925	91.8925	1.7600e-003	1.6800e-003	92.4517
Total		**9.2900e-003**	**0.0844**	**0.0709**	**5.1000e-004**		**6.4200e-003**	**6.4200e-003**		**6.4200e-003**	**6.4200e-003**	**0.0000**	**91.8925**	**91.8925**	**1.7600e-003**	**1.6800e-003**	**92.4517**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking Structure	327500	43.0799	4.3100e-003	8.9000e-004	43.4467
Enclosed Parking Structure	497800	65.4815	6.5500e-003	1.3500e-003	66.0390
General Office Building	1.971e+006	259.2689	0.0259	5.3600e-003	261.4762
Total		**367.8303**	**0.0368**	**7.6000e-003**	**370.9619**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking Structure	497800	65.4815	6.5500e-003	1.3500e-003	66.0390
General Office Building	1.971e+006	259.2689	0.0259	5.3600e-003	261.4762
Enclosed Parking Structure	327500	43.0799	4.3100e-003	8.9000e-004	43.4467
Total		**367.8303**	**0.0368**	**7.6000e-003**	**370.9619**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0160	4.0000e-005	3.9600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.6500e-003	7.6500e-003	2.0000e-005	0.0000	8.0800e-003
Unmitigated	1.0160	4.0000e-005	3.9600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.6500e-003	7.6500e-003	2.0000e-005	0.0000	8.0800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1330					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8826					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.7000e-004	4.0000e-005	3.9600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.6500e-003	7.6500e-003	2.0000e-005	0.0000	8.0800e-003
Total	**1.0160**	**4.0000e-005**	**3.9600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**7.6500e-003**	**7.6500e-003**	**2.0000e-005**	**0.0000**	**8.0800e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1330					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8826					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.7000e-004	4.0000e-005	3.9600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	7.6500e-003	7.6500e-003	2.0000e-005	0.0000	8.0800e-003
Total	**1.0160**	**4.0000e-005**	**3.9600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**7.6500e-003**	**7.6500e-003**	**2.0000e-005**	**0.0000**	**8.0800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	23.3045	0.5808	0.0140	39.8472
Unmitigated	23.3045	0.5809	0.0140	39.8562

7.2 Water by Land Use

Unmitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	17.7734 / 10.8934	23.3045	0.5809	0.0140	39.8562
Total		**23.3045**	**0.5809**	**0.0140**	**39.8562**

Mitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	17.7734 / 10.8934	23.3045	0.5808	0.0140	39.8472
Total		**23.3045**	**0.5808**	**0.0140**	**39.8472**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	18.8782	1.1157	0.0000	42.3072
Unmitigated	18.8782	1.1157	0.0000	42.3072

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	93	18.8782	1.1157	0.0000	42.3072
Total		**18.8782**	**1.1157**	**0.0000**	**42.3072**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	93	18.8782	1.1157	0.0000	42.3072
Total		**18.8782**	**1.1157**	**0.0000**	**42.3072**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 4a & 4b (O1 & G2 & G1 part b)

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	100.00	1000sqft	1.00	100,000.00	0
Enclosed Parking Structure	164.00	Space	0.00	50,000.00	0
Enclosed Parking Structure	164.00	Space	0.00	76,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 1 acre lot for Office Building with parking underground so lot acreage = 0 with 2.5 story garage
An addition of two upper levels to the parking garage built in previous phase so lot acreage = 0

Construction Phase - Approximately 24 months of construction

Grading - Export for subsurface parking garage

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	113,000.00	134,800.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	339,000.00	404,400.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	339000	404400
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	100.00	460.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	5.00
tblGrading	AcresOfGrading	7.50	0.75
tblGrading	AcresOfGrading	2.50	0.50
tblGrading	MaterialExported	0.00	29,800.00
tblLandUse	LandUseSquareFeet	65,600.00	50,000.00
tblLandUse	LandUseSquareFeet	65,600.00	76,000.00

tblLandUse	LotAcreage	2.30	1.00
tblLandUse	LotAcreage	1.48	0.00
tblLandUse	LotAcreage	1.48	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblProjectCharacteristics	OperationalYear	2014	2020
tblTripsAndVMT	VendorTripNumber	37.00	44.00
tblTripsAndVMT	WorkerTripNumber	85.00	103.00
tblTripsAndVMT	WorkerTripNumber	17.00	21.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	3.16	2.96
tblVehicleEF	HHD	1.42	1.46
tblVehicleEF	HHD	58.85	62.54
tblVehicleEF	HHD	528.30	548.92
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.98	4.42
tblVehicleEF	HHD	3.96	5.06
tblVehicleEF	HHD	3.88	4.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	9.4890e-003	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003

tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.56	0.53
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.77	2.22
tblVehicleEF	HHD	5.6000e-003	5.6010e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.5370e-003	1.6490e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.64	0.60
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.90	2.38
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.29	2.15
tblVehicleEF	HHD	1.44	1.47
tblVehicleEF	HHD	42.23	46.32
tblVehicleEF	HHD	559.68	581.53
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02

tblVehicleEF	HHD	4.10	4.56
tblVehicleEF	HHD	3.82	4.87
tblVehicleEF	HHD	3.64	3.78
tblVehicleEF	HHD	8.6950e-003	9.2330e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	8.0000e-003	8.4950e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.53	0.50
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.44	1.79
tblVehicleEF	HHD	5.9330e-003	5.9340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.2650e-003	1.3800e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.60	0.57
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.28	0.28

tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.54	1.91
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	4.35	4.08
tblVehicleEF	HHD	1.42	1.45
tblVehicleEF	HHD	74.56	78.15
tblVehicleEF	HHD	484.95	503.88
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.80	4.22
tblVehicleEF	HHD	4.03	5.15
tblVehicleEF	HHD	4.09	4.25
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.61	0.57
tblVehicleEF	HHD	3.7700e-004	4.5700e-004

tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.08	2.63
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.7930e-003	1.9060e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.69	0.65
tblVehicleEF	HHD	3.7700e-004	4.5700e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.22	2.81
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.70	0.82
tblVehicleEF	LDA	1.51	1.84
tblVehicleEF	LDA	228.55	248.79
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03

tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.10	0.13
tblVehicleEF	LDA	7.6200e-004	7.6700e-004
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.11	0.14
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.82	0.96
tblVehicleEF	LDA	1.03	1.27
tblVehicleEF	LDA	246.40	268.22
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.21	0.24

tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	7.5400e-004	7.5700e-004
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.21	0.24
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.69	0.81
tblVehicleEF	LDA	1.85	2.26
tblVehicleEF	LDA	225.61	245.59
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.12	0.16
tblVehicleEF	LDA	7.6800e-004	7.7400e-004

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.13	0.17
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.85	2.22
tblVehicleEF	LDT1	4.04	4.81
tblVehicleEF	LDT1	281.01	302.88
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.20	0.24
tblVehicleEF	LDT1	0.22	0.26
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.29	0.36
tblVehicleEF	LDT1	3.8530e-003	3.8540e-003
tblVehicleEF	LDT1	9.1800e-004	9.2900e-004
tblVehicleEF	LDT1	0.12	0.13

tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.13	2.54
tblVehicleEF	LDT1	2.79	3.33
tblVehicleEF	LDT1	301.49	324.79
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.18	0.22
tblVehicleEF	LDT1	0.19	0.23
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.04	0.06
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.23	0.28
tblVehicleEF	LDT1	4.1400e-003	4.1390e-003
tblVehicleEF	LDT1	8.9600e-004	9.0400e-004
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35

tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.07	0.08
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.24	0.29
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.83	2.21
tblVehicleEF	LDT1	4.95	5.89
tblVehicleEF	LDT1	277.64	299.26
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.27
tblVehicleEF	LDT1	0.23	0.27
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.35	0.42
tblVehicleEF	LDT1	3.8060e-003	3.8080e-003
tblVehicleEF	LDT1	9.3400e-004	9.4800e-004
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05

tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.37	0.45
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.97	1.16
tblVehicleEF	LDT2	2.23	2.72
tblVehicleEF	LDT2	341.96	366.88
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.15	0.19
tblVehicleEF	LDT2	4.5190e-003	4.5220e-003
tblVehicleEF	LDT2	1.0420e-003	1.0500e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.04

tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	1.13	1.35
tblVehicleEF	LDT2	1.53	1.88
tblVehicleEF	LDT2	367.92	394.70
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.40	0.45
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	4.8650e-003	4.8680e-003
tblVehicleEF	LDT2	1.0300e-003	1.0350e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.40	0.45

tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.95	1.14
tblVehicleEF	LDT2	2.73	3.34
tblVehicleEF	LDT2	337.69	362.30
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	4.4620e-003	4.4650e-003
tblVehicleEF	LDT2	1.0510e-003	1.0600e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.19	0.24

tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.54	1.85
tblVehicleEF	LHD1	4.61	5.04
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.99	1.15
tblVehicleEF	LHD1	1.27	1.32
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.14	0.16
tblVehicleEF	LHD1	0.61	0.62

tblVehicleEF	LHD1	0.39	0.43
tblVehicleEF	LHD1	8.5180e-003	8.5270e-003
tblVehicleEF	LHD1	5.3700e-004	5.4200e-004
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.61	0.62
tblVehicleEF	LHD1	0.42	0.46
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.58	1.90
tblVehicleEF	LHD1	3.28	3.58
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.94	1.09
tblVehicleEF	LHD1	1.19	1.24
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003

tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.32	0.36
tblVehicleEF	LHD1	8.5190e-003	8.5280e-003
tblVehicleEF	LHD1	5.1400e-004	5.1700e-004
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.17	0.20
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.34	0.38
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.51	1.81
tblVehicleEF	LHD1	5.87	6.43
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50

tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	1.02	1.18
tblVehicleEF	LHD1	1.34	1.39
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.13	0.16
tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.45	0.50
tblVehicleEF	LHD1	8.5170e-003	8.5260e-003
tblVehicleEF	LHD1	5.5900e-004	5.6600e-004
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.16	0.19

tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.48	0.54
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.01	1.25
tblVehicleEF	LHD2	2.50	2.87
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.61	1.89
tblVehicleEF	LHD2	0.74	0.78
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02

tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.21	0.24
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.2900e-004	3.3500e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.22	0.26
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.02	1.27
tblVehicleEF	LHD2	1.79	2.06
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.54	1.81
tblVehicleEF	LHD2	0.69	0.73
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.17	0.20
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.1700e-004	3.2100e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.19	0.22
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14

tblVehicleEF	LHD2	0.99	1.25
tblVehicleEF	LHD2	3.17	3.63
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.64	1.93
tblVehicleEF	LHD2	0.78	0.82
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.24	0.28
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.4100e-004	3.4800e-004

tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.26	0.30
tblVehicleEF	MCY	22.95	23.97
tblVehicleEF	MCY	10.83	10.73
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.21	1.22
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.50	2.54
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.21	2.24
tblVehicleEF	MCY	2.0180e-003	2.0130e-003
tblVehicleEF	MCY	6.6600e-004	6.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39

tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.74	2.78
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.38	2.41
tblVehicleEF	MCY	21.98	22.93
tblVehicleEF	MCY	8.85	8.83
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.07	1.08
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.41	2.44
tblVehicleEF	MCY	1.17	1.26
tblVehicleEF	MCY	1.82	1.83
tblVehicleEF	MCY	2.0000e-003	1.9940e-003
tblVehicleEF	MCY	6.2300e-004	6.3300e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.65	2.68
tblVehicleEF	MCY	1.17	1.26

tblVehicleEF	MCY	1.95	1.97
tblVehicleEF	MCY	24.89	26.05
tblVehicleEF	MCY	12.80	12.64
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.30	1.31
tblVehicleEF	MCY	0.33	0.33
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.60	2.65
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.58	2.62
tblVehicleEF	MCY	2.0510e-003	2.0490e-003
tblVehicleEF	MCY	7.0900e-004	7.1800e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.84	2.90
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.78	2.82
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03

tblVehicleEF	MDV	1.75	2.00
tblVehicleEF	MDV	4.64	5.30
tblVehicleEF	MDV	453.82	484.02
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.24	0.29
tblVehicleEF	MDV	0.40	0.47
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.39	0.45
tblVehicleEF	MDV	5.7660e-003	5.7610e-003
tblVehicleEF	MDV	1.3530e-003	1.3610e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.41	0.48
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	2.03	2.31

tblVehicleEF	MDV	3.20	3.67
tblVehicleEF	MDV	487.87	520.24
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.22	0.26
tblVehicleEF	MDV	0.36	0.42
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.05	0.06
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.30	0.35
tblVehicleEF	MDV	6.2030e-003	6.1970e-003
tblVehicleEF	MDV	1.3280e-003	1.3320e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.32	0.37
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	1.74	1.99
tblVehicleEF	MDV	5.68	6.50

tblVehicleEF	MDV	448.21	478.05
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.27	0.31
tblVehicleEF	MDV	0.44	0.51
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.45	0.53
tblVehicleEF	MDV	5.6940e-003	5.6900e-003
tblVehicleEF	MDV	1.3720e-003	1.3820e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.49	0.56
tblVehicleEF	MH	2.07	3.30
tblVehicleEF	MH	6.94	8.88
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003

tblVehicleEF	MH	1.35	1.54
tblVehicleEF	MH	0.80	0.92
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.38	0.47
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	4.7700e-004	5.1100e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.40	0.50
tblVehicleEF	MH	2.15	3.41
tblVehicleEF	MH	4.94	6.20
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42

tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.26	1.44
tblVehicleEF	MH	0.75	0.86
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.10	0.14
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.31	0.38
tblVehicleEF	MH	7.4100e-003	7.4320e-003
tblVehicleEF	MH	4.4400e-004	4.6600e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.12	0.17
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.33	0.41
tblVehicleEF	MH	2.02	3.25
tblVehicleEF	MH	8.85	11.46
tblVehicleEF	MH	671.08	697.34

tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.40	1.60
tblVehicleEF	MH	0.84	0.96
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.44	0.56
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	5.0900e-004	5.5400e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.47	0.60
tblVehicleEF	MHD	7.6250e-003	7.5290e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003

tblVehicleEF	MHD	1.91	1.86
tblVehicleEF	MHD	0.73	0.96
tblVehicleEF	MHD	18.00	21.17
tblVehicleEF	MHD	572.01	590.73
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.63	5.52
tblVehicleEF	MHD	1.83	2.70
tblVehicleEF	MHD	1.76	1.99
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.16	0.16
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.01	1.27
tblVehicleEF	MHD	6.0640e-003	6.0280e-003

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.6700e-004	9.4700e-004
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.19	0.18
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.07	1.35
tblVehicleEF	MHD	7.1860e-003	7.0950e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	1.39	1.35
tblVehicleEF	MHD	0.74	0.97
tblVehicleEF	MHD	12.71	15.18
tblVehicleEF	MHD	605.99	625.82
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.78	5.70
tblVehicleEF	MHD	1.75	2.59
tblVehicleEF	MHD	1.65	1.87
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	9.2440e-003	0.01
tblVehicleEF	MHD	0.05	0.05

tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.81	1.01
tblVehicleEF	MHD	6.4240e-003	6.3860e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7700e-004	8.4500e-004
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.87	1.08
tblVehicleEF	MHD	8.2320e-003	8.1270e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	2.63	2.57
tblVehicleEF	MHD	0.72	0.96
tblVehicleEF	MHD	23.04	26.91
tblVehicleEF	MHD	525.08	542.26
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.43	5.28
tblVehicleEF	MHD	1.86	2.75
tblVehicleEF	MHD	1.85	2.10
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	5.7000e-004	6.3900e-004
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.18	1.50
tblVehicleEF	MHD	5.5660e-003	5.5330e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.5100e-004	1.0450e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.20	0.20
tblVehicleEF	MHD	5.7000e-004	6.3900e-004

tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.26	1.60
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	2.74	2.48
tblVehicleEF	OBUS	1.06	1.27
tblVehicleEF	OBUS	9.66	10.66
tblVehicleEF	OBUS	534.88	554.85
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.65	5.30
tblVehicleEF	OBUS	2.34	3.28
tblVehicleEF	OBUS	1.31	1.43
tblVehicleEF	OBUS	9.5470e-003	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	8.7830e-003	9.4330e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.47	0.42
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004

tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.58	0.64
tblVehicleEF	OBUS	5.6700e-003	5.6610e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.3300e-004	5.5200e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.53	0.48
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.61	0.68
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	1.99	1.80
tblVehicleEF	OBUS	1.08	1.29
tblVehicleEF	OBUS	6.90	7.64
tblVehicleEF	OBUS	566.66	587.81
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.79	5.47
tblVehicleEF	OBUS	2.23	3.13
tblVehicleEF	OBUS	1.22	1.34
tblVehicleEF	OBUS	8.0480e-003	8.6440e-003
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	7.4040e-003	7.9520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.44	0.40
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.48	0.53
tblVehicleEF	OBUS	6.0070e-003	5.9980e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	4.8600e-004	5.0200e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.50	0.45
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.51	0.56
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.78	3.41
tblVehicleEF	OBUS	1.04	1.25
tblVehicleEF	OBUS	12.28	13.54
tblVehicleEF	OBUS	491.00	509.32

tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.44	5.06
tblVehicleEF	OBUS	2.39	3.35
tblVehicleEF	OBUS	1.38	1.50
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.50	0.46
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.67	0.74
tblVehicleEF	OBUS	5.2050e-003	5.1970e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.7700e-004	6.0100e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02

tblVehicleEF	OBUS	0.57	0.52
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.71	0.79
tblVehicleEF	SBUS	4.4530e-003	4.3220e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.05	0.99
tblVehicleEF	SBUS	4.17	5.36
tblVehicleEF	SBUS	29.10	36.18
tblVehicleEF	SBUS	547.00	563.29
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.58	7.75
tblVehicleEF	SBUS	6.77	7.14
tblVehicleEF	SBUS	2.48	2.71
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003

tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.37	0.42
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.78	2.33
tblVehicleEF	SBUS	5.7980e-003	5.7480e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.7920e-003	1.9230e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003
tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.41	0.47
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.90	2.49
tblVehicleEF	SBUS	4.1970e-003	4.0730e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	0.76	0.72
tblVehicleEF	SBUS	4.30	5.42
tblVehicleEF	SBUS	23.38	29.11
tblVehicleEF	SBUS	579.49	596.75
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.82	8.00
tblVehicleEF	SBUS	6.46	6.81
tblVehicleEF	SBUS	2.29	2.51

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.38	0.43
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.56	2.04
tblVehicleEF	SBUS	6.1430e-003	6.0890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.6950e-003	1.8030e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.42	0.47
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.67	2.18
tblVehicleEF	SBUS	4.8080e-003	4.6660e-003

tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.45	1.37
tblVehicleEF	SBUS	4.06	5.38
tblVehicleEF	SBUS	34.70	43.11
tblVehicleEF	SBUS	502.12	517.07
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.24	7.40
tblVehicleEF	SBUS	6.91	7.29
tblVehicleEF	SBUS	2.63	2.88
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.36	0.41
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	1.98	2.59

tblVehicleEF	SBUS	5.3230e-003	5.2760e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.8860e-003	2.0400e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.40	0.46
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	2.11	2.76
tblVehicleEF	UBUS	5.05	5.17
tblVehicleEF	UBUS	9.88	10.49
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.44	19.05
tblVehicleEF	UBUS	1.00	1.03
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.02	1.04
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.65	0.68
tblVehicleEF	UBUS	0.02	0.02

tblVehicleEF	UBUS	3.8100e-004	3.9700e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.13	1.15
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.69	0.72
tblVehicleEF	UBUS	5.15	5.27
tblVehicleEF	UBUS	7.36	7.80
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	17.69	18.28
tblVehicleEF	UBUS	0.93	0.96
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.04	1.06
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.54	0.56
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.3800e-004	3.5100e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08

tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.16	1.18
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.57	0.60
tblVehicleEF	UBUS	4.98	5.10
tblVehicleEF	UBUS	12.26	13.03
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.74	19.36
tblVehicleEF	UBUS	1.05	1.09
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.00	1.02
tblVehicleEF	UBUS	0.57	0.58
tblVehicleEF	UBUS	0.75	0.78
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.2100e-004	4.4000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.11	1.13
tblVehicleEF	UBUS	0.57	0.58

tblVehicleEF	UBUS	0.80	0.83

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	5.3201	67.8605	47.3851	0.1544	8.0448	1.7042	9.7489	3.4208	1.5677	4.9885	0.0000	15,351.9339	15,351.9339	0.6291	0.0000	15,365.1456
2018	3.2985	21.1547	22.4200	0.0441	1.2639	1.1126	2.3765	0.3412	1.0718	1.4130	0.0000	3,943.8261	3,943.8261	0.4545	0.0000	3,953.3714
2019	1,249.9252	19.3854	21.3632	0.0440	1.2638	0.9672	2.2310	0.3411	0.9319	1.2730	0.0000	3,880.9231	3,880.9231	0.4306	0.0000	3,889.9651
Total	**1,258.5438**	**108.4005**	**91.1683**	**0.2425**	**10.5724**	**3.7840**	**14.3564**	**4.1031**	**3.5714**	**7.6745**	**0.0000**	**23,176.6831**	**23,176.6831**	**1.5142**	**0.0000**	**23,208.4821**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	3.9043	60.2369	43.2553	0.1544	5.4461	0.6899	6.1360	2.0390	0.6387	2.6777	0.0000	15,351.9339	15,351.9339	0.6291	0.0000	15,365.1456
2018	1.5530	21.0872	22.0130	0.0441	1.2639	0.1689	1.4327	0.3412	0.1641	0.5053	0.0000	3,943.8261	3,943.8261	0.4545	0.0000	3,953.3714
2019	1,249.7727	20.7525	21.3421	0.0440	1.2638	0.1650	1.4288	0.3411	0.1606	0.5017	0.0000	3,880.9231	3,880.9231	0.4306	0.0000	3,889.9651
Total	**1,255.2300**	**102.0766**	**86.6105**	**0.2425**	**7.9738**	**1.0238**	**8.9975**	**2.7212**	**0.9634**	**3.6846**	**0.0000**	**23,176.6831**	**23,176.6831**	**1.5142**	**0.0000**	**23,208.4821**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.26**	**5.83**	**5.00**	**0.00**	**24.58**	**72.94**	**37.33**	**33.68**	**73.02**	**51.99**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.5693	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989
Energy	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Mobile	3.3304	6.6201	31.4515	0.0787	5.5553	0.0951	5.6503	1.4810	0.0876	1.5687		6,421.7068	6,421.7068	0.2377		6,426.6977
Total	**8.9505**	**7.0831**	**31.8841**	**0.0815**	**5.5553**	**0.1304**	**5.6857**	**1.4810**	**0.1229**	**1.6040**		**6,976.8367**	**6,976.8367**	**0.2486**	**0.0102**	**6,985.2107**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.5693	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989
Energy	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Mobile	3.2310	6.0188	28.8168	0.0702	4.9337	0.0854	5.0191	1.3153	0.0787	1.3940		5,727.9094	5,727.9094	0.2143		5,732.4102
Total	**8.8511**	**6.4817**	**29.2493**	**0.0730**	**4.9337**	**0.1207**	**5.0544**	**1.3153**	**0.1140**	**1.4294**		**6,283.0394**	**6,283.0394**	**0.2252**	**0.0102**	**6,290.9232**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.11**	**8.49**	**8.26**	**10.42**	**11.19**	**7.41**	**11.10**	**11.19**	**7.24**	**10.89**	**0.00**	**9.94**	**9.94**	**9.39**	**0.00**	**9.94**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/5/2017	8/1/2017	5	20	
2	Site Preparation	Site Preparation	8/2/2017	8/8/2017	5	5	
3	Grading	Grading	8/9/2017	9/5/2017	5	20	
4	Building Construction	Building Construction	9/6/2017	6/11/2019	5	460	
5	Paving	Paving	6/12/2019	6/18/2019	5	5	
6	Architectural Coating	Architectural Coating	6/19/2019	6/25/2019	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 404,400; Non-Residential Outdoor: 134,800 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	3,725.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	103.00	44.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**		**1.6062**	**1.6062**		**1.5022**	**1.5022**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8925	21.4395	15.5622	0.0245		0.1085	0.1085		0.1085	0.1085	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**0.8925**	**21.4395**	**15.5622**	**0.0245**		**0.1085**	**0.1085**		**0.1085**	**0.1085**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3754	0.0000	5.3754	2.9079	0.0000	2.9079			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**2.3109**	**24.2288**	**15.9299**	**0.0171**	**5.3754**	**1.3067**	**6.6821**	**2.9079**	**1.2022**	**4.1101**		**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4189	0.0000	2.4189	1.3086	0.0000	1.3086			0.0000			0.0000
Off-Road	0.5735	14.7860	11.0902	0.0171		0.0632	0.0632		0.0632	0.0632	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**0.5735**	**14.7860**	**11.0902**	**0.0171**	**2.4189**	**0.0632**	**2.4821**	**1.3086**	**0.0632**	**1.3717**	**0.0000**	**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7248	0.0000	4.7248	2.5125	0.0000	2.5125			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**1.8844**	**19.7889**	**13.1786**	**0.0141**	**4.7248**	**1.0661**	**5.7910**	**2.5125**	**0.9808**	**3.4933**		**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4068	48.0381	33.8139	0.1394	3.2445	0.6375	3.8820	0.8883	0.5863	1.4746		13,839.6391	13,839.6391	0.1000		13,841.7380
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**3.4357**	**48.0716**	**34.2065**	**0.1404**	**3.3199**	**0.6381**	**3.9580**	**0.9083**	**0.5868**	**1.4952**		**13,912.7445**	**13,912.7445**	**0.1034**		**13,914.9159**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1262	0.0000	2.1262	1.1306	0.0000	1.1306			0.0000			0.0000
Off-Road	0.4686	12.1653	9.0489	0.0141		0.0519	0.0519		0.0519	0.0519	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**0.4686**	**12.1653**	**9.0489**	**0.0141**	**2.1262**	**0.0519**	**2.1781**	**1.1306**	**0.0519**	**1.1825**	**0.0000**	**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4068	48.0381	33.8139	0.1394	3.2445	0.6375	3.8820	0.8883	0.5863	1.4746		13,839.6391	13,839.6391	0.1000		13,841.7380
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**3.4357**	**48.0716**	**34.2065**	**0.1404**	**3.3199**	**0.6381**	**3.9580**	**0.9083**	**0.5868**	**1.4952**		**13,912.7445**	**13,912.7445**	**0.1034**		**13,914.9159**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**		**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4174	3.8092	4.3491	0.0105	0.2926	0.0567	0.3493	0.0836	0.0521	0.1357		1,034.2149	1,034.2149	7.9100e-003		1,034.3810
Worker	0.3719	0.4309	5.0549	0.0117	0.9713	7.1600e-003	0.9785	0.2576	6.6000e-003	0.2642		941.2323	941.2323	0.0445		942.1663
Total	**0.7894**	**4.2401**	**9.4040**	**0.0221**	**1.2639**	**0.0638**	**1.3277**	**0.3412**	**0.0587**	**0.3999**		**1,975.4472**	**1,975.4472**	**0.0524**		**1,976.5473**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4174	3.8092	4.3491	0.0105	0.2926	0.0567	0.3493	0.0836	0.0521	0.1357		1,034.2149	1,034.2149	7.9100e-003		1,034.3810
Worker	0.3719	0.4309	5.0549	0.0117	0.9713	7.1600e-003	0.9785	0.2576	6.6000e-003	0.2642		941.2323	941.2323	0.0445		942.1663
Total	**0.7894**	**4.2401**	**9.4040**	**0.0221**	**1.2639**	**0.0638**	**1.3277**	**0.3412**	**0.0587**	**0.3999**		**1,975.4472**	**1,975.4472**	**0.0524**		**1,976.5473**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5826	17.3173	13.8357	0.0220		1.0532	1.0532		1.0172	1.0172		2,021.4136	2,021.4136	0.4059		2,029.9373
Total	**2.5826**	**17.3173**	**13.8357**	**0.0220**		**1.0532**	**1.0532**		**1.0172**	**1.0172**		**2,021.4136**	**2,021.4136**	**0.4059**		**2,029.9373**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3800	3.4494	4.0297	0.0104	0.2925	0.0525	0.3450	0.0835	0.0483	0.1318		1,016.1494	1,016.1494	7.7600e-003		1,016.3124
Worker	0.3358	0.3880	4.5546	0.0117	0.9713	6.9300e-003	0.9783	0.2576	6.4100e-003	0.2640		906.2632	906.2632	0.0409		907.1216
Total	**0.7158**	**3.8374**	**8.5843**	**0.0221**	**1.2639**	**0.0594**	**1.3233**	**0.3412**	**0.0547**	**0.3958**		**1,922.4126**	**1,922.4126**	**0.0486**		**1,923.4340**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,021.4136	2,021.4136	0.4059		2,029.9373
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,021.4136**	**2,021.4136**	**0.4059**		**2,029.9373**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3800	3.4494	4.0297	0.0104	0.2925	0.0525	0.3450	0.0835	0.0483	0.1318		1,016.1494	1,016.1494	7.7600e-003		1,016.3124
Worker	0.3358	0.3880	4.5546	0.0117	0.9713	6.9300e-003	0.9783	0.2576	6.4100e-003	0.2640		906.2632	906.2632	0.0409		907.1216
Total	**0.7158**	**3.8374**	**8.5843**	**0.0221**	**1.2639**	**0.0594**	**1.3233**	**0.3412**	**0.0547**	**0.3958**		**1,922.4126**	**1,922.4126**	**0.0486**		**1,923.4340**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2639	15.8827	13.4498	0.0220		0.9117	0.9117		0.8808	0.8808		2,008.7495	2,008.7495	0.3850		2,016.8347
Total	**2.2639**	**15.8827**	**13.4498**	**0.0220**		**0.9117**	**0.9117**		**0.8808**	**0.8808**		**2,008.7495**	**2,008.7495**	**0.3850**		**2,016.8347**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3467	3.1496	3.7579	0.0104	0.2925	0.0487	0.3412	0.0835	0.0448	0.1283		998.4857	998.4857	7.5800e-003		998.6448
Worker	0.3080	0.3532	4.1555	0.0117	0.9713	6.7900e-003	0.9781	0.2576	6.2900e-003	0.2639		873.6879	873.6879	0.0380		874.4856
Total	**0.6547**	**3.5027**	**7.9134**	**0.0221**	**1.2638**	**0.0555**	**1.3193**	**0.3411**	**0.0511**	**0.3922**		**1,872.1736**	**1,872.1736**	**0.0456**		**1,873.1303**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,008.7495	2,008.7495	0.3850		2,016.8347
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,008.7495**	**2,008.7495**	**0.3850**		**2,016.8347**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3467	3.1496	3.7579	0.0104	0.2925	0.0487	0.3412	0.0835	0.0448	0.1283		998.4857	998.4857	7.5800e-003		998.6448
Worker	0.3080	0.3532	4.1555	0.0117	0.9713	6.7900e-003	0.9781	0.2576	6.2900e-003	0.2639		873.6879	873.6879	0.0380		874.4856
Total	**0.6547**	**3.5027**	**7.9134**	**0.0221**	**1.2638**	**0.0555**	**1.3193**	**0.3411**	**0.0511**	**0.3922**		**1,872.1736**	**1,872.1736**	**0.0456**		**1,873.1303**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8923	9.0499	8.7806	0.0133		0.5164	0.5164		0.4759	0.4759		1,305.5566	1,305.5566	0.4050		1,314.0618
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8923**	**9.0499**	**8.7806**	**0.0133**		**0.5164**	**0.5164**		**0.4759**	**0.4759**		**1,305.5566**	**1,305.5566**	**0.4050**		**1,314.0618**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0389	0.0446	0.5245	1.4700e-003	0.1226	8.6000e-004	0.1235	0.0325	7.9000e-004	0.0333		110.2713	110.2713	4.7900e-003		110.3720
Total	**0.0389**	**0.0446**	**0.5245**	**1.4700e-003**	**0.1226**	**8.6000e-004**	**0.1235**	**0.0325**	**7.9000e-004**	**0.0333**		**110.2713**	**110.2713**	**4.7900e-003**		**110.3720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5423	11.5730	9.7014	0.0133		0.0609	0.0609		0.0609	0.0609	0.0000	1,305.5566	1,305.5566	0.4050		1,314.0618
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5423**	**11.5730**	**9.7014**	**0.0133**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**1,305.5566**	**1,305.5566**	**0.4050**		**1,314.0618**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0389	0.0446	0.5245	1.4700e-003	0.1226	8.6000e-004	0.1235	0.0325	7.9000e-004	0.0333		110.2713	110.2713	4.7900e-003		110.3720
Total	**0.0389**	**0.0446**	**0.5245**	**1.4700e-003**	**0.1226**	**8.6000e-004**	**0.1235**	**0.0325**	**7.9000e-004**	**0.0333**		**110.2713**	**110.2713**	**4.7900e-003**		**110.3720**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,249.5960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	**1,249.8624**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0628	0.0720	0.8472	2.3800e-003	0.1980	1.3800e-003	0.1994	0.0525	1.2800e-003	0.0538		178.1306	178.1306	7.7400e-003		178.2932
Total	**0.0628**	**0.0720**	**0.8472**	**2.3800e-003**	**0.1980**	**1.3800e-003**	**0.1994**	**0.0525**	**1.2800e-003**	**0.0538**		**178.1306**	**178.1306**	**7.7400e-003**		**178.2932**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,249.5960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0238		281.9473
Total	**1,249.7099**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0628	0.0720	0.8472	2.3800e-003	0.1980	1.3800e-003	0.1994	0.0525	1.2800e-003	0.0538		178.1306	178.1306	7.7400e-003		178.2932
Total	**0.0628**	**0.0720**	**0.8472**	**2.3800e-003**	**0.1980**	**1.3800e-003**	**0.1994**	**0.0525**	**1.2800e-003**	**0.0538**		**178.1306**	**178.1306**	**7.7400e-003**		**178.2932**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.2310	6.0188	28.8168	0.0702	4.9337	0.0854	5.0191	1.3153	0.0787	1.3940		5,727.9094	5,727.9094	0.2143		5,732.4102
Unmitigated	3.3304	6.6201	31.4515	0.0787	5.5553	0.0951	5.6503	1.4810	0.0876	1.5687		6,421.7068	6,421.7068	0.2377		6,426.6977

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	1,101.00	237.00	98.00	1,993,737	1,770,657
Total	1,101.00	237.00	98.00	1,993,737	1,770,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
NaturalGas Unmitigated	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	4717.81	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Total		**0.0509**	**0.4625**	**0.3885**	**2.7800e-003**		**0.0352**	**0.0352**		**0.0352**	**0.0352**		**555.0363**	**555.0363**	**0.0106**	**0.0102**	**558.4141**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	4.71781	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Total		**0.0509**	**0.4625**	**0.3885**	**2.7800e-003**		**0.0352**	**0.0352**		**0.0352**	**0.0352**		**555.0363**	**555.0363**	**0.0106**	**0.0102**	**558.4141**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5693	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989
Unmitigated	5.5693	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1400e-003	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989
Total	**5.5693**	**4.1000e-004**	**0.0440**	**0.0000**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**		**0.0937**	**0.0937**	**2.5000e-004**		**0.0989**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1400e-003	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989
Total	**5.5693**	**4.1000e-004**	**0.0440**	**0.0000**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**		**0.0937**	**0.0937**	**2.5000e-004**		**0.0989**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 4a & 4b (O1 & G2 & G1 part b)

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	100.00	1000sqft	1.00	100,000.00	0
Enclosed Parking Structure	164.00	Space	0.00	50,000.00	0
Enclosed Parking Structure	164.00	Space	0.00	76,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 1 acre lot for Office Building with parking underground so lot acreage = 0 with 2.5 story garage
An addition of two upper levels to the parking garage built in previous phase so lot acreage = 0

Construction Phase - Approximately 24 months of construction

Grading - Export for subsurface parking garage

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	113,000.00	134,800.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	339,000.00	404,400.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	339000	404400
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	100.00	460.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	5.00
tblGrading	AcresOfGrading	7.50	0.75
tblGrading	AcresOfGrading	2.50	0.50
tblGrading	MaterialExported	0.00	29,800.00
tblLandUse	LandUseSquareFeet	65,600.00	50,000.00
tblLandUse	LandUseSquareFeet	65,600.00	76,000.00

tblLandUse	LotAcreage	2.30	1.00
tblLandUse	LotAcreage	1.48	0.00
tblLandUse	LotAcreage	1.48	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblProjectCharacteristics	OperationalYear	2014	2020
tblTripsAndVMT	VendorTripNumber	37.00	44.00
tblTripsAndVMT	WorkerTripNumber	85.00	103.00
tblTripsAndVMT	WorkerTripNumber	17.00	21.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	3.16	2.96
tblVehicleEF	HHD	1.42	1.46
tblVehicleEF	HHD	58.85	62.54
tblVehicleEF	HHD	528.30	548.92
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.98	4.42
tblVehicleEF	HHD	3.96	5.06
tblVehicleEF	HHD	3.88	4.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	9.4890e-003	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003

tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.56	0.53
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.77	2.22
tblVehicleEF	HHD	5.6000e-003	5.6010e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.5370e-003	1.6490e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.64	0.60
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.90	2.38
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.29	2.15
tblVehicleEF	HHD	1.44	1.47
tblVehicleEF	HHD	42.23	46.32
tblVehicleEF	HHD	559.68	581.53
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02

tblVehicleEF	HHD	4.10	4.56
tblVehicleEF	HHD	3.82	4.87
tblVehicleEF	HHD	3.64	3.78
tblVehicleEF	HHD	8.6950e-003	9.2330e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	8.0000e-003	8.4950e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.53	0.50
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.44	1.79
tblVehicleEF	HHD	5.9330e-003	5.9340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.2650e-003	1.3800e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.60	0.57
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.28	0.28

tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.54	1.91
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	4.35	4.08
tblVehicleEF	HHD	1.42	1.45
tblVehicleEF	HHD	74.56	78.15
tblVehicleEF	HHD	484.95	503.88
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.80	4.22
tblVehicleEF	HHD	4.03	5.15
tblVehicleEF	HHD	4.09	4.25
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.61	0.57
tblVehicleEF	HHD	3.7700e-004	4.5700e-004

tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.08	2.63
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.7930e-003	1.9060e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.69	0.65
tblVehicleEF	HHD	3.7700e-004	4.5700e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.22	2.81
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.70	0.82
tblVehicleEF	LDA	1.51	1.84
tblVehicleEF	LDA	228.55	248.79
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03

tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.10	0.13
tblVehicleEF	LDA	7.6200e-004	7.6700e-004
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.11	0.14
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.82	0.96
tblVehicleEF	LDA	1.03	1.27
tblVehicleEF	LDA	246.40	268.22
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.21	0.24

tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	7.5400e-004	7.5700e-004
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.21	0.24
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.69	0.81
tblVehicleEF	LDA	1.85	2.26
tblVehicleEF	LDA	225.61	245.59
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.12	0.16
tblVehicleEF	LDA	7.6800e-004	7.7400e-004

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.13	0.17
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.85	2.22
tblVehicleEF	LDT1	4.04	4.81
tblVehicleEF	LDT1	281.01	302.88
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.20	0.24
tblVehicleEF	LDT1	0.22	0.26
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.29	0.36
tblVehicleEF	LDT1	3.8530e-003	3.8540e-003
tblVehicleEF	LDT1	9.1800e-004	9.2900e-004
tblVehicleEF	LDT1	0.12	0.13

tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.13	2.54
tblVehicleEF	LDT1	2.79	3.33
tblVehicleEF	LDT1	301.49	324.79
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.18	0.22
tblVehicleEF	LDT1	0.19	0.23
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.04	0.06
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.23	0.28
tblVehicleEF	LDT1	4.1400e-003	4.1390e-003
tblVehicleEF	LDT1	8.9600e-004	9.0400e-004
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35

tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.07	0.08
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.24	0.29
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.83	2.21
tblVehicleEF	LDT1	4.95	5.89
tblVehicleEF	LDT1	277.64	299.26
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.27
tblVehicleEF	LDT1	0.23	0.27
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.35	0.42
tblVehicleEF	LDT1	3.8060e-003	3.8080e-003
tblVehicleEF	LDT1	9.3400e-004	9.4800e-004
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05

tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.37	0.45
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.97	1.16
tblVehicleEF	LDT2	2.23	2.72
tblVehicleEF	LDT2	341.96	366.88
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.15	0.19
tblVehicleEF	LDT2	4.5190e-003	4.5220e-003
tblVehicleEF	LDT2	1.0420e-003	1.0500e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.04

tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	1.13	1.35
tblVehicleEF	LDT2	1.53	1.88
tblVehicleEF	LDT2	367.92	394.70
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.40	0.45
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	4.8650e-003	4.8680e-003
tblVehicleEF	LDT2	1.0300e-003	1.0350e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.40	0.45

tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.95	1.14
tblVehicleEF	LDT2	2.73	3.34
tblVehicleEF	LDT2	337.69	362.30
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	4.4620e-003	4.4650e-003
tblVehicleEF	LDT2	1.0510e-003	1.0600e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.19	0.24

tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.54	1.85
tblVehicleEF	LHD1	4.61	5.04
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.99	1.15
tblVehicleEF	LHD1	1.27	1.32
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.14	0.16
tblVehicleEF	LHD1	0.61	0.62

tblVehicleEF	LHD1	0.39	0.43
tblVehicleEF	LHD1	8.5180e-003	8.5270e-003
tblVehicleEF	LHD1	5.3700e-004	5.4200e-004
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.61	0.62
tblVehicleEF	LHD1	0.42	0.46
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.58	1.90
tblVehicleEF	LHD1	3.28	3.58
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.94	1.09
tblVehicleEF	LHD1	1.19	1.24
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003

tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.32	0.36
tblVehicleEF	LHD1	8.5190e-003	8.5280e-003
tblVehicleEF	LHD1	5.1400e-004	5.1700e-004
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.17	0.20
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.34	0.38
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.51	1.81
tblVehicleEF	LHD1	5.87	6.43
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50

tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	1.02	1.18
tblVehicleEF	LHD1	1.34	1.39
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.13	0.16
tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.45	0.50
tblVehicleEF	LHD1	8.5170e-003	8.5260e-003
tblVehicleEF	LHD1	5.5900e-004	5.6600e-004
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.16	0.19

tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.48	0.54
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.01	1.25
tblVehicleEF	LHD2	2.50	2.87
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.61	1.89
tblVehicleEF	LHD2	0.74	0.78
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02

tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.21	0.24
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.2900e-004	3.3500e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.22	0.26
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.02	1.27
tblVehicleEF	LHD2	1.79	2.06
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.54	1.81
tblVehicleEF	LHD2	0.69	0.73
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.17	0.20
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.1700e-004	3.2100e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.19	0.22
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14

tblVehicleEF	LHD2	0.99	1.25
tblVehicleEF	LHD2	3.17	3.63
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.64	1.93
tblVehicleEF	LHD2	0.78	0.82
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.24	0.28
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.4100e-004	3.4800e-004

tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.26	0.30
tblVehicleEF	MCY	22.95	23.97
tblVehicleEF	MCY	10.83	10.73
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.21	1.22
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.50	2.54
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.21	2.24
tblVehicleEF	MCY	2.0180e-003	2.0130e-003
tblVehicleEF	MCY	6.6600e-004	6.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39

tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.74	2.78
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.38	2.41
tblVehicleEF	MCY	21.98	22.93
tblVehicleEF	MCY	8.85	8.83
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.07	1.08
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.41	2.44
tblVehicleEF	MCY	1.17	1.26
tblVehicleEF	MCY	1.82	1.83
tblVehicleEF	MCY	2.0000e-003	1.9940e-003
tblVehicleEF	MCY	6.2300e-004	6.3300e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.65	2.68
tblVehicleEF	MCY	1.17	1.26

tblVehicleEF	MCY	1.95	1.97
tblVehicleEF	MCY	24.89	26.05
tblVehicleEF	MCY	12.80	12.64
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.30	1.31
tblVehicleEF	MCY	0.33	0.33
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.60	2.65
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.58	2.62
tblVehicleEF	MCY	2.0510e-003	2.0490e-003
tblVehicleEF	MCY	7.0900e-004	7.1800e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.84	2.90
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.78	2.82
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03

tblVehicleEF	MDV	1.75	2.00
tblVehicleEF	MDV	4.64	5.30
tblVehicleEF	MDV	453.82	484.02
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.24	0.29
tblVehicleEF	MDV	0.40	0.47
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.39	0.45
tblVehicleEF	MDV	5.7660e-003	5.7610e-003
tblVehicleEF	MDV	1.3530e-003	1.3610e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.41	0.48
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	2.03	2.31

tblVehicleEF	MDV	3.20	3.67
tblVehicleEF	MDV	487.87	520.24
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.22	0.26
tblVehicleEF	MDV	0.36	0.42
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.05	0.06
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.30	0.35
tblVehicleEF	MDV	6.2030e-003	6.1970e-003
tblVehicleEF	MDV	1.3280e-003	1.3320e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.32	0.37
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	1.74	1.99
tblVehicleEF	MDV	5.68	6.50

tblVehicleEF	MDV	448.21	478.05
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.27	0.31
tblVehicleEF	MDV	0.44	0.51
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.45	0.53
tblVehicleEF	MDV	5.6940e-003	5.6900e-003
tblVehicleEF	MDV	1.3720e-003	1.3820e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.49	0.56
tblVehicleEF	MH	2.07	3.30
tblVehicleEF	MH	6.94	8.88
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003

tblVehicleEF	MH	1.35	1.54
tblVehicleEF	MH	0.80	0.92
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.38	0.47
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	4.7700e-004	5.1100e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.40	0.50
tblVehicleEF	MH	2.15	3.41
tblVehicleEF	MH	4.94	6.20
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42

tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.26	1.44
tblVehicleEF	MH	0.75	0.86
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.10	0.14
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.31	0.38
tblVehicleEF	MH	7.4100e-003	7.4320e-003
tblVehicleEF	MH	4.4400e-004	4.6600e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.12	0.17
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.33	0.41
tblVehicleEF	MH	2.02	3.25
tblVehicleEF	MH	8.85	11.46
tblVehicleEF	MH	671.08	697.34

tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.40	1.60
tblVehicleEF	MH	0.84	0.96
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.44	0.56
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	5.0900e-004	5.5400e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.47	0.60
tblVehicleEF	MHD	7.6250e-003	7.5290e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003

tblVehicleEF	MHD	1.91	1.86
tblVehicleEF	MHD	0.73	0.96
tblVehicleEF	MHD	18.00	21.17
tblVehicleEF	MHD	572.01	590.73
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.63	5.52
tblVehicleEF	MHD	1.83	2.70
tblVehicleEF	MHD	1.76	1.99
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.16	0.16
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.01	1.27
tblVehicleEF	MHD	6.0640e-003	6.0280e-003

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.6700e-004	9.4700e-004
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.19	0.18
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.07	1.35
tblVehicleEF	MHD	7.1860e-003	7.0950e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	1.39	1.35
tblVehicleEF	MHD	0.74	0.97
tblVehicleEF	MHD	12.71	15.18
tblVehicleEF	MHD	605.99	625.82
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.78	5.70
tblVehicleEF	MHD	1.75	2.59
tblVehicleEF	MHD	1.65	1.87
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	9.2440e-003	0.01
tblVehicleEF	MHD	0.05	0.05

tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.81	1.01
tblVehicleEF	MHD	6.4240e-003	6.3860e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7700e-004	8.4500e-004
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.87	1.08
tblVehicleEF	MHD	8.2320e-003	8.1270e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	2.63	2.57
tblVehicleEF	MHD	0.72	0.96
tblVehicleEF	MHD	23.04	26.91
tblVehicleEF	MHD	525.08	542.26
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.43	5.28
tblVehicleEF	MHD	1.86	2.75
tblVehicleEF	MHD	1.85	2.10
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	5.7000e-004	6.3900e-004
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.18	1.50
tblVehicleEF	MHD	5.5660e-003	5.5330e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.5100e-004	1.0450e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.20	0.20
tblVehicleEF	MHD	5.7000e-004	6.3900e-004

tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.26	1.60
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	2.74	2.48
tblVehicleEF	OBUS	1.06	1.27
tblVehicleEF	OBUS	9.66	10.66
tblVehicleEF	OBUS	534.88	554.85
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.65	5.30
tblVehicleEF	OBUS	2.34	3.28
tblVehicleEF	OBUS	1.31	1.43
tblVehicleEF	OBUS	9.5470e-003	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	8.7830e-003	9.4330e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.47	0.42
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004

tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.58	0.64
tblVehicleEF	OBUS	5.6700e-003	5.6610e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.3300e-004	5.5200e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.53	0.48
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.61	0.68
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	1.99	1.80
tblVehicleEF	OBUS	1.08	1.29
tblVehicleEF	OBUS	6.90	7.64
tblVehicleEF	OBUS	566.66	587.81
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.79	5.47
tblVehicleEF	OBUS	2.23	3.13
tblVehicleEF	OBUS	1.22	1.34
tblVehicleEF	OBUS	8.0480e-003	8.6440e-003
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	7.4040e-003	7.9520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.44	0.40
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.48	0.53
tblVehicleEF	OBUS	6.0070e-003	5.9980e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	4.8600e-004	5.0200e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.50	0.45
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.51	0.56
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.78	3.41
tblVehicleEF	OBUS	1.04	1.25
tblVehicleEF	OBUS	12.28	13.54
tblVehicleEF	OBUS	491.00	509.32

tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.44	5.06
tblVehicleEF	OBUS	2.39	3.35
tblVehicleEF	OBUS	1.38	1.50
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.50	0.46
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.67	0.74
tblVehicleEF	OBUS	5.2050e-003	5.1970e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.7700e-004	6.0100e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02

tblVehicleEF	OBUS	0.57	0.52
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.71	0.79
tblVehicleEF	SBUS	4.4530e-003	4.3220e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.05	0.99
tblVehicleEF	SBUS	4.17	5.36
tblVehicleEF	SBUS	29.10	36.18
tblVehicleEF	SBUS	547.00	563.29
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.58	7.75
tblVehicleEF	SBUS	6.77	7.14
tblVehicleEF	SBUS	2.48	2.71
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003

tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.37	0.42
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.78	2.33
tblVehicleEF	SBUS	5.7980e-003	5.7480e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.7920e-003	1.9230e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003
tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.41	0.47
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.90	2.49
tblVehicleEF	SBUS	4.1970e-003	4.0730e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	0.76	0.72
tblVehicleEF	SBUS	4.30	5.42
tblVehicleEF	SBUS	23.38	29.11
tblVehicleEF	SBUS	579.49	596.75
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.82	8.00
tblVehicleEF	SBUS	6.46	6.81
tblVehicleEF	SBUS	2.29	2.51

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.38	0.43
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.56	2.04
tblVehicleEF	SBUS	6.1430e-003	6.0890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.6950e-003	1.8030e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.42	0.47
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.67	2.18
tblVehicleEF	SBUS	4.8080e-003	4.6660e-003

tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.45	1.37
tblVehicleEF	SBUS	4.06	5.38
tblVehicleEF	SBUS	34.70	43.11
tblVehicleEF	SBUS	502.12	517.07
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.24	7.40
tblVehicleEF	SBUS	6.91	7.29
tblVehicleEF	SBUS	2.63	2.88
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.36	0.41
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	1.98	2.59

tblVehicleEF	SBUS	5.3230e-003	5.2760e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.8860e-003	2.0400e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.40	0.46
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	2.11	2.76
tblVehicleEF	UBUS	5.05	5.17
tblVehicleEF	UBUS	9.88	10.49
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.44	19.05
tblVehicleEF	UBUS	1.00	1.03
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.02	1.04
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.65	0.68
tblVehicleEF	UBUS	0.02	0.02

tblVehicleEF	UBUS	3.8100e-004	3.9700e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.13	1.15
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.69	0.72
tblVehicleEF	UBUS	5.15	5.27
tblVehicleEF	UBUS	7.36	7.80
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	17.69	18.28
tblVehicleEF	UBUS	0.93	0.96
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.04	1.06
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.54	0.56
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.3800e-004	3.5100e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08

tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.16	1.18
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.57	0.60
tblVehicleEF	UBUS	4.98	5.10
tblVehicleEF	UBUS	12.26	13.03
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.74	19.36
tblVehicleEF	UBUS	1.05	1.09
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.00	1.02
tblVehicleEF	UBUS	0.57	0.58
tblVehicleEF	UBUS	0.75	0.78
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.2100e-004	4.4000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.11	1.13
tblVehicleEF	UBUS	0.57	0.58

tblVehicleEF	UBUS	0.80	0.83

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	5.8003	70.4051	60.8697	0.1542	8.0448	1.7059	9.7506	3.4208	1.5693	4.9901	0.0000	15,313.6293	15,313.6293	0.6291	0.0000	15,326.8410
2018	3.3683	21.3943	24.4253	0.0431	1.2639	1.1131	2.3770	0.3412	1.0723	1.4135	0.0000	3,862.7919	3,862.7919	0.4548	0.0000	3,872.3416
2019	1,249.9239	19.6024	23.3589	0.0431	1.2638	0.9677	2.2315	0.3411	0.9323	1.2734	0.0000	3,802.5648	3,802.5648	0.4308	0.0000	3,811.6114
Total	**1,259.0926**	**111.4018**	**108.6538**	**0.2403**	**10.5724**	**3.7867**	**14.3591**	**4.1031**	**3.5739**	**7.6770**	**0.0000**	**22,978.9861**	**22,978.9861**	**1.5147**	**0.0000**	**23,010.7940**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.3845	62.7815	56.7400	0.1542	5.4461	0.6917	6.1377	2.0390	0.6403	2.6793	0.0000	15,313.6293	15,313.6293	0.6291	0.0000	15,326.8410
2018	1.6229	21.3268	24.0183	0.0431	1.2639	0.1694	1.4333	0.3412	0.1646	0.5058	0.0000	3,862.7919	3,862.7919	0.4548	0.0000	3,872.3416
2019	1,249.7714	20.9695	23.3378	0.0431	1.2638	0.1654	1.4293	0.3411	0.1610	0.5021	0.0000	3,802.5648	3,802.5648	0.4308	0.0000	3,811.6114
Total	**1,255.7787**	**105.0778**	**104.0960**	**0.2403**	**7.9738**	**1.0265**	**9.0002**	**2.7212**	**0.9659**	**3.6871**	**0.0000**	**22,978.9860**	**22,978.9860**	**1.5147**	**0.0000**	**23,010.7940**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.26**	**5.68**	**4.19**	**0.00**	**24.58**	**72.89**	**37.32**	**33.68**	**72.97**	**51.97**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.5693	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989
Energy	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Mobile	3.4453	7.3439	34.7014	0.0735	5.5553	0.0955	5.6508	1.4810	0.0880	1.5691		6,013.0784	6,013.0784	0.2379		6,018.0742
Total	**9.0655**	**7.8068**	**35.1339**	**0.0763**	**5.5553**	**0.1309**	**5.6861**	**1.4810**	**0.1233**	**1.6044**		**6,568.2083**	**6,568.2083**	**0.2488**	**0.0102**	**6,576.5872**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.5693	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989
Energy	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Mobile	3.3484	6.6721	32.3597	0.0656	4.9337	0.0859	5.0196	1.3153	0.0791	1.3945		5,364.1751	5,364.1751	0.2146		5,368.6808
Total	**8.9686**	**7.1350**	**32.7923**	**0.0684**	**4.9337**	**0.1212**	**5.0549**	**1.3153**	**0.1145**	**1.4298**		**5,919.3050**	**5,919.3050**	**0.2255**	**0.0102**	**5,927.1938**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.07**	**8.61**	**6.67**	**10.38**	**11.19**	**7.38**	**11.10**	**11.19**	**7.21**	**10.88**	**0.00**	**9.88**	**9.88**	**9.38**	**0.00**	**9.87**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/5/2017	8/1/2017	5	20	
2	Site Preparation	Site Preparation	8/2/2017	8/8/2017	5	5	
3	Grading	Grading	8/9/2017	9/5/2017	5	20	
4	Building Construction	Building Construction	9/6/2017	6/11/2019	5	460	
5	Paving	Paving	6/12/2019	6/18/2019	5	5	
6	Architectural Coating	Architectural Coating	6/19/2019	6/25/2019	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 404,400; Non-Residential Outdoor: 134,800 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	3,725.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	103.00	44.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**		**1.6062**	**1.6062**		**1.5022**	**1.5022**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8925	21.4395	15.5622	0.0245		0.1085	0.1085		0.1085	0.1085	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**0.8925**	**21.4395**	**15.5622**	**0.0245**		**0.1085**	**0.1085**		**0.1085**	**0.1085**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3754	0.0000	5.3754	2.9079	0.0000	2.9079			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**2.3109**	**24.2288**	**15.9299**	**0.0171**	**5.3754**	**1.3067**	**6.6821**	**2.9079**	**1.2022**	**4.1101**		**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4189	0.0000	2.4189	1.3086	0.0000	1.3086			0.0000			0.0000
Off-Road	0.5735	14.7860	11.0902	0.0171		0.0632	0.0632		0.0632	0.0632	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**0.5735**	**14.7860**	**11.0902**	**0.0171**	**2.4189**	**0.0632**	**2.4821**	**1.3086**	**0.0632**	**1.3717**	**0.0000**	**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7248	0.0000	4.7248	2.5125	0.0000	2.5125			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**1.8844**	**19.7889**	**13.1786**	**0.0141**	**4.7248**	**1.0661**	**5.7910**	**2.5125**	**0.9808**	**3.4933**		**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.8873	50.5753	47.3169	0.1393	3.2445	0.6392	3.8837	0.8883	0.5879	1.4762		13,807.2339	13,807.2339	0.1013		13,809.3608
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**3.9159**	**50.6162**	**47.6911**	**0.1402**	**3.3199**	**0.6398**	**3.9597**	**0.9083**	**0.5884**	**1.4968**		**13,874.4399**	**13,874.4399**	**0.1047**		**13,876.6394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1262	0.0000	2.1262	1.1306	0.0000	1.1306			0.0000			0.0000
Off-Road	0.4686	12.1653	9.0489	0.0141		0.0519	0.0519		0.0519	0.0519	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**0.4686**	**12.1653**	**9.0489**	**0.0141**	**2.1262**	**0.0519**	**2.1781**	**1.1306**	**0.0519**	**1.1825**	**0.0000**	**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.8873	50.5753	47.3169	0.1393	3.2445	0.6392	3.8837	0.8883	0.5879	1.4762		13,807.2339	13,807.2339	0.1013		13,809.3608
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**3.9159**	**50.6162**	**47.6911**	**0.1402**	**3.3199**	**0.6398**	**3.9597**	**0.9083**	**0.5884**	**1.4968**		**13,874.4399**	**13,874.4399**	**0.1047**		**13,876.6394**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**		**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5067	3.9802	6.6162	0.0104	0.2926	0.0572	0.3498	0.0836	0.0526	0.1362		1,026.2788	1,026.2788	8.1200e-003		1,026.4493
Worker	0.3686	0.5270	4.8170	0.0107	0.9713	7.1600e-003	0.9785	0.2576	6.6000e-003	0.2642		865.2780	865.2780	0.0445		866.2120
Total	**0.8753**	**4.5072**	**11.4331**	**0.0212**	**1.2639**	**0.0644**	**1.3283**	**0.3412**	**0.0592**	**0.4004**		**1,891.5569**	**1,891.5569**	**0.0526**		**1,892.6613**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5067	3.9802	6.6162	0.0104	0.2926	0.0572	0.3498	0.0836	0.0526	0.1362		1,026.2788	1,026.2788	8.1200e-003		1,026.4493
Worker	0.3686	0.5270	4.8170	0.0107	0.9713	7.1600e-003	0.9785	0.2576	6.6000e-003	0.2642		865.2780	865.2780	0.0445		866.2120
Total	**0.8753**	**4.5072**	**11.4331**	**0.0212**	**1.2639**	**0.0644**	**1.3283**	**0.3412**	**0.0592**	**0.4004**		**1,891.5569**	**1,891.5569**	**0.0526**		**1,892.6613**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5826	17.3173	13.8357	0.0220		1.0532	1.0532		1.0172	1.0172		2,021.4136	2,021.4136	0.4059		2,029.9373
Total	**2.5826**	**17.3173**	**13.8357**	**0.0220**		**1.0532**	**1.0532**		**1.0172**	**1.0172**		**2,021.4136**	**2,021.4136**	**0.4059**		**2,029.9373**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4553	3.6025	6.2831	0.0104	0.2925	0.0530	0.3455	0.0835	0.0487	0.1323		1,008.3304	1,008.3304	7.9800e-003		1,008.4980
Worker	0.3304	0.4745	4.3065	0.0107	0.9713	6.9300e-003	0.9783	0.2576	6.4100e-003	0.2640		833.0479	833.0479	0.0409		833.9063
Total	**0.7857**	**4.0770**	**10.5896**	**0.0211**	**1.2639**	**0.0599**	**1.3238**	**0.3412**	**0.0551**	**0.3963**		**1,841.3783**	**1,841.3783**	**0.0489**		**1,842.4043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,021.4136	2,021.4136	0.4059		2,029.9373
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,021.4136**	**2,021.4136**	**0.4059**		**2,029.9373**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4553	3.6025	6.2831	0.0104	0.2925	0.0530	0.3455	0.0835	0.0487	0.1323		1,008.3304	1,008.3304	7.9800e-003		1,008.4980
Worker	0.3304	0.4745	4.3065	0.0107	0.9713	6.9300e-003	0.9783	0.2576	6.4100e-003	0.2640		833.0479	833.0479	0.0409		833.9063
Total	**0.7857**	**4.0770**	**10.5896**	**0.0211**	**1.2639**	**0.0599**	**1.3238**	**0.3412**	**0.0551**	**0.3963**		**1,841.3783**	**1,841.3783**	**0.0489**		**1,842.4043**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2639	15.8827	13.4498	0.0220		0.9117	0.9117		0.8808	0.8808		2,008.7495	2,008.7495	0.3850		2,016.8347
Total	**2.2639**	**15.8827**	**13.4498**	**0.0220**		**0.9117**	**0.9117**		**0.8808**	**0.8808**		**2,008.7495**	**2,008.7495**	**0.3850**		**2,016.8347**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4100	3.2877	6.0059	0.0104	0.2925	0.0492	0.3417	0.0835	0.0453	0.1288		990.7843	990.7843	7.7900e-003		990.9479
Worker	0.3016	0.4320	3.9031	0.0107	0.9713	6.7900e-003	0.9781	0.2576	6.2900e-003	0.2639		803.0311	803.0311	0.0380		803.8287
Total	**0.7116**	**3.7197**	**9.9091**	**0.0211**	**1.2638**	**0.0560**	**1.3198**	**0.3411**	**0.0515**	**0.3927**		**1,793.8154**	**1,793.8154**	**0.0458**		**1,794.7766**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,008.7495	2,008.7495	0.3850		2,016.8347
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,008.7495**	**2,008.7495**	**0.3850**		**2,016.8347**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4100	3.2877	6.0059	0.0104	0.2925	0.0492	0.3417	0.0835	0.0453	0.1288		990.7843	990.7843	7.7900e-003		990.9479
Worker	0.3016	0.4320	3.9031	0.0107	0.9713	6.7900e-003	0.9781	0.2576	6.2900e-003	0.2639		803.0311	803.0311	0.0380		803.8287
Total	**0.7116**	**3.7197**	**9.9091**	**0.0211**	**1.2638**	**0.0560**	**1.3198**	**0.3411**	**0.0515**	**0.3927**		**1,793.8154**	**1,793.8154**	**0.0458**		**1,794.7766**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8923	9.0499	8.7806	0.0133		0.5164	0.5164		0.4759	0.4759		1,305.5566	1,305.5566	0.4050		1,314.0618
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8923**	**9.0499**	**8.7806**	**0.0133**		**0.5164**	**0.5164**		**0.4759**	**0.4759**		**1,305.5566**	**1,305.5566**	**0.4050**		**1,314.0618**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0381	0.0545	0.4926	1.3500e-003	0.1226	8.6000e-004	0.1235	0.0325	7.9000e-004	0.0333		101.3534	101.3534	4.7900e-003		101.4541
Total	**0.0381**	**0.0545**	**0.4926**	**1.3500e-003**	**0.1226**	**8.6000e-004**	**0.1235**	**0.0325**	**7.9000e-004**	**0.0333**		**101.3534**	**101.3534**	**4.7900e-003**		**101.4541**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5423	11.5730	9.7014	0.0133		0.0609	0.0609		0.0609	0.0609	0.0000	1,305.5566	1,305.5566	0.4050		1,314.0618
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5423**	**11.5730**	**9.7014**	**0.0133**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**1,305.5566**	**1,305.5566**	**0.4050**		**1,314.0618**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0381	0.0545	0.4926	1.3500e-003	0.1226	8.6000e-004	0.1235	0.0325	7.9000e-004	0.0333		101.3534	101.3534	4.7900e-003		101.4541
Total	**0.0381**	**0.0545**	**0.4926**	**1.3500e-003**	**0.1226**	**8.6000e-004**	**0.1235**	**0.0325**	**7.9000e-004**	**0.0333**		**101.3534**	**101.3534**	**4.7900e-003**		**101.4541**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,249.5960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	**1,249.8624**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0615	0.0881	0.7958	2.1900e-003	0.1980	1.3800e-003	0.1994	0.0525	1.2800e-003	0.0538		163.7248	163.7248	7.7400e-003		163.8874
Total	**0.0615**	**0.0881**	**0.7958**	**2.1900e-003**	**0.1980**	**1.3800e-003**	**0.1994**	**0.0525**	**1.2800e-003**	**0.0538**		**163.7248**	**163.7248**	**7.7400e-003**		**163.8874**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,249.5960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0238		281.9473
Total	**1,249.7099**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0615	0.0881	0.7958	2.1900e-003	0.1980	1.3800e-003	0.1994	0.0525	1.2800e-003	0.0538		163.7248	163.7248	7.7400e-003		163.8874
Total	**0.0615**	**0.0881**	**0.7958**	**2.1900e-003**	**0.1980**	**1.3800e-003**	**0.1994**	**0.0525**	**1.2800e-003**	**0.0538**		**163.7248**	**163.7248**	**7.7400e-003**		**163.8874**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.3484	6.6721	32.3597	0.0656	4.9337	0.0859	5.0196	1.3153	0.0791	1.3945		5,364.1751	5,364.1751	0.2146		5,368.6808
Unmitigated	3.4453	7.3439	34.7014	0.0735	5.5553	0.0955	5.6508	1.4810	0.0880	1.5691		6,013.0784	6,013.0784	0.2379		6,018.0742

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	1,101.00	237.00	98.00	1,993,737	1,770,657
Total	1,101.00	237.00	98.00	1,993,737	1,770,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
NaturalGas Unmitigated	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	4717.81	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Total		**0.0509**	**0.4625**	**0.3885**	**2.7800e-003**		**0.0352**	**0.0352**		**0.0352**	**0.0352**		**555.0363**	**555.0363**	**0.0106**	**0.0102**	**558.4141**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	4.71781	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Total		**0.0509**	**0.4625**	**0.3885**	**2.7800e-003**		**0.0352**	**0.0352**		**0.0352**	**0.0352**		**555.0363**	**555.0363**	**0.0106**	**0.0102**	**558.4141**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5693	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989
Unmitigated	5.5693	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1400e-003	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989
Total	**5.5693**	**4.1000e-004**	**0.0440**	**0.0000**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**		**0.0937**	**0.0937**	**2.5000e-004**		**0.0989**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.1400e-003	4.1000e-004	0.0440	0.0000		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004		0.0937	0.0937	2.5000e-004		0.0989
Total	**5.5693**	**4.1000e-004**	**0.0440**	**0.0000**		**1.6000e-004**	**1.6000e-004**		**1.6000e-004**	**1.6000e-004**		**0.0937**	**0.0937**	**2.5000e-004**		**0.0989**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 4a & 4b (O1 & G2 & G1 part b)

Santa Clara County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	-0.27	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.53	0.00	0.02	0.00	0.85	0.85	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.66	0.19	0.25	0.00	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.26	0.11	0.08	0.00	0.59	0.59	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.38	-0.28	-0.10	0.00	0.88	0.87	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.74	0.39	0.30	0.00	0.95	0.95	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	Tier 2	1	1	Level 3	0.00
Cement and Mortar Mixers	Diesel	Tier 2	1	1	Level 3	0.00
Concrete/Industrial Saws	Diesel	Tier 2	1	1	Level 3	0.00
Cranes	Diesel	Tier 2	1	1	Level 3	0.00
Forklifts	Diesel	Tier 2	1	1	Level 3	0.00
Generator Sets	Diesel	Tier 2	1	1	Level 3	0.00
Graders	Diesel	Tier 2	2	2	Level 3	0.00
Pavers	Diesel	Tier 2	1	1	Level 3	0.00
Paving Equipment	Diesel	Tier 2	1	1	Level 3	0.00
Rollers	Diesel	Tier 2	1	1	Level 3	0.00
Rubber Tired Dozers	Diesel	Tier 2	3	3	Level 3	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 2	7	7	Level 3	0.00
Welders	Diesel	Tier 2	3	3	Level 3	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	6.70000E-004	4.59000E-003	4.60000E-003	1.00000E-005	3.20000E-004	3.20000E-004	0.00000E+000	6.38310E-001	6.38310E-001	5.00000E-005	0.00000E+000	6.39450E-001
Cement and Mortar Mixers	1.10000E-004	6.90000E-004	5.80000E-004	0.00000E+000	3.00000E-005	3.00000E-005	0.00000E+000	8.59300E-002	8.59300E-002	1.00000E-005	0.00000E+000	8.61100E-002
Concrete/ Industrial Saws	5.81000E-003	4.26100E-002	3.74900E-002	6.00000E-005	3.07000E-003	3.07000E-003	0.00000E+000	5.37656E+000	5.37656E+000	4.70000E-004	0.00000E+000	5.38650E+000
Cranes	9.62700E-002	1.14823E+000	4.24860E-001	9.70000E-004	4.97800E-002	4.58000E-002	0.00000E+000	8.87883E+001	8.87883E+001	2.76700E-002	0.00000E+000	8.93695E+001
Forklifts	3.09600E-002	2.73080E-001	2.09380E-001	2.60000E-004	2.18000E-002	2.00600E-002	0.00000E+000	2.40384E+001	2.40384E+001	7.49000E-003	0.00000E+000	2.41958E+001
Generator Sets	1.15370E-001	9.41180E-001	8.61550E-001	1.51000E-003	5.97600E-002	5.97600E-002	0.00000E+000	1.29998E+002	1.29998E+002	9.30000E-003	0.00000E+000	1.30193E+002
Graders	9.53000E-003	9.64100E-002	4.83800E-002	6.00000E-005	5.42000E-003	4.98000E-003	0.00000E+000	5.78422E+000	5.78422E+000	1.77000E-003	0.00000E+000	5.82144E+000
Pavers	5.20000E-004	5.63000E-003	5.23000E-003	1.00000E-005	2.80000E-004	2.50000E-004	0.00000E+000	7.61350E-001	7.61350E-001	2.40000E-004	0.00000E+000	7.66400E-001
Paving Equipment	5.20000E-004	5.56000E-003	6.21000E-003	1.00000E-005	2.80000E-004	2.50000E-004	0.00000E+000	9.00850E-001	9.00850E-001	2.90000E-004	0.00000E+000	9.06840E-001
Rollers	5.00000E-004	4.90000E-003	4.17000E-003	1.00000E-005	3.20000E-004	3.00000E-004	0.00000E+000	5.15330E-001	5.15330E-001	1.60000E-004	0.00000E+000	5.18760E-001
Rubber Tired Dozers	2.34300E-002	2.59730E-001	1.95700E-001	1.70000E-004	1.20700E-002	1.11000E-002	0.00000E+000	1.62529E+001	1.62529E+001	4.98000E-003	0.00000E+000	1.63575E+001
Tractors/Loaders/ Backhoes	5.96800E-002	5.85200E-001	5.07880E-001	6.70000E-004	4.19800E-002	3.86200E-002	0.00000E+000	6.15020E+001	6.15020E+001	1.91100E-002	0.00000E+000	6.19032E+001
Welders	3.02330E-001	1.15783E+000	1.28038E+000	1.76000E-003	7.77000E-002	7.77000E-002	0.00000E+000	1.29872E+002	1.29872E+002	2.46800E-002	0.00000E+000	1.30391E+002

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	2.80000E-004	5.88000E-003	4.58000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	6.38310E-001	6.38310E-001	5.00000E-005	0.00000E+000	6.39440E-001
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	8.59300E-002	8.59300E-002	1.00000E-005	0.00000E+000	8.61100E-002
Concrete/Industrial Saws	2.40000E-003	4.95400E-002	3.85900E-002	6.00000E-005	3.00000E-004	3.00000E-004	0.00000E+000	5.37656E+000	5.37656E+000	4.70000E-004	0.00000E+000	5.38649E+000
Cranes	2.39300E-002	8.27500E-001	5.18430E-001	9.70000E-004	2.63000E-003	2.63000E-003	0.00000E+000	8.87882E+001	8.87882E+001	2.76700E-002	0.00000E+000	8.93694E+001
Forklifts	1.24600E-002	2.57230E-001	2.00370E-001	2.60000E-004	1.56000E-003	1.56000E-003	0.00000E+000	2.40384E+001	2.40384E+001	7.49000E-003	0.00000E+000	2.41957E+001
Generator Sets	5.79900E-002	1.19772E+000	9.32960E-001	1.51000E-003	7.26000E-003	7.26000E-003	0.00000E+000	1.29998E+002	1.29998E+002	9.30000E-003	0.00000E+000	1.30193E+002
Graders	2.39000E-003	5.24700E-002	4.65500E-002	6.00000E-005	2.40000E-004	2.40000E-004	0.00000E+000	5.78422E+000	5.78422E+000	1.77000E-003	0.00000E+000	5.82143E+000
Pavers	3.30000E-004	7.24000E-003	6.42000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	7.61340E-001	7.61340E-001	2.40000E-004	0.00000E+000	7.66400E-001
Paving Equipment	3.90000E-004	8.60000E-003	7.64000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	9.00850E-001	9.00850E-001	2.90000E-004	0.00000E+000	9.06840E-001
Rollers	2.70000E-004	5.57000E-003	4.34000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	5.15330E-001	5.15330E-001	1.60000E-004	0.00000E+000	5.18760E-001
Rubber Tired Dozers	4.25000E-003	1.46980E-001	9.20800E-002	1.70000E-004	4.70000E-004	4.70000E-004	0.00000E+000	1.62529E+001	1.62529E+001	4.98000E-003	0.00000E+000	1.63575E+001
Tractors/Loaders/ Backhoes	3.14800E-002	6.50200E-001	5.06470E-001	6.70000E-004	3.94000E-003	3.94000E-003	0.00000E+000	6.15019E+001	6.15019E+001	1.91100E-002	0.00000E+000	6.19032E+001
Welders	7.30500E-002	1.16634E+000	1.03283E+000	1.76000E-003	1.05800E-002	1.05800E-002	0.00000E+000	1.29872E+002	1.29872E+002	2.46800E-002	0.00000E+000	1.30390E+002

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	5.82090E-001	-2.81046E-001	4.34783E-003	0.00000E+000	8.75000E-001	8.75000E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.56384E-005
Cement and Mortar Mixers	1.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	5.86919E-001	-1.62638E-001	-2.93412E-002	0.00000E+000	9.02280E-001	9.02280E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.85649E-006
Cranes	7.51428E-001	2.79326E-001	-2.20237E-001	0.00000E+000	9.47168E-001	9.42576E-001	0.00000E+000	1.23890E-006	1.23890E-006	0.00000E+000	0.00000E+000	1.11895E-006
Forklifts	5.97545E-001	5.80416E-002	4.30318E-002	0.00000E+000	9.28440E-001	9.22233E-001	0.00000E+000	8.32001E-007	8.32001E-007	0.00000E+000	0.00000E+000	1.23989E-006
Generator Sets	4.97356E-001	-2.72573E-001	-8.28855E-002	0.00000E+000	8.78514E-001	8.78514E-001	0.00000E+000	1.15387E-006	1.15387E-006	0.00000E+000	0.00000E+000	1.15214E-006
Graders	7.49213E-001	4.55762E-001	3.78255E-002	0.00000E+000	9.55720E-001	9.51807E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.71779E-006
Pavers	3.65385E-001	-2.85968E-001	-2.27533E-001	0.00000E+000	8.92857E-001	8.80000E-001	0.00000E+000	1.31346E-005	1.31346E-005	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	2.50000E-001	-5.46763E-001	-2.30274E-001	0.00000E+000	8.57143E-001	8.40000E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	4.60000E-001	-1.36735E-001	-4.07674E-002	0.00000E+000	9.06250E-001	9.00000E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	8.18609E-001	4.34105E-001	5.29484E-001	0.00000E+000	9.61060E-001	9.57658E-001	0.00000E+000	1.23055E-006	1.23055E-006	0.00000E+000	0.00000E+000	1.22268E-006
Tractors/Loaders/ Backhoes	4.72520E-001	-1.11073E-001	2.77625E-003	0.00000E+000	9.06146E-001	8.97980E-001	0.00000E+000	1.13818E-006	1.13818E-006	0.00000E+000	0.00000E+000	1.29234E-006
Welders	7.58377E-001	-7.34996E-003	1.93341E-001	0.00000E+000	8.63835E-001	8.63835E-001	0.00000E+000	1.15498E-006	1.15498E-006	0.00000E+000	0.00000E+000	1.15039E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00

No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.28	0.08	0.28	0.08	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.05	0.03	0.02	0.01	0.55	0.55
Grading	Roads	0.03	0.01	0.03	0.01	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.01	0.01	0.01	0.00	0.55	0.55
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	3.00	9.12	7.31	10.75	10.14	10.09	0.00	10.79	10.79	9.83	0.00	10.79
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.14	0.02
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.11	0.33		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.11	0.40		
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.11			

No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.11			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.11			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
Yes	Use Low VOC Paint (Non-residential Interior)	100.00
Yes	Use Low VOC Paint (Non-residential Exterior)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00

DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Phase 4 Fitness Center Alternative (G1 Part B, O1, and G2)

Pruneyard Phase 4a & 4b (O1 & G2 & G1 part b)

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	100.00	1000sqft	1.00	100,000.00	0
Enclosed Parking Structure	164.00	Space	0.00	50,000.00	0
Enclosed Parking Structure	212.00	Space	0.00	76,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 1 acre lot for Office Building with parking underground so lot acreage = 0 with 2.5 story garage
An addition of two upper levels to the parking garage built in previous phase so lot acreage = 0

Construction Phase - Approximately 24 months of construction

Grading - Export for subsurface parking garage

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	113,000.00	134,800.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	339,000.00	404,400.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	339000	404400
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	100.00	460.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	5.00
tblGrading	AcresOfGrading	7.50	0.75
tblGrading	AcresOfGrading	2.50	0.50
tblGrading	MaterialExported	0.00	29,800.00
tblLandUse	LandUseSquareFeet	65,600.00	50,000.00
tblLandUse	LandUseSquareFeet	84,800.00	76,000.00

tblLandUse	LotAcreage	2.30	1.00
tblLandUse	LotAcreage	1.48	0.00
tblLandUse	LotAcreage	1.91	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblProjectCharacteristics	OperationalYear	2014	2020
tblTripsAndVMT	VendorTripNumber	37.00	44.00
tblTripsAndVMT	WorkerTripNumber	85.00	103.00
tblTripsAndVMT	WorkerTripNumber	17.00	21.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	3.16	2.96
tblVehicleEF	HHD	1.42	1.46
tblVehicleEF	HHD	58.85	62.54
tblVehicleEF	HHD	528.30	548.92
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.98	4.42
tblVehicleEF	HHD	3.96	5.06
tblVehicleEF	HHD	3.88	4.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	9.4890e-003	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003

tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.56	0.53
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.77	2.22
tblVehicleEF	HHD	5.6000e-003	5.6010e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.5370e-003	1.6490e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.64	0.60
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.90	2.38
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.29	2.15
tblVehicleEF	HHD	1.44	1.47
tblVehicleEF	HHD	42.23	46.32
tblVehicleEF	HHD	559.68	581.53
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02

tblVehicleEF	HHD	4.10	4.56
tblVehicleEF	HHD	3.82	4.87
tblVehicleEF	HHD	3.64	3.78
tblVehicleEF	HHD	8.6950e-003	9.2330e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	8.0000e-003	8.4950e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.53	0.50
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.44	1.79
tblVehicleEF	HHD	5.9330e-003	5.9340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.2650e-003	1.3800e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.60	0.57
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.28	0.28

tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.54	1.91
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	4.35	4.08
tblVehicleEF	HHD	1.42	1.45
tblVehicleEF	HHD	74.56	78.15
tblVehicleEF	HHD	484.95	503.88
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.80	4.22
tblVehicleEF	HHD	4.03	5.15
tblVehicleEF	HHD	4.09	4.25
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.61	0.57
tblVehicleEF	HHD	3.7700e-004	4.5700e-004

tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.08	2.63
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.7930e-003	1.9060e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.69	0.65
tblVehicleEF	HHD	3.7700e-004	4.5700e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.22	2.81
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.70	0.82
tblVehicleEF	LDA	1.51	1.84
tblVehicleEF	LDA	228.55	248.79
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03

tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.10	0.13
tblVehicleEF	LDA	7.6200e-004	7.6700e-004
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.11	0.14
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.82	0.96
tblVehicleEF	LDA	1.03	1.27
tblVehicleEF	LDA	246.40	268.22
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.21	0.24

tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	7.5400e-004	7.5700e-004
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.21	0.24
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.69	0.81
tblVehicleEF	LDA	1.85	2.26
tblVehicleEF	LDA	225.61	245.59
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.12	0.16
tblVehicleEF	LDA	7.6800e-004	7.7400e-004

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.13	0.17
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.85	2.22
tblVehicleEF	LDT1	4.04	4.81
tblVehicleEF	LDT1	281.01	302.88
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.20	0.24
tblVehicleEF	LDT1	0.22	0.26
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.29	0.36
tblVehicleEF	LDT1	3.8530e-003	3.8540e-003
tblVehicleEF	LDT1	9.1800e-004	9.2900e-004
tblVehicleEF	LDT1	0.12	0.13

tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.13	2.54
tblVehicleEF	LDT1	2.79	3.33
tblVehicleEF	LDT1	301.49	324.79
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.18	0.22
tblVehicleEF	LDT1	0.19	0.23
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.04	0.06
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.23	0.28
tblVehicleEF	LDT1	4.1400e-003	4.1390e-003
tblVehicleEF	LDT1	8.9600e-004	9.0400e-004
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35

tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.07	0.08
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.24	0.29
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.83	2.21
tblVehicleEF	LDT1	4.95	5.89
tblVehicleEF	LDT1	277.64	299.26
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.27
tblVehicleEF	LDT1	0.23	0.27
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.35	0.42
tblVehicleEF	LDT1	3.8060e-003	3.8080e-003
tblVehicleEF	LDT1	9.3400e-004	9.4800e-004
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05

tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.37	0.45
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.97	1.16
tblVehicleEF	LDT2	2.23	2.72
tblVehicleEF	LDT2	341.96	366.88
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.15	0.19
tblVehicleEF	LDT2	4.5190e-003	4.5220e-003
tblVehicleEF	LDT2	1.0420e-003	1.0500e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.04

tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	1.13	1.35
tblVehicleEF	LDT2	1.53	1.88
tblVehicleEF	LDT2	367.92	394.70
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.40	0.45
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	4.8650e-003	4.8680e-003
tblVehicleEF	LDT2	1.0300e-003	1.0350e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.40	0.45

tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.95	1.14
tblVehicleEF	LDT2	2.73	3.34
tblVehicleEF	LDT2	337.69	362.30
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	4.4620e-003	4.4650e-003
tblVehicleEF	LDT2	1.0510e-003	1.0600e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.19	0.24

tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.54	1.85
tblVehicleEF	LHD1	4.61	5.04
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.99	1.15
tblVehicleEF	LHD1	1.27	1.32
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.14	0.16
tblVehicleEF	LHD1	0.61	0.62

tblVehicleEF	LHD1	0.39	0.43
tblVehicleEF	LHD1	8.5180e-003	8.5270e-003
tblVehicleEF	LHD1	5.3700e-004	5.4200e-004
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.61	0.62
tblVehicleEF	LHD1	0.42	0.46
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.58	1.90
tblVehicleEF	LHD1	3.28	3.58
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.94	1.09
tblVehicleEF	LHD1	1.19	1.24
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003

tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.32	0.36
tblVehicleEF	LHD1	8.5190e-003	8.5280e-003
tblVehicleEF	LHD1	5.1400e-004	5.1700e-004
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.17	0.20
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.34	0.38
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.51	1.81
tblVehicleEF	LHD1	5.87	6.43
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50

tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	1.02	1.18
tblVehicleEF	LHD1	1.34	1.39
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.13	0.16
tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.45	0.50
tblVehicleEF	LHD1	8.5170e-003	8.5260e-003
tblVehicleEF	LHD1	5.5900e-004	5.6600e-004
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.16	0.19

tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.48	0.54
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.01	1.25
tblVehicleEF	LHD2	2.50	2.87
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.61	1.89
tblVehicleEF	LHD2	0.74	0.78
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02

tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.21	0.24
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.2900e-004	3.3500e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.22	0.26
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.02	1.27
tblVehicleEF	LHD2	1.79	2.06
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.54	1.81
tblVehicleEF	LHD2	0.69	0.73
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.17	0.20
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.1700e-004	3.2100e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.19	0.22
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14

tblVehicleEF	LHD2	0.99	1.25
tblVehicleEF	LHD2	3.17	3.63
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.64	1.93
tblVehicleEF	LHD2	0.78	0.82
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.24	0.28
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.4100e-004	3.4800e-004

tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.26	0.30
tblVehicleEF	MCY	22.95	23.97
tblVehicleEF	MCY	10.83	10.73
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.21	1.22
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.50	2.54
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.21	2.24
tblVehicleEF	MCY	2.0180e-003	2.0130e-003
tblVehicleEF	MCY	6.6600e-004	6.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39

tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.74	2.78
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.38	2.41
tblVehicleEF	MCY	21.98	22.93
tblVehicleEF	MCY	8.85	8.83
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.07	1.08
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.41	2.44
tblVehicleEF	MCY	1.17	1.26
tblVehicleEF	MCY	1.82	1.83
tblVehicleEF	MCY	2.0000e-003	1.9940e-003
tblVehicleEF	MCY	6.2300e-004	6.3300e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.65	2.68
tblVehicleEF	MCY	1.17	1.26

tblVehicleEF	MCY	1.95	1.97
tblVehicleEF	MCY	24.89	26.05
tblVehicleEF	MCY	12.80	12.64
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.30	1.31
tblVehicleEF	MCY	0.33	0.33
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.60	2.65
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.58	2.62
tblVehicleEF	MCY	2.0510e-003	2.0490e-003
tblVehicleEF	MCY	7.0900e-004	7.1800e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.84	2.90
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.78	2.82
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03

tblVehicleEF	MDV	1.75	2.00
tblVehicleEF	MDV	4.64	5.30
tblVehicleEF	MDV	453.82	484.02
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.24	0.29
tblVehicleEF	MDV	0.40	0.47
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.39	0.45
tblVehicleEF	MDV	5.7660e-003	5.7610e-003
tblVehicleEF	MDV	1.3530e-003	1.3610e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.41	0.48
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	2.03	2.31

tblVehicleEF	MDV	3.20	3.67
tblVehicleEF	MDV	487.87	520.24
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.22	0.26
tblVehicleEF	MDV	0.36	0.42
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.05	0.06
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.30	0.35
tblVehicleEF	MDV	6.2030e-003	6.1970e-003
tblVehicleEF	MDV	1.3280e-003	1.3320e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.32	0.37
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	1.74	1.99
tblVehicleEF	MDV	5.68	6.50

tblVehicleEF	MDV	448.21	478.05
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.27	0.31
tblVehicleEF	MDV	0.44	0.51
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.45	0.53
tblVehicleEF	MDV	5.6940e-003	5.6900e-003
tblVehicleEF	MDV	1.3720e-003	1.3820e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.49	0.56
tblVehicleEF	MH	2.07	3.30
tblVehicleEF	MH	6.94	8.88
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003

tblVehicleEF	MH	1.35	1.54
tblVehicleEF	MH	0.80	0.92
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.38	0.47
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	4.7700e-004	5.1100e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.40	0.50
tblVehicleEF	MH	2.15	3.41
tblVehicleEF	MH	4.94	6.20
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42

tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.26	1.44
tblVehicleEF	MH	0.75	0.86
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.10	0.14
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.31	0.38
tblVehicleEF	MH	7.4100e-003	7.4320e-003
tblVehicleEF	MH	4.4400e-004	4.6600e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.12	0.17
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.33	0.41
tblVehicleEF	MH	2.02	3.25
tblVehicleEF	MH	8.85	11.46
tblVehicleEF	MH	671.08	697.34

tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.40	1.60
tblVehicleEF	MH	0.84	0.96
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.44	0.56
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	5.0900e-004	5.5400e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.47	0.60
tblVehicleEF	MHD	7.6250e-003	7.5290e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003

tblVehicleEF	MHD	1.91	1.86
tblVehicleEF	MHD	0.73	0.96
tblVehicleEF	MHD	18.00	21.17
tblVehicleEF	MHD	572.01	590.73
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.63	5.52
tblVehicleEF	MHD	1.83	2.70
tblVehicleEF	MHD	1.76	1.99
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.16	0.16
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.01	1.27
tblVehicleEF	MHD	6.0640e-003	6.0280e-003

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.6700e-004	9.4700e-004
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.19	0.18
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.07	1.35
tblVehicleEF	MHD	7.1860e-003	7.0950e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	1.39	1.35
tblVehicleEF	MHD	0.74	0.97
tblVehicleEF	MHD	12.71	15.18
tblVehicleEF	MHD	605.99	625.82
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.78	5.70
tblVehicleEF	MHD	1.75	2.59
tblVehicleEF	MHD	1.65	1.87
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	9.2440e-003	0.01
tblVehicleEF	MHD	0.05	0.05

tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.81	1.01
tblVehicleEF	MHD	6.4240e-003	6.3860e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7700e-004	8.4500e-004
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.87	1.08
tblVehicleEF	MHD	8.2320e-003	8.1270e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	2.63	2.57
tblVehicleEF	MHD	0.72	0.96
tblVehicleEF	MHD	23.04	26.91
tblVehicleEF	MHD	525.08	542.26
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.43	5.28
tblVehicleEF	MHD	1.86	2.75
tblVehicleEF	MHD	1.85	2.10
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	5.7000e-004	6.3900e-004
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.18	1.50
tblVehicleEF	MHD	5.5660e-003	5.5330e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.5100e-004	1.0450e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.20	0.20
tblVehicleEF	MHD	5.7000e-004	6.3900e-004

tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.26	1.60
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	2.74	2.48
tblVehicleEF	OBUS	1.06	1.27
tblVehicleEF	OBUS	9.66	10.66
tblVehicleEF	OBUS	534.88	554.85
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.65	5.30
tblVehicleEF	OBUS	2.34	3.28
tblVehicleEF	OBUS	1.31	1.43
tblVehicleEF	OBUS	9.5470e-003	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	8.7830e-003	9.4330e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.47	0.42
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004

tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.58	0.64
tblVehicleEF	OBUS	5.6700e-003	5.6610e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.3300e-004	5.5200e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.53	0.48
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.61	0.68
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	1.99	1.80
tblVehicleEF	OBUS	1.08	1.29
tblVehicleEF	OBUS	6.90	7.64
tblVehicleEF	OBUS	566.66	587.81
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.79	5.47
tblVehicleEF	OBUS	2.23	3.13
tblVehicleEF	OBUS	1.22	1.34
tblVehicleEF	OBUS	8.0480e-003	8.6440e-003
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	7.4040e-003	7.9520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.44	0.40
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.48	0.53
tblVehicleEF	OBUS	6.0070e-003	5.9980e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	4.8600e-004	5.0200e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.50	0.45
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.51	0.56
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.78	3.41
tblVehicleEF	OBUS	1.04	1.25
tblVehicleEF	OBUS	12.28	13.54
tblVehicleEF	OBUS	491.00	509.32

tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.44	5.06
tblVehicleEF	OBUS	2.39	3.35
tblVehicleEF	OBUS	1.38	1.50
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.50	0.46
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.67	0.74
tblVehicleEF	OBUS	5.2050e-003	5.1970e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.7700e-004	6.0100e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02

tblVehicleEF	OBUS	0.57	0.52
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.71	0.79
tblVehicleEF	SBUS	4.4530e-003	4.3220e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.05	0.99
tblVehicleEF	SBUS	4.17	5.36
tblVehicleEF	SBUS	29.10	36.18
tblVehicleEF	SBUS	547.00	563.29
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.58	7.75
tblVehicleEF	SBUS	6.77	7.14
tblVehicleEF	SBUS	2.48	2.71
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003

tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.37	0.42
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.78	2.33
tblVehicleEF	SBUS	5.7980e-003	5.7480e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.7920e-003	1.9230e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003
tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.41	0.47
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.90	2.49
tblVehicleEF	SBUS	4.1970e-003	4.0730e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	0.76	0.72
tblVehicleEF	SBUS	4.30	5.42
tblVehicleEF	SBUS	23.38	29.11
tblVehicleEF	SBUS	579.49	596.75
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.82	8.00
tblVehicleEF	SBUS	6.46	6.81
tblVehicleEF	SBUS	2.29	2.51

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.38	0.43
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.56	2.04
tblVehicleEF	SBUS	6.1430e-003	6.0890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.6950e-003	1.8030e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.42	0.47
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.67	2.18
tblVehicleEF	SBUS	4.8080e-003	4.6660e-003

tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.45	1.37
tblVehicleEF	SBUS	4.06	5.38
tblVehicleEF	SBUS	34.70	43.11
tblVehicleEF	SBUS	502.12	517.07
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.24	7.40
tblVehicleEF	SBUS	6.91	7.29
tblVehicleEF	SBUS	2.63	2.88
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.36	0.41
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	1.98	2.59

tblVehicleEF	SBUS	5.3230e-003	5.2760e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.8860e-003	2.0400e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.40	0.46
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	2.11	2.76
tblVehicleEF	UBUS	5.05	5.17
tblVehicleEF	UBUS	9.88	10.49
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.44	19.05
tblVehicleEF	UBUS	1.00	1.03
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.02	1.04
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.65	0.68
tblVehicleEF	UBUS	0.02	0.02

tblVehicleEF	UBUS	3.8100e-004	3.9700e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.13	1.15
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.69	0.72
tblVehicleEF	UBUS	5.15	5.27
tblVehicleEF	UBUS	7.36	7.80
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	17.69	18.28
tblVehicleEF	UBUS	0.93	0.96
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.04	1.06
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.54	0.56
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.3800e-004	3.5100e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08

tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.16	1.18
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.57	0.60
tblVehicleEF	UBUS	4.98	5.10
tblVehicleEF	UBUS	12.26	13.03
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.74	19.36
tblVehicleEF	UBUS	1.05	1.09
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.00	1.02
tblVehicleEF	UBUS	0.57	0.58
tblVehicleEF	UBUS	0.75	0.78
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.2100e-004	4.4000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.11	1.13
tblVehicleEF	UBUS	0.57	0.58

tblVehicleEF	UBUS	0.80	0.83

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.2447	1.9998	1.8119	3.6400e-003	0.1450	0.0899	0.2349	0.0553	0.0852	0.1406	0.0000	314.9044	314.9044	0.0299	0.0000	315.5328
2018	0.4313	2.7814	3.0272	5.6400e-003	0.1595	0.1452	0.3047	0.0432	0.1399	0.1831	0.0000	459.0696	459.0696	0.0538	0.0000	460.1999
2019	3.2966	1.1602	1.3150	2.5600e-003	0.0716	0.0577	0.1294	0.0194	0.0556	0.0750	0.0000	205.0473	205.0473	0.0237	0.0000	205.5442
Total	**3.9726**	**5.9414**	**6.1542**	**0.0118**	**0.3761**	**0.2929**	**0.6689**	**0.1179**	**0.2807**	**0.3986**	**0.0000**	**979.0213**	**979.0213**	**0.1074**	**0.0000**	**981.2768**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.1201	1.7714	1.6688	3.6400e-003	0.1116	0.0154	0.1269	0.0375	0.0146	0.0521	0.0000	314.9043	314.9043	0.0299	0.0000	315.5326
2018	0.2035	2.7726	2.9741	5.6400e-003	0.1595	0.0221	0.1815	0.0432	0.0215	0.0646	0.0000	459.0693	459.0693	0.0538	0.0000	460.1996
2019	3.2126	1.2471	1.3161	2.5600e-003	0.0716	9.7700e-003	0.0814	0.0194	9.5200e-003	0.0289	0.0000	205.0472	205.0472	0.0237	0.0000	205.5440
Total	**3.5362**	**5.7910**	**5.9590**	**0.0118**	**0.3427**	**0.0472**	**0.3899**	**0.1001**	**0.0456**	**0.1457**	**0.0000**	**979.0207**	**979.0207**	**0.1074**	**0.0000**	**981.2762**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**10.99**	**2.53**	**3.17**	**0.00**	**8.88**	**83.88**	**41.72**	**15.11**	**83.75**	**63.46**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0161	4.0000e-005	4.4000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.5100e-003	8.5100e-003	2.0000e-005	0.0000	8.9800e-003
Energy	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	459.7228	459.7228	0.0385	9.2900e-003	463.4137
Mobile	0.4420	0.9714	4.4118	0.0102	0.7400	0.0131	0.7531	0.1978	0.0121	0.2099	0.0000	759.0336	759.0336	0.0297	0.0000	759.6576
Waste						0.0000	0.0000		0.0000	0.0000	18.8782	0.0000	18.8782	1.1157	0.0000	42.3072
Water						0.0000	0.0000		0.0000	0.0000	5.6387	17.6659	23.3045	0.5809	0.0140	39.8562
Total	**1.4673**	**1.0558**	**4.4871**	**0.0107**	**0.7400**	**0.0196**	**0.7595**	**0.1978**	**0.0185**	**0.2164**	**24.5168**	**1,236.4308**	**1,260.9476**	**1.7649**	**0.0233**	**1,305.2436**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0161	4.0000e-005	4.4000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.5100e-003	8.5100e-003	2.0000e-005	0.0000	8.9800e-003
Energy	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	459.7228	459.7228	0.0385	9.2900e-003	463.4137
Mobile	0.4287	0.8828	4.0892	9.1300e-003	0.6572	0.0118	0.6690	0.1757	0.0109	0.1866	0.0000	677.1519	677.1519	0.0268	0.0000	677.7146
Waste						0.0000	0.0000		0.0000	0.0000	18.8782	0.0000	18.8782	1.1157	0.0000	42.3072
Water						0.0000	0.0000		0.0000	0.0000	5.6387	17.6659	23.3045	0.5808	0.0140	39.8472
Total	**1.4541**	**0.9673**	**4.1645**	**9.6400e-003**	**0.6572**	**0.0182**	**0.6754**	**0.1757**	**0.0173**	**0.1930**	**24.5168**	**1,154.5491**	**1,179.0659**	**1.7618**	**0.0233**	**1,223.2916**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.90**	**8.39**	**7.19**	**10.24**	**11.19**	**6.80**	**11.08**	**11.19**	**6.58**	**10.80**	**0.00**	**6.62**	**6.49**	**0.17**	**0.09**	**6.28**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/5/2017	8/1/2017	5	20	
2	Site Preparation	Site Preparation	8/2/2017	8/8/2017	5	5	
3	Grading	Grading	8/9/2017	9/5/2017	5	20	
4	Building Construction	Building Construction	9/6/2017	6/11/2019	5	460	
5	Paving	Paving	6/12/2019	6/18/2019	5	5	
6	Architectural Coating	Architectural Coating	6/19/2019	6/25/2019	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 404,400; Non-Residential Outdoor: 134,800 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	3,725.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	103.00	44.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0272	0.2659	0.2087	2.4000e-004		0.0161	0.0161		0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4126
Total	**0.0272**	**0.2659**	**0.2087**	**2.4000e-004**		**0.0161**	**0.0161**		**0.0150**	**0.0150**	**0.0000**	**22.2938**	**22.2938**	**5.6600e-003**	**0.0000**	**22.4126**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	6.1000e-004	5.9100e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0030	1.0030	5.0000e-005	0.0000	1.0041
Total	**4.3000e-004**	**6.1000e-004**	**5.9100e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0030**	**1.0030**	**5.0000e-005**	**0.0000**	**1.0041**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.9300e-003	0.2144	0.1556	2.4000e-004		1.0800e-003	1.0800e-003		1.0800e-003	1.0800e-003	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4125
Total	**8.9300e-003**	**0.2144**	**0.1556**	**2.4000e-004**		**1.0800e-003**	**1.0800e-003**		**1.0800e-003**	**1.0800e-003**	**0.0000**	**22.2938**	**22.2938**	**5.6600e-003**	**0.0000**	**22.4125**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	6.1000e-004	5.9100e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0030	1.0030	5.0000e-005	0.0000	1.0041
Total	**4.3000e-004**	**6.1000e-004**	**5.9100e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0030**	**1.0030**	**5.0000e-005**	**0.0000**	**1.0041**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0134	0.0000	0.0134	7.2700e-003	0.0000	7.2700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7800e-003	0.0606	0.0398	4.0000e-005		3.2700e-003	3.2700e-003		3.0100e-003	3.0100e-003	0.0000	3.9738	3.9738	1.2200e-003	0.0000	3.9993
Total	**5.7800e-003**	**0.0606**	**0.0398**	**4.0000e-005**	**0.0134**	**3.2700e-003**	**0.0167**	**7.2700e-003**	**3.0100e-003**	**0.0103**	**0.0000**	**3.9738**	**3.9738**	**1.2200e-003**	**0.0000**	**3.9993**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	9.0000e-005	9.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1543	0.1543	1.0000e-005	0.0000	0.1545
Total	**7.0000e-005**	**9.0000e-005**	**9.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1543**	**0.1543**	**1.0000e-005**	**0.0000**	**0.1545**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.0500e-003	0.0000	6.0500e-003	3.2700e-003	0.0000	3.2700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.4300e-003	0.0370	0.0277	4.0000e-005		1.6000e-004	1.6000e-004		1.6000e-004	1.6000e-004	0.0000	3.9738	3.9738	1.2200e-003	0.0000	3.9993
Total	**1.4300e-003**	**0.0370**	**0.0277**	**4.0000e-005**	**6.0500e-003**	**1.6000e-004**	**6.2100e-003**	**3.2700e-003**	**1.6000e-004**	**3.4300e-003**	**0.0000**	**3.9738**	**3.9738**	**1.2200e-003**	**0.0000**	**3.9993**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	9.0000e-005	9.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1543	0.1543	1.0000e-005	0.0000	0.1545
Total	**7.0000e-005**	**9.0000e-005**	**9.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1543**	**0.1543**	**1.0000e-005**	**0.0000**	**0.1545**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0473	0.0000	0.0473	0.0251	0.0000	0.0251	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0188	0.1979	0.1318	1.4000e-004		0.0107	0.0107		9.8100e-003	9.8100e-003	0.0000	13.0561	13.0561	4.0000e-003	0.0000	13.1401
Total	**0.0188**	**0.1979**	**0.1318**	**1.4000e-004**	**0.0473**	**0.0107**	**0.0579**	**0.0251**	**9.8100e-003**	**0.0349**	**0.0000**	**13.0561**	**13.0561**	**4.0000e-003**	**0.0000**	**13.1401**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0363	0.4981	0.4055	1.3900e-003	0.0315	6.3800e-003	0.0379	8.6400e-003	5.8700e-003	0.0145	0.0000	125.4276	125.4276	9.1000e-004	0.0000	125.4468
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	3.8000e-004	3.6300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6173	0.6173	3.0000e-005	0.0000	0.6179
Total	**0.0366**	**0.4985**	**0.4092**	**1.4000e-003**	**0.0322**	**6.3900e-003**	**0.0386**	**8.8300e-003**	**5.8800e-003**	**0.0147**	**0.0000**	**126.0449**	**126.0449**	**9.4000e-004**	**0.0000**	**126.0647**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0113	0.0000	0.0113	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6900e-003	0.1217	0.0905	1.4000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	13.0561	13.0561	4.0000e-003	0.0000	13.1401
Total	**4.6900e-003**	**0.1217**	**0.0905**	**1.4000e-004**	**0.0213**	**5.2000e-004**	**0.0218**	**0.0113**	**5.2000e-004**	**0.0118**	**0.0000**	**13.0561**	**13.0561**	**4.0000e-003**	**0.0000**	**13.1401**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0363	0.4981	0.4055	1.3900e-003	0.0315	6.3800e-003	0.0379	8.6400e-003	5.8700e-003	0.0145	0.0000	125.4276	125.4276	9.1000e-004	0.0000	125.4468
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	3.8000e-004	3.6300e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6173	0.6173	3.0000e-005	0.0000	0.6179
Total	**0.0366**	**0.4985**	**0.4092**	**1.4000e-003**	**0.0322**	**6.3900e-003**	**0.0386**	**8.8300e-003**	**5.8800e-003**	**0.0147**	**0.0000**	**126.0449**	**126.0449**	**9.4000e-004**	**0.0000**	**126.0647**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1226	0.7930	0.5939	9.1000e-004		0.0509	0.0509		0.0491	0.0491	0.0000	76.5871	76.5871	0.0161	0.0000	76.9246
Total	**0.1226**	**0.7930**	**0.5939**	**9.1000e-004**		**0.0509**	**0.0509**		**0.0491**	**0.0491**	**0.0000**	**76.5871**	**76.5871**	**0.0161**	**0.0000**	**76.9246**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0190	0.1632	0.2275	4.3000e-004	0.0118	2.3600e-003	0.0142	3.3800e-003	2.1700e-003	5.5500e-003	0.0000	38.8108	38.8108	3.0000e-004	0.0000	38.8171
Worker	0.0143	0.0201	0.1942	4.5000e-004	0.0389	3.0000e-004	0.0392	0.0104	2.7000e-004	0.0106	0.0000	32.9806	32.9806	1.6700e-003	0.0000	33.0158
Total	**0.0332**	**0.1833**	**0.4217**	**8.8000e-004**	**0.0507**	**2.6600e-003**	**0.0534**	**0.0137**	**2.4400e-003**	**0.0162**	**0.0000**	**71.7914**	**71.7914**	**1.9700e-003**	**0.0000**	**71.8329**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0347	0.7159	0.5573	9.1000e-004		4.5400e-003	4.5400e-003		4.5400e-003	4.5400e-003	0.0000	76.5871	76.5871	0.0161	0.0000	76.9245
Total	**0.0347**	**0.7159**	**0.5573**	**9.1000e-004**		**4.5400e-003**	**4.5400e-003**		**4.5400e-003**	**4.5400e-003**	**0.0000**	**76.5871**	**76.5871**	**0.0161**	**0.0000**	**76.9245**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0190	0.1632	0.2275	4.3000e-004	0.0118	2.3600e-003	0.0142	3.3800e-003	2.1700e-003	5.5500e-003	0.0000	38.8108	38.8108	3.0000e-004	0.0000	38.8171
Worker	0.0143	0.0201	0.1942	4.5000e-004	0.0389	3.0000e-004	0.0392	0.0104	2.7000e-004	0.0106	0.0000	32.9806	32.9806	1.6700e-003	0.0000	33.0158
Total	**0.0332**	**0.1833**	**0.4217**	**8.8000e-004**	**0.0507**	**2.6600e-003**	**0.0534**	**0.0137**	**2.4400e-003**	**0.0162**	**0.0000**	**71.7914**	**71.7914**	**1.9700e-003**	**0.0000**	**71.8329**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3370	2.2599	1.8056	2.8600e-003		0.1375	0.1375		0.1327	0.1327	0.0000	239.3103	239.3103	0.0481	0.0000	240.3194
Total	**0.3370**	**2.2599**	**1.8056**	**2.8600e-003**		**0.1375**	**0.1375**		**0.1327**	**0.1327**	**0.0000**	**239.3103**	**239.3103**	**0.0481**	**0.0000**	**240.3194**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0541	0.4647	0.6738	1.3600e-003	0.0371	6.8800e-003	0.0440	0.0106	6.3200e-003	0.0170	0.0000	119.9107	119.9107	9.3000e-004	0.0000	119.9302
Worker	0.0402	0.0568	0.5479	1.4200e-003	0.1224	9.0000e-004	0.1233	0.0326	8.4000e-004	0.0334	0.0000	99.8486	99.8486	4.8400e-003	0.0000	99.9502
Total	**0.0943**	**0.5215**	**1.2217**	**2.7800e-003**	**0.1595**	**7.7800e-003**	**0.1672**	**0.0432**	**7.1600e-003**	**0.0503**	**0.0000**	**219.7593**	**219.7593**	**5.7700e-003**	**0.0000**	**219.8804**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1093	2.2511	1.7524	2.8600e-003		0.0143	0.0143		0.0143	0.0143	0.0000	239.3100	239.3100	0.0481	0.0000	240.3191
Total	**0.1093**	**2.2511**	**1.7524**	**2.8600e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**239.3100**	**239.3100**	**0.0481**	**0.0000**	**240.3191**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0541	0.4647	0.6738	1.3600e-003	0.0371	6.8800e-003	0.0440	0.0106	6.3200e-003	0.0170	0.0000	119.9107	119.9107	9.3000e-004	0.0000	119.9302
Worker	0.0402	0.0568	0.5479	1.4200e-003	0.1224	9.0000e-004	0.1233	0.0326	8.4000e-004	0.0334	0.0000	99.8486	99.8486	4.8400e-003	0.0000	99.9502
Total	**0.0943**	**0.5215**	**1.2217**	**2.7800e-003**	**0.1595**	**7.7800e-003**	**0.1672**	**0.0432**	**7.1600e-003**	**0.0503**	**0.0000**	**219.7593**	**219.7593**	**5.7700e-003**	**0.0000**	**219.8804**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1313	0.9212	0.7801	1.2700e-003		0.0529	0.0529		0.0511	0.0511	0.0000	105.6938	105.6938	0.0203	0.0000	106.1192
Total	**0.1313**	**0.9212**	**0.7801**	**1.2700e-003**		**0.0529**	**0.0529**		**0.0511**	**0.0511**	**0.0000**	**105.6938**	**105.6938**	**0.0203**	**0.0000**	**106.1192**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0218	0.1885	0.2839	6.0000e-004	0.0165	2.8400e-003	0.0193	4.7200e-003	2.6100e-003	7.3300e-003	0.0000	52.3668	52.3668	4.0000e-004	0.0000	52.3753
Worker	0.0163	0.0230	0.2213	6.3000e-004	0.0544	3.9000e-004	0.0548	0.0145	3.6000e-004	0.0148	0.0000	42.7787	42.7787	2.0000e-003	0.0000	42.8207
Total	**0.0381**	**0.2115**	**0.5052**	**1.2300e-003**	**0.0709**	**3.2300e-003**	**0.0741**	**0.0192**	**2.9700e-003**	**0.0222**	**0.0000**	**95.1456**	**95.1456**	**2.4000e-003**	**0.0000**	**95.1960**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0486	1.0005	0.7789	1.2700e-003		6.3500e-003	6.3500e-003		6.3500e-003	6.3500e-003	0.0000	105.6937	105.6937	0.0203	0.0000	106.1191
Total	**0.0486**	**1.0005**	**0.7789**	**1.2700e-003**		**6.3500e-003**	**6.3500e-003**		**6.3500e-003**	**6.3500e-003**	**0.0000**	**105.6937**	**105.6937**	**0.0203**	**0.0000**	**106.1191**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0218	0.1885	0.2839	6.0000e-004	0.0165	2.8400e-003	0.0193	4.7200e-003	2.6100e-003	7.3300e-003	0.0000	52.3668	52.3668	4.0000e-004	0.0000	52.3753
Worker	0.0163	0.0230	0.2213	6.3000e-004	0.0544	3.9000e-004	0.0548	0.0145	3.6000e-004	0.0148	0.0000	42.7787	42.7787	2.0000e-003	0.0000	42.8207
Total	**0.0381**	**0.2115**	**0.5052**	**1.2300e-003**	**0.0709**	**3.2300e-003**	**0.0741**	**0.0192**	**2.9700e-003**	**0.0222**	**0.0000**	**95.1456**	**95.1456**	**2.4000e-003**	**0.0000**	**95.1960**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.2300e-003	0.0226	0.0220	3.0000e-005		1.2900e-003	1.2900e-003		1.1900e-003	1.1900e-003	0.0000	2.9610	2.9610	9.2000e-004	0.0000	2.9802
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**2.2300e-003**	**0.0226**	**0.0220**	**3.0000e-005**		**1.2900e-003**	**1.2900e-003**		**1.1900e-003**	**1.1900e-003**	**0.0000**	**2.9610**	**2.9610**	**9.2000e-004**	**0.0000**	**2.9802**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.2000e-004	1.2000e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2327	0.2327	1.0000e-005	0.0000	0.2330
Total	**9.0000e-005**	**1.2000e-004**	**1.2000e-003**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2327**	**0.2327**	**1.0000e-005**	**0.0000**	**0.2330**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.3600e-003	0.0289	0.0243	3.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.9610	2.9610	9.2000e-004	0.0000	2.9802
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.3600e-003**	**0.0289**	**0.0243**	**3.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.5000e-004**	**1.5000e-004**	**0.0000**	**2.9610**	**2.9610**	**9.2000e-004**	**0.0000**	**2.9802**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	1.2000e-004	1.2000e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2327	0.2327	1.0000e-005	0.0000	0.2330
Total	**9.0000e-005**	**1.2000e-004**	**1.2000e-003**	**0.0000**	**3.0000e-004**	**0.0000**	**3.0000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2327**	**0.2327**	**1.0000e-005**	**0.0000**	**0.2330**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.1240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.7000e-004	4.5900e-003	4.6000e-003	1.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6395
Total	**3.1247**	**4.5900e-003**	**4.6000e-003**	**1.0000e-005**		**3.2000e-004**	**3.2000e-004**		**3.2000e-004**	**3.2000e-004**	**0.0000**	**0.6383**	**0.6383**	**5.0000e-005**	**0.0000**	**0.6395**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	2.0000e-004	1.9500e-003	1.0000e-005	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3759	0.3759	2.0000e-005	0.0000	0.3763
Total	**1.4000e-004**	**2.0000e-004**	**1.9500e-003**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3759**	**0.3759**	**2.0000e-005**	**0.0000**	**0.3763**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.1240					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.8000e-004	5.8800e-003	4.5800e-003	1.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6383	0.6383	5.0000e-005	0.0000	0.6394
Total	**3.1243**	**5.8800e-003**	**4.5800e-003**	**1.0000e-005**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.6383**	**0.6383**	**5.0000e-005**	**0.0000**	**0.6394**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4000e-004	2.0000e-004	1.9500e-003	1.0000e-005	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.3759	0.3759	2.0000e-005	0.0000	0.3763
Total	**1.4000e-004**	**2.0000e-004**	**1.9500e-003**	**1.0000e-005**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.3759**	**0.3759**	**2.0000e-005**	**0.0000**	**0.3763**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4287	0.8828	4.0892	9.1300e-003	0.6572	0.0118	0.6690	0.1757	0.0109	0.1866	0.0000	677.1519	677.1519	0.0268	0.0000	677.7146
Unmitigated	0.4420	0.9714	4.4118	0.0102	0.7400	0.0131	0.7531	0.1978	0.0121	0.2099	0.0000	759.0336	759.0336	0.0297	0.0000	759.6576

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	1,101.00	237.00	98.00	1,993,737	1,770,657
Total	1,101.00	237.00	98.00	1,993,737	1,770,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	367.8303	367.8303	0.0368	7.6100e-003	370.9619
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	367.8303	367.8303	0.0368	7.6100e-003	370.9619
NaturalGas Mitigated	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	91.8925	91.8925	1.7600e-003	1.6800e-003	92.4517
NaturalGas Unmitigated	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	91.8925	91.8925	1.7600e-003	1.6800e-003	92.4517

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.722e+006	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	91.8925	91.8925	1.7600e-003	1.6800e-003	92.4517
Total		**9.2900e-003**	**0.0844**	**0.0709**	**5.1000e-004**		**6.4200e-003**	**6.4200e-003**		**6.4200e-003**	**6.4200e-003**	**0.0000**	**91.8925**	**91.8925**	**1.7600e-003**	**1.6800e-003**	**92.4517**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.722e+006	9.2900e-003	0.0844	0.0709	5.1000e-004		6.4200e-003	6.4200e-003		6.4200e-003	6.4200e-003	0.0000	91.8925	91.8925	1.7600e-003	1.6800e-003	92.4517
Total		**9.2900e-003**	**0.0844**	**0.0709**	**5.1000e-004**		**6.4200e-003**	**6.4200e-003**		**6.4200e-003**	**6.4200e-003**	**0.0000**	**91.8925**	**91.8925**	**1.7600e-003**	**1.6800e-003**	**92.4517**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking Structure	327500	43.0799	4.3100e-003	8.9000e-004	43.4467
Enclosed Parking Structure	497800	65.4815	6.5500e-003	1.3500e-003	66.0390
General Office Building	1.971e+006	259.2689	0.0259	5.3600e-003	261.4762
Total		**367.8303**	**0.0368**	**7.6000e-003**	**370.9619**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking Structure	497800	65.4815	6.5500e-003	1.3500e-003	66.0390
General Office Building	1.971e+006	259.2689	0.0259	5.3600e-003	261.4762
Enclosed Parking Structure	327500	43.0799	4.3100e-003	8.9000e-004	43.4467
Total		**367.8303**	**0.0368**	**7.6000e-003**	**370.9619**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0161	4.0000e-005	4.4000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.5100e-003	8.5100e-003	2.0000e-005	0.0000	8.9800e-003
Unmitigated	1.0161	4.0000e-005	4.4000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.5100e-003	8.5100e-003	2.0000e-005	0.0000	8.9800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1330					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8826					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.1000e-004	4.0000e-005	4.4000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.5100e-003	8.5100e-003	2.0000e-005	0.0000	8.9800e-003
Total	**1.0161**	**4.0000e-005**	**4.4000e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.5100e-003**	**8.5100e-003**	**2.0000e-005**	**0.0000**	**8.9800e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1330					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8826					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.1000e-004	4.0000e-005	4.4000e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.5100e-003	8.5100e-003	2.0000e-005	0.0000	8.9800e-003
Total	**1.0161**	**4.0000e-005**	**4.4000e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**8.5100e-003**	**8.5100e-003**	**2.0000e-005**	**0.0000**	**8.9800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	23.3045	0.5808	0.0140	39.8472
Unmitigated	23.3045	0.5809	0.0140	39.8562

7.2 Water by Land Use

Unmitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	17.7734 / 10.8934	23.3045	0.5809	0.0140	39.8562
Total		**23.3045**	**0.5809**	**0.0140**	**39.8562**

Mitigated

	Indoor/ Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	17.7734 / 10.8934	23.3045	0.5808	0.0140	39.8472
Total		**23.3045**	**0.5808**	**0.0140**	**39.8472**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	18.8782	1.1157	0.0000	42.3072
Unmitigated	18.8782	1.1157	0.0000	42.3072

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	93	18.8782	1.1157	0.0000	42.3072
Total		**18.8782**	**1.1157**	**0.0000**	**42.3072**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	93	18.8782	1.1157	0.0000	42.3072
Total		**18.8782**	**1.1157**	**0.0000**	**42.3072**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 4a & 4b (O1 & G2 & G1 part b)

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	100.00	1000sqft	1.00	100,000.00	0
Enclosed Parking Structure	164.00	Space	0.00	50,000.00	0
Enclosed Parking Structure	212.00	Space	0.00	76,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 1 acre lot for Office Building with parking underground so lot acreage = 0 with 2.5 story garage
An addition of two upper levels to the parking garage built in previous phase so lot acreage = 0

Construction Phase - Approximately 24 months of construction

Grading - Export for subsurface parking garage

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	113,000.00	134,800.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	339,000.00	404,400.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	339000	404400
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	100.00	460.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	5.00
tblGrading	AcresOfGrading	7.50	0.75
tblGrading	AcresOfGrading	2.50	0.50
tblGrading	MaterialExported	0.00	29,800.00
tblLandUse	LandUseSquareFeet	65,600.00	50,000.00
tblLandUse	LandUseSquareFeet	84,800.00	76,000.00

tblLandUse	LotAcreage	2.30	1.00
tblLandUse	LotAcreage	1.48	0.00
tblLandUse	LotAcreage	1.91	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblProjectCharacteristics	OperationalYear	2014	2020
tblTripsAndVMT	VendorTripNumber	37.00	44.00
tblTripsAndVMT	WorkerTripNumber	85.00	103.00
tblTripsAndVMT	WorkerTripNumber	17.00	21.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	3.16	2.96
tblVehicleEF	HHD	1.42	1.46
tblVehicleEF	HHD	58.85	62.54
tblVehicleEF	HHD	528.30	548.92
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.98	4.42
tblVehicleEF	HHD	3.96	5.06
tblVehicleEF	HHD	3.88	4.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	9.4890e-003	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003

tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.56	0.53
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.77	2.22
tblVehicleEF	HHD	5.6000e-003	5.6010e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.5370e-003	1.6490e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.64	0.60
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.90	2.38
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.29	2.15
tblVehicleEF	HHD	1.44	1.47
tblVehicleEF	HHD	42.23	46.32
tblVehicleEF	HHD	559.68	581.53
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02

tblVehicleEF	HHD	4.10	4.56
tblVehicleEF	HHD	3.82	4.87
tblVehicleEF	HHD	3.64	3.78
tblVehicleEF	HHD	8.6950e-003	9.2330e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	8.0000e-003	8.4950e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.53	0.50
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.44	1.79
tblVehicleEF	HHD	5.9330e-003	5.9340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.2650e-003	1.3800e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.60	0.57
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.28	0.28

tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.54	1.91
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	4.35	4.08
tblVehicleEF	HHD	1.42	1.45
tblVehicleEF	HHD	74.56	78.15
tblVehicleEF	HHD	484.95	503.88
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.80	4.22
tblVehicleEF	HHD	4.03	5.15
tblVehicleEF	HHD	4.09	4.25
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.61	0.57
tblVehicleEF	HHD	3.7700e-004	4.5700e-004

tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.08	2.63
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.7930e-003	1.9060e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.69	0.65
tblVehicleEF	HHD	3.7700e-004	4.5700e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.22	2.81
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.70	0.82
tblVehicleEF	LDA	1.51	1.84
tblVehicleEF	LDA	228.55	248.79
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03

tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.10	0.13
tblVehicleEF	LDA	7.6200e-004	7.6700e-004
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.11	0.14
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.82	0.96
tblVehicleEF	LDA	1.03	1.27
tblVehicleEF	LDA	246.40	268.22
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.21	0.24

tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	7.5400e-004	7.5700e-004
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.21	0.24
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.69	0.81
tblVehicleEF	LDA	1.85	2.26
tblVehicleEF	LDA	225.61	245.59
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.12	0.16
tblVehicleEF	LDA	7.6800e-004	7.7400e-004

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.13	0.17
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.85	2.22
tblVehicleEF	LDT1	4.04	4.81
tblVehicleEF	LDT1	281.01	302.88
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.20	0.24
tblVehicleEF	LDT1	0.22	0.26
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.29	0.36
tblVehicleEF	LDT1	3.8530e-003	3.8540e-003
tblVehicleEF	LDT1	9.1800e-004	9.2900e-004
tblVehicleEF	LDT1	0.12	0.13

tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.13	2.54
tblVehicleEF	LDT1	2.79	3.33
tblVehicleEF	LDT1	301.49	324.79
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.18	0.22
tblVehicleEF	LDT1	0.19	0.23
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.04	0.06
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.23	0.28
tblVehicleEF	LDT1	4.1400e-003	4.1390e-003
tblVehicleEF	LDT1	8.9600e-004	9.0400e-004
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35

tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.07	0.08
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.24	0.29
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.83	2.21
tblVehicleEF	LDT1	4.95	5.89
tblVehicleEF	LDT1	277.64	299.26
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.27
tblVehicleEF	LDT1	0.23	0.27
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.35	0.42
tblVehicleEF	LDT1	3.8060e-003	3.8080e-003
tblVehicleEF	LDT1	9.3400e-004	9.4800e-004
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05

tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.37	0.45
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.97	1.16
tblVehicleEF	LDT2	2.23	2.72
tblVehicleEF	LDT2	341.96	366.88
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.15	0.19
tblVehicleEF	LDT2	4.5190e-003	4.5220e-003
tblVehicleEF	LDT2	1.0420e-003	1.0500e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.04

tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	1.13	1.35
tblVehicleEF	LDT2	1.53	1.88
tblVehicleEF	LDT2	367.92	394.70
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.40	0.45
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	4.8650e-003	4.8680e-003
tblVehicleEF	LDT2	1.0300e-003	1.0350e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.40	0.45

tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.95	1.14
tblVehicleEF	LDT2	2.73	3.34
tblVehicleEF	LDT2	337.69	362.30
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	4.4620e-003	4.4650e-003
tblVehicleEF	LDT2	1.0510e-003	1.0600e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.19	0.24

tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.54	1.85
tblVehicleEF	LHD1	4.61	5.04
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.99	1.15
tblVehicleEF	LHD1	1.27	1.32
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.14	0.16
tblVehicleEF	LHD1	0.61	0.62

tblVehicleEF	LHD1	0.39	0.43
tblVehicleEF	LHD1	8.5180e-003	8.5270e-003
tblVehicleEF	LHD1	5.3700e-004	5.4200e-004
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.61	0.62
tblVehicleEF	LHD1	0.42	0.46
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.58	1.90
tblVehicleEF	LHD1	3.28	3.58
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.94	1.09
tblVehicleEF	LHD1	1.19	1.24
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003

tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.32	0.36
tblVehicleEF	LHD1	8.5190e-003	8.5280e-003
tblVehicleEF	LHD1	5.1400e-004	5.1700e-004
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.17	0.20
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.34	0.38
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.51	1.81
tblVehicleEF	LHD1	5.87	6.43
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50

tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	1.02	1.18
tblVehicleEF	LHD1	1.34	1.39
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.13	0.16
tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.45	0.50
tblVehicleEF	LHD1	8.5170e-003	8.5260e-003
tblVehicleEF	LHD1	5.5900e-004	5.6600e-004
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.16	0.19

tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.48	0.54
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.01	1.25
tblVehicleEF	LHD2	2.50	2.87
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.61	1.89
tblVehicleEF	LHD2	0.74	0.78
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02

tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.21	0.24
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.2900e-004	3.3500e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.22	0.26
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.02	1.27
tblVehicleEF	LHD2	1.79	2.06
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.54	1.81
tblVehicleEF	LHD2	0.69	0.73
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.17	0.20
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.1700e-004	3.2100e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.19	0.22
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14

tblVehicleEF	LHD2	0.99	1.25
tblVehicleEF	LHD2	3.17	3.63
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.64	1.93
tblVehicleEF	LHD2	0.78	0.82
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.24	0.28
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.4100e-004	3.4800e-004

tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.26	0.30
tblVehicleEF	MCY	22.95	23.97
tblVehicleEF	MCY	10.83	10.73
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.21	1.22
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.50	2.54
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.21	2.24
tblVehicleEF	MCY	2.0180e-003	2.0130e-003
tblVehicleEF	MCY	6.6600e-004	6.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39

tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.74	2.78
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.38	2.41
tblVehicleEF	MCY	21.98	22.93
tblVehicleEF	MCY	8.85	8.83
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.07	1.08
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.41	2.44
tblVehicleEF	MCY	1.17	1.26
tblVehicleEF	MCY	1.82	1.83
tblVehicleEF	MCY	2.0000e-003	1.9940e-003
tblVehicleEF	MCY	6.2300e-004	6.3300e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.65	2.68
tblVehicleEF	MCY	1.17	1.26

tblVehicleEF	MCY	1.95	1.97
tblVehicleEF	MCY	24.89	26.05
tblVehicleEF	MCY	12.80	12.64
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.30	1.31
tblVehicleEF	MCY	0.33	0.33
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.60	2.65
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.58	2.62
tblVehicleEF	MCY	2.0510e-003	2.0490e-003
tblVehicleEF	MCY	7.0900e-004	7.1800e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.84	2.90
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.78	2.82
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03

tblVehicleEF	MDV	1.75	2.00
tblVehicleEF	MDV	4.64	5.30
tblVehicleEF	MDV	453.82	484.02
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.24	0.29
tblVehicleEF	MDV	0.40	0.47
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.39	0.45
tblVehicleEF	MDV	5.7660e-003	5.7610e-003
tblVehicleEF	MDV	1.3530e-003	1.3610e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.41	0.48
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	2.03	2.31

tblVehicleEF	MDV	3.20	3.67
tblVehicleEF	MDV	487.87	520.24
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.22	0.26
tblVehicleEF	MDV	0.36	0.42
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.05	0.06
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.30	0.35
tblVehicleEF	MDV	6.2030e-003	6.1970e-003
tblVehicleEF	MDV	1.3280e-003	1.3320e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.32	0.37
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	1.74	1.99
tblVehicleEF	MDV	5.68	6.50

tblVehicleEF	MDV	448.21	478.05
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.27	0.31
tblVehicleEF	MDV	0.44	0.51
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.45	0.53
tblVehicleEF	MDV	5.6940e-003	5.6900e-003
tblVehicleEF	MDV	1.3720e-003	1.3820e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.49	0.56
tblVehicleEF	MH	2.07	3.30
tblVehicleEF	MH	6.94	8.88
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003

tblVehicleEF	MH	1.35	1.54
tblVehicleEF	MH	0.80	0.92
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.38	0.47
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	4.7700e-004	5.1100e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.40	0.50
tblVehicleEF	MH	2.15	3.41
tblVehicleEF	MH	4.94	6.20
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42

tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.26	1.44
tblVehicleEF	MH	0.75	0.86
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.10	0.14
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.31	0.38
tblVehicleEF	MH	7.4100e-003	7.4320e-003
tblVehicleEF	MH	4.4400e-004	4.6600e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.12	0.17
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.33	0.41
tblVehicleEF	MH	2.02	3.25
tblVehicleEF	MH	8.85	11.46
tblVehicleEF	MH	671.08	697.34

tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.40	1.60
tblVehicleEF	MH	0.84	0.96
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.44	0.56
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	5.0900e-004	5.5400e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.47	0.60
tblVehicleEF	MHD	7.6250e-003	7.5290e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003

tblVehicleEF	MHD	1.91	1.86
tblVehicleEF	MHD	0.73	0.96
tblVehicleEF	MHD	18.00	21.17
tblVehicleEF	MHD	572.01	590.73
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.63	5.52
tblVehicleEF	MHD	1.83	2.70
tblVehicleEF	MHD	1.76	1.99
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.16	0.16
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.01	1.27
tblVehicleEF	MHD	6.0640e-003	6.0280e-003

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.6700e-004	9.4700e-004
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.19	0.18
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.07	1.35
tblVehicleEF	MHD	7.1860e-003	7.0950e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	1.39	1.35
tblVehicleEF	MHD	0.74	0.97
tblVehicleEF	MHD	12.71	15.18
tblVehicleEF	MHD	605.99	625.82
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.78	5.70
tblVehicleEF	MHD	1.75	2.59
tblVehicleEF	MHD	1.65	1.87
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	9.2440e-003	0.01
tblVehicleEF	MHD	0.05	0.05

tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.81	1.01
tblVehicleEF	MHD	6.4240e-003	6.3860e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7700e-004	8.4500e-004
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.87	1.08
tblVehicleEF	MHD	8.2320e-003	8.1270e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	2.63	2.57
tblVehicleEF	MHD	0.72	0.96
tblVehicleEF	MHD	23.04	26.91
tblVehicleEF	MHD	525.08	542.26
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.43	5.28
tblVehicleEF	MHD	1.86	2.75
tblVehicleEF	MHD	1.85	2.10
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	5.7000e-004	6.3900e-004
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.18	1.50
tblVehicleEF	MHD	5.5660e-003	5.5330e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.5100e-004	1.0450e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.20	0.20
tblVehicleEF	MHD	5.7000e-004	6.3900e-004

tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.26	1.60
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	2.74	2.48
tblVehicleEF	OBUS	1.06	1.27
tblVehicleEF	OBUS	9.66	10.66
tblVehicleEF	OBUS	534.88	554.85
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.65	5.30
tblVehicleEF	OBUS	2.34	3.28
tblVehicleEF	OBUS	1.31	1.43
tblVehicleEF	OBUS	9.5470e-003	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	8.7830e-003	9.4330e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.47	0.42
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004

tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.58	0.64
tblVehicleEF	OBUS	5.6700e-003	5.6610e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.3300e-004	5.5200e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.53	0.48
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.61	0.68
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	1.99	1.80
tblVehicleEF	OBUS	1.08	1.29
tblVehicleEF	OBUS	6.90	7.64
tblVehicleEF	OBUS	566.66	587.81
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.79	5.47
tblVehicleEF	OBUS	2.23	3.13
tblVehicleEF	OBUS	1.22	1.34
tblVehicleEF	OBUS	8.0480e-003	8.6440e-003
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	7.4040e-003	7.9520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.44	0.40
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.48	0.53
tblVehicleEF	OBUS	6.0070e-003	5.9980e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	4.8600e-004	5.0200e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.50	0.45
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.51	0.56
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.78	3.41
tblVehicleEF	OBUS	1.04	1.25
tblVehicleEF	OBUS	12.28	13.54
tblVehicleEF	OBUS	491.00	509.32

tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.44	5.06
tblVehicleEF	OBUS	2.39	3.35
tblVehicleEF	OBUS	1.38	1.50
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.50	0.46
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.67	0.74
tblVehicleEF	OBUS	5.2050e-003	5.1970e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.7700e-004	6.0100e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02

tblVehicleEF	OBUS	0.57	0.52
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.71	0.79
tblVehicleEF	SBUS	4.4530e-003	4.3220e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.05	0.99
tblVehicleEF	SBUS	4.17	5.36
tblVehicleEF	SBUS	29.10	36.18
tblVehicleEF	SBUS	547.00	563.29
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.58	7.75
tblVehicleEF	SBUS	6.77	7.14
tblVehicleEF	SBUS	2.48	2.71
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003

tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.37	0.42
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.78	2.33
tblVehicleEF	SBUS	5.7980e-003	5.7480e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.7920e-003	1.9230e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003
tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.41	0.47
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.90	2.49
tblVehicleEF	SBUS	4.1970e-003	4.0730e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	0.76	0.72
tblVehicleEF	SBUS	4.30	5.42
tblVehicleEF	SBUS	23.38	29.11
tblVehicleEF	SBUS	579.49	596.75
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.82	8.00
tblVehicleEF	SBUS	6.46	6.81
tblVehicleEF	SBUS	2.29	2.51

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.38	0.43
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.56	2.04
tblVehicleEF	SBUS	6.1430e-003	6.0890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.6950e-003	1.8030e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.42	0.47
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.67	2.18
tblVehicleEF	SBUS	4.8080e-003	4.6660e-003

tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.45	1.37
tblVehicleEF	SBUS	4.06	5.38
tblVehicleEF	SBUS	34.70	43.11
tblVehicleEF	SBUS	502.12	517.07
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.24	7.40
tblVehicleEF	SBUS	6.91	7.29
tblVehicleEF	SBUS	2.63	2.88
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.36	0.41
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	1.98	2.59

tblVehicleEF	SBUS	5.3230e-003	5.2760e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.8860e-003	2.0400e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.40	0.46
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	2.11	2.76
tblVehicleEF	UBUS	5.05	5.17
tblVehicleEF	UBUS	9.88	10.49
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.44	19.05
tblVehicleEF	UBUS	1.00	1.03
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.02	1.04
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.65	0.68
tblVehicleEF	UBUS	0.02	0.02

tblVehicleEF	UBUS	3.8100e-004	3.9700e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.13	1.15
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.69	0.72
tblVehicleEF	UBUS	5.15	5.27
tblVehicleEF	UBUS	7.36	7.80
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	17.69	18.28
tblVehicleEF	UBUS	0.93	0.96
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.04	1.06
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.54	0.56
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.3800e-004	3.5100e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08

tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.16	1.18
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.57	0.60
tblVehicleEF	UBUS	4.98	5.10
tblVehicleEF	UBUS	12.26	13.03
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.74	19.36
tblVehicleEF	UBUS	1.05	1.09
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.00	1.02
tblVehicleEF	UBUS	0.57	0.58
tblVehicleEF	UBUS	0.75	0.78
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.2100e-004	4.4000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.11	1.13
tblVehicleEF	UBUS	0.57	0.58

tblVehicleEF	UBUS	0.80	0.83

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	5.3201	67.8605	47.3851	0.1544	8.0448	1.7042	9.7489	3.4208	1.5677	4.9885	0.0000	15,351.9339	15,351.9339	0.6291	0.0000	15,365.1456
2018	3.2985	21.1547	22.4200	0.0441	1.2639	1.1126	2.3765	0.3412	1.0718	1.4130	0.0000	3,943.8261	3,943.8261	0.4545	0.0000	3,953.3714
2019	1,249.9252	19.3854	21.3632	0.0440	1.2638	0.9672	2.2310	0.3411	0.9319	1.2730	0.0000	3,880.9231	3,880.9231	0.4306	0.0000	3,889.9651
Total	**1,258.5438**	**108.4005**	**91.1683**	**0.2425**	**10.5724**	**3.7840**	**14.3564**	**4.1031**	**3.5714**	**7.6745**	**0.0000**	**23,176.6831**	**23,176.6831**	**1.5142**	**0.0000**	**23,208.4821**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	3.9043	60.2369	43.2553	0.1544	5.4461	0.6899	6.1360	2.0390	0.6387	2.6777	0.0000	15,351.9339	15,351.9339	0.6291	0.0000	15,365.1456
2018	1.5530	21.0872	22.0130	0.0441	1.2639	0.1689	1.4327	0.3412	0.1641	0.5053	0.0000	3,943.8261	3,943.8261	0.4545	0.0000	3,953.3714
2019	1,249.7727	20.7525	21.3421	0.0440	1.2638	0.1650	1.4288	0.3411	0.1606	0.5017	0.0000	3,880.9231	3,880.9231	0.4306	0.0000	3,889.9651
Total	**1,255.2300**	**102.0766**	**86.6105**	**0.2425**	**7.9738**	**1.0238**	**8.9975**	**2.7212**	**0.9634**	**3.6846**	**0.0000**	**23,176.6831**	**23,176.6831**	**1.5142**	**0.0000**	**23,208.4821**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.26**	**5.83**	**5.00**	**0.00**	**24.58**	**72.94**	**37.33**	**33.68**	**73.02**	**51.99**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.5698	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100
Energy	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Mobile	3.3304	6.6201	31.4515	0.0787	5.5553	0.0951	5.6503	1.4810	0.0876	1.5687		6,421.7068	6,421.7068	0.2377		6,426.6977
Total	**8.9510**	**7.0831**	**31.8890**	**0.0815**	**5.5553**	**0.1304**	**5.6857**	**1.4810**	**0.1229**	**1.6040**		**6,976.8472**	**6,976.8472**	**0.2486**	**0.0102**	**6,985.2218**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.5698	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100
Energy	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Mobile	3.2310	6.0188	28.8168	0.0702	4.9337	0.0854	5.0191	1.3153	0.0787	1.3940		5,727.9094	5,727.9094	0.2143		5,732.4102
Total	**8.8516**	**6.4818**	**29.2542**	**0.0730**	**4.9337**	**0.1208**	**5.0544**	**1.3153**	**0.1140**	**1.4294**		**6,283.0499**	**6,283.0499**	**0.2252**	**0.0102**	**6,290.9343**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.11**	**8.49**	**8.26**	**10.42**	**11.19**	**7.41**	**11.10**	**11.19**	**7.24**	**10.89**	**0.00**	**9.94**	**9.94**	**9.39**	**0.00**	**9.94**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/5/2017	8/1/2017	5	20	
2	Site Preparation	Site Preparation	8/2/2017	8/8/2017	5	5	
3	Grading	Grading	8/9/2017	9/5/2017	5	20	
4	Building Construction	Building Construction	9/6/2017	6/11/2019	5	460	
5	Paving	Paving	6/12/2019	6/18/2019	5	5	
6	Architectural Coating	Architectural Coating	6/19/2019	6/25/2019	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 404,400; Non-Residential Outdoor: 134,800 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	3,725.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	103.00	44.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**		**1.6062**	**1.6062**		**1.5022**	**1.5022**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8925	21.4395	15.5622	0.0245		0.1085	0.1085		0.1085	0.1085	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**0.8925**	**21.4395**	**15.5622**	**0.0245**		**0.1085**	**0.1085**		**0.1085**	**0.1085**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0469	0.0544	0.6380	1.4700e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		118.7963	118.7963	5.6100e-003		118.9142
Total	**0.0469**	**0.0544**	**0.6380**	**1.4700e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**118.7963**	**118.7963**	**5.6100e-003**		**118.9142**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3754	0.0000	5.3754	2.9079	0.0000	2.9079			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**2.3109**	**24.2288**	**15.9299**	**0.0171**	**5.3754**	**1.3067**	**6.6821**	**2.9079**	**1.2022**	**4.1101**		**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4189	0.0000	2.4189	1.3086	0.0000	1.3086			0.0000			0.0000
Off-Road	0.5735	14.7860	11.0902	0.0171		0.0632	0.0632		0.0632	0.0632	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**0.5735**	**14.7860**	**11.0902**	**0.0171**	**2.4189**	**0.0632**	**2.4821**	**1.3086**	**0.0632**	**1.3717**	**0.0000**	**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**0.0289**	**0.0335**	**0.3926**	**9.1000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**73.1054**	**73.1054**	**3.4500e-003**		**73.1780**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7248	0.0000	4.7248	2.5125	0.0000	2.5125			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**1.8844**	**19.7889**	**13.1786**	**0.0141**	**4.7248**	**1.0661**	**5.7910**	**2.5125**	**0.9808**	**3.4933**		**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4068	48.0381	33.8139	0.1394	3.2445	0.6375	3.8820	0.8883	0.5863	1.4746		13,839.6391	13,839.6391	0.1000		13,841.7380
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**3.4357**	**48.0716**	**34.2065**	**0.1404**	**3.3199**	**0.6381**	**3.9580**	**0.9083**	**0.5868**	**1.4952**		**13,912.7445**	**13,912.7445**	**0.1034**		**13,914.9159**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1262	0.0000	2.1262	1.1306	0.0000	1.1306			0.0000			0.0000
Off-Road	0.4686	12.1653	9.0489	0.0141		0.0519	0.0519		0.0519	0.0519	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**0.4686**	**12.1653**	**9.0489**	**0.0141**	**2.1262**	**0.0519**	**2.1781**	**1.1306**	**0.0519**	**1.1825**	**0.0000**	**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.4068	48.0381	33.8139	0.1394	3.2445	0.6375	3.8820	0.8883	0.5863	1.4746		13,839.6391	13,839.6391	0.1000		13,841.7380
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0289	0.0335	0.3926	9.1000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		73.1054	73.1054	3.4500e-003		73.1780
Total	**3.4357**	**48.0716**	**34.2065**	**0.1404**	**3.3199**	**0.6381**	**3.9580**	**0.9083**	**0.5868**	**1.4952**		**13,912.7445**	**13,912.7445**	**0.1034**		**13,914.9159**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**		**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4174	3.8092	4.3491	0.0105	0.2926	0.0567	0.3493	0.0836	0.0521	0.1357		1,034.2149	1,034.2149	7.9100e-003		1,034.3810
Worker	0.3719	0.4309	5.0549	0.0117	0.9713	7.1600e-003	0.9785	0.2576	6.6000e-003	0.2642		941.2323	941.2323	0.0445		942.1663
Total	**0.7894**	**4.2401**	**9.4040**	**0.0221**	**1.2639**	**0.0638**	**1.3277**	**0.3412**	**0.0587**	**0.3999**		**1,975.4472**	**1,975.4472**	**0.0524**		**1,976.5473**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4174	3.8092	4.3491	0.0105	0.2926	0.0567	0.3493	0.0836	0.0521	0.1357		1,034.2149	1,034.2149	7.9100e-003		1,034.3810
Worker	0.3719	0.4309	5.0549	0.0117	0.9713	7.1600e-003	0.9785	0.2576	6.6000e-003	0.2642		941.2323	941.2323	0.0445		942.1663
Total	**0.7894**	**4.2401**	**9.4040**	**0.0221**	**1.2639**	**0.0638**	**1.3277**	**0.3412**	**0.0587**	**0.3999**		**1,975.4472**	**1,975.4472**	**0.0524**		**1,976.5473**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5826	17.3173	13.8357	0.0220		1.0532	1.0532		1.0172	1.0172		2,021.4136	2,021.4136	0.4059		2,029.9373
Total	**2.5826**	**17.3173**	**13.8357**	**0.0220**		**1.0532**	**1.0532**		**1.0172**	**1.0172**		**2,021.4136**	**2,021.4136**	**0.4059**		**2,029.9373**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3800	3.4494	4.0297	0.0104	0.2925	0.0525	0.3450	0.0835	0.0483	0.1318		1,016.1494	1,016.1494	7.7600e-003		1,016.3124
Worker	0.3358	0.3880	4.5546	0.0117	0.9713	6.9300e-003	0.9783	0.2576	6.4100e-003	0.2640		906.2632	906.2632	0.0409		907.1216
Total	**0.7158**	**3.8374**	**8.5843**	**0.0221**	**1.2639**	**0.0594**	**1.3233**	**0.3412**	**0.0547**	**0.3958**		**1,922.4126**	**1,922.4126**	**0.0486**		**1,923.4340**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,021.4136	2,021.4136	0.4059		2,029.9373
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,021.4136**	**2,021.4136**	**0.4059**		**2,029.9373**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3800	3.4494	4.0297	0.0104	0.2925	0.0525	0.3450	0.0835	0.0483	0.1318		1,016.1494	1,016.1494	7.7600e-003		1,016.3124
Worker	0.3358	0.3880	4.5546	0.0117	0.9713	6.9300e-003	0.9783	0.2576	6.4100e-003	0.2640		906.2632	906.2632	0.0409		907.1216
Total	**0.7158**	**3.8374**	**8.5843**	**0.0221**	**1.2639**	**0.0594**	**1.3233**	**0.3412**	**0.0547**	**0.3958**		**1,922.4126**	**1,922.4126**	**0.0486**		**1,923.4340**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2639	15.8827	13.4498	0.0220		0.9117	0.9117		0.8808	0.8808		2,008.7495	2,008.7495	0.3850		2,016.8347
Total	**2.2639**	**15.8827**	**13.4498**	**0.0220**		**0.9117**	**0.9117**		**0.8808**	**0.8808**		**2,008.7495**	**2,008.7495**	**0.3850**		**2,016.8347**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3467	3.1496	3.7579	0.0104	0.2925	0.0487	0.3412	0.0835	0.0448	0.1283		998.4857	998.4857	7.5800e-003		998.6448
Worker	0.3080	0.3532	4.1555	0.0117	0.9713	6.7900e-003	0.9781	0.2576	6.2900e-003	0.2639		873.6879	873.6879	0.0380		874.4856
Total	**0.6547**	**3.5027**	**7.9134**	**0.0221**	**1.2638**	**0.0555**	**1.3193**	**0.3411**	**0.0511**	**0.3922**		**1,872.1736**	**1,872.1736**	**0.0456**		**1,873.1303**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,008.7495	2,008.7495	0.3850		2,016.8347
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,008.7495**	**2,008.7495**	**0.3850**		**2,016.8347**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3467	3.1496	3.7579	0.0104	0.2925	0.0487	0.3412	0.0835	0.0448	0.1283		998.4857	998.4857	7.5800e-003		998.6448
Worker	0.3080	0.3532	4.1555	0.0117	0.9713	6.7900e-003	0.9781	0.2576	6.2900e-003	0.2639		873.6879	873.6879	0.0380		874.4856
Total	**0.6547**	**3.5027**	**7.9134**	**0.0221**	**1.2638**	**0.0555**	**1.3193**	**0.3411**	**0.0511**	**0.3922**		**1,872.1736**	**1,872.1736**	**0.0456**		**1,873.1303**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8923	9.0499	8.7806	0.0133		0.5164	0.5164		0.4759	0.4759		1,305.5566	1,305.5566	0.4050		1,314.0618
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8923**	**9.0499**	**8.7806**	**0.0133**		**0.5164**	**0.5164**		**0.4759**	**0.4759**		**1,305.5566**	**1,305.5566**	**0.4050**		**1,314.0618**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0389	0.0446	0.5245	1.4700e-003	0.1226	8.6000e-004	0.1235	0.0325	7.9000e-004	0.0333		110.2713	110.2713	4.7900e-003		110.3720
Total	**0.0389**	**0.0446**	**0.5245**	**1.4700e-003**	**0.1226**	**8.6000e-004**	**0.1235**	**0.0325**	**7.9000e-004**	**0.0333**		**110.2713**	**110.2713**	**4.7900e-003**		**110.3720**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5423	11.5730	9.7014	0.0133		0.0609	0.0609		0.0609	0.0609	0.0000	1,305.5566	1,305.5566	0.4050		1,314.0618
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5423**	**11.5730**	**9.7014**	**0.0133**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**1,305.5566**	**1,305.5566**	**0.4050**		**1,314.0618**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0389	0.0446	0.5245	1.4700e-003	0.1226	8.6000e-004	0.1235	0.0325	7.9000e-004	0.0333		110.2713	110.2713	4.7900e-003		110.3720
Total	**0.0389**	**0.0446**	**0.5245**	**1.4700e-003**	**0.1226**	**8.6000e-004**	**0.1235**	**0.0325**	**7.9000e-004**	**0.0333**		**110.2713**	**110.2713**	**4.7900e-003**		**110.3720**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,249.5960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	**1,249.8624**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0628	0.0720	0.8472	2.3800e-003	0.1980	1.3800e-003	0.1994	0.0525	1.2800e-003	0.0538		178.1306	178.1306	7.7400e-003		178.2932
Total	**0.0628**	**0.0720**	**0.8472**	**2.3800e-003**	**0.1980**	**1.3800e-003**	**0.1994**	**0.0525**	**1.2800e-003**	**0.0538**		**178.1306**	**178.1306**	**7.7400e-003**		**178.2932**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,249.5960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0238		281.9473
Total	**1,249.7099**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0628	0.0720	0.8472	2.3800e-003	0.1980	1.3800e-003	0.1994	0.0525	1.2800e-003	0.0538		178.1306	178.1306	7.7400e-003		178.2932
Total	**0.0628**	**0.0720**	**0.8472**	**2.3800e-003**	**0.1980**	**1.3800e-003**	**0.1994**	**0.0525**	**1.2800e-003**	**0.0538**		**178.1306**	**178.1306**	**7.7400e-003**		**178.2932**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.2310	6.0188	28.8168	0.0702	4.9337	0.0854	5.0191	1.3153	0.0787	1.3940		5,727.9094	5,727.9094	0.2143		5,732.4102
Unmitigated	3.3304	6.6201	31.4515	0.0787	5.5553	0.0951	5.6503	1.4810	0.0876	1.5687		6,421.7068	6,421.7068	0.2377		6,426.6977

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	1,101.00	237.00	98.00	1,993,737	1,770,657
Total	1,101.00	237.00	98.00	1,993,737	1,770,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
NaturalGas Unmitigated	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	4717.81	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Total		**0.0509**	**0.4625**	**0.3885**	**2.7800e-003**		**0.0352**	**0.0352**		**0.0352**	**0.0352**		**555.0363**	**555.0363**	**0.0106**	**0.0102**	**558.4141**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	4.71781	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Total		**0.0509**	**0.4625**	**0.3885**	**2.7800e-003**		**0.0352**	**0.0352**		**0.0352**	**0.0352**		**555.0363**	**555.0363**	**0.0106**	**0.0102**	**558.4141**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5698	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100
Unmitigated	5.5698	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.6000e-003	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100
Total	**5.5698**	**4.5000e-004**	**0.0489**	**0.0000**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**		**0.1042**	**0.1042**	**2.8000e-004**		**0.1100**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.6000e-003	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100
Total	**5.5698**	**4.5000e-004**	**0.0489**	**0.0000**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**		**0.1042**	**0.1042**	**2.8000e-004**		**0.1100**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 4a & 4b (O1 & G2 & G1 part b)

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	100.00	1000sqft	1.00	100,000.00	0
Enclosed Parking Structure	164.00	Space	0.00	50,000.00	0
Enclosed Parking Structure	212.00	Space	0.00	76,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - GHG Emission Factor Guidance for PG&E Customers (April 2013)

Land Use - Approximately 1 acre lot for Office Building with parking underground so lot acreage = 0 with 2.5 story garage
An addition of two upper levels to the parking garage built in previous phase so lot acreage = 0

Construction Phase - Approximately 24 months of construction

Grading - Export for subsurface parking garage

Construction Off-road Equipment Mitigation - Engine Tier 2, Level 3 DPF

Mobile Land Use Mitigation -

Area Mitigation -

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	113,000.00	134,800.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	339,000.00	404,400.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	250.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	250.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	250.00
tblAreaCoating	Area_Nonresidential_Interior	339000	404400
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstructionPhase	NumDays	100.00	460.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	2.00	20.00
tblConstructionPhase	NumDays	1.00	5.00
tblGrading	AcresOfGrading	7.50	0.75
tblGrading	AcresOfGrading	2.50	0.50
tblGrading	MaterialExported	0.00	29,800.00
tblLandUse	LandUseSquareFeet	65,600.00	50,000.00
tblLandUse	LandUseSquareFeet	84,800.00	76,000.00

tblLandUse	LotAcreage	2.30	1.00
tblLandUse	LotAcreage	1.48	0.00
tblLandUse	LotAcreage	1.91	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblProjectCharacteristics	OperationalYear	2014	2020
tblTripsAndVMT	VendorTripNumber	37.00	44.00
tblTripsAndVMT	WorkerTripNumber	85.00	103.00
tblTripsAndVMT	WorkerTripNumber	17.00	21.00
tblVehicleEF	HHD	0.03	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	3.16	2.96
tblVehicleEF	HHD	1.42	1.46
tblVehicleEF	HHD	58.85	62.54
tblVehicleEF	HHD	528.30	548.92
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.98	4.42
tblVehicleEF	HHD	3.96	5.06
tblVehicleEF	HHD	3.88	4.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	9.4890e-003	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003

tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.56	0.53
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.77	2.22
tblVehicleEF	HHD	5.6000e-003	5.6010e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.5370e-003	1.6490e-003
tblVehicleEF	HHD	1.2570e-003	1.7190e-003
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.64	0.60
tblVehicleEF	HHD	7.6900e-004	9.8000e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.34	0.49
tblVehicleEF	HHD	1.90	2.38
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	2.29	2.15
tblVehicleEF	HHD	1.44	1.47
tblVehicleEF	HHD	42.23	46.32
tblVehicleEF	HHD	559.68	581.53
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02

tblVehicleEF	HHD	4.10	4.56
tblVehicleEF	HHD	3.82	4.87
tblVehicleEF	HHD	3.64	3.78
tblVehicleEF	HHD	8.6950e-003	9.2330e-003
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	8.0000e-003	8.4950e-003
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.53	0.50
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.44	1.79
tblVehicleEF	HHD	5.9330e-003	5.9340e-003
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.2650e-003	1.3800e-003
tblVehicleEF	HHD	2.9870e-003	4.2010e-003
tblVehicleEF	HHD	0.08	0.12
tblVehicleEF	HHD	0.60	0.57
tblVehicleEF	HHD	1.7650e-003	2.3490e-003
tblVehicleEF	HHD	0.28	0.28

tblVehicleEF	HHD	0.33	0.48
tblVehicleEF	HHD	1.54	1.91
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	4.35	4.08
tblVehicleEF	HHD	1.42	1.45
tblVehicleEF	HHD	74.56	78.15
tblVehicleEF	HHD	484.95	503.88
tblVehicleEF	HHD	1,552.82	1,616.34
tblVehicleEF	HHD	50.24	55.91
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	3.80	4.22
tblVehicleEF	HHD	4.03	5.15
tblVehicleEF	HHD	4.09	4.25
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.07	0.08
tblVehicleEF	HHD	1.2160e-003	2.5250e-003
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.7000e-003	8.6950e-003
tblVehicleEF	HHD	0.07	0.07
tblVehicleEF	HHD	1.0750e-003	2.0810e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.61	0.57
tblVehicleEF	HHD	3.7700e-004	4.5700e-004

tblVehicleEF	HHD	0.24	0.25
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.08	2.63
tblVehicleEF	HHD	0.02	0.02
tblVehicleEF	HHD	1.7930e-003	1.9060e-003
tblVehicleEF	HHD	6.2100e-004	8.1100e-004
tblVehicleEF	HHD	0.08	0.13
tblVehicleEF	HHD	0.69	0.65
tblVehicleEF	HHD	3.7700e-004	4.5700e-004
tblVehicleEF	HHD	0.28	0.28
tblVehicleEF	HHD	0.37	0.53
tblVehicleEF	HHD	2.22	2.81
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.70	0.82
tblVehicleEF	LDA	1.51	1.84
tblVehicleEF	LDA	228.55	248.79
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.07	0.08
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03

tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.10	0.13
tblVehicleEF	LDA	7.6200e-004	7.6700e-004
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.10	0.11
tblVehicleEF	LDA	0.03	0.03
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.23	0.25
tblVehicleEF	LDA	0.11	0.14
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.82	0.96
tblVehicleEF	LDA	1.03	1.27
tblVehicleEF	LDA	246.40	268.22
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.06	0.08
tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.21	0.24

tblVehicleEF	LDA	0.08	0.10
tblVehicleEF	LDA	7.5400e-004	7.5700e-004
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.11	0.13
tblVehicleEF	LDA	0.06	0.07
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.21	0.24
tblVehicleEF	LDA	0.09	0.11
tblVehicleEF	LDA	8.5250e-003	9.5790e-003
tblVehicleEF	LDA	5.8710e-003	7.5300e-003
tblVehicleEF	LDA	0.69	0.81
tblVehicleEF	LDA	1.85	2.26
tblVehicleEF	LDA	225.61	245.59
tblVehicleEF	LDA	52.19	56.83
tblVehicleEF	LDA	0.55	0.55
tblVehicleEF	LDA	0.08	0.09
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	1.6940e-003	1.6950e-003
tblVehicleEF	LDA	3.4600e-003	3.1300e-003
tblVehicleEF	LDA	1.5710e-003	1.5670e-003
tblVehicleEF	LDA	3.2100e-003	2.8970e-003
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.12	0.16
tblVehicleEF	LDA	7.6800e-004	7.7400e-004

tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.10	0.12
tblVehicleEF	LDA	0.01	0.02
tblVehicleEF	LDA	0.02	0.03
tblVehicleEF	LDA	0.26	0.29
tblVehicleEF	LDA	0.13	0.17
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.85	2.22
tblVehicleEF	LDT1	4.04	4.81
tblVehicleEF	LDT1	281.01	302.88
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.20	0.24
tblVehicleEF	LDT1	0.22	0.26
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.12	0.13
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.29	0.36
tblVehicleEF	LDT1	3.8530e-003	3.8540e-003
tblVehicleEF	LDT1	9.1800e-004	9.2900e-004
tblVehicleEF	LDT1	0.12	0.13

tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.09	0.10
tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	0.99	1.09
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	2.13	2.54
tblVehicleEF	LDT1	2.79	3.33
tblVehicleEF	LDT1	301.49	324.79
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.18	0.22
tblVehicleEF	LDT1	0.19	0.23
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35
tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.04	0.06
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.23	0.28
tblVehicleEF	LDT1	4.1400e-003	4.1390e-003
tblVehicleEF	LDT1	8.9600e-004	9.0400e-004
tblVehicleEF	LDT1	0.29	0.32
tblVehicleEF	LDT1	0.32	0.35

tblVehicleEF	LDT1	0.19	0.21
tblVehicleEF	LDT1	0.07	0.08
tblVehicleEF	LDT1	0.91	1.00
tblVehicleEF	LDT1	0.24	0.29
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	1.83	2.21
tblVehicleEF	LDT1	4.95	5.89
tblVehicleEF	LDT1	277.64	299.26
tblVehicleEF	LDT1	63.50	68.38
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.27
tblVehicleEF	LDT1	0.23	0.27
tblVehicleEF	LDT1	3.2110e-003	3.5680e-003
tblVehicleEF	LDT1	4.7390e-003	4.8760e-003
tblVehicleEF	LDT1	2.9770e-003	3.2990e-003
tblVehicleEF	LDT1	4.3950e-003	4.5120e-003
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	0.04	0.05
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.35	0.42
tblVehicleEF	LDT1	3.8060e-003	3.8080e-003
tblVehicleEF	LDT1	9.3400e-004	9.4800e-004
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.30	0.33
tblVehicleEF	LDT1	0.04	0.05

tblVehicleEF	LDT1	0.06	0.08
tblVehicleEF	LDT1	1.22	1.35
tblVehicleEF	LDT1	0.37	0.45
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.97	1.16
tblVehicleEF	LDT2	2.23	2.72
tblVehicleEF	LDT2	341.96	366.88
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.12	0.14
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.15	0.19
tblVehicleEF	LDT2	4.5190e-003	4.5220e-003
tblVehicleEF	LDT2	1.0420e-003	1.0500e-003
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.13	0.15
tblVehicleEF	LDT2	0.05	0.05
tblVehicleEF	LDT2	0.03	0.04

tblVehicleEF	LDT2	0.44	0.48
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	1.13	1.35
tblVehicleEF	LDT2	1.53	1.88
tblVehicleEF	LDT2	367.92	394.70
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.11	0.13
tblVehicleEF	LDT2	0.16	0.21
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.40	0.45
tblVehicleEF	LDT2	0.12	0.15
tblVehicleEF	LDT2	4.8650e-003	4.8680e-003
tblVehicleEF	LDT2	1.0300e-003	1.0350e-003
tblVehicleEF	LDT2	0.11	0.12
tblVehicleEF	LDT2	0.15	0.17
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.40	0.45

tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.01	0.01
tblVehicleEF	LDT2	8.6470e-003	0.01
tblVehicleEF	LDT2	0.95	1.14
tblVehicleEF	LDT2	2.73	3.34
tblVehicleEF	LDT2	337.69	362.30
tblVehicleEF	LDT2	77.33	82.90
tblVehicleEF	LDT2	0.19	0.19
tblVehicleEF	LDT2	0.13	0.16
tblVehicleEF	LDT2	0.20	0.25
tblVehicleEF	LDT2	1.6560e-003	1.6680e-003
tblVehicleEF	LDT2	3.3870e-003	3.0830e-003
tblVehicleEF	LDT2	1.5360e-003	1.5420e-003
tblVehicleEF	LDT2	3.1420e-003	2.8550e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.18	0.23
tblVehicleEF	LDT2	4.4620e-003	4.4650e-003
tblVehicleEF	LDT2	1.0510e-003	1.0600e-003
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.03	0.04
tblVehicleEF	LDT2	0.53	0.58
tblVehicleEF	LDT2	0.19	0.24

tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.54	1.85
tblVehicleEF	LHD1	4.61	5.04
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.99	1.15
tblVehicleEF	LHD1	1.27	1.32
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.14	0.16
tblVehicleEF	LHD1	0.61	0.62

tblVehicleEF	LHD1	0.39	0.43
tblVehicleEF	LHD1	8.5180e-003	8.5270e-003
tblVehicleEF	LHD1	5.3700e-004	5.4200e-004
tblVehicleEF	LHD1	2.5070e-003	2.6110e-003
tblVehicleEF	LHD1	0.09	0.09
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	1.2940e-003	1.2990e-003
tblVehicleEF	LHD1	0.16	0.19
tblVehicleEF	LHD1	0.61	0.62
tblVehicleEF	LHD1	0.42	0.46
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.58	1.90
tblVehicleEF	LHD1	3.28	3.58
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50
tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	0.94	1.09
tblVehicleEF	LHD1	1.19	1.24
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003

tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.14	0.17
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.32	0.36
tblVehicleEF	LHD1	8.5190e-003	8.5280e-003
tblVehicleEF	LHD1	5.1400e-004	5.1700e-004
tblVehicleEF	LHD1	5.7510e-003	6.0550e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	2.7610e-003	2.8380e-003
tblVehicleEF	LHD1	0.17	0.20
tblVehicleEF	LHD1	0.59	0.60
tblVehicleEF	LHD1	0.34	0.38
tblVehicleEF	LHD1	1.2630e-003	1.2730e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.18	0.18
tblVehicleEF	LHD1	1.51	1.81
tblVehicleEF	LHD1	5.87	6.43
tblVehicleEF	LHD1	7.73	8.03
tblVehicleEF	LHD1	771.17	801.50

tblVehicleEF	LHD1	40.79	42.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	1.02	1.18
tblVehicleEF	LHD1	1.34	1.39
tblVehicleEF	LHD1	5.1900e-004	5.3000e-004
tblVehicleEF	LHD1	0.05	0.05
tblVehicleEF	LHD1	9.0250e-003	9.0240e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.9200e-004	1.1590e-003
tblVehicleEF	LHD1	4.7700e-004	4.8700e-004
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.1800e-004	1.0700e-003
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.13	0.16
tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.45	0.50
tblVehicleEF	LHD1	8.5170e-003	8.5260e-003
tblVehicleEF	LHD1	5.5900e-004	5.6600e-004
tblVehicleEF	LHD1	1.2370e-003	1.2700e-003
tblVehicleEF	LHD1	0.10	0.10
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	6.6400e-004	6.5300e-004
tblVehicleEF	LHD1	0.16	0.19

tblVehicleEF	LHD1	0.68	0.69
tblVehicleEF	LHD1	0.48	0.54
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.01	1.25
tblVehicleEF	LHD2	2.50	2.87
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.61	1.89
tblVehicleEF	LHD2	0.74	0.78
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02

tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.21	0.24
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.2900e-004	3.3500e-004
tblVehicleEF	LHD2	1.3160e-003	1.4860e-003
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	6.9300e-004	7.3900e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.33	0.37
tblVehicleEF	LHD2	0.22	0.26
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14
tblVehicleEF	LHD2	1.02	1.27
tblVehicleEF	LHD2	1.79	2.06
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.54	1.81
tblVehicleEF	LHD2	0.69	0.73
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.17	0.20
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.1700e-004	3.2100e-004
tblVehicleEF	LHD2	3.0100e-003	3.4520e-003
tblVehicleEF	LHD2	0.06	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	1.4760e-003	1.6230e-003
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.32	0.36
tblVehicleEF	LHD2	0.19	0.22
tblVehicleEF	LHD2	9.4500e-004	9.5100e-004
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.14	0.14

tblVehicleEF	LHD2	0.99	1.25
tblVehicleEF	LHD2	3.17	3.63
tblVehicleEF	LHD2	8.63	8.97
tblVehicleEF	LHD2	650.75	676.28
tblVehicleEF	LHD2	25.57	26.45
tblVehicleEF	LHD2	4.4320e-003	4.4400e-003
tblVehicleEF	LHD2	0.11	0.11
tblVehicleEF	LHD2	1.64	1.93
tblVehicleEF	LHD2	0.78	0.82
tblVehicleEF	LHD2	1.1830e-003	1.2030e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	5.0400e-004	6.6200e-004
tblVehicleEF	LHD2	1.0880e-003	1.1070e-003
tblVehicleEF	LHD2	0.03	0.03
tblVehicleEF	LHD2	2.5540e-003	2.5550e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	4.6700e-004	6.0600e-004
tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.12	0.15
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.24	0.28
tblVehicleEF	LHD2	7.1000e-003	7.1060e-003
tblVehicleEF	LHD2	3.4100e-004	3.4800e-004

tblVehicleEF	LHD2	6.5800e-004	7.2700e-004
tblVehicleEF	LHD2	0.05	0.06
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	3.6000e-004	3.7400e-004
tblVehicleEF	LHD2	0.14	0.17
tblVehicleEF	LHD2	0.37	0.42
tblVehicleEF	LHD2	0.26	0.30
tblVehicleEF	MCY	22.95	23.97
tblVehicleEF	MCY	10.83	10.73
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.21	1.22
tblVehicleEF	MCY	0.31	0.31
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39
tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.50	2.54
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.21	2.24
tblVehicleEF	MCY	2.0180e-003	2.0130e-003
tblVehicleEF	MCY	6.6600e-004	6.7600e-004
tblVehicleEF	MCY	0.03	0.03
tblVehicleEF	MCY	0.38	0.39

tblVehicleEF	MCY	0.02	0.02
tblVehicleEF	MCY	2.74	2.78
tblVehicleEF	MCY	1.27	1.37
tblVehicleEF	MCY	2.38	2.41
tblVehicleEF	MCY	21.98	22.93
tblVehicleEF	MCY	8.85	8.83
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.07	1.08
tblVehicleEF	MCY	0.29	0.29
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.41	2.44
tblVehicleEF	MCY	1.17	1.26
tblVehicleEF	MCY	1.82	1.83
tblVehicleEF	MCY	2.0000e-003	1.9940e-003
tblVehicleEF	MCY	6.2300e-004	6.3300e-004
tblVehicleEF	MCY	0.08	0.08
tblVehicleEF	MCY	0.54	0.56
tblVehicleEF	MCY	0.05	0.05
tblVehicleEF	MCY	2.65	2.68
tblVehicleEF	MCY	1.17	1.26

tblVehicleEF	MCY	1.95	1.97
tblVehicleEF	MCY	24.89	26.05
tblVehicleEF	MCY	12.80	12.64
tblVehicleEF	MCY	142.10	145.58
tblVehicleEF	MCY	38.39	40.85
tblVehicleEF	MCY	6.1590e-003	6.0890e-003
tblVehicleEF	MCY	1.30	1.31
tblVehicleEF	MCY	0.33	0.33
tblVehicleEF	MCY	3.3800e-004	4.2100e-004
tblVehicleEF	MCY	9.6300e-004	1.1950e-003
tblVehicleEF	MCY	2.8300e-004	3.4700e-004
tblVehicleEF	MCY	8.0200e-004	9.7600e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.60	2.65
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.58	2.62
tblVehicleEF	MCY	2.0510e-003	2.0490e-003
tblVehicleEF	MCY	7.0900e-004	7.1800e-004
tblVehicleEF	MCY	0.01	0.01
tblVehicleEF	MCY	0.44	0.47
tblVehicleEF	MCY	5.1960e-003	5.2840e-003
tblVehicleEF	MCY	2.84	2.90
tblVehicleEF	MCY	1.59	1.70
tblVehicleEF	MCY	2.78	2.82
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03

tblVehicleEF	MDV	1.75	2.00
tblVehicleEF	MDV	4.64	5.30
tblVehicleEF	MDV	453.82	484.02
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.24	0.29
tblVehicleEF	MDV	0.40	0.47
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.39	0.45
tblVehicleEF	MDV	5.7660e-003	5.7610e-003
tblVehicleEF	MDV	1.3530e-003	1.3610e-003
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.22	0.21
tblVehicleEF	MDV	0.07	0.07
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.68	0.69
tblVehicleEF	MDV	0.41	0.48
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	2.03	2.31

tblVehicleEF	MDV	3.20	3.67
tblVehicleEF	MDV	487.87	520.24
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.22	0.26
tblVehicleEF	MDV	0.36	0.42
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.05	0.06
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.30	0.35
tblVehicleEF	MDV	6.2030e-003	6.1970e-003
tblVehicleEF	MDV	1.3280e-003	1.3320e-003
tblVehicleEF	MDV	0.18	0.18
tblVehicleEF	MDV	0.24	0.24
tblVehicleEF	MDV	0.15	0.14
tblVehicleEF	MDV	0.07	0.08
tblVehicleEF	MDV	0.63	0.64
tblVehicleEF	MDV	0.32	0.37
tblVehicleEF	MDV	0.02	0.02
tblVehicleEF	MDV	0.02	0.03
tblVehicleEF	MDV	1.74	1.99
tblVehicleEF	MDV	5.68	6.50

tblVehicleEF	MDV	448.21	478.05
tblVehicleEF	MDV	102.62	109.03
tblVehicleEF	MDV	0.12	0.12
tblVehicleEF	MDV	0.27	0.31
tblVehicleEF	MDV	0.44	0.51
tblVehicleEF	MDV	2.0210e-003	2.0750e-003
tblVehicleEF	MDV	3.7490e-003	3.6300e-003
tblVehicleEF	MDV	1.8690e-003	1.9160e-003
tblVehicleEF	MDV	3.4710e-003	3.3570e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.45	0.53
tblVehicleEF	MDV	5.6940e-003	5.6900e-003
tblVehicleEF	MDV	1.3720e-003	1.3820e-003
tblVehicleEF	MDV	0.04	0.04
tblVehicleEF	MDV	0.22	0.23
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.82	0.84
tblVehicleEF	MDV	0.49	0.56
tblVehicleEF	MH	2.07	3.30
tblVehicleEF	MH	6.94	8.88
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003

tblVehicleEF	MH	1.35	1.54
tblVehicleEF	MH	0.80	0.92
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.38	0.47
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	4.7700e-004	5.1100e-004
tblVehicleEF	MH	2.1470e-003	2.4920e-003
tblVehicleEF	MH	0.07	0.08
tblVehicleEF	MH	7.5800e-004	8.5200e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.75	2.25
tblVehicleEF	MH	0.40	0.50
tblVehicleEF	MH	2.15	3.41
tblVehicleEF	MH	4.94	6.20
tblVehicleEF	MH	671.08	697.34
tblVehicleEF	MH	32.11	33.42

tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.26	1.44
tblVehicleEF	MH	0.75	0.86
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.10	0.14
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.31	0.38
tblVehicleEF	MH	7.4100e-003	7.4320e-003
tblVehicleEF	MH	4.4400e-004	4.6600e-004
tblVehicleEF	MH	4.8790e-003	5.7070e-003
tblVehicleEF	MH	0.08	0.09
tblVehicleEF	MH	1.6060e-003	1.8380e-003
tblVehicleEF	MH	0.12	0.17
tblVehicleEF	MH	1.70	2.19
tblVehicleEF	MH	0.33	0.41
tblVehicleEF	MH	2.02	3.25
tblVehicleEF	MH	8.85	11.46
tblVehicleEF	MH	671.08	697.34

tblVehicleEF	MH	32.11	33.42
tblVehicleEF	MH	1.7670e-003	1.7660e-003
tblVehicleEF	MH	1.40	1.60
tblVehicleEF	MH	0.84	0.96
tblVehicleEF	MH	0.05	0.05
tblVehicleEF	MH	8.5210e-003	8.5240e-003
tblVehicleEF	MH	0.02	0.03
tblVehicleEF	MH	5.9300e-004	9.2300e-004
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	2.1300e-003	2.1310e-003
tblVehicleEF	MH	0.02	0.02
tblVehicleEF	MH	5.4900e-004	8.5300e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.09	0.13
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.44	0.56
tblVehicleEF	MH	7.4080e-003	7.4300e-003
tblVehicleEF	MH	5.0900e-004	5.5400e-004
tblVehicleEF	MH	1.0600e-003	1.2050e-003
tblVehicleEF	MH	0.08	0.10
tblVehicleEF	MH	4.1700e-004	4.6000e-004
tblVehicleEF	MH	0.12	0.16
tblVehicleEF	MH	1.89	2.43
tblVehicleEF	MH	0.47	0.60
tblVehicleEF	MHD	7.6250e-003	7.5290e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003

tblVehicleEF	MHD	1.91	1.86
tblVehicleEF	MHD	0.73	0.96
tblVehicleEF	MHD	18.00	21.17
tblVehicleEF	MHD	572.01	590.73
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.63	5.52
tblVehicleEF	MHD	1.83	2.70
tblVehicleEF	MHD	1.76	1.99
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.16	0.16
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.01	1.27
tblVehicleEF	MHD	6.0640e-003	6.0280e-003

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	8.6700e-004	9.4700e-004
tblVehicleEF	MHD	2.2930e-003	2.7540e-003
tblVehicleEF	MHD	0.10	0.12
tblVehicleEF	MHD	0.19	0.18
tblVehicleEF	MHD	1.1690e-003	1.3540e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.51	0.58
tblVehicleEF	MHD	1.07	1.35
tblVehicleEF	MHD	7.1860e-003	7.0950e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	1.39	1.35
tblVehicleEF	MHD	0.74	0.97
tblVehicleEF	MHD	12.71	15.18
tblVehicleEF	MHD	605.99	625.82
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.78	5.70
tblVehicleEF	MHD	1.75	2.59
tblVehicleEF	MHD	1.65	1.87
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	9.2440e-003	0.01
tblVehicleEF	MHD	0.05	0.05

tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.15	0.15
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.81	1.01
tblVehicleEF	MHD	6.4240e-003	6.3860e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	7.7700e-004	8.4500e-004
tblVehicleEF	MHD	5.4350e-003	6.6340e-003
tblVehicleEF	MHD	0.11	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	2.6530e-003	3.1770e-003
tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.49	0.57
tblVehicleEF	MHD	0.87	1.08
tblVehicleEF	MHD	8.2320e-003	8.1270e-003
tblVehicleEF	MHD	5.2440e-003	6.5230e-003
tblVehicleEF	MHD	2.63	2.57
tblVehicleEF	MHD	0.72	0.96
tblVehicleEF	MHD	23.04	26.91
tblVehicleEF	MHD	525.08	542.26
tblVehicleEF	MHD	994.51	1,036.86
tblVehicleEF	MHD	49.80	53.86

tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	4.43	5.28
tblVehicleEF	MHD	1.86	2.75
tblVehicleEF	MHD	1.85	2.10
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.12	0.12
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	0.04	0.07
tblVehicleEF	MHD	1.6960e-003	2.6600e-003
tblVehicleEF	MHD	0.01	0.02
tblVehicleEF	MHD	0.05	0.05
tblVehicleEF	MHD	2.8580e-003	2.8600e-003
tblVehicleEF	MHD	0.04	0.06
tblVehicleEF	MHD	1.5460e-003	2.3210e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.18	0.17
tblVehicleEF	MHD	5.7000e-004	6.3900e-004
tblVehicleEF	MHD	0.13	0.17
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.18	1.50
tblVehicleEF	MHD	5.5660e-003	5.5330e-003
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.5100e-004	1.0450e-003
tblVehicleEF	MHD	1.0950e-003	1.2850e-003
tblVehicleEF	MHD	0.10	0.14
tblVehicleEF	MHD	0.20	0.20
tblVehicleEF	MHD	5.7000e-004	6.3900e-004

tblVehicleEF	MHD	0.15	0.19
tblVehicleEF	MHD	0.57	0.65
tblVehicleEF	MHD	1.26	1.60
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	2.74	2.48
tblVehicleEF	OBUS	1.06	1.27
tblVehicleEF	OBUS	9.66	10.66
tblVehicleEF	OBUS	534.88	554.85
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.65	5.30
tblVehicleEF	OBUS	2.34	3.28
tblVehicleEF	OBUS	1.31	1.43
tblVehicleEF	OBUS	9.5470e-003	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	8.7830e-003	9.4330e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.47	0.42
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004

tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.58	0.64
tblVehicleEF	OBUS	5.6700e-003	5.6610e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.3300e-004	5.5200e-004
tblVehicleEF	OBUS	7.2300e-004	7.2200e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.53	0.48
tblVehicleEF	OBUS	3.3900e-004	3.2900e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.27	0.26
tblVehicleEF	OBUS	0.61	0.68
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	1.99	1.80
tblVehicleEF	OBUS	1.08	1.29
tblVehicleEF	OBUS	6.90	7.64
tblVehicleEF	OBUS	566.66	587.81
tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.79	5.47
tblVehicleEF	OBUS	2.23	3.13
tblVehicleEF	OBUS	1.22	1.34
tblVehicleEF	OBUS	8.0480e-003	8.6440e-003
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04

tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	7.4040e-003	7.9520e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.44	0.40
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.48	0.53
tblVehicleEF	OBUS	6.0070e-003	5.9980e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	4.8600e-004	5.0200e-004
tblVehicleEF	OBUS	1.5970e-003	1.6140e-003
tblVehicleEF	OBUS	0.03	0.03
tblVehicleEF	OBUS	0.50	0.45
tblVehicleEF	OBUS	7.0200e-004	6.9800e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.26	0.25
tblVehicleEF	OBUS	0.51	0.56
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	3.78	3.41
tblVehicleEF	OBUS	1.04	1.25
tblVehicleEF	OBUS	12.28	13.54
tblVehicleEF	OBUS	491.00	509.32

tblVehicleEF	OBUS	1,052.60	1,089.93
tblVehicleEF	OBUS	32.73	34.19
tblVehicleEF	OBUS	1.7760e-003	1.7750e-003
tblVehicleEF	OBUS	4.44	5.06
tblVehicleEF	OBUS	2.39	3.35
tblVehicleEF	OBUS	1.38	1.50
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.10	0.09
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.7000e-004	5.9700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	2.6310e-003	2.6210e-003
tblVehicleEF	OBUS	0.04	0.04
tblVehicleEF	OBUS	4.3600e-004	5.4400e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.50	0.46
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.14	0.15
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.67	0.74
tblVehicleEF	OBUS	5.2050e-003	5.1970e-003
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	5.7700e-004	6.0100e-004
tblVehicleEF	OBUS	3.9500e-004	3.8700e-004
tblVehicleEF	OBUS	0.02	0.02

tblVehicleEF	OBUS	0.57	0.52
tblVehicleEF	OBUS	1.9300e-004	1.8500e-004
tblVehicleEF	OBUS	0.16	0.18
tblVehicleEF	OBUS	0.29	0.28
tblVehicleEF	OBUS	0.71	0.79
tblVehicleEF	SBUS	4.4530e-003	4.3220e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.05	0.99
tblVehicleEF	SBUS	4.17	5.36
tblVehicleEF	SBUS	29.10	36.18
tblVehicleEF	SBUS	547.00	563.29
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.58	7.75
tblVehicleEF	SBUS	6.77	7.14
tblVehicleEF	SBUS	2.48	2.71
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003

tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.10	0.09
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.37	0.42
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.78	2.33
tblVehicleEF	SBUS	5.7980e-003	5.7480e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.7920e-003	1.9230e-003
tblVehicleEF	SBUS	2.5450e-003	2.7040e-003
tblVehicleEF	SBUS	0.17	0.19
tblVehicleEF	SBUS	0.11	0.11
tblVehicleEF	SBUS	9.0100e-004	9.3800e-004
tblVehicleEF	SBUS	0.41	0.47
tblVehicleEF	SBUS	1.72	1.51
tblVehicleEF	SBUS	1.90	2.49
tblVehicleEF	SBUS	4.1970e-003	4.0730e-003
tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	0.76	0.72
tblVehicleEF	SBUS	4.30	5.42
tblVehicleEF	SBUS	23.38	29.11
tblVehicleEF	SBUS	579.49	596.75
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.82	8.00
tblVehicleEF	SBUS	6.46	6.81
tblVehicleEF	SBUS	2.29	2.51

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.09	0.09
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.38	0.43
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.56	2.04
tblVehicleEF	SBUS	6.1430e-003	6.0890e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.6950e-003	1.8030e-003
tblVehicleEF	SBUS	5.8130e-003	6.2790e-003
tblVehicleEF	SBUS	0.18	0.20
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	1.9320e-003	2.0840e-003
tblVehicleEF	SBUS	0.42	0.47
tblVehicleEF	SBUS	1.50	1.32
tblVehicleEF	SBUS	1.67	2.18
tblVehicleEF	SBUS	4.8080e-003	4.6660e-003

tblVehicleEF	SBUS	5.1070e-003	4.9910e-003
tblVehicleEF	SBUS	1.45	1.37
tblVehicleEF	SBUS	4.06	5.38
tblVehicleEF	SBUS	34.70	43.11
tblVehicleEF	SBUS	502.12	517.07
tblVehicleEF	SBUS	1,005.58	1,051.05
tblVehicleEF	SBUS	115.30	120.07
tblVehicleEF	SBUS	5.0200e-004	5.1600e-004
tblVehicleEF	SBUS	7.24	7.40
tblVehicleEF	SBUS	6.91	7.29
tblVehicleEF	SBUS	2.63	2.88
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.52	0.53
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.7440e-003	4.2560e-003
tblVehicleEF	SBUS	0.02	0.02
tblVehicleEF	SBUS	0.22	0.23
tblVehicleEF	SBUS	2.6830e-003	2.6920e-003
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	2.5460e-003	3.9220e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.10	0.10
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.36	0.41
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	1.98	2.59

tblVehicleEF	SBUS	5.3230e-003	5.2760e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	1.8860e-003	2.0400e-003
tblVehicleEF	SBUS	1.2410e-003	1.2900e-003
tblVehicleEF	SBUS	0.19	0.21
tblVehicleEF	SBUS	0.12	0.11
tblVehicleEF	SBUS	4.8800e-004	4.9500e-004
tblVehicleEF	SBUS	0.40	0.46
tblVehicleEF	SBUS	2.16	1.89
tblVehicleEF	SBUS	2.11	2.76
tblVehicleEF	UBUS	5.05	5.17
tblVehicleEF	UBUS	9.88	10.49
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.44	19.05
tblVehicleEF	UBUS	1.00	1.03
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.02	1.04
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.65	0.68
tblVehicleEF	UBUS	0.02	0.02

tblVehicleEF	UBUS	3.8100e-004	3.9700e-004
tblVehicleEF	UBUS	3.7700e-004	3.8700e-004
tblVehicleEF	UBUS	0.07	0.07
tblVehicleEF	UBUS	1.7100e-004	1.7500e-004
tblVehicleEF	UBUS	1.13	1.15
tblVehicleEF	UBUS	0.47	0.47
tblVehicleEF	UBUS	0.69	0.72
tblVehicleEF	UBUS	5.15	5.27
tblVehicleEF	UBUS	7.36	7.80
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	17.69	18.28
tblVehicleEF	UBUS	0.93	0.96
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08
tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.04	1.06
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.54	0.56
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	3.3800e-004	3.5100e-004
tblVehicleEF	UBUS	9.2000e-004	9.4500e-004
tblVehicleEF	UBUS	0.08	0.08

tblVehicleEF	UBUS	4.2000e-004	4.3300e-004
tblVehicleEF	UBUS	1.16	1.18
tblVehicleEF	UBUS	0.43	0.44
tblVehicleEF	UBUS	0.57	0.60
tblVehicleEF	UBUS	4.98	5.10
tblVehicleEF	UBUS	12.26	13.03
tblVehicleEF	UBUS	2,178.76	2,277.33
tblVehicleEF	UBUS	18.51	19.74
tblVehicleEF	UBUS	1.2680e-003	1.2700e-003
tblVehicleEF	UBUS	18.74	19.36
tblVehicleEF	UBUS	1.05	1.09
tblVehicleEF	UBUS	0.35	0.36
tblVehicleEF	UBUS	5.4500e-004	5.9300e-004
tblVehicleEF	UBUS	0.32	0.33
tblVehicleEF	UBUS	5.0600e-004	5.5000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.00	1.02
tblVehicleEF	UBUS	0.57	0.58
tblVehicleEF	UBUS	0.75	0.78
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	4.2100e-004	4.4000e-004
tblVehicleEF	UBUS	1.9400e-004	1.9800e-004
tblVehicleEF	UBUS	0.09	0.09
tblVehicleEF	UBUS	8.2000e-005	8.3000e-005
tblVehicleEF	UBUS	1.11	1.13
tblVehicleEF	UBUS	0.57	0.58

tblVehicleEF	UBUS	0.80	0.83

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	5.8003	70.4051	60.8697	0.1542	8.0448	1.7059	9.7506	3.4208	1.5693	4.9901	0.0000	15,313.6293	15,313.6293	0.6291	0.0000	15,326.8410
2018	3.3683	21.3943	24.4253	0.0431	1.2639	1.1131	2.3770	0.3412	1.0723	1.4135	0.0000	3,862.7919	3,862.7919	0.4548	0.0000	3,872.3416
2019	1,249.9239	19.6024	23.3589	0.0431	1.2638	0.9677	2.2315	0.3411	0.9323	1.2734	0.0000	3,802.5648	3,802.5648	0.4308	0.0000	3,811.6114
Total	**1,259.0926**	**111.4018**	**108.6538**	**0.2403**	**10.5724**	**3.7867**	**14.3591**	**4.1031**	**3.5739**	**7.6770**	**0.0000**	**22,978.9861**	**22,978.9861**	**1.5147**	**0.0000**	**23,010.7940**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.3845	62.7815	56.7400	0.1542	5.4461	0.6917	6.1377	2.0390	0.6403	2.6793	0.0000	15,313.6293	15,313.6293	0.6291	0.0000	15,326.8410
2018	1.6229	21.3268	24.0183	0.0431	1.2639	0.1694	1.4333	0.3412	0.1646	0.5058	0.0000	3,862.7919	3,862.7919	0.4548	0.0000	3,872.3416
2019	1,249.7714	20.9695	23.3378	0.0431	1.2638	0.1654	1.4293	0.3411	0.1610	0.5021	0.0000	3,802.5648	3,802.5648	0.4308	0.0000	3,811.6114
Total	**1,255.7787**	**105.0778**	**104.0960**	**0.2403**	**7.9738**	**1.0265**	**9.0002**	**2.7212**	**0.9659**	**3.6871**	**0.0000**	**22,978.9860**	**22,978.9860**	**1.5147**	**0.0000**	**23,010.7940**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.26**	**5.68**	**4.19**	**0.00**	**24.58**	**72.89**	**37.32**	**33.68**	**72.97**	**51.97**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.5698	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100
Energy	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Mobile	3.4453	7.3439	34.7014	0.0735	5.5553	0.0955	5.6508	1.4810	0.0880	1.5691		6,013.0784	6,013.0784	0.2379		6,018.0742
Total	**9.0660**	**7.8069**	**35.1389**	**0.0763**	**5.5553**	**0.1309**	**5.6861**	**1.4810**	**0.1234**	**1.6044**		**6,568.2188**	**6,568.2188**	**0.2488**	**0.0102**	**6,576.5983**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.5698	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100
Energy	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Mobile	3.3484	6.6721	32.3597	0.0656	4.9337	0.0859	5.0196	1.3153	0.0791	1.3945		5,364.1751	5,364.1751	0.2146		5,368.6808
Total	**8.9691**	**7.1350**	**32.7972**	**0.0684**	**4.9337**	**0.1212**	**5.0549**	**1.3153**	**0.1145**	**1.4298**		**5,919.3155**	**5,919.3155**	**0.2255**	**0.0102**	**5,927.2049**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**1.07**	**8.61**	**6.66**	**10.38**	**11.19**	**7.38**	**11.10**	**11.19**	**7.21**	**10.88**	**0.00**	**9.88**	**9.88**	**9.38**	**0.00**	**9.87**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/5/2017	8/1/2017	5	20	
2	Site Preparation	Site Preparation	8/2/2017	8/8/2017	5	5	
3	Grading	Grading	8/9/2017	9/5/2017	5	20	
4	Building Construction	Building Construction	9/6/2017	6/11/2019	5	460	
5	Paving	Paving	6/12/2019	6/18/2019	5	5	
6	Architectural Coating	Architectural Coating	6/19/2019	6/25/2019	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 404,400; Non-Residential Outdoor: 134,800 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	3,725.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	103.00	44.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7216	26.5855	20.8712	0.0245		1.6062	1.6062		1.5022	1.5022		2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**2.7216**	**26.5855**	**20.8712**	**0.0245**		**1.6062**	**1.6062**		**1.5022**	**1.5022**		**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8925	21.4395	15.5622	0.0245		0.1085	0.1085		0.1085	0.1085	0.0000	2,457.4682	2,457.4682	0.6235		2,470.5620
Total	**0.8925**	**21.4395**	**15.5622**	**0.0245**		**0.1085**	**0.1085**		**0.1085**	**0.1085**	**0.0000**	**2,457.4682**	**2,457.4682**	**0.6235**		**2,470.5620**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0465	0.0665	0.6080	1.3500e-003	0.1226	9.0000e-004	0.1235	0.0325	8.3000e-004	0.0334		109.2099	109.2099	5.6100e-003		109.3277
Total	**0.0465**	**0.0665**	**0.6080**	**1.3500e-003**	**0.1226**	**9.0000e-004**	**0.1235**	**0.0325**	**8.3000e-004**	**0.0334**		**109.2099**	**109.2099**	**5.6100e-003**		**109.3277**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3754	0.0000	5.3754	2.9079	0.0000	2.9079			0.0000			0.0000
Off-Road	2.3109	24.2288	15.9299	0.0171		1.3067	1.3067		1.2022	1.2022		1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**2.3109**	**24.2288**	**15.9299**	**0.0171**	**5.3754**	**1.3067**	**6.6821**	**2.9079**	**1.2022**	**4.1101**		**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.4189	0.0000	2.4189	1.3086	0.0000	1.3086			0.0000			0.0000
Off-Road	0.5735	14.7860	11.0902	0.0171		0.0632	0.0632		0.0632	0.0632	0.0000	1,752.1239	1,752.1239	0.5369		1,763.3977
Total	**0.5735**	**14.7860**	**11.0902**	**0.0171**	**2.4189**	**0.0632**	**2.4821**	**1.3086**	**0.0632**	**1.3717**	**0.0000**	**1,752.1239**	**1,752.1239**	**0.5369**		**1,763.3977**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**0.0286**	**0.0409**	**0.3741**	**8.3000e-004**	**0.0754**	**5.6000e-004**	**0.0760**	**0.0200**	**5.1000e-004**	**0.0205**		**67.2061**	**67.2061**	**3.4500e-003**		**67.2786**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7248	0.0000	4.7248	2.5125	0.0000	2.5125			0.0000			0.0000
Off-Road	1.8844	19.7889	13.1786	0.0141		1.0661	1.0661		0.9808	0.9808		1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**1.8844**	**19.7889**	**13.1786**	**0.0141**	**4.7248**	**1.0661**	**5.7910**	**2.5125**	**0.9808**	**3.4933**		**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.8873	50.5753	47.3169	0.1393	3.2445	0.6392	3.8837	0.8883	0.5879	1.4762		13,807.2339	13,807.2339	0.1013		13,809.3608
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**3.9159**	**50.6162**	**47.6911**	**0.1402**	**3.3199**	**0.6398**	**3.9597**	**0.9083**	**0.5884**	**1.4968**		**13,874.4399**	**13,874.4399**	**0.1047**		**13,876.6394**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1262	0.0000	2.1262	1.1306	0.0000	1.1306			0.0000			0.0000
Off-Road	0.4686	12.1653	9.0489	0.0141		0.0519	0.0519		0.0519	0.0519	0.0000	1,439.1894	1,439.1894	0.4410		1,448.4496
Total	**0.4686**	**12.1653**	**9.0489**	**0.0141**	**2.1262**	**0.0519**	**2.1781**	**1.1306**	**0.0519**	**1.1825**	**0.0000**	**1,439.1894**	**1,439.1894**	**0.4410**		**1,448.4496**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.8873	50.5753	47.3169	0.1393	3.2445	0.6392	3.8837	0.8883	0.5879	1.4762		13,807.2339	13,807.2339	0.1013		13,809.3608
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0286	0.0409	0.3741	8.3000e-004	0.0754	5.6000e-004	0.0760	0.0200	5.1000e-004	0.0205		67.2061	67.2061	3.4500e-003		67.2786
Total	**3.9159**	**50.6162**	**47.6911**	**0.1402**	**3.3199**	**0.6398**	**3.9597**	**0.9083**	**0.5884**	**1.4968**		**13,874.4399**	**13,874.4399**	**0.1047**		**13,876.6394**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9546	19.1088	14.3110	0.0220		1.2257	1.2257		1.1823	1.1823		2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**2.9546**	**19.1088**	**14.3110**	**0.0220**		**1.2257**	**1.2257**		**1.1823**	**1.1823**		**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5067	3.9802	6.6162	0.0104	0.2926	0.0572	0.3498	0.0836	0.0526	0.1362		1,026.2788	1,026.2788	8.1200e-003		1,026.4493
Worker	0.3686	0.5270	4.8170	0.0107	0.9713	7.1600e-003	0.9785	0.2576	6.6000e-003	0.2642		865.2780	865.2780	0.0445		866.2120
Total	**0.8753**	**4.5072**	**11.4331**	**0.0212**	**1.2639**	**0.0644**	**1.3283**	**0.3412**	**0.0592**	**0.4004**		**1,891.5569**	**1,891.5569**	**0.0526**		**1,892.6613**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,034.2860	2,034.2860	0.4268		2,043.2497
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,034.2860**	**2,034.2860**	**0.4268**		**2,043.2497**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5067	3.9802	6.6162	0.0104	0.2926	0.0572	0.3498	0.0836	0.0526	0.1362		1,026.2788	1,026.2788	8.1200e-003		1,026.4493
Worker	0.3686	0.5270	4.8170	0.0107	0.9713	7.1600e-003	0.9785	0.2576	6.6000e-003	0.2642		865.2780	865.2780	0.0445		866.2120
Total	**0.8753**	**4.5072**	**11.4331**	**0.0212**	**1.2639**	**0.0644**	**1.3283**	**0.3412**	**0.0592**	**0.4004**		**1,891.5569**	**1,891.5569**	**0.0526**		**1,892.6613**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.5826	17.3173	13.8357	0.0220		1.0532	1.0532		1.0172	1.0172		2,021.4136	2,021.4136	0.4059		2,029.9373
Total	**2.5826**	**17.3173**	**13.8357**	**0.0220**		**1.0532**	**1.0532**		**1.0172**	**1.0172**		**2,021.4136**	**2,021.4136**	**0.4059**		**2,029.9373**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4553	3.6025	6.2831	0.0104	0.2925	0.0530	0.3455	0.0835	0.0487	0.1323		1,008.3304	1,008.3304	7.9800e-003		1,008.4980
Worker	0.3304	0.4745	4.3065	0.0107	0.9713	6.9300e-003	0.9783	0.2576	6.4100e-003	0.2640		833.0479	833.0479	0.0409		833.9063
Total	**0.7857**	**4.0770**	**10.5896**	**0.0211**	**1.2639**	**0.0599**	**1.3238**	**0.3412**	**0.0551**	**0.3963**		**1,841.3783**	**1,841.3783**	**0.0489**		**1,842.4043**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,021.4136	2,021.4136	0.4059		2,029.9373
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,021.4136**	**2,021.4136**	**0.4059**		**2,029.9373**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4553	3.6025	6.2831	0.0104	0.2925	0.0530	0.3455	0.0835	0.0487	0.1323		1,008.3304	1,008.3304	7.9800e-003		1,008.4980
Worker	0.3304	0.4745	4.3065	0.0107	0.9713	6.9300e-003	0.9783	0.2576	6.4100e-003	0.2640		833.0479	833.0479	0.0409		833.9063
Total	**0.7857**	**4.0770**	**10.5896**	**0.0211**	**1.2639**	**0.0599**	**1.3238**	**0.3412**	**0.0551**	**0.3963**		**1,841.3783**	**1,841.3783**	**0.0489**		**1,842.4043**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.2639	15.8827	13.4498	0.0220		0.9117	0.9117		0.8808	0.8808		2,008.7495	2,008.7495	0.3850		2,016.8347
Total	**2.2639**	**15.8827**	**13.4498**	**0.0220**		**0.9117**	**0.9117**		**0.8808**	**0.8808**		**2,008.7495**	**2,008.7495**	**0.3850**		**2,016.8347**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4100	3.2877	6.0059	0.0104	0.2925	0.0492	0.3417	0.0835	0.0453	0.1288		990.7843	990.7843	7.7900e-003		990.9479
Worker	0.3016	0.4320	3.9031	0.0107	0.9713	6.7900e-003	0.9781	0.2576	6.2900e-003	0.2639		803.0311	803.0311	0.0380		803.8287
Total	**0.7116**	**3.7197**	**9.9091**	**0.0211**	**1.2638**	**0.0560**	**1.3198**	**0.3411**	**0.0515**	**0.3927**		**1,793.8154**	**1,793.8154**	**0.0458**		**1,794.7766**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8372	17.2498	13.4287	0.0220		0.1095	0.1095		0.1095	0.1095	0.0000	2,008.7495	2,008.7495	0.3850		2,016.8347
Total	**0.8372**	**17.2498**	**13.4287**	**0.0220**		**0.1095**	**0.1095**		**0.1095**	**0.1095**	**0.0000**	**2,008.7495**	**2,008.7495**	**0.3850**		**2,016.8347**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4100	3.2877	6.0059	0.0104	0.2925	0.0492	0.3417	0.0835	0.0453	0.1288		990.7843	990.7843	7.7900e-003		990.9479
Worker	0.3016	0.4320	3.9031	0.0107	0.9713	6.7900e-003	0.9781	0.2576	6.2900e-003	0.2639		803.0311	803.0311	0.0380		803.8287
Total	**0.7116**	**3.7197**	**9.9091**	**0.0211**	**1.2638**	**0.0560**	**1.3198**	**0.3411**	**0.0515**	**0.3927**		**1,793.8154**	**1,793.8154**	**0.0458**		**1,794.7766**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8923	9.0499	8.7806	0.0133		0.5164	0.5164		0.4759	0.4759		1,305.5566	1,305.5566	0.4050		1,314.0618
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8923**	**9.0499**	**8.7806**	**0.0133**		**0.5164**	**0.5164**		**0.4759**	**0.4759**		**1,305.5566**	**1,305.5566**	**0.4050**		**1,314.0618**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0381	0.0545	0.4926	1.3500e-003	0.1226	8.6000e-004	0.1235	0.0325	7.9000e-004	0.0333		101.3534	101.3534	4.7900e-003		101.4541
Total	**0.0381**	**0.0545**	**0.4926**	**1.3500e-003**	**0.1226**	**8.6000e-004**	**0.1235**	**0.0325**	**7.9000e-004**	**0.0333**		**101.3534**	**101.3534**	**4.7900e-003**		**101.4541**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5423	11.5730	9.7014	0.0133		0.0609	0.0609		0.0609	0.0609	0.0000	1,305.5566	1,305.5566	0.4050		1,314.0618
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5423**	**11.5730**	**9.7014**	**0.0133**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**1,305.5566**	**1,305.5566**	**0.4050**		**1,314.0618**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0381	0.0545	0.4926	1.3500e-003	0.1226	8.6000e-004	0.1235	0.0325	7.9000e-004	0.0333		101.3534	101.3534	4.7900e-003		101.4541
Total	**0.0381**	**0.0545**	**0.4926**	**1.3500e-003**	**0.1226**	**8.6000e-004**	**0.1235**	**0.0325**	**7.9000e-004**	**0.0333**		**101.3534**	**101.3534**	**4.7900e-003**		**101.4541**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,249.5960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	**1,249.8624**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0615	0.0881	0.7958	2.1900e-003	0.1980	1.3800e-003	0.1994	0.0525	1.2800e-003	0.0538		163.7248	163.7248	7.7400e-003		163.8874
Total	**0.0615**	**0.0881**	**0.7958**	**2.1900e-003**	**0.1980**	**1.3800e-003**	**0.1994**	**0.0525**	**1.2800e-003**	**0.0538**		**163.7248**	**163.7248**	**7.7400e-003**		**163.8874**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,249.5960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1139	2.3524	1.8324	2.9700e-003		0.0143	0.0143		0.0143	0.0143	0.0000	281.4481	281.4481	0.0238		281.9473
Total	**1,249.7099**	**2.3524**	**1.8324**	**2.9700e-003**		**0.0143**	**0.0143**		**0.0143**	**0.0143**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0615	0.0881	0.7958	2.1900e-003	0.1980	1.3800e-003	0.1994	0.0525	1.2800e-003	0.0538		163.7248	163.7248	7.7400e-003		163.8874
Total	**0.0615**	**0.0881**	**0.7958**	**2.1900e-003**	**0.1980**	**1.3800e-003**	**0.1994**	**0.0525**	**1.2800e-003**	**0.0538**		**163.7248**	**163.7248**	**7.7400e-003**		**163.8874**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.3484	6.6721	32.3597	0.0656	4.9337	0.0859	5.0196	1.3153	0.0791	1.3945		5,364.1751	5,364.1751	0.2146		5,368.6808
Unmitigated	3.4453	7.3439	34.7014	0.0735	5.5553	0.0955	5.6508	1.4810	0.0880	1.5691		6,013.0784	6,013.0784	0.2379		6,018.0742

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking Structure	0.00	0.00	0.00		
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	1,101.00	237.00	98.00	1,993,737	1,770,657
Total	1,101.00	237.00	98.00	1,993,737	1,770,657

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking Structure	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551461	0.058468	0.185554	0.123211	0.029507	0.004440	0.012712	0.023230	0.001775	0.001270	0.006089	0.000516	0.001766

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
NaturalGas Unmitigated	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	4717.81	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Total		**0.0509**	**0.4625**	**0.3885**	**2.7800e-003**		**0.0352**	**0.0352**		**0.0352**	**0.0352**		**555.0363**	**555.0363**	**0.0106**	**0.0102**	**558.4141**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	4.71781	0.0509	0.4625	0.3885	2.7800e-003		0.0352	0.0352		0.0352	0.0352		555.0363	555.0363	0.0106	0.0102	558.4141
Total		**0.0509**	**0.4625**	**0.3885**	**2.7800e-003**		**0.0352**	**0.0352**		**0.0352**	**0.0352**		**555.0363**	**555.0363**	**0.0106**	**0.0102**	**558.4141**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5698	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100
Unmitigated	5.5698	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.6000e-003	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100
Total	**5.5698**	**4.5000e-004**	**0.0489**	**0.0000**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**		**0.1042**	**0.1042**	**2.8000e-004**		**0.1100**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7288					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.8364					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.6000e-003	4.5000e-004	0.0489	0.0000		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004		0.1042	0.1042	2.8000e-004		0.1100
Total	**5.5698**	**4.5000e-004**	**0.0489**	**0.0000**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**		**0.1042**	**0.1042**	**2.8000e-004**		**0.1100**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Pruneyard Phase 4a & 4b (O1 & G2 & G1 part b)

Santa Clara County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	-0.27	0.00	0.00	0.88	0.88	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	0.53	0.00	0.02	0.00	0.85	0.85	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	0.66	0.19	0.25	0.00	0.93	0.93	0.00	0.00	0.00	0.00	0.00	0.00
Grading	0.26	0.11	0.08	0.00	0.59	0.59	0.00	0.00	0.00	0.00	0.00	0.00
Paving	0.38	-0.28	-0.10	0.00	0.88	0.87	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	0.74	0.39	0.30	0.00	0.95	0.95	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Air Compressors	Diesel	Tier 2	1	1	Level 3	0.00
Cement and Mortar Mixers	Diesel	Tier 2	1	1	Level 3	0.00
Concrete/Industrial Saws	Diesel	Tier 2	1	1	Level 3	0.00
Cranes	Diesel	Tier 2	1	1	Level 3	0.00
Forklifts	Diesel	Tier 2	1	1	Level 3	0.00
Generator Sets	Diesel	Tier 2	1	1	Level 3	0.00
Graders	Diesel	Tier 2	2	2	Level 3	0.00
Pavers	Diesel	Tier 2	1	1	Level 3	0.00
Paving Equipment	Diesel	Tier 2	1	1	Level 3	0.00
Rollers	Diesel	Tier 2	1	1	Level 3	0.00
Rubber Tired Dozers	Diesel	Tier 2	3	3	Level 3	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 2	7	7	Level 3	0.00
Welders	Diesel	Tier 2	3	3	Level 3	0.00

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Unmitigated tons/yr						Unmitigated mt/yr					
Air Compressors	6.70000E-004	4.59000E-003	4.60000E-003	1.00000E-005	3.20000E-004	3.20000E-004	0.00000E+000	6.38310E-001	6.38310E-001	5.00000E-005	0.00000E+000	6.39450E-001
Cement and Mortar Mixers	1.10000E-004	6.90000E-004	5.80000E-004	0.00000E+000	3.00000E-005	3.00000E-005	0.00000E+000	8.59300E-002	8.59300E-002	1.00000E-005	0.00000E+000	8.61100E-002
Concrete/ Industrial Saws	5.81000E-003	4.26100E-002	3.74900E-002	6.00000E-005	3.07000E-003	3.07000E-003	0.00000E+000	5.37656E+000	5.37656E+000	4.70000E-004	0.00000E+000	5.38650E+000
Cranes	9.62700E-002	1.14823E+000	4.24860E-001	9.70000E-004	4.97800E-002	4.58000E-002	0.00000E+000	8.87883E+001	8.87883E+001	2.76700E-002	0.00000E+000	8.93695E+001
Forklifts	3.09600E-002	2.73080E-001	2.09380E-001	2.60000E-004	2.18000E-002	2.00600E-002	0.00000E+000	2.40384E+001	2.40384E+001	7.49000E-003	0.00000E+000	2.41958E+001
Generator Sets	1.15370E-001	9.41180E-001	8.61550E-001	1.51000E-003	5.97600E-002	5.97600E-002	0.00000E+000	1.29998E+002	1.29998E+002	9.30000E-003	0.00000E+000	1.30193E+002
Graders	9.53000E-003	9.64100E-002	4.83800E-002	6.00000E-005	5.42000E-003	4.98000E-003	0.00000E+000	5.78422E+000	5.78422E+000	1.77000E-003	0.00000E+000	5.82144E+000
Pavers	5.20000E-004	5.63000E-003	5.23000E-003	1.00000E-005	2.80000E-004	2.50000E-004	0.00000E+000	7.61350E-001	7.61350E-001	2.40000E-004	0.00000E+000	7.66400E-001
Paving Equipment	5.20000E-004	5.56000E-003	6.21000E-003	1.00000E-005	2.80000E-004	2.50000E-004	0.00000E+000	9.00850E-001	9.00850E-001	2.90000E-004	0.00000E+000	9.06840E-001
Rollers	5.00000E-004	4.90000E-003	4.17000E-003	1.00000E-005	3.20000E-004	3.00000E-004	0.00000E+000	5.15330E-001	5.15330E-001	1.60000E-004	0.00000E+000	5.18760E-001
Rubber Tired Dozers	2.34300E-002	2.59730E-001	1.95700E-001	1.70000E-004	1.20700E-002	1.11000E-002	0.00000E+000	1.62529E+001	1.62529E+001	4.98000E-003	0.00000E+000	1.63575E+001
Tractors/Loaders/ Backhoes	5.96800E-002	5.85200E-001	5.07880E-001	6.70000E-004	4.19800E-002	3.86200E-002	0.00000E+000	6.15020E+001	6.15020E+001	1.91100E-002	0.00000E+000	6.19032E+001
Welders	3.02330E-001	1.15783E+000	1.28038E+000	1.76000E-003	7.77000E-002	7.77000E-002	0.00000E+000	1.29872E+002	1.29872E+002	2.46800E-002	0.00000E+000	1.30391E+002

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	Mitigated tons/yr						Mitigated mt/yr					
Air Compressors	2.80000E-004	5.88000E-003	4.58000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	6.38310E-001	6.38310E-001	5.00000E-005	0.00000E+000	6.39440E-001
Cement and Mortar Mixers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	8.59300E-002	8.59300E-002	1.00000E-005	0.00000E+000	8.61100E-002
Concrete/Industrial Saws	2.40000E-003	4.95400E-002	3.85900E-002	6.00000E-005	3.00000E-004	3.00000E-004	0.00000E+000	5.37656E+000	5.37656E+000	4.70000E-004	0.00000E+000	5.38649E+000
Cranes	2.39300E-002	8.27500E-001	5.18430E-001	9.70000E-004	2.63000E-003	2.63000E-003	0.00000E+000	8.87882E+001	8.87882E+001	2.76700E-002	0.00000E+000	8.93694E+001
Forklifts	1.24600E-002	2.57230E-001	2.00370E-001	2.60000E-004	1.56000E-003	1.56000E-003	0.00000E+000	2.40384E+001	2.40384E+001	7.49000E-003	0.00000E+000	2.41957E+001
Generator Sets	5.79900E-002	1.19772E+000	9.32960E-001	1.51000E-003	7.26000E-003	7.26000E-003	0.00000E+000	1.29998E+002	1.29998E+002	9.30000E-003	0.00000E+000	1.30193E+002
Graders	2.39000E-003	5.24700E-002	4.65500E-002	6.00000E-005	2.40000E-004	2.40000E-004	0.00000E+000	5.78422E+000	5.78422E+000	1.77000E-003	0.00000E+000	5.82143E+000
Pavers	3.30000E-004	7.24000E-003	6.42000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	7.61340E-001	7.61340E-001	2.40000E-004	0.00000E+000	7.66400E-001
Paving Equipment	3.90000E-004	8.60000E-003	7.64000E-003	1.00000E-005	4.00000E-005	4.00000E-005	0.00000E+000	9.00850E-001	9.00850E-001	2.90000E-004	0.00000E+000	9.06840E-001
Rollers	2.70000E-004	5.57000E-003	4.34000E-003	1.00000E-005	3.00000E-005	3.00000E-005	0.00000E+000	5.15330E-001	5.15330E-001	1.60000E-004	0.00000E+000	5.18760E-001
Rubber Tired Dozers	4.25000E-003	1.46980E-001	9.20800E-002	1.70000E-004	4.70000E-004	4.70000E-004	0.00000E+000	1.62529E+001	1.62529E+001	4.98000E-003	0.00000E+000	1.63575E+001
Tractors/Loaders/ Backhoes	3.14800E-002	6.50200E-001	5.06470E-001	6.70000E-004	3.94000E-003	3.94000E-003	0.00000E+000	6.15019E+001	6.15019E+001	1.91100E-002	0.00000E+000	6.19032E+001
Welders	7.30500E-002	1.16634E+000	1.03283E+000	1.76000E-003	1.05800E-002	1.05800E-002	0.00000E+000	1.29872E+002	1.29872E+002	2.46800E-002	0.00000E+000	1.30390E+002

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Air Compressors	5.82090E-001	-2.81046E-001	4.34783E-003	0.00000E+000	8.75000E-001	8.75000E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.56384E-005
Cement and Mortar Mixers	1.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	1.00000E+000	1.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Concrete/Industrial Saws	5.86919E-001	-1.62638E-001	-2.93412E-002	0.00000E+000	9.02280E-001	9.02280E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.85649E-006
Cranes	7.51428E-001	2.79326E-001	-2.20237E-001	0.00000E+000	9.47168E-001	9.42576E-001	0.00000E+000	1.23890E-006	1.23890E-006	0.00000E+000	0.00000E+000	1.11895E-006
Forklifts	5.97545E-001	5.80416E-002	4.30318E-002	0.00000E+000	9.28440E-001	9.22233E-001	0.00000E+000	8.32001E-007	8.32001E-007	0.00000E+000	0.00000E+000	1.23989E-006
Generator Sets	4.97356E-001	-2.72573E-001	-8.28855E-002	0.00000E+000	8.78514E-001	8.78514E-001	0.00000E+000	1.15387E-006	1.15387E-006	0.00000E+000	0.00000E+000	1.15214E-006
Graders	7.49213E-001	4.55762E-001	3.78255E-002	0.00000E+000	9.55720E-001	9.51807E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	1.71779E-006
Pavers	3.65385E-001	-2.85968E-001	-2.27533E-001	0.00000E+000	8.92857E-001	8.80000E-001	0.00000E+000	1.31346E-005	1.31346E-005	0.00000E+000	0.00000E+000	0.00000E+000
Paving Equipment	2.50000E-001	-5.46763E-001	-2.30274E-001	0.00000E+000	8.57143E-001	8.40000E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rollers	4.60000E-001	-1.36735E-001	-4.07674E-002	0.00000E+000	9.06250E-001	9.00000E-001	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	8.18609E-001	4.34105E-001	5.29484E-001	0.00000E+000	9.61060E-001	9.57658E-001	0.00000E+000	1.23055E-006	1.23055E-006	0.00000E+000	0.00000E+000	1.22268E-006
Tractors/Loaders/ Backhoes	4.72520E-001	-1.11073E-001	2.77625E-003	0.00000E+000	9.06146E-001	8.97980E-001	0.00000E+000	1.13818E-006	1.13818E-006	0.00000E+000	0.00000E+000	1.29234E-006
Welders	7.58377E-001	-7.34996E-003	1.93341E-001	0.00000E+000	8.63835E-001	8.63835E-001	0.00000E+000	1.15498E-006	1.15498E-006	0.00000E+000	0.00000E+000	1.15039E-006

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input		Mitigation Input		Mitigation Input	
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
No	Replace Ground Cover of Area Disturbed	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00

No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	0.00		
No	Clean Paved Road	% PM Reduction	0.00				

		Unmitigated		Mitigated		Percent Reduction	
Phase	Source	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.28	0.08	0.28	0.08	0.00	0.00
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Grading	Fugitive Dust	0.05	0.03	0.02	0.01	0.55	0.55
Grading	Roads	0.03	0.01	0.03	0.01	0.00	0.00
Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Paving	Roads	0.00	0.00	0.00	0.00	0.00	0.00
Site Preparation	Fugitive Dust	0.01	0.01	0.01	0.00	0.55	0.55
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.00	0.00

Operational Percent Reduction Summary

Category	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	3.00	9.12	7.31	10.75	10.14	10.09	0.00	10.79	10.79	9.83	0.00	10.79
Natural Gas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Water Indoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.14	0.02
Water Outdoor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Operational Mobile Mitigation

Project Setting:

Mitigation Selected	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.11	0.33		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
Yes	Land Use	Increase Transit Accessibility	0.11	0.40		
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.11			

No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			
	Transit Improvements	Transit Improvements Subtotal	0.00			
		Land Use and Site Enhancement Subtotal	0.11			
No	Commute	Implement Trip Reduction Program				
No	Commute	Transit Subsidy				
No	Commute	Implement Employee Parking "Cash Out"				
No	Commute	Workplace Parking Charge				
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00			
No	Commute	Market Commute Trip Reduction Option	0.00			
No	Commute	Employee Vanpool/Shuttle	0.00		2.00	
No	Commute	Provide Ride Sharing Program				
	Commute	Commute Subtotal	0.00			

No	School Trip	Implement School Bus Program	0.00			
		Total VMT Reduction	0.11			

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	100.00
No	Use Low VOC Paint (Residential Exterior)	150.00
Yes	Use Low VOC Paint (Non-residential Interior)	100.00
Yes	Use Low VOC Paint (Non-residential Exterior)	150.00
No	% Electric Lawnmower	0.00
No	% Electric Leafblower	0.00
No	% Electric Chainsaw	0.00

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Exceed Title 24		
No	Install High Efficiency Lighting		
No	On-site Renewable		

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00

DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy		
No	Use Reclaimed Water		
No	Use Grey Water		
No	Install low-flow bathroom faucet	32.00	
No	Install low-flow Kitchen faucet	18.00	
No	Install low-flow Toilet	20.00	
No	Install low-flow Shower	20.00	
No	Turf Reduction		
No	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape		

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Attachment B

Health Risk Assessment Assumptions and Methodologies

A health risk assessment (HRA) is accomplished in four steps: 1) hazards identification, 2) exposure assessment, 3) toxicity assessment, and 4) risk characterization. These steps cover the estimation of air emissions, the estimation of the air concentrations resulting from a dispersion analysis, the incorporation of the toxicity of the pollutants emitted, and the characterization of the risk based on exposure parameters such as breathing rate, age adjustment factors, and exposure duration; each depending on receptor type (i.e., residence, school child, recreational, off-site worker).

This HRA was conducted in accordance with technical guidelines developed by federal, state, and regional agencies, including U.S. Environmental Protection Agency (USEPA), California Environmental Protection Agency (CalEPA), California Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Guidance*[1], and the Bay Area Air Quality Management District (BAAQMD) *Health Risk Screening Analysis Guidelines*.[2]

According to CalEPA, a HRA should not be interpreted as the expected rates of cancer or other potential human health effects, but rather as estimates of potential risk or likelihood of adverse effects based on current knowledge, under a number of highly conservative assumptions and the best assessment tools available.

TERMS AND DEFINITIONS

As the practice of conducting a HRA is particularly complex and involves concepts that are not altogether familiar to most people, several terms and definitions are provided that are considered essential to the understanding of the approach, methodology and results:

> *Acute effect* – a health effect (non-cancer) produced within a short period of time (few minutes to several days) following an exposure to Toxic Air Contaminants (TACs).
> *Cancer risk* – the probability of an individual contracting cancer from a lifetime (i.e., 70 year) exposure to TAC such as DPM in the ambient air.
> *Chronic effect* – a health effect (non-cancer) produced from a continuous exposure occurring over an extended period of time (weeks, months, years).
> *Hazard Index (HI)* – the unitless ratio of an exposure level over the acceptable reference dose (RfC). The HI can be applied to multiple compounds in an additive manner.

---

1 Office of Environmental Health Hazard Assessment, 2003. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, http://www.oehha.org/air/hot_spots/pdf/HRAguidefinal.pdf.

2 Bay Area Air Quality Management District, 2005. BAAQMD *Health Risk Screening Analysis Guidelines*, http://www.baaqmd.gov/pmt/air_toxics/risk_procedures_policies/hrsa_guidelines.pdf.

Hazard Quotient (HQ) – the unitless ratio of an exposure level over the acceptable reference dose (RfC). The HQ is applied to individual compounds.

Toxic air contaminants (TAC) – any air pollutant that is capable of causing short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). The current California list of TAC lists approximately 200 compounds, including particulate emissions from diesel-fueled engines.

Human Health Effects - comprise disorders such as eye watering, respiratory or heart ailments, and other (i.e., non-cancer) related diseases.

Health Risk Assessment – an analysis designed to predict the generation and dispersion of TAC in the outdoor environment, evaluate the potential for exposure of human populations, and to assess and quantify both the individual and population-wide health risks associated with those levels of exposure.

Incremental – under CEQA, the net difference (or change) in conditions or impacts when comparing the baseline to future year project conditions.

Maximum exposed individual (MEI) – an individual assumed to be located at the point where the highest concentrations of TACs, and therefore, health risks are predicted to occur.

Non-cancer risks – health risks such as eye watering, respiratory or heart ailments, and other non-cancer related diseases.

Receptors – the locations where potential health impacts or risks are predicted (i.e., schools, residences, and recreational sites).

LIMITATIONS AND UNCERTAINTIES

There are a number of important limitations and uncertainties commonly associated with a HRA due to the wide variability of human exposures to TACs, the extended timeframes over which the exposures are evaluated and the inability to verify the results. Among these challenges are the following:

- The HRA exposure estimates do not take into account that people do not usually reside at the same location for 70 years and that other exposures (i.e., school children) are also of much shorter durations than was assumed in this analysis. Therefore, the results of the HRA are highly overstated for those cases.
- Other limitations and uncertainties associated with HRA and identified by the CalEPA include: (a.) lack of reliable monitoring data; (b.) extrapolation of toxicity data in animals to humans; (c.) estimation errors in calculating TACs emissions; (d.) concentration prediction errors with dispersion models; and (e.) the variability in lifestyles, fitness and other confounding factors of the human population.

HAZARDS IDENTIFICATION

Diesel exhaust is a complex mixture of numerous individual gaseous and particulate compounds emitted from diesel-fueled combustion engines. Diesel particulate matter (DPM) is formed primarily through the incomplete combustion of diesel fuel. DPM is removed from the atmosphere through physical processes including atmospheric fall-out and washout by rain. Humans can be exposed to airborne DPM by deposition on water, soil, and vegetation; although the main pathway of exposure is inhalation. Acute inhalation exposure to diesel particulates has shown increased symptoms of irritation, cough, phlegm, chronic bronchitis, and inhibited pulmonary function.

In August 1998, the California Air Resource Board (CARB) identified DPM as an air toxic. The CARB developed the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* and *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines* and approved these documents on September 28, 2000.[3][4] The documents represent proposals to reduce DPM emissions, with the goal of reducing emissions and the associated health risk by 75 percent in 2010 and by 85 percent in 2020. The program aimed to require the use of state-of-the-art catalyzed DPM filters and ultra-low-sulfur diesel fuel.

In 2001, CARB assessed the state-wide health risks from exposure to diesel exhaust and to other toxic air contaminants. It is difficult to distinguish the health risks of diesel emissions from those of other air toxics, since diesel exhaust contains approximately 40 different TACs. The CARB study detected diesel exhaust by using ambient air carbon soot measurements as a surrogate for diesel emissions. The study reported that the state-wide cancer risk from exposure to diesel exhaust was about 540 per million population as compared to a total risk for exposure to all ambient air toxics of 760 per million. This estimate, which accounts for about 70 percent of the total risk from TACs, included both urban and rural areas in the state. The estimate can also be considered an average worst-case for the state, since it assumes constant exposure to outdoor concentrations of diesel exhaust and does not account for expected lower concentrations indoors, where most of time is spent.

EXPOSURE ASSESSMENT

Dispersion is the process by which atmospheric pollutants disseminate due to wind and vertical stability. The results of a dispersion analysis are used to assess pollutant concentrations at or near an emission source. The results of an analysis allow predicted concentrations of pollutants to be compared directly to air quality standards and other criteria such as health risks based on modeled (estimated) concentrations.

---

[3] California Air Resources Board. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles.* October 2000. http://www.arb.ca.gov/diesel/documents/rrpfinal.pdf

[4] California Air Resources Board. *Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines.* October 2000. http://www.arb.ca.gov/diesel/documents/rmgfinal.pdf

Dispersion Modeling Approach
This section presents the methodology used for the dispersion modeling analysis. This section addresses all of the fundamental components of an air dispersion modeling analysis including:

- Model selection and options
- Receptor locations
- Meteorological data
- Source release characteristics

Air dispersion modeling was performed to estimate the downwind dispersion of DPM exhaust emissions resulting from construction activities. A description of the air quality modeling parameters, including air dispersion model selection, modeling domain, source exhaust parameters, meteorological data selection, and receptor network, is provided.

Model Selection and Options
AERMOD (Version 15181)[5] was used for the dispersion analysis. AERMOD is the USEPA preferred atmospheric dispersion modeling system for general industrial sources. The model can simulate point, area, volume, and line sources. AERMOD is the appropriate model for this analysis based on the coverage of simple, intermediate, and complex terrain. It also predicts both short-term and long-term (annual) average concentrations. The model was executed using the regulatory default options (stack-tip downwash, buoyancy-induced dispersion, and final plume rise), default wind speed profile categories, default potential temperature gradients, and assuming no pollutant decay.

The selection of the appropriate dispersion coefficients depends on the land use within three kilometers (km) of the Project site. The types of land use were based on the classification method defined by Auer (1978); using pertinent United States Geological Survey (USGS) 1:24,000 scale (7.5 minute) topographic maps of the area. If the Auer land use types of heavy industrial, light-to-moderate industrial, commercial, and compact residential account for 50 percent or more of the total area, the USEPA *Guideline on Air Quality Models* recommends using urban dispersion coefficients; otherwise, the appropriate rural coefficients can be used. Based on observation of the area surrounding the project site, rural (urban is only designated within dense city centers such as downtown San Francisco) dispersion coefficients were applied in the analysis.

Receptor Locations
Some receptors are considered more sensitive to air pollutants than others, because of preexisting health problems, proximity to the emissions source, or duration of exposure to air pollutants. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential areas are also considered sensitive to poor air quality because

---

5 US Environmental Protection Agency, AERMOD Modeling System, http://www.epa.gov/scram001/dispersion_prefrec.htm.

people in residential areas are often at home for extended periods. Recreational land uses are moderately sensitive to air pollution because vigorous exercise associated with recreation places having a high demand on respiratory system function.

Sensitive receptors such as residences, schools, and outdoor recreational areas near the Project were chosen as the receptors to be analyzed. The project property is generally bound by East Campbell Avenue to the south, South Bascom Avenue to the east, multifamily residential and commercial uses to the north, and the Campbell Inn and single family residences to the west across Highway 17. The nearest existing residential land use (multifamily residential) is approximately 50 feet north of the proposed parking garage expansion. Campbell Child Development Center and Mother Earth's Children Preschool are approximately 300 feet to the east of the project site. The San Jose Christian School is located approximately 1,500 feet northeast of the project site. The Los Gatos Creek Trail is located approximately 150 feet north/northwest of the project site and is used for recreational purposes.

Receptors were placed at a height of 1.8 meters (typical breathing height). Terrain elevations for receptor locations were used (i.e., complex terrain) based on available USGS information for the area. **Figure B-1** displays the location of the sensitive receptors used in the HRA. Sensitive receptors were placed at existing residences and schools to estimate health impacts due to proposed project construction on existing receptors.

Meteorological Data

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographic features affecting pollutant movement and dispersal. Atmospheric conditions such as wind speed, wind direction, atmospheric stability, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants, and consequently affect air quality.

Hourly meteorological data from San Jose International Airport (surface data), located approximately five miles to the north of the project, and Oakland International Airport (upper air) were used in the dispersion modeling analysis. Meteorological data from 2009 through 2013 were used. **Figure B-2** displays the wind rose during this period. Wind directions are predominately from the northwest and southeast and a high frequency of calm and low wind conditions, as shown in **Figure B-3**. The regional average annual wind speed is 7.1 miles per hour.

FIGURE B-1

HEALTH RISK ASSESSMENT RECEPTORS

FIGURE B-2

WINDROSE FOR SAN JOSE INTERNATIONAL AIRPORT

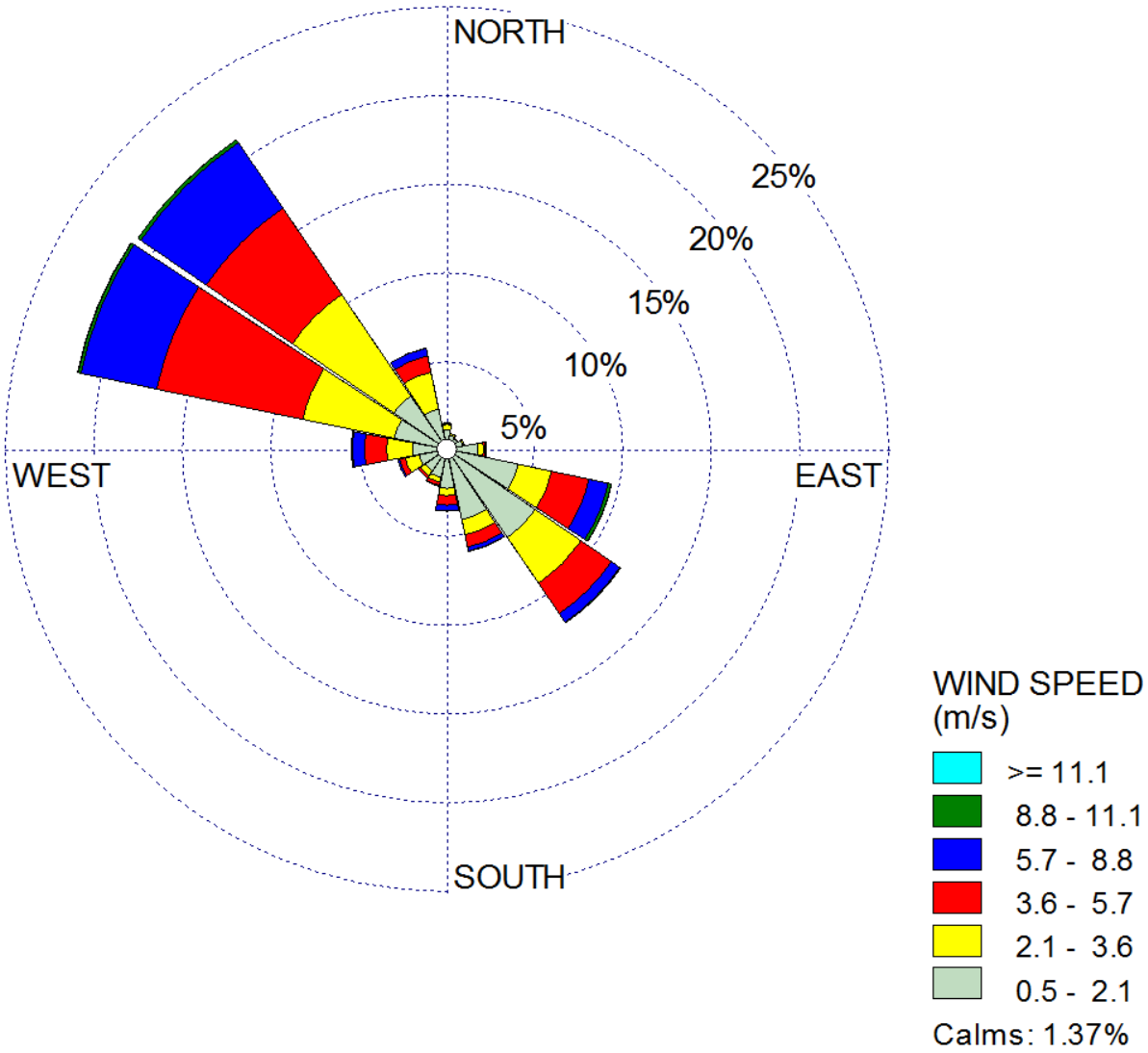
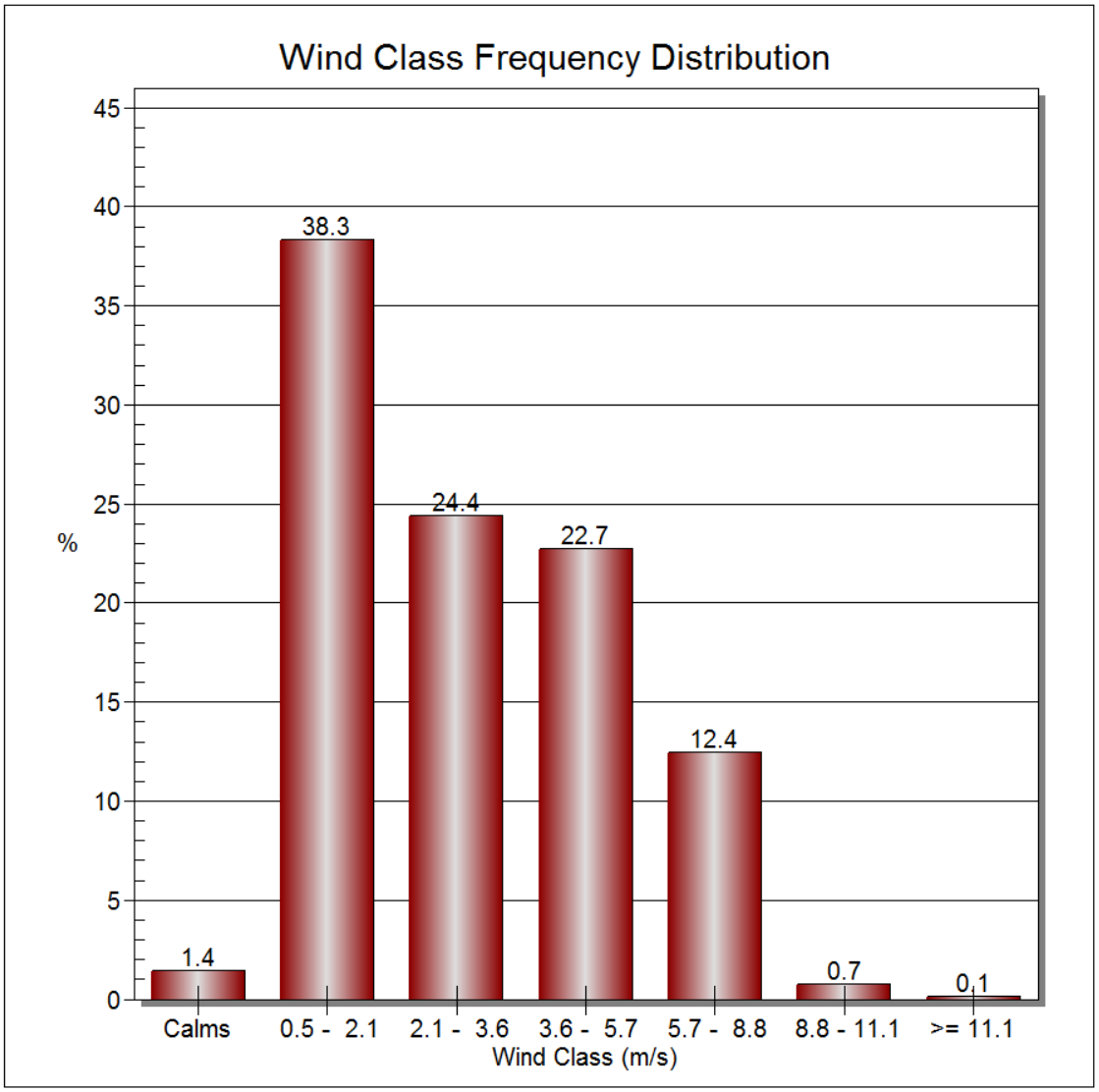


FIGURE B-3

WIND SPEED DISTRIBUTION FOR SAN JOSE INTERNATIONAL AIRPORT



Source Release Characteristics

Construction equipment activities were treated as an area source. The release height of the off-road equipment exhaust was 3.05 meters. Haul trucks and employee trips were treated as a line source (i.e., volume sources placed at regular intervals) located along the access road. The haul trucks were assigned a release height of 3.05 meters and an initial vertical dimension of 4.15 meters, which accounts for dispersion from the movement of vehicles. Model parameters for volume sources include emission rate, release height, and plume width. Terrain elevations for emission source locations were used (i.e., complex terrain) based on available USGS DEM for the area. AERMAP (Version 11103)[6] was used to develop the terrain elevations, although the project site is generally flat.

Dispersion Modeling Results

Using AERMOD, the maximum 1-hour (acute), annual (chronic), and 70-year average annual (lifetime) concentrations were determined for DPM emissions for the emission sources of concern. These concentrations were estimated for a unit emission rate (1 gram per second) and adjusted based on the calculated emission rate for each emission source.

The HRA was conducted following methodologies in BAAQMD's *Health Risk Screening Analysis Guidelines*[7] and OEHHA's *Air Toxics Hot Spots Program Guidance*[8]. This was accomplished by applying the highest estimated concentrations at the receptors analyzed to the established cancer risk estimates and acceptable reference concentrations (RfC) for non-cancer health effects.

The toxicity values used in this analysis were based on OEHHA guidance. These toxicity values are for carcinogenic effects and acute/chronic health impacts. The primary pathway for exposures was assumed to be inhalation and carcinogenic and non-carcinogenic effects were evaluated separately. The incremental risks were determined for each emission source of TAC and summed to obtain an estimated total incremental carcinogenic health risk.

The 80th percentile adult breathing rate of 302 liters per kilogram per day (L/kg-day) was used to determine cancer risks to residents from exposure to TAC. The residential exposure frequency and duration was assumed to be 350 days per year and 70 years. For children, OEHHA recommends assuming a breathing rate of 581 L/kg-day to assess potential risk via the inhalation exposure pathway. This value represents the upper 95th percentile of daily breathing rates for children. The modeled DPM concentrations were used to represent the exposure concentrations in the air. The inhalation absorption factor was assumed to be 1.

---

6 US Environmental Protection Agency, AERMAP, http://www.epa.gov/ttn/scram/dispersion_related.htm#aermap.

7 Bay Area Air Quality Management District, 2005. *BAAQMD Health Risk Screening Analysis Guidelines*, June 2005, http://www.baaqmd.gov/pmt/air_toxics/risk_procedures_policies/hrsa_guidelines.pdf).

8 Office of Environmental Health Hazard Assessment, 2003. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*, http://www.oehha.org/air/hot_spots/pdf/HRAguidefinal.pdf.

Cancer risk estimates also incorporate age sensitivity factors (ASFs). This approach provides updated calculation procedures that factor in the increased susceptibility of infants and children to carcinogens as compared to adults. OEHHA recommends that cancer risks be weighted by a factor of 10 for exposures that occur from the third trimester of pregnancy to 2 years of age, and by a factor of 3 for exposures from 2 years through 15 years of age. For estimating cancer risks for residential receptors over a 70 year lifetime, the incorporation of the ASFs results in a cancer risk adjustment factor (CRAF) of 1.7.

Based on OEHHA recommendations (see **Table B-1**), the cancer risk to residential receptors assumes exposure occurs 24 hours per day for 350 days per year. For children at school sites, exposure is assumed to occur 10 hours per day for 180 days (or 36 weeks) per year. Cancer risk to residential receptors based on a 70-year lifetime exposure. Cancer risk estimates for children at school sites are calculated based on 9 year exposure duration.

Table B-1: Health Risk Assessment Exposure Parameters

Receptor	Breathing Rate (DBR)	Cancer Risk Adjustment Factor (CRAF)	Daily Exposure	Annual Exposure	Exposure Duration (ED)
Adult	302	1.7	24 hours	350 days	70 years
Child	581	10	24 hours	350 days	3 years
School	581	3	10 hours	180 days	9 years

SOURCE: Bay Area Air Quality Management District, *Health Risk Screening Analysis Guidelines,* June 2005, http://www.baaqmd.gov/pmt/air_toxics/risk_procedures_policies/hrsa_guidelines.pdf.

RISK CHARACTERIZATION

Cancer risk is defined as the lifetime probability of developing cancer from exposure to carcinogenic substances. Cancer risks are expressed as the chance in one million of getting cancer (i.e., number of cancer cases among one million people exposed). The cancer risks are assumed to occur exclusively through the inhalation pathway. The cancer risk can be estimated by using the cancer potency factor (milligrams per kilogram of body weight per day [mg/kg-day]), the 70-year annual average concentration (microgram per cubic meter [$\mu g/m^3$]), and the lifetime exposure adjustment.

Following guidelines established by OEHHA, the incremental cancer risks attributable to the Project were calculated by applying exposure parameters to modeled DPM concentrations in order to determine the inhalation dose (mg/kg-day) or the amount of pollutants inhaled per body weight mass per day. The cancer risks occur exclusively through the inhalation pathway; therefore, the cancer risks can be estimated from the following equation:

$$\text{Dose-inh} = \frac{C_{air} * \{DBR\} * A * CRAF * EF * ED * 10^{-6}}{AT}$$

Where:

Dose-inh = Dose of the toxic substance through inhalation in mg/kg-day

10^{-6} = Micrograms to milligrams conversion, Liters to cubic meters conversion

C_{air}	= Concentration in air in microgram (μg)/cubic meter (m^3)
{DBR}	= Daily breathing rate in liter (L)/kg body weight – day
A	= Inhalation absorption factor
CRAF	= Cancer Risk Adjustment Factor, Age Sensitivity Factor
EF	= Exposure frequency (days/year)
ED	= Exposure duration (years)
AT	= Averaging time period over which exposure is averaged in days (25,550 days for a 70 year cancer risk)

To determine incremental cancer risk, the estimated inhalation dose attributed to the Project was multiplied by the cancer potency slope factor (cancer risk per mg/kg-day). The cancer potency slope factor is the upper bound on the increased cancer risk from a lifetime exposure to a pollutant. These slope factors are based on epidemiological studies and are different values for different pollutants. This allows the estimated inhalation dose to be equated to a cancer risk.

Non-cancer adverse health impacts, acute (short-term) and chronic (long-term), are measured against a hazard index (HI), which is defined as the ratio of the predicted incremental exposure concentration from the Project to a published reference exposure level (REL) that could cause adverse health effects as established by OEHHA. The ratio (referred to as the Hazard Quotient [HQ]) of each non-carcinogenic substance that affects a certain organ system is added to produce an overall HI for that organ system. The overall HI is calculated for each organ system. If the overall HI for the highest-impacted organ system is greater than one, then the impact is considered to be significant.

The HI is an expression used for the potential for non-cancer health effects. The relationship for the non-cancer health effects is given by the annual concentration (in $\mu g/m^3$) and the REL (in $\mu g/m^3$). The acute hazard index was determined using the "simple" concurrent maximum approach, which tends to be conservative (i.e., overpredicts).

The relationship for the non-cancer health effects is given by the following equation:

$$HI = C/REL$$

Where:

HI	= Hazard index; an expression of the potential for non-cancer health effects.
C	= Annual average concentration ($\mu g/m^3$) during the 70 year exposure period.
REL	= Concentration at which no adverse health effects are anticipated.

The chronic REL for DPM was established by the California OEHHA[9] as 5 $\mu g/m^3$. There is no acute REL for DPM. However, diesel exhaust does contain acrolein and other compounds, which do have an acute REL. BAAQMD's DPM speciation table (based on profile 4674 within the

[9] California Office of Environmental Health Hazards Assessment Toxicity Criteria Database, 2010, http://www.oehha.ca.gov//.

USEPA Speciate 4.2)[10] was used to assess the acute impacts. Acrolein emissions are approximately 1.3 percent of the total emissions. The acute REL for acrolein was established by the California OEHHA[11] as 2.5 μg/m^3.

CUMULATIVE SOURCES

The BAAQMD's *CEQA Air Quality Guidelines* include standards and methods for determining the significance of cumulative health risk impacts.[12] The method for determining cumulative health risk requires the tallying of health risk from permitted sources and major roadways in the vicinity of a project (i.e., within a 1,000-foot radius of the location of the project-related maximum exposed receptors), then adding the proposed project impacts to determine whether the cumulative health risk thresholds are exceeded.

BAAQMD has developed a geo-referenced database of permitted emissions sources throughout the San Francisco Bay Area, and has developed the *Stationary Source Risk & Hazard Analysis Tool* for estimating cumulative health risks from permitted sources. Six permitted sources are located within 1,000 feet of the Project impact area. **Tables B-2 and B-3** provide the estimated screening cancer risk, hazard impacts, and the $PM_{2.5}$ concentrations for the cumulative permitted source. A refined analysis was completed for Source 1020 (Emil Villa's Hick'ry Pit). The hours of operation were set to 6 am through 9 pm. The source was given a height of 24 feet and ambient exhaust parameters. Annual emissions (of 0.052 tons) were provided by the BAAQMD for the Direct Flame Afterburner, natural gas units for cooking.

Table B-2: Cumulative Health Impacts – Permitted Sources

Facility #	Facility Type	Address	Adjustment Factor	Cancer Risk	Hazard Impact	$PM_{2.5}$ Concentration
14854	Equity Office The Pruneyard	1999 South Bascom Avenue	1	0.02	0	0.001
19959	Santa Clara Fire Department	123 Union Avenue	0.14	No Data	No Data	No Data
14853	Equity Office The Pruneyard	1919 South Bascom Avenue	0.1	74.6	0.026	0.017
14855	Equity Office The Pruneyard	1901 South Bascom Avenue	0.07	0.03	0	0.001
1020	Emil Villa's Hick'ry Pit	980 East Campbell Avenue	1	0.19	0.001	0.557
G11632	Pruneyard Shell	2029 South Bascom Avenue	0.015	8.737	0.011	No Data

SOURCE: Email from Alison Kirk at BAAQMD on October 7, 2015 - Stationary Source Inquiry Form Request – The Pruneyard.

[10] Provides for a speciation faction of 1.3 percent of acrolein per DPM emission rate, http://www.epa.gov////.html.

[11] California Office of Environmental Health Hazards Assessment Toxicity Criteria Database, 2010, http://www.oehha.ca.gov//.

[12] Bay Area Air Quality Management District. CEQA Air Quality Guidelines. May 2012. http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en

Table B-3: Adjusted Cumulative Health Impacts – Permitted Sources

Facility #	Facility Type	Address	Cancer Risk	Hazard Impact	$PM_{2.5}$ Concentration
14854	Equity Office The Pruneyard	1999 South Bascom Avenue	0.02	-	0.00
19959	Santa Clara Fire Department	123 Union Avenue	No Data	No Data	No Data
14853	Equity Office The Pruneyard	1919 South Bascom Avenue	7.46	0.00	0.00
14855	Equity Office The Pruneyard	1901 South Bascom Avenue	0.00	-	0.00
1020	Emil Villa's Hick'ry Pit	980 East Campbell Avenue	0.19	0.00	0.10
G11632	Pruneyard Shell	2029 South Bascom Avenue	0.13	0.00	No Data

SOURCE: Email from Alison Kirk at BAAQMD on October 7, 2015 - Stationary Source Inquiry Form Request – The Pruneyard.

Information (cancer risks and chronic index) was adjusted for distance from source to receptor, based on BAAQMD's *Distance Adjustment Multiplier for Diesel Internal Combustion Engine* and the *Distance Adjustment Multiplier for Gasoline Dispensing Facilities*.

BAAQMD has also developed a geo-referenced database of roadways throughout the San Francisco Bay Area and has developed the *Highway Screening Analysis Tool* for estimating cumulative health risks from roadways. Highway 17 is adjacent and to the west of the project site. **Table B-4** display the health impacts from Highway 17 at a height of 6 feet above ground; representing ground floor occupants. **Table B-5** display the health impacts from Highway 17 at a height of 20 feet above ground; representing above ground floor occupants. As shown, the health impacts from Highway 17 decrease the higher above the ground floor. The existing residences are within 400 feet of Highway 17.

BAAQMD *CEQA Air Quality Guidelines* also require the inclusion of surface streets within 1,000 feet of the Project with annual average daily traffic of 10,000 or greater.[13] Upon review of nearby roadways, East Campbell Avenue and Union Avenue meet the criteria. The cumulative contribution from East Campbell Avenue for cancer risk (per million persons) and PM2.5 are 2.82 and 0.10 $\mu g/m^3$, respectively. The cumulative contribution from Union Avenue for cancer risk and PM2.5 are 2.22 and 0.08 $\mu g/m^3$, respectively.

13 Bay Area Air Quality Management District County Surface Street Screening Tables, May 2011 and CEHTP Traffic Linkage Service Demonstration, http://www.ehib.org/traffic_tool.jsp.

Table B-4: Highway 17 Health Impacts – Six Feet Above Ground

Distance from Nearest Travel Lane (feet)	Cancer Risk	Chronic Impact	Acute Impact	$PM_{2.5}$ Concentration
10	117	0.12	0.06	1.02
25	102	0.11	0.05	0.89
50	83.5	0.09	0.04	0.73
75	70.8	0.07	0.03	0.62
100	61.8	0.06	0.03	0.54
200	42.3	0.04	0.02	0.37
300	32.9	0.03	0.02	0.28
400	27.1	0.03	0.02	0.23
500	23.2	0.02	0.02	0.20
750	17.5	0.02	0.01	0.15
1000	14.2	0.01	0.01	0.12

SOURCE: BAAQMD *Highway Screening Analysis Tool*, May 2011.

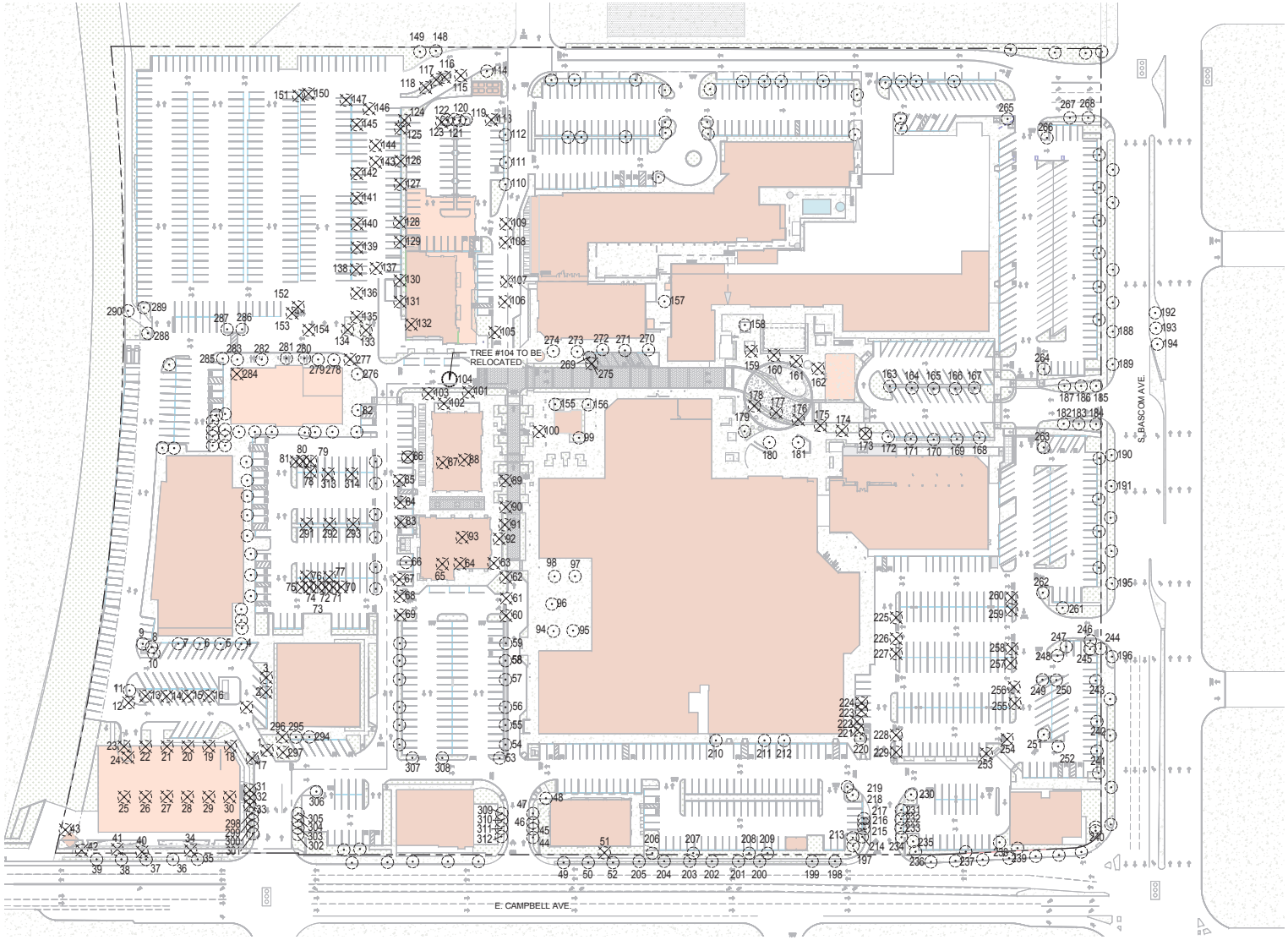
Table B-5: Highway 17 Health Impacts – 20 Feet Above Ground

Distance from Nearest Travel Lane (feet)	Cancer Risk	Chronic Impact	Acute Impact	$PM_{2.5}$ Concentration
10	61.0	0.06	0.05	0.51
25	61.0	0.06	0.04	0.52
50	58.4	0.06	0.03	0.50
75	54.6	0.06	0.03	0.47
100	50.5	0.05	0.03	0.44
200	38.3	0.04	0.02	0.33
300	30.8	0.03	0.02	0.27
400	25.9	0.03	0.02	0.22
500	22.4	0.02	0.01	0.19
750	17.0	0.02	0.01	0.15
1000	13.9	0.01	0.01	0.12

SOURCE: BAAQMD *Highway Screening Analysis Tool*, May 2011.

ATTACHMENT 2

PRUNEYARD TREE INVENTORY



EXISTING TREE LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO BE RELOCATED
- 000 TREE NUMBER - SEE TREE INVENTORY, SHEETS L2.1 AND L2.2

NOTE:

SEE EXISTING TREE INVENTORY, SHEETS L2.1 AND L2.2

0 30 60 90 150ft

SCALE: 1" = 60'-0"

4/27/2016 3:13:24 PM

lowney arch

TEL 510.836.5400 URL lowneyarch.com
360 seventeenth street | suite 200 | oakland, california 94612

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: CJ, KF

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

TREE REMOVAL & PRESERVATION PLAN

SHEET NUMBER

L2.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

EXISTING TREE INVENTORY

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
1	Platanus acerfiolia	London Plane	12.5	YES	4	Good	X
2	Ulmus parvifolia	Chinese Elm	12.4	YES	3	Moderate	X
3	Ulmus parvifolia	Chinese Elm	10.8		3	Moderate	X
4	Pistacia chinensis	Chinese Pistache	4.8		4	Moderate	
5	Koelreuteria paniculata	Goldenrain Tree	11.7		2	Poor	
6	Koelreuteria paniculata	Goldenrain Tree	9.8		3	Moderate	
7	Koelreuteria paniculata	Goldenrain Tree	10.2		3	Moderate	
8	Melaleuca linarifolia	Paperbark	31.8	YES	4	Good	
9	Koelreuteria paniculata	Goldenrain Tree	11.9		4	Good	
10	Koelreuteria paniculata	Goldenrain Tree	12	YES	4	Good	
11	Koelreuteria paniculata	Goldenrain Tree	9.6		4	Good	
12	Koelreuteria paniculata	Goldenrain Tree	10		4	Good	X
13	Koelreuteria paniculata	Goldenrain Tree	11.2		4	Moderate	X
14	Pistacia chinensis	Chinese Pistache	8.2		5	Moderate	X
15	Koelreuteria paniculata	Goldenrain Tree	6		4	Moderate	X
16	Koelreuteria paniculata	Goldenrain Tree	11.6		4	Moderate	X
17	Platanus acerfiolia	London Plane	10.5		4	Good	X
18	Koelreuteria paniculata	Goldenrain Tree	10.8		3	Moderate	X
19	Koelreuteria paniculata	Goldenrain Tree	4.3		1	Poor	X
20	Koelreuteria paniculata	Goldenrain Tree	9.4		4	Moderate	X
21	Koelreuteria paniculata	Goldenrain Tree	11.7		4	Moderate	X
22	Koelreuteria paniculata	Goldenrain Tree	11.9		4	Moderate	X
23	Koelreuteria paniculata	Goldenrain Tree	7		4	Good	X
24	Koelreuteria paniculata	Goldenrain Tree	10.2		4	Good	X
25	Koelreuteria paniculata	Goldenrain Tree	8.2		4	Moderate	X
26	Koelreuteria paniculata	Goldenrain Tree	13.1		3	Moderate	X
27	Koelreuteria paniculata	Goldenrain Tree	8.5		3	Moderate	X
28	Koelreuteria paniculata	Goldenrain Tree	5.4		2	Moderate	X
29	Koelreuteria paniculata	Goldenrain Tree	5.6		3	Moderate	X
30	Koelreuteria paniculata	Goldenrain Tree	10.2		3	Moderate	X
31	Pistacia chinensis	Chinese Pistache	7.7		3	Moderate	X
32	Pistacia chinensis	Chinese Pistache	5.9		4	Moderate	X
33	Pistacia chinensis	Chinese Pistache	6		3	Moderate	X
34	Liquidambar styraciflua	Sweet Gum	14.9	YES	4	Good	X
35	Pistacia chinensis	Chinese Pistache	7.9		5	Good	
36	Pistacia chinensis	Chinese Pistache	5.6		4	Good	
37	Pistacia chinensis	Chinese Pistache	7.6		4	Good	
38	Pistacia chinensis	Chinese Pistache	8.7		4	Good	
39	Pistacia chinensis	Chinese Pistache	3.4		4	Good	
40	Acer platanoides	Norway Maple	12.5	YES	4	Good	X
41	Callistemon viminalis	Weeping Bottlebrush	11		3	Moderate	X
42	Fraxinus 'Fan West'	Ash	29.3	YES	5	Good	X
43	Ulmus parvifolia	Chinese Elm	4.5		5	Good	X
44	Lagerstroemia indica	Crape Myrtle	4.2		4	Moderate	
45	Lagerstroemia indica	Crape Myrtle	4.8		4	Moderate	
46	Lagerstroemia indica	Crape Myrtle	4.5		4	Moderate	
47	Lagerstroemia indica	Crape Myrtle	5		4	Moderate	
48	Pistacia chinensis	Chinese Pistache	9.9		4	Good	
49	Pistacia chinensis	Chinese Pistache	10		4	Good	
50	Pistacia chinensis	Chinese Pistache	8		4	Good	
51	Olea europaea	Olive	40.8	YES	3	Poor	X
52	Pistacia chinensis	Chinese Pistache	6.4		4	Good	
53	Pinus canariensis	Canary Island Pine	23.9	YES	3	Moderate	
54	Olea europaea	Olive	15.9	YES	2	Poor	
55	Olea europaea	Olive	28.6		3	Moderate	
56	Olea europaea	Olive	23.6	YES	3	Moderate	
57	Olea europaea	Olive	26	YES	3	Moderate	
58	Olea europaea	Olive	26.4		3	Moderate	
59	Olea europaea	Olive	25.5		3	Moderate	
60	Olea europaea	Olive	23.6	YES	3	Moderate	X
61	Olea europaea	Olive	23.3	YES	3	Moderate	X
62	Olea europaea	Olive	22.8	YES	3	Moderate	X
63	Pinus canariensis	Canary Island Pine	20.5	YES	2	Moderate	X
64	Ulmus parvifolia	Chinese Elm	11.9		3	Moderate	X
65	Ulmus parvifolia	Chinese Elm	30.4		4	Moderate	X
66	Pinus pinea	Italian Stone Pine	39.2	YES	4	Good	
67	Olea europaea	Olive	24.4		2	Poor	X
68	Olea europaea	Olive	31		2	Moderate	X
69	Olea europaea	Olive	20.5		2	Poor	X
70	Pyrus calleryana	Ornamental Pear	7.1		4	Good	X
71	Pyrus calleryana	Ornamental Pear	6.1		4	Good	X
72	Pyrus calleryana	Ornamental Pear	8.4		4	Good	X
73	Pyrus calleryana	Ornamental Pear	8.1		4	Good	X
74	Pyrus calleryana	Ornamental Pear	8.3		4	Good	X
75	Pyrus calleryana	Ornamental Pear	7.8		4	Good	X
76	Prunus cerasifera	Cherry Plum	11.4		4	Good	X
77	Prunus cerasifera	Cherry Plum	11.8		4	Good	X
78	Prunus cerasifera	Cherry Plum	10.7		4	Moderate	X
79	Pyrus calleryana	Ornamental Pear	8.7		4	Moderate	X
80	Pyrus calleryana	Ornamental Pear	7.5		4	Moderate	X
81	Pyrus calleryana	Ornamental Pear	10.2		4	Moderate	X
82	Pyrus calleryana	Ornamental Pear	11.5		4	Moderate	
83	Olea europaea	Olive	26.7		3	Moderate	X
84	Olea europaea	Olive	22.2		3	Moderate	X
85	Olea europaea	Olive	29.3		2	Poor	X
86	Ulmus parvifolia	Chinese Elm	22	YES	5	Good	X
87	Schinus molle	Peruvian Peppertree	40	YES	3	Moderate	X
88	Ulmus parvifolia	Chinese Elm	23	YES	5	Good	X
89	Olea europaea	Olive	40	YES	2	Moderate	X
90	Olea europaea	Olive	27.5	YES	2	Poor	X
91	Olea europaea	Olive	34	YES	2	Poor	X
92	Pinus canariensis	Canary Island Pine	24	YES	4	Moderate	X
93	Pinus pinea	Italian Stone Pine	15.6	YES	3	Poor	X
94	Olea europaea	Olive	22.4		3	Moderate	
95	Olea europaea	Olive	30.4		2	Poor	
96	Ulmus parvifolia	Chinese Elm	17.4	YES	5	Moderate	
97	Olea europaea	Olive	21.4		2	Poor	
98	Olea europaea	Olive	27.2	YES	2	Poor	
99	Ulmus parvifolia	Chinese Elm	10.8		5	Good	
100	Eriobotrya deflexa	Bronze Loquat	18.5	YES	4	Good	X
101	Olea europaea	Olive	32.6	YES	3	Moderate	X
102	Olea europaea	Olive	40.7		4	Good	X
103	Olea europaea	Olive	40.5		4	Good	X
104	Olea europaea	Olive	33.2	YES	4	Good	
105	Ulmus parvifolia	Chinese Elm	22.4	YES	5	Good	X
106	Olea europaea	Olive	27.5	YES	2	Poor	X
107	Olea europaea	Olive	32.7	YES	2	Poor	X
108	Olea europaea	Olive	39.4	YES	2	Poor	X
109	Olea europaea	Olive	33	YES	2	Poor	X
110	Olea europaea	Olive	35.1	YES	2	Moderate	
111	Olea europaea	Olive	37.2	YES	3	Moderate	
112	Cedrus deodara	Deodar Cedar	12.5	YES	4	Moderate	
113	Olea europaea	Olive	24.2	YES	3	Moderate	X
114	Fraxinus species	Ash	23.5	YES	3	Poor	
115	Olea europaea	Olive	16		1	Poor	X
116	Olea europaea	Olive	11.8		2	Poor	X
117	Grevillea robusta	Silky Oak	23.2	YES	3	Poor	X
118	Olea europaea	Olive	44.4		3	Moderate	X
119	Olea europaea	Olive	13.3	YES	2	Moderate	
120	Olea europaea	Olive	17.8		2	Moderate	
121	Olea europaea	Olive	16.1		2	Moderate	
122	Olea europaea	Olive	22.4		3	Moderate	
123	Olea europaea	Olive	21.9		3	Moderate	X
124	Olea europaea	Olive	22	YES	3	Moderate	X
125	Gejera parviflora	Australian Willow	16.4	YES	2	Poor	X
126	Olea europaea	Olive	30.5	YES	3	Moderate	X
127	Olea europaea	Olive	38.1		2	Poor	X
128	Olea europaea	Olive	29.6	YES	2	Moderate	X
129	Olea europaea	Olive	21.6	YES	2	Moderate	X
130	Olea europaea	Olive	34.7	YES	2	Poor	X
131	Olea europaea	Olive	19.8		1	Poor	X
132	Ulmus parvifolia	Chinese Elm	21.6	YES	5	Moderate	X
133	Ulmus parvifolia	Chinese Elm	8.5		4	Moderate	X
134	Ulmus parvifolia	Chinese Elm	10.8		4	Moderate	X
135	Ulmus parvifolia	Chinese Elm	7.9		4	Moderate	X
136	Ulmus parvifolia	Chinese Elm	9.5		4	Moderate	X
137	Melaleuca linarifolia	Paperbark	25.5	YES	2	Poor	X
138	Ulmus parvifolia	Chinese Elm	8.6		4	Moderate	X
139	Ulmus parvifolia	Chinese Elm	9.6		4	Moderate	X
140	Ulmus parvifolia	Chinese Elm	10.3		4	Moderate	X
141	Ulmus parvifolia	Chinese Elm	9.5		5	Moderate	X
142	Ulmus parvifolia	Chinese Elm	9		4	Moderate	X
143	Olea europaea	Olive	28.5	YES	3	Poor	X
144	Olea europaea	Olive	25.5	YES	3	Moderate	X
145	Ulmus parvifolia	Chinese Elm	10.6		5	Moderate	X
146	Ulmus parvifolia	Chinese Elm	10.8		5	Moderate	X
147	Ulmus parvifolia	Chinese Elm	11.4		4	Moderate	X
148	Magnolia grandiflora	Southern Magnolia	15	YES	4	Good	
149	Schinus terebinthifolius	Brazilian Pepper	49.6	YES	3	Poor	
150	Ulmus parvifolia	Chinese Elm	8.7		4	Moderate	X
151	Populus nigra	Lombardy poplar	14.6	YES	4	Moderate	X
152	Olea europaea	Olive	13.2		5	Good	X
153	Olea europaea	Olive	13		5	Good	X
154	Ulmus parvifolia	Chinese Elm	8.2		4	Moderate	X
155	Washingtonia robusta	Mexican Fan Palm	14.6	YES	4	Moderate	
156	Washingtonia robusta	Mexican Fan Palm	12.7	YES	4	Moderate	
157	Xylosma congestum	Xylosma	13.8	YES	3	Moderate	
158	Syagrus romanzoffiana	Queen Palm	11		4	Moderate	
159	Washingtonia robusta	Mexican Fan Palm	13.7	YES	4	Moderate	X
160	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	X
161	Washingtonia robusta	Mexican Fan Palm	14.3	YES	4	Good	X
162	Washingtonia robusta	Mexican Fan Palm	15.5	YES	4	Good	X
163	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	
164	Washingtonia robusta	Mexican Fan Palm	13.7	YES	4	Moderate	
165	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	
166	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
167	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	
168	Washingtonia robusta	Mexican Fan Palm	13.5	YES	4	Moderate	
169	Washingtonia robusta	Mexican Fan Palm	13.5	YES	4	Moderate	
170	Washingtonia robusta	Mexican Fan Palm	13.9	YES	4	Moderate	
171	Washingtonia robusta	Mexican Fan Palm	12.2	YES	4	Moderate	
172	Washingtonia robusta	Mexican Fan Palm	15.5	YES	4	Moderate	
173	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	X
174	Washingtonia robusta	Mexican Fan Palm	14.7	YES	4	Moderate	X
175	Washingtonia robusta	Mexican Fan Palm	16.3	YES	4	Moderate	X
176	Washingtonia robusta	Mexican Fan Palm	12.9	YES	4	Moderate	X
177	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	X
178	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	X
179	Syagrus romanzoffiana	Queen Palm	10.8		4	Moderate	
180	Olea europaea	Olive	37	YES	4	Moderate	
181	Olea europaea	Olive	41.1		4	Moderate	
182	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
183	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
184	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
185	Washingtonia robusta	Mexican Fan Palm	14.4	YES	4	Moderate	
186	Washingtonia robusta	Mexican Fan Palm	15.9	YES	4	Moderate	
187	Washingtonia robusta	Mexican Fan Palm	15.2	YES	4	Moderate	
188	Platanus acerifolia	London Plane	15.5	YES	5	Good	
189	Platanus acerifolia	London Plane	20.5	YES	4	Good	
190	Platanus acerifolia	London Plane	19.5	YES	5	Good	
191	Platanus acerifolia	London Plane	15.9	YES	5	Good	
192	Platanus acerifolia	London Plane	14.2	YES	4	Good	
193	Platanus acerifolia	London Plane	11.1		4	Good	
194	Platanus acerifolia	London Plane	13.8	YES	4	Good	
195	Platanus acerifolia	London Plane	16.3	YES	4	Good	
196	Platanus acerifolia	London Plane	16.2	YES		Good	
197	Pinus canariensis	Canary Island Pine	25	YES		Moderate	
198	Pistacia chinensis	Chinese Pistache	10.9			Moderate	
199	Pistacia chinensis	Chinese Pistache	11.3		4	Good	
200	Pistacia chinensis	Chinese Pistache	6.3		3	Moderate	
201	Pistacia chinensis	Chinese Pistache	6.3		3	Good	
202	Pistacia chinensis	Chinese Pistache	5.8		3	Good	
203	Pistacia chinensis	Chinese Pistache	7.8		4	Good	
204	Pistacia chinensis	Chinese Pistache	6.1		4	Good	
205	Pistacia chinensis	Chinese Pistache	6.5		3	Moderate	
206	Gejera parviflora	Australian Willow	19.2	YES	4	Good	
207	Pistacia chinensis	Chinese Pistache	12.0	YES	4	Good	
208	Gejera parviflora	Australian Willow	18.5	YES	5	Good	
209	Schinus molle	Peruvian Peppertree	31.5	YES	3	Moderate	
210	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.0		4	Good	
211	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.5		4	Good	
212	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		3	Moderate	
213	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.5		4	Good	
214	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.2		4	Good	
215	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		4	Good	
216	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.8		4	Good	
217	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		4	Good	
218	Pinus canariensis	Canary Island Pine	21.3	YES	4	Good	
219	Pinus canariensis	Canary Island Pine	24.2	YES	4	Good	

4/27/2016 3:13:27 PM

lowney arch
TEL 510.836.5400 URL lowneyarch.com
360 seventeenth street | suite 200 | oakland, california 94612

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: CJ, KF

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

EXISTING TREE INVENTORY

SHEET NUMBER

L2.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
220	Phoenix canariensis	Canary Island Date Palm	31.3	YES	4	Good	
221	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.1		4	Good	X
222	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.2		4	Good	X
223	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	X
224	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.1		5	Good	X
225	Koelreuteria paniculata	Goldenrain Tree	12.1	YES	4	Good	X
226	Koelreuteria paniculata	Goldenrain Tree	10.5		4	Good	X
227	Koelreuteria paniculata	Goldenrain Tree	11.0		4	Good	X
228	Koelreuteria paniculata	Goldenrain Tree	2.9		2	Poor	X
229	Koelreuteria paniculata	Goldenrain Tree	8.7		4	Good	X
230	Pistacia chinensis	Chinese Pistache	8.9		3	Moderate	
231	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.0		4	Good	
232	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	
233	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	
234	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.3		4	Good	
235	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.2		4	Good	
236	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.7		4	Good	
237	Olea europaea	Olive	26.0	YES	3	Moderate	
238	Pistacia chinensis	Chinese Pistache	8.2		5	Good	
239	Olea europaea	Olive	31.4	YES	3	Moderate	
240	Platanus acerifolia	London Plane	16.7	YES	5	Good	
241	Platanus acerifolia	London Plane	12.6	YES	5	Good	
242	Platanus acerifolia	London Plane	13.2	YES	5	Good	
243	Platanus acerifolia	London Plane	13.3	YES	5	Good	
244	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.4		5	Good	
245	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.9		5	Good	
246	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.8		5	Good	
247	Platanus acerifolia	London Plane	11.0		4	Good	
248	Platanus acerifolia	London Plane	13.3	YES	4	Good	
249	Koelreuteria paniculata	Goldenrain Tree	10.7		3	Moderate	
250	Koelreuteria paniculata	Goldenrain Tree	8.8		4	Good	
251	Koelreuteria paniculata	Goldenrain Tree	9.2		4	Good	
252	Koelreuteria paniculata	Goldenrain Tree	11.4		4	Good	
253	Koelreuteria paniculata	Goldenrain Tree	11.5		4	Good	X
254	Koelreuteria paniculata	Goldenrain Tree	9.9		3	Moderate	X
255	Koelreuteria paniculata	Goldenrain Tree	10.0		5	Good	X
256	Koelreuteria paniculata	Goldenrain Tree	7.2		5	Good	X
257	Koelreuteria paniculata	Goldenrain Tree	10.6		5	Good	X
258	Koelreuteria paniculata	Goldenrain Tree	6.7		3	Poor	X
259	Koelreuteria paniculata	Goldenrain Tree	8.3		3	Poor	X
260	Koelreuteria paniculata	Goldenrain Tree	8.1		5	Good	X
261	Platanus acerifolia	London Plane	11.9		5	Good	
262	Platanus acerifolia	London Plane	15.1	YES	4	Good	
263	Platanus acerifolia	London Plane	18.2	YES	5	Good	
264	Platanus acerifolia	London Plane	18.5	YES	5	Good	
265	Syagrus romanzoffiana	Queen Palm	11.0		2	Poor	
266	Platanus acerifolia	London Plane	14.7	YES	5	Good	
267	Platanus acerifolia	London Plane	13.4	YES	5	Good	
268	Platanus acerifolia	London Plane	18.7	YES	5	Good	
269	Melaleuca linarifolia	Paperbark	40.1		4	Good	X
270	Washingtonia robusta	Mexican Fan Palm	13.6	YES	4	Good	
271	Washingtonia robusta	Mexican Fan Palm	17.8	YES	4	Moderate	
272	Washingtonia robusta	Mexican Fan Palm	13.2	YES	4	Moderate	
273	Washingtonia robusta	Mexican Fan Palm	14.1	YES	4	Moderate	
274	Washingtonia robusta	Mexican Fan Palm	13.6	YES	4	Moderate	
275	Melaleuca linarifolia	Paperbark	79.1	YES	4	Good	X
276	Pyrus calleryana	Ornamental Pear	17.0		4	Moderate	
277	Platanus acerifolia	London Plane	10.4		5	Good	X
278	Platanus acerifolia	London Plane	9.4		4	Good	
279	Platanus acerifolia	London Plane	8.1		4	Good	
280	Platanus acerifolia	London Plane	7.9		4	Good	
281	Platanus acerifolia	London Plane	8.3		4	Moderate	
282	Platanus acerifolia	London Plane	7.5		4	Moderate	
283	Platanus acerifolia	London Plane	11.0		5	Good	
284	Platanus acerifolia	London Plane	10.2		5	Good	X
285	Koelreuteria paniculata	Goldenrain Tree	10.5		5	Good	
286	Olea europaea	Olive	12.8		4	Good	
287	Olea europaea	Olive	8.4		4	Good	
288	Olea europaea	Olive	17.3		5	Good	
289	Olea europaea	Olive	13.3		4	Good	
290	Olea europaea	Olive	19.7		5	Good	
291	Prunus cerasifera	Cherry Plum	8.1		2	Poor	X
292	Prunus cerasifera	Cherry Plum	6.5		0	Poor	X

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
293	Prunus cerasifera	Cherry Plum	7.2		0	Poor	X
294	Ulmus parvifolia	Chinese Elm	14.0	YES	4	Good	
295	Ulmus parvifolia	Chinese Elm	6.9		4	Moderate	
296	Ulmus parvifolia	Chinese Elm	7.7		3	Moderate	X
297	Platanus acerifolia	London Plane	12.6	YES	5	Good	X
298	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
299	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
300	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.0		4	Good	
301	Lagerstroemia indica 'Natchez'		2.0		4	Good	
302	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.6		4	Good	
303	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.9		4	Good	
304	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
305	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.0		4	Good	
306	Pistacia chinensis	Chinese Pistache	7.0		5	Good	
307	Pinus canariensis	Canary Island Pine	18.0	YES	4	Good	
308	Ulmus parvifolia	Chinese Elm	13.0	YES	4	Good	
309	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
310	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.2		4	Good	
311	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
312	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
313	Prunus cerasifera	Cherry Plum	10.3		1	Poor	X
314	Prunus cerasifera	Cherry Plum	9.6		1	Poor	X

PROTECTED TREES TO BE REPLACED

TRUNK SIZE OF REMOVED TREE (MEASURED AT 4' ABOVE GRADE)	NUMBER OF REPLACEMENT TREES	REPLACEMENT SIZE
12 - 24"	32	24" BOX
GREATER THAN 24"	19	36" BOX
TOTAL	51	

ALL OTHER PROPOSED TREES TO BE 5 GALLON SIZE, MINIMUM.

4/27/2016 3:13:29 PM

lowney arch
TEL 510.836.5400 URL lowneyarch.com
360 seventeenth street | suite 200 | oakland, california 94612

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: KF, CJ

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

EXISTING TREE INVENTORY

SHEET NUMBER

L2.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

Tree #1
Platanus x acerifolia
12.5” DBH

Tree #34
Liquidambar styraciflua
14.9” DBH

Tree #40
Acer platanoides
12.5” DBH

Tree #42
Fraxinus ‘Fan West’
29.3” DBH

Tree #51
Olea europea
40.8” DBH

Tree #60
Olea europea
23.6” DBH

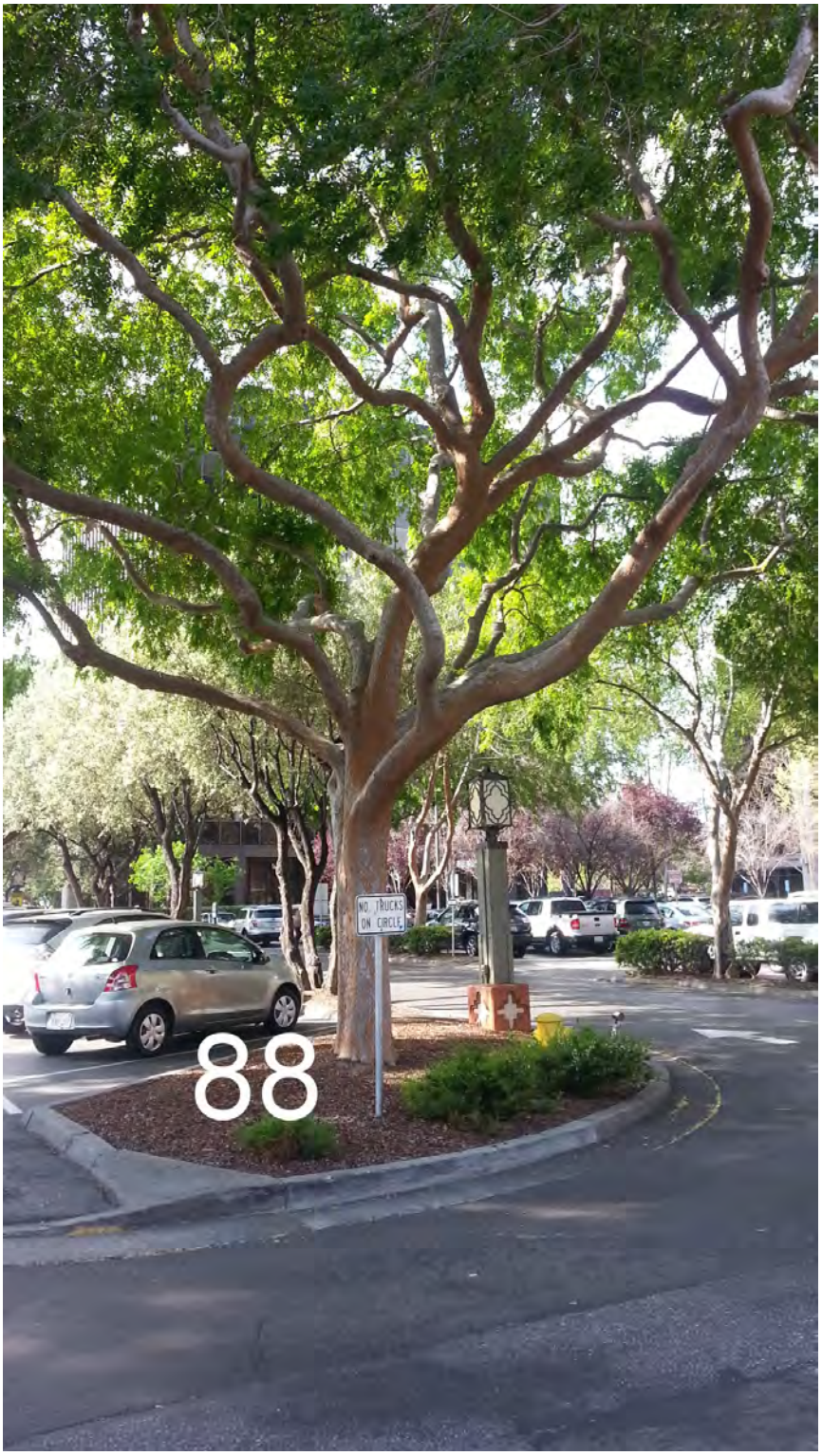
Tree #61
Olea europea
23.3” DBH

Tree #62
Olea europea
22.8” DBH

Tree #63
Pinus canariensis
20.5” DBH

Tree #86
Ulmus parvifolia
22” DBH

Tree #87
Schinus molle
40” DBH



Tree #88
Ulmus parvifolia
23” DBH

Tree #89
Olea europea
40” DBH

Tree #90
Olea europea
27.5” DBH

Tree #91
Olea europea
34” DBH

Tree #92
Pinus canariensis
24” DBH

Tree #93
Pinus pinea
15.6” DBH

Tree #100
Eriobotrya deflexa
18.5” DBH

Tree #101
Olea europea
32.6” DBH

Tree #108
Olea europea
39.4” DBH

Tree #109
Olea europea
33” DBH

Tree #113
Olea europea
24.2” DBH

Tree #117
Grevillea robusta
23.2” DBH

Tree #124
Olea europea
22” DBH

Tree #125
Geijera parviflora
16.4” DBH

Tree #126
Olea europea
30.5” DBH

Tree #128
Olea europea
39.6” DBH

Tree #129
Olea europea
21.6” DBH

Tree #130
Olea europea
34.7” DBH

Tree #132
Ulmus parvifolia
21.6” DBH

Tree #137
Melaleuca linariifolia
25.5” DBH

Tree #143
Olea europea
28.5” DBH

Tree #144
Olea europea
25.5” DBH

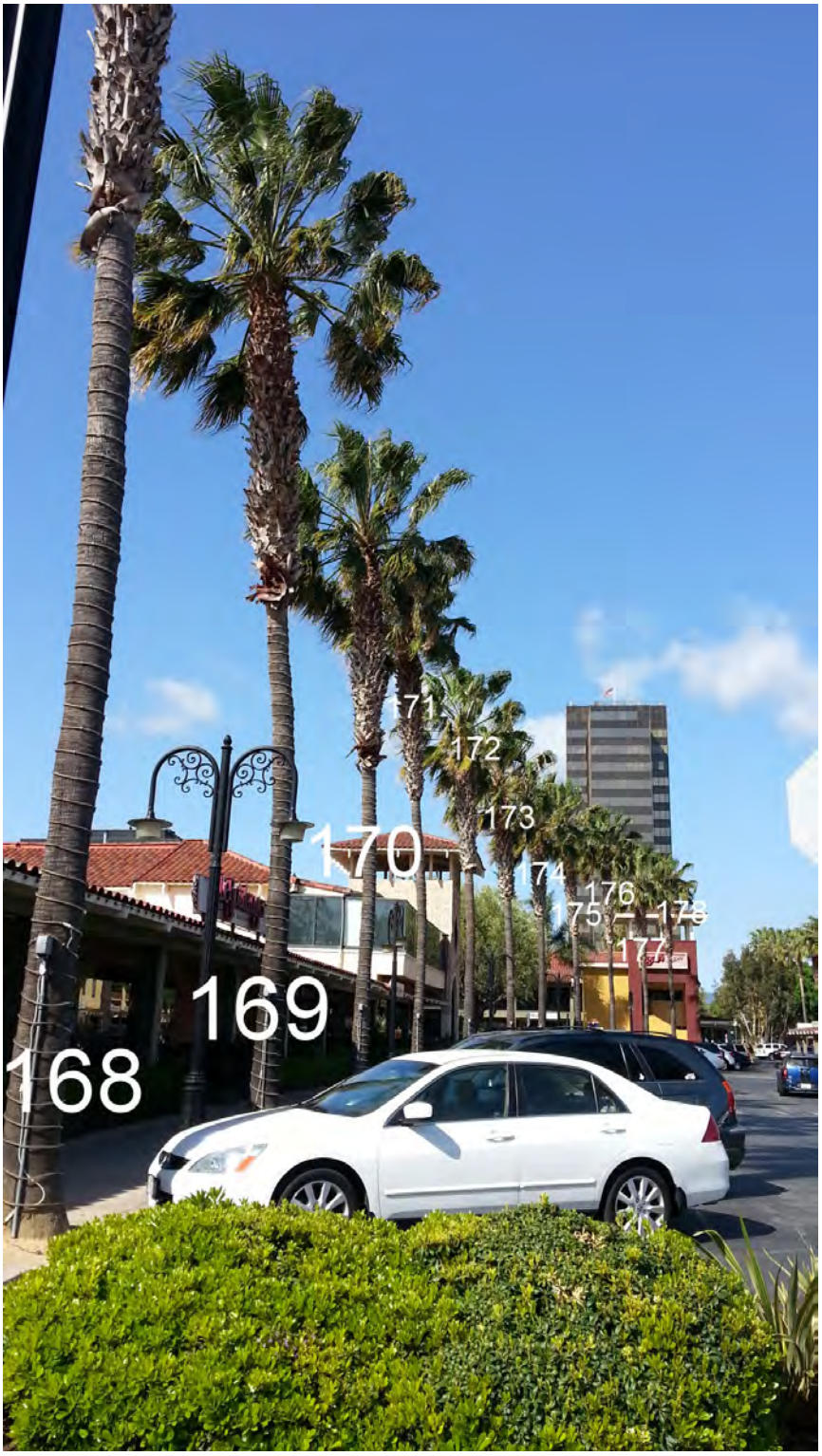
Tree #151
Populus nigra
14.6” DBH

Tree #159 (only)
Washingtonia robusta
13.7” DBH

Tree #160
Washingtonia robusta
14” DBH

Tree #161
Washingtonia robusta
14.3” DBH

Tree #162
Washingtonia robusta
15.5” DBH

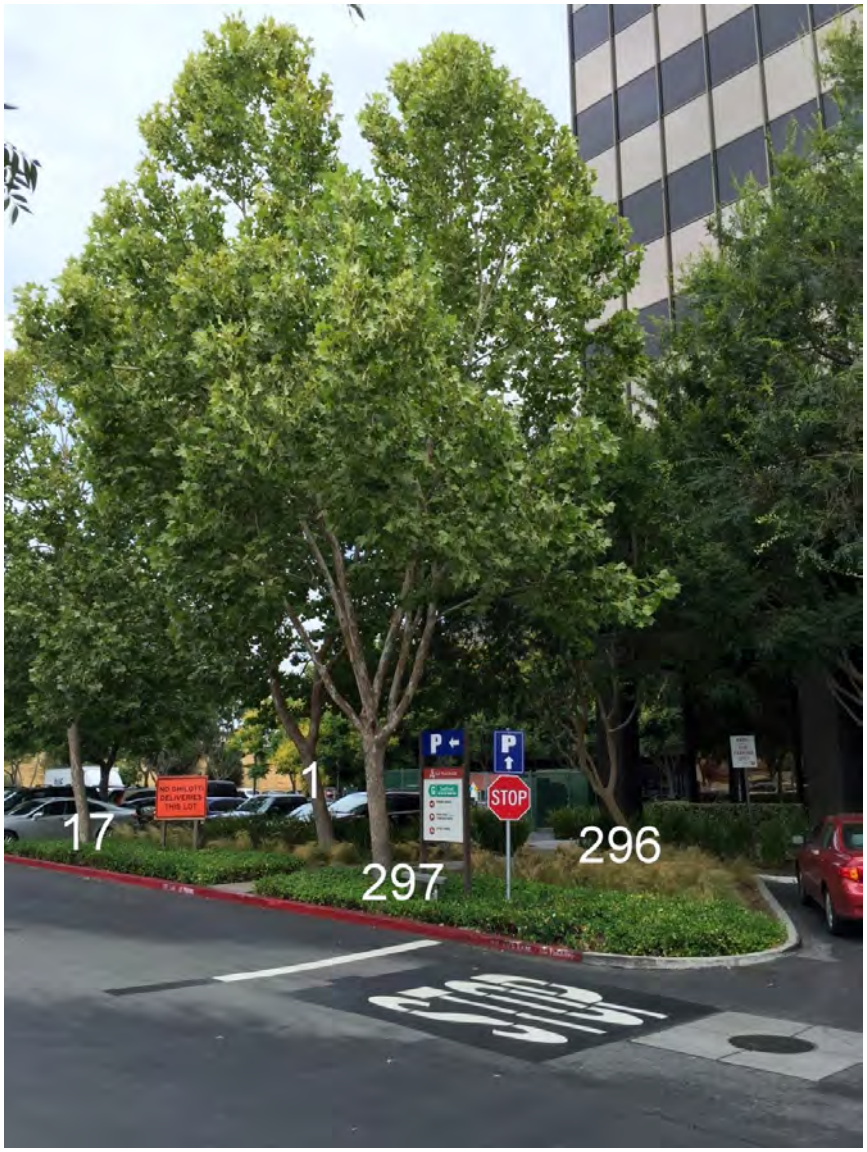


Tree #173, 174, 175, 176, 177, 178 only
Washingtonia robusta
14”, 14.7”, 16.3”, 12.9”, 13”, 14.8” DBH

Tree #225 only
Koelreuteria paniculata
12.1” DBH

Tree #275 only
Melaleuca linariifolia
79.1” DBH

PROTECTED TREES TO BE REMOVED



Tree #297 only
Platanus x acerifolia
12.6” DBH

ATTACHMENT 3

PRELIMINARY GEOTECHNICAL EVALUATION

LANGAN TREADWELL ROLLO

Memorandum

501 14th Street, 3rd Floor Oakland, CA 94612 T: 510.874.7000 F: 510.874.7001

To: Mr. Dean Rubinson – Ellis Partners

From: Lori A. Simpson, GE

Date: 8 October 2015

Re: Preliminary Geotechnical Evaluation
Pruneyard Expansion
Campbell, California
Langan Project No.: 750626501

This memorandum presents a brief, preliminary geotechnical evaluation for the proposed expansion at the Pruneyard in Campbell, California. We previously performed geotechnical investigations at the Pruneyard and presented the results in our reports dated 25 August 1995 and 7 July 1997. We understand you plan to expand the existing development, likely including expanding the existing parking garage, a new office building, and new retail buildings.

Subsurface conditions vary across the site, but generally consist of about 7 to 19 feet of medium stiff to very stiff clay and sandy clay across the site, with low to moderate expansive potential. The clay is underlain by sand with varying amounts of clay and silt and by gravel with varying amounts of sand and clay to the depths explored. The sand and gravel varies from medium dense to very dense; these layers are interbedded with stiff to very stiff clay and silt layers between 3 and 6 feet thick. Shallowest ground water was encountered at about 40 feet below existing ground surface.

Existing retail stores are supported on a combination of short drilled piers (8 to 20 feet long) or shallow footings. Taller 10- and 18-story buildings are supported on belled piers bearing on the gravel layer. The existing 3-story parking garage is at grade and supported on footings. The 6-story office building is supported on a shallow foundation, which was a combination of a central mat and exterior footings.

We understand the new, small buildings will be at grade and only 1 or 2 stories. They should be able to be supported on shallow foundations. The parking garage expansion will be at grade and can likely be supported on shallow foundations. The new office building will be in the southwest corner of the site and will include a 5-story building over two levels of below-grade parking. We anticipate this building can also be supported on a shallow foundation.

Regarding infiltration, the near-surface soil is clay, and infiltration expected to be very low. Any permeable pavers or near-surface infiltration would need a drainage layer with pipes directing the water to the storm drain. If there will be a buried infiltration structure, there are sand and gravel layers that are 7 to 19 feet below grade – infiltration should be feasible in this layer, if it is feasible to infiltrate this deep. Infiltration should not be performed adjacent to or very near the buildings.

Some exploration has been performed near the locations of the proposed new or expanded buildings; however, additional exploration will be needed in order to provide design-level recommendations for the geotechnical aspects of the project.

GEOTECHNICAL INVESTIGATION
Pruneyard Shopping Center
Campbell, California

William Wilson & Associates
Campbell, California

25 August 1995
Project 1858.01

Treadwell&Rollo
Environmental and Geotechnical Consultants

25 August 1995
Project 1858.01

Mr. Chris Meany
William Wilson & Associates
1999 South Bascom Avenue, Suite 200
Campbell, California 95008

Subject: Geotechnical Investigation
Pruneyard Shopping Center
Campbell, California

Dear Mr. Meany:

We are pleased to submit the results of our geotechnical investigation for the proposed additions and renovation of the Pruneyard Shopping Center in Campbell. Copies of our report were distributed as indicated at the end of the report.

The recommendations contained in the report are based on limited subsurface exploration and laboratory testing programs. Consequently, variations between expected and actual soil conditions may be found in localized areas during construction. Therefore, we should be engaged to observe foundation installation, during which time we may make changes in our recommendations, if deemed necessary.

We appreciate the opportunity of assisting you with this project, and we look forward to working with you in the future.

Sincerely yours,
TREADWELL & ROLLO, INC.

Richard D. Rodgers
Geotechnical Engineer

REGISTERED PROFESSIONAL ENGINEER
RICHARD D. RODGERS
No. 732
Exp. 12/31/97
GEOTECHNICAL
STATE OF CALIFORNIA

18580102.RDR

GEOTECHNICAL INVESTIGATION
Pruneyard Shopping Center
Campbell, California

William Wilson & Associates
Campbell, California

25 August 1995
Project 1858.01

Treadwell&Rollo
Environmental and Geotechnical Consultants

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	SCOPE OF SERVICES	1
3.0	FIELD INVESTIGATION	2
4.0	LABORATORY TESTING	3
5.0	SITE AND SUBSURFACE CONDITION	3
6.0	EXISTING BUILDINGS	4
7.0	DISCUSSION AND CONCLUSIONS	5
	7.1 Foundation	5
	7.2 Seismic Hazards	6
8.0	RECOMMENDATIONS	6
	8.1 Barnes & Noble Building	6
	8.1.1 Drilled Piers	7
	8.1.2 Footings	8
	8.2 Bank of America and Restaurant	9
	8.3 Seismic Design	10
	8.4 Site Grading and Fill Placement	10
9.0	ADDITIONAL GEOTECHNICAL SERVICES	11
10.0	LIMITATIONS	12

FIGURES

APPENDIX A - Logs of Borings

APPENDIX B - Laboratory Test Results

DISTRIBUTION

LIST OF FIGURES

Figure 1 Site Location Map

Figure 2 Site Plan

APPENDIX A
Log of Borings

Figures	A-1 - A-6	Logs of borings B-1 through B-6
Figure	A-7	Classification Chart

APPENDIX B
Laboratory Test Results

Figures	B-1 - B-3	Unconsolidated-Undrained Triaxial Compression Tests
Figure	B-4	Plasticity Chart

GEOTECHNICAL INVESTIGATION
PRUNEYARD SHOPPING CENTER
Campbell, California

1.0 INTRODUCTION

This report presents the results of our geotechnical investigation for the proposed additions and renovation of the existing Pruneyard Shopping Center in Campbell. The site is at the corner of South Bascom and Campbell Avenues, as shown on Figure 1.

The proposed project consists of constructing three new structures and a new throughway at the shopping center. Structures to the east of the shopping center cinema will be demolished to construct a new Barnes & Noble store. The store will be a two-story, reinforced concrete structure with plan dimensions of approximately 200 by 250 feet. Two new, one-story structures will be constructed in existing parking lot areas; a Bank of America at the corner of South Bascom and Campbell Avenues, and a new restaurant on Campbell Avenue, as shown on Figure 2. These two structures are each approximately 70 by 90 feet in plan dimension.

According to the project structural engineers, Nishkian & Associates, the new throughway construction does not involve the addition of any structural elements. Therefore, the new throughway is not addressed in this report.

2.0 SCOPE OF SERVICES

Our scope of services was outlined in our proposal dated 19 June 1995. These services consisted of exploring the subsurface conditions at the site, performing laboratory tests and engineering analyses, and developing conclusions and recommendations regarding:

- soil conditions and groundwater level at the site
- appropriate foundation types for the new structures
- design criteria for the recommended foundation types
- estimates of foundation settlement
- site grading and excavation, including fill quality and compaction criteria
- site seismicity and seismic hazards, if any
- Uniform Building Code site soil factor, "S."

3.0 FIELD INVESTIGATION

Subsurface conditions were explored by drilling six test borings, designated as B-1 through B-6, at the approximate locations shown on the Site Plan, Figure 2. The borings were drilled on 28 July 1995 to depths ranging from 26-1/2 to 31 feet below the existing parking lot grade. Drilling was performed using a truck-mounted drill rig equipped with six-inch-diameter, solid-stem flight augers.

During drilling, our field engineer logged the borings and obtained samples of the material encountered for visual classification and laboratory testing. Logs of the borings are presented in Appendix A on Figures A-1 through A-6. The material encountered was classified according to the soil classification system described on Figure A-7.

Soil samples were obtained using a Sprague and Henwood split-barrel sampler with a 3.0-inch outside and 2.43-inch inside diameter. The sampler was driven with a 140-pound, above-ground automatic safety hammer falling approximately 30 inches. The blow counts required to drive the samplers the final 12 inches of an 18-inch drive were

corrected to SPT blow counts as appropriate and are shown on the boring logs.

The borings were backfilled in accordance with Santa Clara County requirements, and the top three inches were filled with asphalt patch.

4.0 LABORATORY TESTING

Each sample was re-examined to confirm field classifications, and representative soil samples were selected for testing. Samples were tested to measure moisture content, dry density, plasticity index, and undrained shear strength. The laboratory test results are presented on the boring logs and in Appendix B on Figures B-1 through B-4.

5.0 SITE AND SUBSURFACE CONDITIONS

The site slopes gently from the southwest corner (Elevation +188 feet)[1] to the northeast corner (Elevation +181 feet). It is occupied by a shopping center with numerous one-story buildings surrounded by an asphalt parking lot. The Barnes & Noble site is currently occupied by retail buildings; the proposed Bank of America and restaurant sites are in existing parking areas.

Our test borings indicate the proposed Barnes & Noble site is underlain by approximately 10 to 25 feet of stiff to very stiff clay. Beneath the clay is dense to very dense sandy gravel, with varying amounts of clay that extend to the depth explored. The new Bank of America site is underlain by approximately ten feet of stiff clay over dense

---

1 All elevations presented in this report are taken from the *Topographic Survey Pruneyard Shopping Center;* Brian Kangas Foulk; 4 March 1995.

to very dense sandy gravel with varying amounts of clay, extending to the depth explored. The restaurant site is underlain by approximately ten feet of very stiff to hard clay over dense to very dense sandy gravel with varying amounts of clay. At the restaurant site, there is an approximately three-foot-thick layer of stiff clay within the sandy gravel deposit at a depth of 20 feet.

Atterberg limits tests indicate the upper clay layer at all three sites has low to moderate expansive potential.[2]

Groundwater was not encountered in any of our test borings.

6.0 EXISTING BUILDINGS

The existing shopping center was constructed in the early 1970s. Foundation design drawings are available for a portion of the shopping center. These drawings indicate the existing facilities, with the possible exception of the cinema (Figure 2), are supported on drilled, cast-in-place, concrete piers. According to the drawings, the piers range in diameter from 18 to 24 inches, and range in length from 8 to 20 feet.

Although no records or drawings were made available to us to confirm it, we understand the cinema may be supported on spread footings. Additionally, we understand the foundation of the east side of the cinema is approximately six feet lower than the Barnes & Noble site, with the two sites being separated by a retaining wall.

---

2 Expansive soil will significantly shrink or swell with changes in moisture content.

7.0 DISCUSSION AND CONCLUSIONS

From a geotechnical standpoint, we conclude the site can be developed as planned. Our conclusions regarding foundation types and seismic hazards are discussed in the remainder of this section.

7.1 Foundations

The primary concerns for the Barnes & Noble foundation system are the potential for differential settlement to occur between the new and existing structures, and the effect of the new foundation on the cinema foundation. Supporting the Barnes & Noble building on drilled piers would provide a compatible foundation with the adjacent buildings and should result in nominal differential settlement. Drilled piers would also have minimal effect on the cinema footings.

Footings may be a feasible alternative to drilled piers for the Barnes & Noble store, provided the following issues are addressed:

- potential differential settlement on the order of 1/2 inch between existing and new structures
- potential surcharge loading of the cinema foundation
- conflict with the existing drilled piers.

We conclude that isolated, shallow, spread footings or continuous footings are the most appropriate foundation type for the new Bank of America and restaurant buildings.

7.2 Seismic Hazards

The San Francisco Bay area is a seismically active region. The major active faults in the region are the San Andreas, Calaveras, and Hayward Faults. The site is approximately 8.5 miles east of the San Andreas Fault, 10 miles west of the Calaveras Fault, and 16 miles southwest of the Hayward Fault. These active faults are characterized by right-lateral, strike-slip movement. Numerous earthquakes have occurred in the region during historical time, the largest of which was the great San Francisco earthquake (Richter magnitude 8.3) of 18 April 1906. Notable earthquakes on the Hayward Fault are those of 1836 and 1868, estimated at Richter magnitudes of 6.5 to 7.5, respectively.

Published data does not indicate any known active faults or extensions of active faults beneath the site. Due to the high seismicity of the area, the site is expected to undergo strong ground shaking during a major earthquake. Strong shaking can result in ground failure associated with liquefaction, earthquake-induced settlement, and landsliding. Based on our test borings, a review of historical reports of the area, and a reconnaissance of the site, we judge the risk of these seismic hazards at the site is low.

8.0 RECOMMENDATIONS

Recommendations for foundations, seismic design, and site grading are presented in this section of the report.

8.1 Barnes & Noble Building

The Barnes & Noble building may be founded on drilled, cast-in-place concrete piers, spread footings, or a combination of footings and drilled piers. We understand the

architect and the structural engineers will evaluate the estimated differential settlements and select the appropriate foundation alternative.

8.1.1 Drilled Piers

We recommend drilled, cast-in-place concrete piers be designed for an allowable skin friction of 500 pounds per square foot (psf) for dead plus live loads. This value may be increased by one third for transient loads such as wind and seismic. Allowable uplift loads may be taken as 60 percent of the compression capacity plus the pier weight.

Piers should have minimum center-to-center spacing of three times their diameter. Caving of the pier shafts during drilling may occur in the gravel; therefore, it may be necessary to case the holes to keep them open until concrete is placed.

If approved by the structural engineer, existing drilled piers may be incorporated into the design and used to support the Barnes & Noble building, provided their original design capacity is not exceeded.

Lateral loads may be resisted by a combination of bending resistance of the piers and passive earth pressure on the face of the pier caps and grade beams. Bending resistance of drilled piers is dependent upon the stiffness of the surrounding soil, the stiffness of the pier shaft, allowable deflection at the pier top, and induced moment. The lateral capacities and moments in the table on the following page have been estimated for a top deflection of 1/2 inch assuming a pinned top condition (i.e., the top of pier is allowed to rotate).

TABLE 1

Lateral Loads and Moments for Drilled Piers

Pier Diameter (inches)	Lateral Load (kips)	Approximate Resulting Max. Moment (kip-ft)	Approx. Depth Below Cut Off to Max. Moment (feet)
18	24	77	6.0
24	31	103	6.5

The foregoing lateral loads and moments are approximately linear with respect to deflection. Therefore, if allowable deflections are less than 1/2 inch, allowable lateral loads and corresponding moments should be reduced proportionally. Additional lateral resistance may be calculated using passive resistance acting against vertical faces of grade beams or pier caps. We recommend using a uniform pressure of 1,200 psf. This value includes a factor of safety of approximately 1.5. The upper foot of soil should be ignored when computing passive resistance, unless the soil is confined by a concrete slab.

8.1.2 Footings

If footings are chosen to support the Barnes & Noble building, we recommend a maximum allowable bearing pressure of 2,500 psf for dead plus live loads and 3,300 psf for total design loads. Continuous footings should be at least 18 inches wide and isolated footings at least 24 inches wide. Footings should be embedded a minimum of 24 inches below the lowest adjacent grade.

Settlements on the order of 1/2 inch can be expected if the building is founded on shallow footings.

To prevent surcharging the cinema foundation system, we recommend using either drilled, cast in-place concrete piers or deep footings for foundation support along the cinema perimeter. Drilled piers should be designed according to our recommendations in Section 8.1.1. If footings are used adjacent to the cinema, they should extend to the same depth as the cinema foundation and be designed according to the recommendations presented in this section.

Lateral loads can be resisted by a combination of passive pressures on the vertical faces of the footings and friction between the soil and footing bottoms. When calculating passive resistance, we recommend using a uniform pressure of 1,200 psf. A coefficient of friction of 0.3 should be used to compute frictional resistance. These values include a factor of safety of approximately 1.5. The upper foot of soil should be ignored when computing passive resistance, unless the soil is confined by a concrete slab.

8.2 Bank of America and Restaurant

We recommend the new Bank of America and restaurant be supported on continuous and isolated spread footings. Continuous footings should be at least 18 inches wide and isolated footings at least 24 inches wide. Footings should be embedded a minimum of 18 inches below the lowest adjacent grade.

To limit total settlement to less than one inch, footings should be designed for an allowable bearing pressure of no more than 3,500 psf for dead plus live loads and 4,500 psf for total design loads, including wind or seismic forces.

Lateral loads can be resisted by a combination of passive pressures on the vertical faces of the footings and friction between the soil and footing bottoms. When calculating passive resistance, we recommend using a uniform pressure of 1,500 psf. A coefficient of friction of 0.3 should be used to compute frictional resistance; these values include a factor of safety of approximately 1.5. The upper foot of soil should be ignored when computing passive resistance, unless the soil is confined by a concrete slab.

8.3 Seismic Design

The proposed structures should be designed according to the seismic provisions of the Uniform Building Code (UBC). For design in accordance with the 1991 UBC, we recommend using a site coefficient "S" factor of 1.2 corresponding to soil type S_2.

8.4 Site Grading and Fill Placement

Any vegetation and organic soil present in the building areas should be stripped from the site. If approved by the architect, this material can be stockpiled for use in landscaped areas. Slabs remaining from demolished sections of the shopping center and asphalt pavement materials should also be removed. If the existing drilled piers will not impact the design of the Barnes & Noble building, they may remain in place.

Where an existing pier interferes with a new footing, at least the upper three feet of the pier below the new footing should be removed. Overexcavation required to remove this portion of the pier should be backfilled with soil compacted to at least 95 percent relative compaction.[3]

---

[3] Relative compaction refers to the in-place dry density of soil expressed as a percentage of the maximum dry density of the same material, as determined by the ASTM D1557-91 laboratory compaction procedure.

Areas to receive fill or improvements should be scarified to a depth of at least six inches, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction.

On-site soil free of organic matter, construction debris, and rocks or lumps larger than three inches in greatest dimension should be suitable for use as fill or backfill, provided it is properly moisture conditioned. Imported fill material should also be free of debris and rocks or lumps larger than three inches in greatest dimension and have a low expansion potential (defined by a liquid limit less than 40 and a plasticity index lower than 12). Samples of the imported fill should be submitted to the geotechnical engineer for testing at least 72 hours before delivery to the site.

Fill should be placed in horizontal layers not exceeding eight inches in loose thickness, moisture-conditioned to above optimum moisture content, and compacted to at least 95 percent relative compaction, except below new footings, where fill should be compacted to at least 95 percent. Careful moisture control may be necessary to prevent drying of the fill material after placement and compaction.

9.0 ADDITIONAL GEOTECHNICAL SERVICES

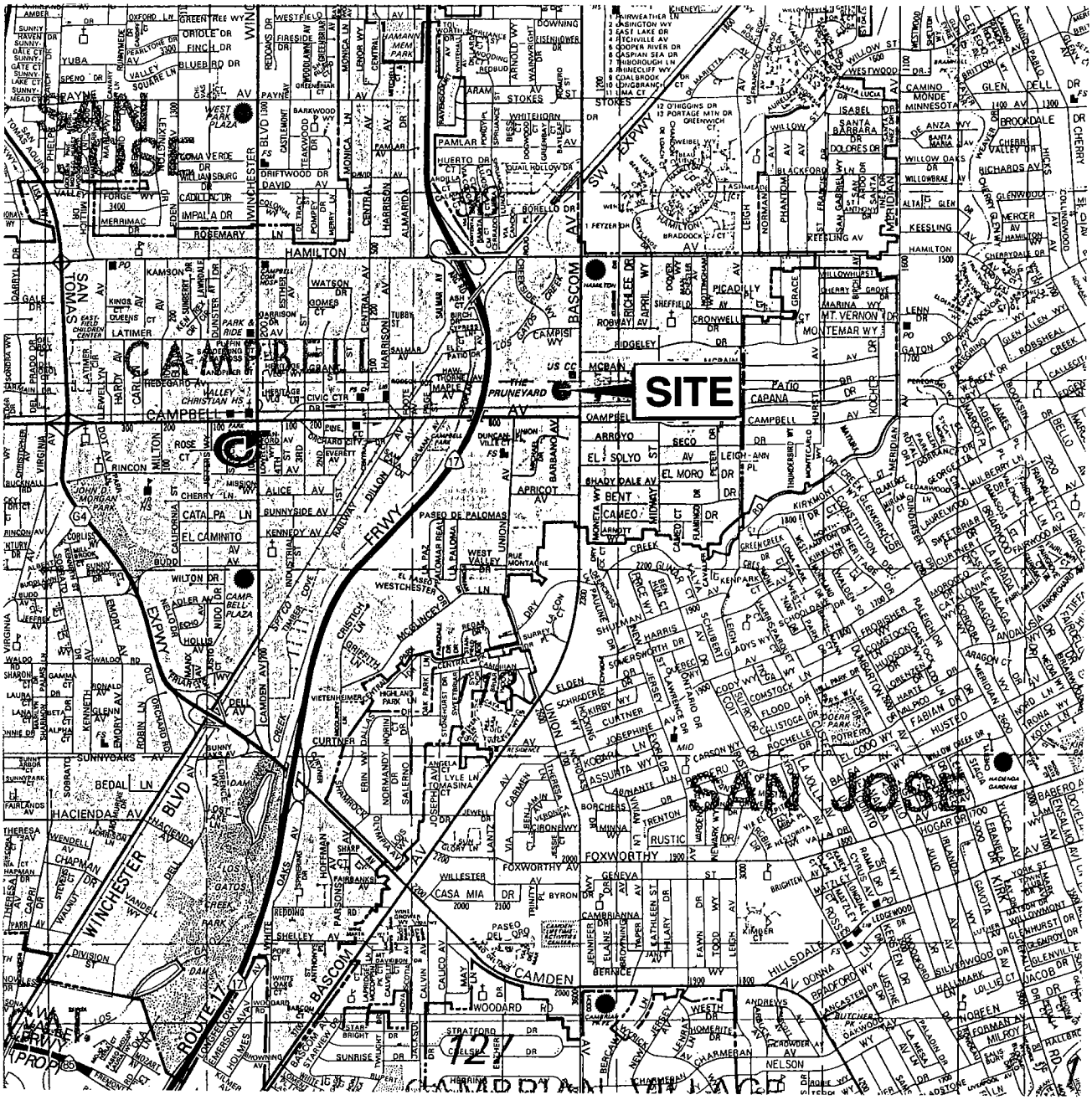
Prior to construction, Treadwell & Rollo should review the project plans and specifications to check their conformance with the intent of our recommendations. During construction, we should observe site preparation, placement and compaction of backfill, and installation of the building foundations. These observations will allow us to compare the actual with the anticipated soil and bedrock conditions and to check that the contractor's work conforms with the geotechnical aspects of the plans and

specifications. We would be pleased to provide a cost estimate for these services once a construction schedule is available.

10.0 LIMITATIONS

The conclusions and recommendations presented in this report result from limited engineering studies based on our interpretation of the geotechnical conditions existing at the time of the investigation. Actual subsurface conditions may vary. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that described in this report, Treadwell & Rollo, Inc. should be notified to make supplemental recommendations, if necessary.

FIGURES



Base Map: Thomas Brothers Guide

0 1/4 Mile

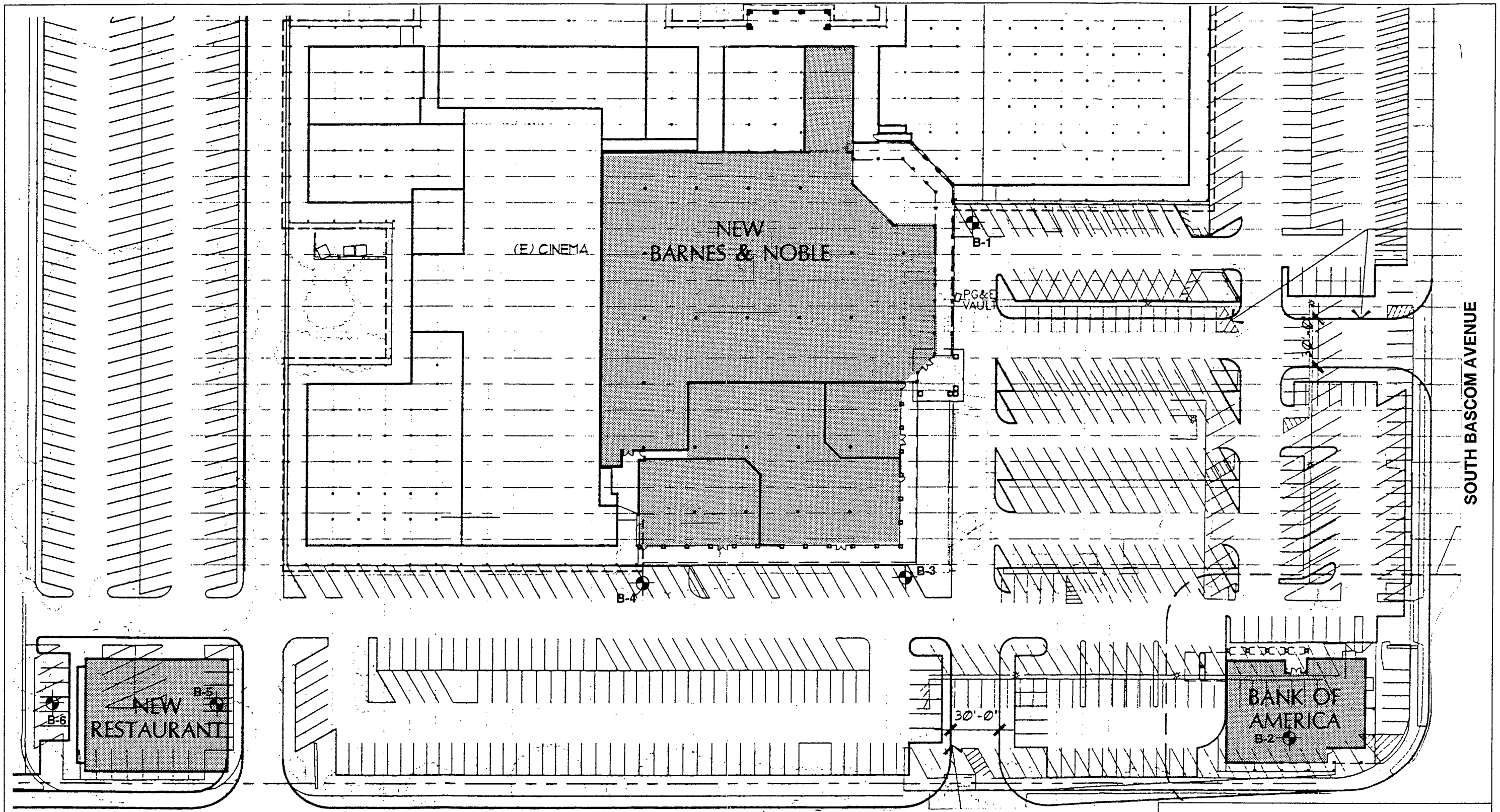
Approximate scale

PRUNEYARD SHOPPING CENTER
Campbell, California

SITE LOCATION MAP

Treadwell&Rollo

Project No. 1858.01 | Figure 1



EXPLANATION

B-1 Approximate Boring Location

0 60 Feet

Approximate scale

Reference: Conceptual Master Plan, Elbasani & Logan, 8 August 1995.

PRUNEYARD SHOPPING CENTER
Campbell, California

SITE PLAN

Project No. 1858.01 | Figure 2

Treadwell&Rollo

APPENDIX A

Logs of Borings

PROJECT: **PRUNEYARD SHOPPING CENTER**
Campbell, California

Log of Boring B-1

Boring location: See Site Plan, Figure 2
Date started: 7/28/95 | Date finished: 7/28/95
Drilling method: 6-inch diameter solid-stem auger
Hammer weight: Auto - 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (3-inch O.D. split barrel)

NOTES:
Logged by Kurt T. Ricci

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot 1	LITHOLOGY	MATERIAL DESCRIPTION (Ground Surface Elevation: +184.5 feet[2])	STRENGTH DATA: Type of Strength Test	STRENGTH DATA: Test Surcharge Pressure Lbs/Sq Ft	STRENGTH DATA: Fines %	STRENGTH DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
					3.5 inches AC over 6 inches AB						
1–3	1	■	9	CL	CLAY with SAND (CL) brown, stiff, moist LL = 35, PI = 16, See Figure B-4	TxUU	360		1170	20.3	97
4	2										
5–7	3	■	12								
8–9											
10–11	4	■	10	CL	SANDY CLAY (CL) brown, stiff, moist						
12–14											
15–16	5	■	11								
17–19											
20–21	6	■	12								
22–24											
25–26	7	■	75	GW-GC	SANDY GRAVEL with CLAY (GW-GC) brown, very dense, moist						
27–30					Decreases to dense @ 30 feet						

PROJECT: **PRUNEYARD SHOPPING CENTER**
Campbell, California

Log of Boring B-1

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
	8		4 5 /3	GW-GC	SANDY GRAVEL with CLAY (GW-GC) (continued)						
31					Boring terminated at a depth of 31 feet. No groundwater encountered. Borings backfilled with cuttings.						
32											
33											
34					[1] Blow counts converted to SPT N-values using a 0.6 sampler conversion factor.						
35											
36					[2] Elevation from "Topographic Survey Pruneyard Shopping Center" by Brian Kangas Foulk; 4 March 1995.						
37											
38											
39											
40											
41											
42											
43											
44											
45											
46											
47											
48											
49											
50											
51											
52											
53											
54											
55											
56											
57											
58											
59											
60											

PROJECT: **PRUNEYARD SHOPPING CENTER**
Campbell, California

Log of Boring B-2

Boring location: See Site Plan, Figure 2
Date started: 7/28/95 | Date finished: 7/28/95
Drilling method: 6-inch diameter solid-stem auger
Hammer weight: Auto - 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (3-inch O.D. split barrel)

NOTES:
Logged by Kurt T. Ricci

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH DATA: Type of Strength Test	STRENGTH DATA: Test Surcharge Pressure Lbs/Sq Ft	STRENGTH DATA: Fines %	STRENGTH DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
					Ground Surface Elevation: +184.5 feet[2]						
					3.5 inches AC over 6 inches AB						
1–4	1	■	12	CL	CLAY with SAND (CL) brown, stiff, dry	TxUU	400		2710	9.3	109
5–9	2	■	16		Increases to very stiff @ 5 feet						
10–12	3	■	34	GW-GC	SANDY GRAVEL with /CLAY (GW-GC) yellow and red-brown, dense, moist						
15–17	4	■	43		Trace of cobbles @ 17 feet						
20–21	5	■	39								
25–26	6	■	45 /6"		Boring terminated at a depth of 25.5 feet. No groundwater encountered. Borings backfilled with cuttings.						

[1] Blow counts converted to SPT N-values using a 0.6 sampler conversion factor.
[2] Elevation from "Topographic Survey Pruneyard Shopping Center" by Brian Kangas Foulk; 4 March 1995.

PROJECT: **PRUNEYARD SHOPPING CENTER**
Campbell, California

Log of Boring B-3

Boring location: See Site Plan, Figure 2
Date started: 7/28/95 | Date finished: 7/28/95
Drilling method: 6-inch diameter solid-stem auger
Hammer weight: Auto - 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (3-inch O.D. split barrel)

NOTES:
Logged by Kurt T. Ricci

DEPTH (feet)	SAMPLES: Sample No.	Sample	Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH DATA: Type of Strength Test	Test Surcharge Pressure Lbs/Sq Ft	Fines %	Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	Dry Density Lbs/Cu Ft
					Ground Surface Elevation: +185.5 feet[2]						
					3.5 inches AC over 6 inches AB						
1–4	1	■	16	CL	CLAY with SAND (CL) brown, very stiff, moist LL = 32, PI = 13, See Figure B-4						
5–9	2	■	15	CL	Grades to clay w/sand @ 6 feet					8.6	100
10–16	3	■	25	GW	SANDY GRAVEL (GW) yellow-brown, medium dense, moist Increase in clay content @ 14 feet Increases to dense @ 15 feet						
16		●	33	GW							
20–21	4	■	51	GW/GC	SANDY GRAVEL with CLAY (GW-GC) yellow-brown, very dense, moist						
25–26	5	■	83	GW/GC							

Boring terminated at a depth of 26.5 feet.
No groundwater encountered. Borings backfilled with cuttings.

[1] Blow counts converted to SPT N-values using a 0.6 sampler conversion factor.
[2] Elevation from "Topographic Survey Pruneyard Shopping Center" by Brian Kangas Foulk: 4 March 1995.

PROJECT: **PRUNEYARD SHOPPING CENTER**
Campbell, California

Log of Boring B-4

Boring location: See Site Plan, Figure 2
Date started: 7/28/95 | Date finished: 7/28/95
Drilling method: 6-inch diameter solid-stem auger
Hammer weight: Auto - 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (3-inch O.D. split barrel)

NOTES:
Logged by Kurt T. Ricci

Ground Surface Elevation: +185.5 feet[2]

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH DATA: Type of Strength Test	STRENGTH DATA: Test Surcharge Pressure Lbs/Sq Ft	STRENGTH DATA: Fines %	STRENGTH DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
					3.5 inches AC over 6 inches AB						
1–4	1	■	22	CL	CLAY with SAND (CL) brown, very stiff, dry	TxUU	360		2450	9.2	99
5–7	2, 3	■	20							8.4	95
8–9				CL	CLAY with GRAVEL (CL) brown, very stiff, dry						
10–12	4	■	31	GW-GC	SANDY GRAVEL with CLAY (GW-GC) brown, dense, dry						
14					Cobbles @ 14 feet Increases to very dense @ 15 feet						
15–17	5	■	62								
19					Moist @ 20.5 feet						
20–22	6	■	53								
25–26	7	■	71	CL	SANDY CLAY with GRAVEL (CL) brown and red-brown, hard, moist						

Boring terminated at a depth of 26.5 feet.
No groundwater encountered.
[1] Borings backfilled with cuttings.
Blow counts converted to SPT N-values using a 0.6 sampler conversion factor.
[2] Elevation from "Topographic Survey Pruneyard Shopping Center" by Brian Kangas Foulk; 4 March 1995.

PROJECT: **PRUNEYARD SHOPPING CENTER**
Campbell, California

Log of Boring B-5

Boring location: See Site Plan, Figure 2
Date started: 7/28/95 | Date finished: 7/28/95
Drilling method: 6-inch diameter solid-stem auger
Hammer weight: Auto - 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (3-inch O.D. split barrel)

NOTES:
Logged by Kurt T. Ricci

DEPTH (feet)	SAMPLES: Sample No.	Sample	Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH DATA: Type of Strength Test	Test Surcharge Pressure Lbs/Sq Ft	Fines %	Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	Dry Density Lbs/Cu Ft
					Ground Surface Elevation: +187.5 feet[2]						
					3.5 inches AC over 6 inches AB						
1–2				CL	CLAY with SAND(CL) brown, very stiff, dry						
3–4	1		22							11.5	98
5–6	2		43		Increases to hard @ 5 feet					10.5	109
7–9											
10–12	3		29	GW-GC	SANDY GRAVEL with CLAY (GW-GC) brown, medium dense, dry						
13–14											
15–16	4		65		Increases to very dense @ 15 feet						
17–19											
20–21	5		19	CL	CLAY (CL) brown, very stiff, moist, trace fine gravel						
22–23				GW-GC	SANDY GRAVEL with CLAY (GW-GC) mottled brown, very dense, moist						
24–25											
26	6		63								
27–30					Boring terminated at a depth of 26.5 feet. No groundwater encountered. Borings backfilled with cuttings. [1] Blow counts converted to SPT N-values using a 0.6 sampler conversion factor. [2] Elevation from "Topographic Survey Pruneyard Shopping Center" by Brian Kangas Foulk; 4 March 1995						

PROJECT: **PRUNEYARD SHOPPING CENTER**
Campbell, California

Log of Boring B-6

Boring location: See Site Plan, Figure 2
Date started: 7/28/95 | Date finished: 7/28/95
Drilling method: 6-inch diameter solid-stem auger
Hammer weight: Auto - 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (3-inch O.D. split barrel)

NOTES:
Logged by Kurt T. Ricci

DEPTH (feet)	SAMPLES: Sample No.	Sample	Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH DATA: Type of Strength Test	Test Surcharge Pressure Lbs/Sq Ft	Fines %	Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	Dry Density Lbs/Cu Ft
					Ground Surface Elevation: +188 feet[2]						
					3.5 inches AC over 6 inches AB						
1–3	1	■	34	CL	CLAYwith SAND (CL) brown, hard, dry LL = 40, PI = 18, See Figure B-4						
4–6	2	■	34							6.2	116
7–9											
10–12	3	■	55	GW-GC	SANDY GRAVEL with CLAY (GW-GC) yellow-brown, very dense, dry						
13–16	4	■	68								
17–20											
21	5	■	16	CL	CLAY (CL) brown, very stiff, moist						
22–23				GW-GC	SANDY GRAVEL with CLAY (GW-GC) yellow-brown and brown, dense, moist						
24–25	6	■	45/6"								
26–30					Boring terminated at a depth of 25.5 feet. No groundwater encountered.						

Borings backfilled with cuttings.
[1] Blow counts converted to SPT N-values using a 0.6 sampler conversion factor.
[2] Elevation from "Topographic Survey Pruneyard Shopping Center" by Brian Kangas Foulk; 4 March 1995.

Unified Soil Classification System

Major Divisions		Symbols	Typical Names
Coarse-Grained Soils (more than half of soil > no. 200 sieve size)	**Gravels** (More than half of coarse fraction > no. 4 sieve size)	**GW**	Well-graded gravels or gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels or gravel-sand mixtures, little or no fines
		GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
	Sands (More than half of coarse fraction < no. 4 sieve size)	**SW**	Well-graded sands or gravelly sands, little or no fines
		SP	Poorly-graded sands or gravelly sands, little or no fines
		SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
Fine -Grained Soils (more than half of soil < no. 200 sieve size)	**Silts and Clays LL = < 50**	**ML**	Inorganic silts and very fine sands, rock flour, silty fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
	Silts and Clays LL = > 50	**MH**	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of high plasticity, organic silty clays, organic silts
Highly Organic Soils		**Pt**	Peat and other highly organic soils

Grain Size Chart

Classification	Range of Grain Sizes	
	U.S. Standard Sieve Size	Grain Size in Millimeters
Boulders	Above 12"	Above 305
Cobbles	12" to 3"	305 to 76.2
Gravel	3" to No. 4	76.2 to 4.76
coarse	3" to 3/4"	76.2 to 19.1
fine	3/4" to No. 4	19.1 to 4.76
Sand	No. 4 to No. 200	4.76 to 0.074
coarse	No. 4 to No. 10	4.76 to 2.00
medium	No. 10 to No. 40	2.00 to 0.420
fine	No. 40 to No. 200	0.420 to 0.074
Silt and Clay	Below No. 200	Below 0.074

Sample Designation

- Sample driven with Sprague & Henwood (3-inch outside diameter) sampler. Darkened area indicates sample obtained
- Classification sample taken with Standard Penetration Test (2-inch outside diameter) sampler
- Undisturbed sample taken with 3-inch outside diameter Shelby tube
- Attempted sample with no recovery

PRUNEYARD SHOPPING CENTER
Campbell, California

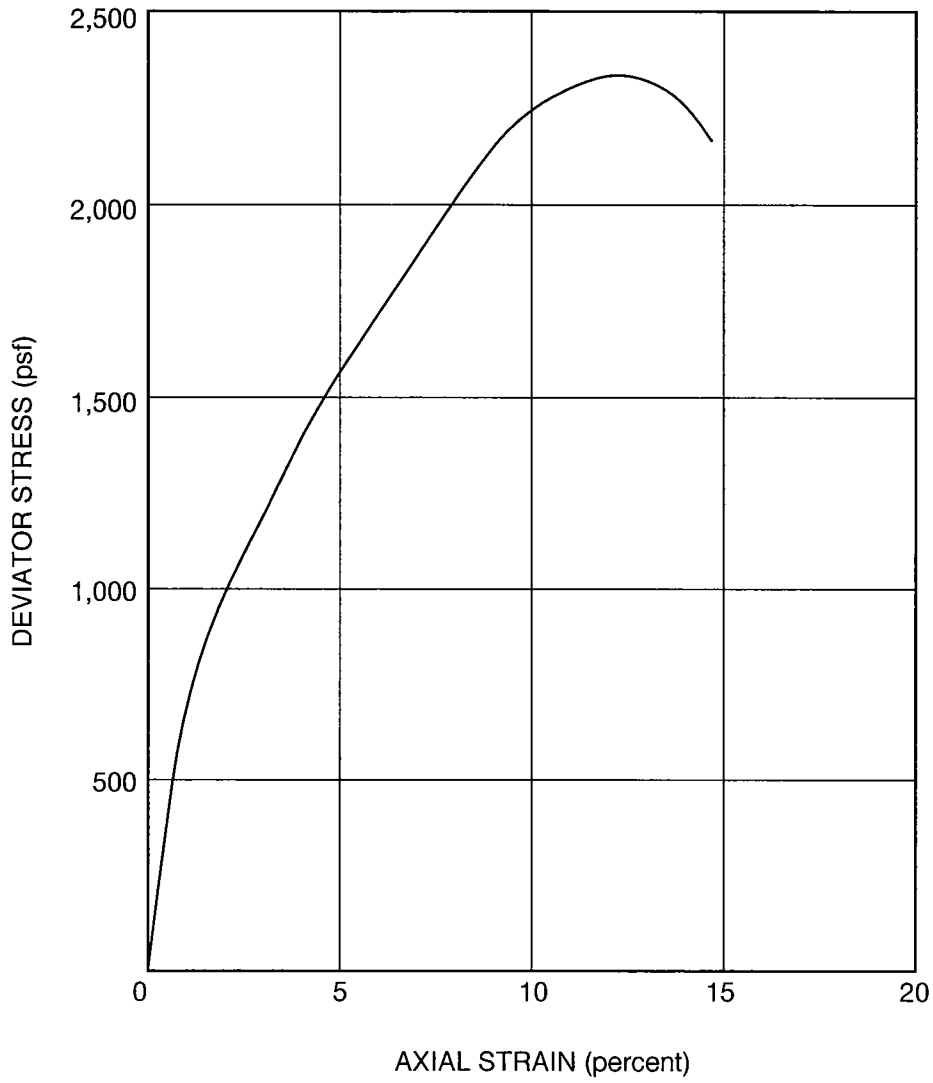
Treadwell&Rollo

CLASSIFICATION CHART

Project No. 1858.01 | Figure A-7

APPENDIX B

Laboratory Test Results



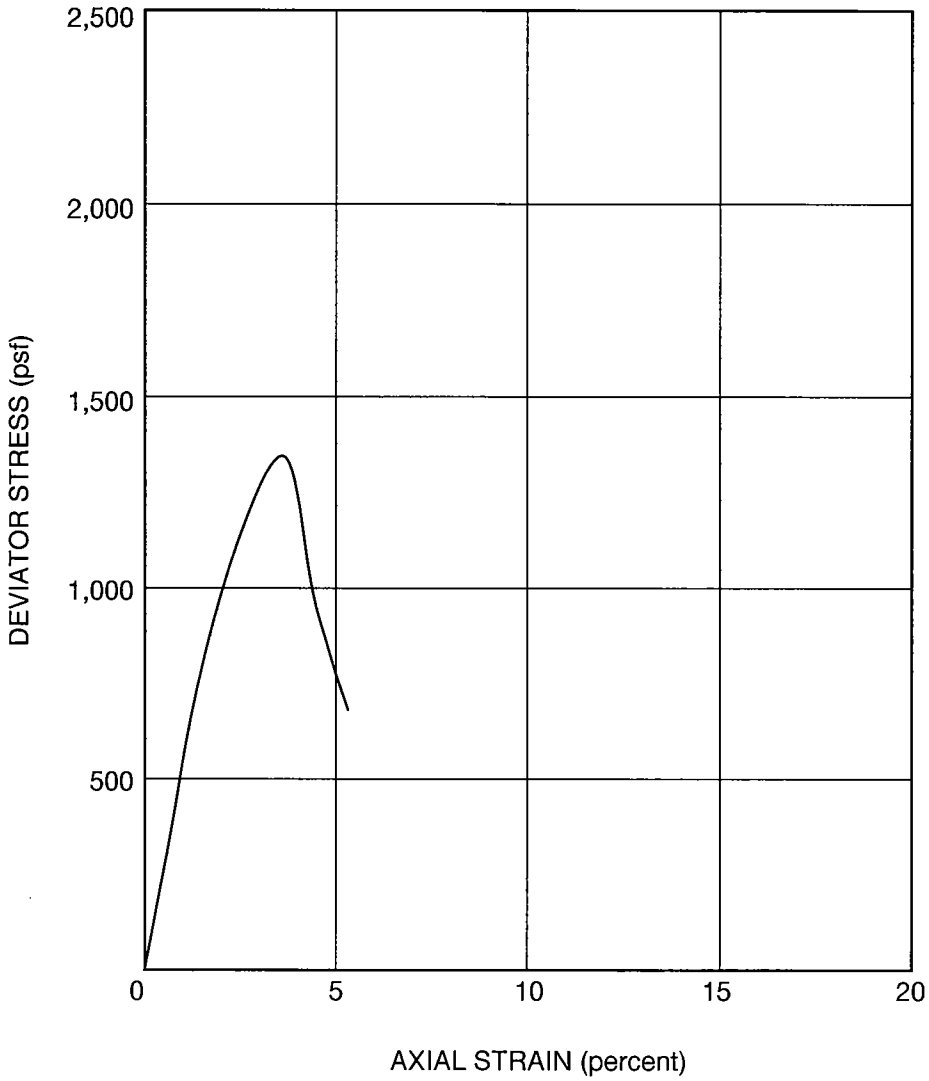
SPECIMEN TYPE	Undisturbed	SHEAR STRENGTH	1170 psf
DIAMETER (in) 2.40	HEIGHT (in) 5.49	STRAIN AT FAILURE	12.3 %
MOISTURE CONTENT	20.3 %	CONFINING PRESSURE	360 psf
DRY DENSITY	97 pcf	STRAIN RATE	0.7 %/min
CLASSIFICATION CLAY with SAND (CL); brown, stiff		SOURCE B-1 @ 3 feet	

PRUNEYARD SHOPPING CENTER
Campbell, California

UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST

Treadwell&Rollo

Project No. 1858.01 | Figure B-1



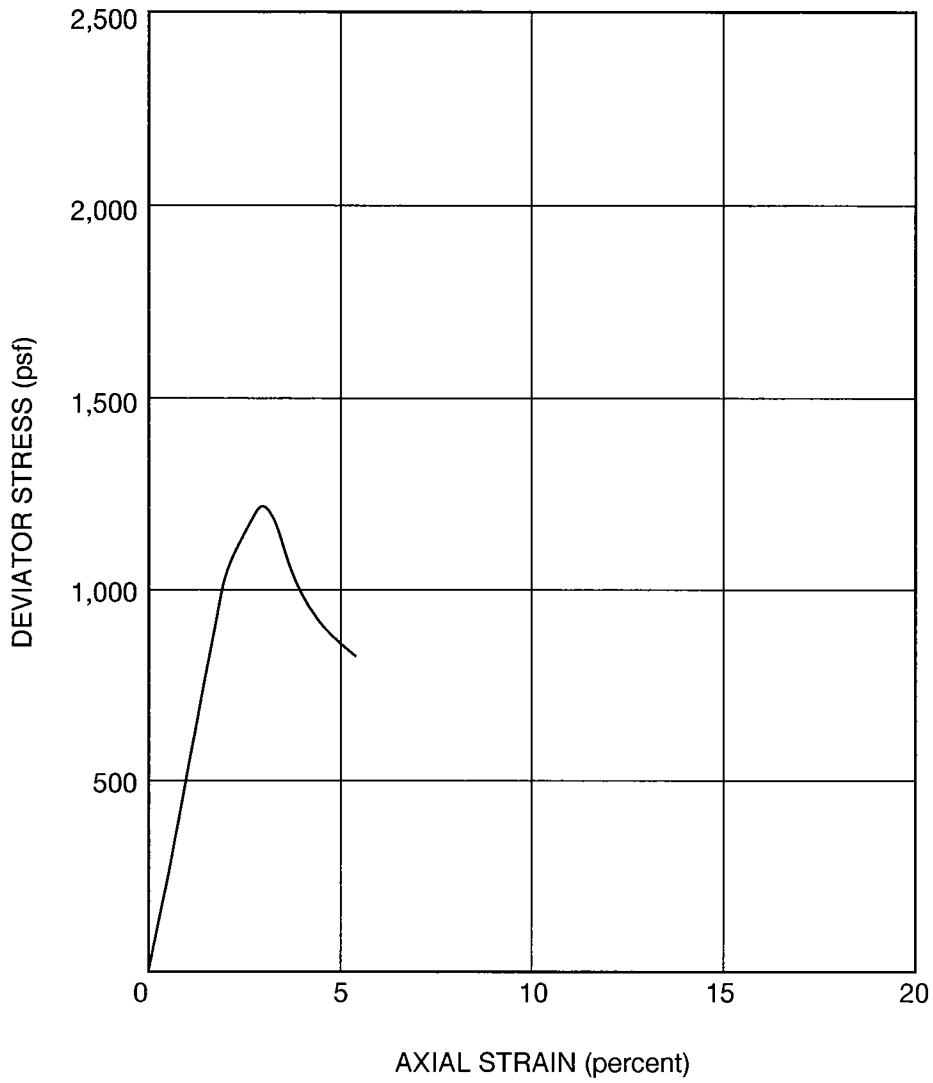
SPECIMEN TYPE	Undisturbed	SHEAR STRENGTH	2710 psf
DIAMETER (in) 2.40	HEIGHT (in) 5.50	STRAIN AT FAILURE	3.6 %
MOISTURE CONTENT	9.3 %	CONFINING PRESSURE	400 psf
DRY DENSITY	109 pcf	STRAIN RATE	0.7 %/min
CLASSIFICATION CLAY with SAND (CL); brown, stiff		SOURCE B-2 @ 3.5 feet	

PRUNEYARD SHOPPING CENTER
Campbell, California

UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST

Treadwell&Rollo

Project No. 1858.01 | Figure B-2



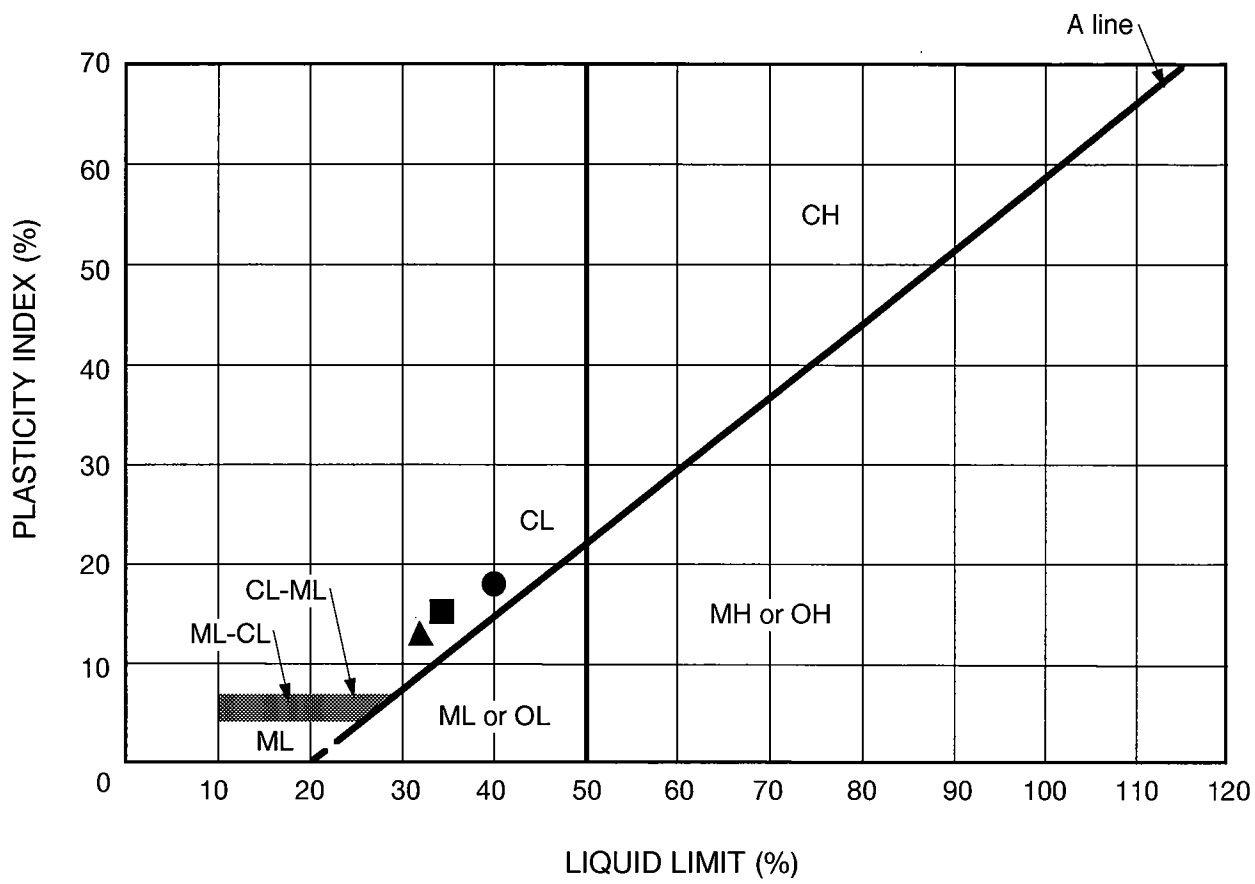
SPECIMEN TYPE	Undisturbed	SHEAR STRENGTH	2450 psf
DIAMETER (in) 2.40	HEIGHT (in) 5.26	STRAIN AT FAILURE	3.1 %
MOISTURE CONTENT	9.2 %	CONFINING PRESSURE	360 psf
DRY DENSITY	99 pcf	STRAIN RATE	0.7 %/min
CLASSIFICATION CLAY with SAND (CL); brown, very stiff		SOURCE B-4 @ 3.5 feet	

PRUNEYARD SHOPPING CENTER
Campbell, California

UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST

Treadwell&Rollo

Project No. 1858.01 | Figure B-3



Symbol	Source	Classification	Natural M.C. (%)	Liquid Limit (%)	Plasticity Index (%)	% Passing #200 Sieve
■	B-1 @ 3.5 feet	CLAY with SAND (CL) brown, stiff, moist		35	16	
▲	B-3 @ 3.5 feet	CLAY with SAND (CL) brown, very stiff, moist		32	13	
●	B-6 @ 3.5 feet	CLAY with SAND (CL) brown, hard, dry		40	18	

PRUNEYARD SHOPPING CENTER
Campbell, California

PLASTICITY CHART

Treadwell&Rollo

Project No. 1858.01 | Figure B-4

DISTRIBUTION

3 copies:	Mr. Chris Meany William Wilson & Associates 1999 South Bascom Avenue, Suite 200 Campbell, California 95008
1 copy:	Mr. Horan Lee Nishkian & Associates 150 Fourth Street, Suite 640 San Francisco, California 94103
1 copy:	Mr. Joe Decredico ELS Architects 2040 Addison Street Berkeley, California 94704

QUALITY CONTROL REVIEWER:

Craig S. Shields
Geotechnical Engineer

GEOTECHNICAL INVESTIGATION
Pruneyard Place
Campbell, California

Pruneyard Associates, LLC
Campbell, California

7 July 1997
Project No. 1858.03

Treadwell&Rollo
Environmental and Geotechnical Consultants

7 July 1997
Project 1858.03

Mr. David Word
Pruneyard Associates, LLC
1999 South Bascom Avenue, Suite 200
Campbell, California 95008

Subject: Geotechnical Investigation
Pruneyard Place
Campbell, California

Dear Mr. Word:

We are pleased to submit three copies of our geotechnical investigation report for the Pruneyard Place project. Additional copies have been transmitted as indicated below. The work described in the report is in fulfillment of our proposal dated 19 March 1997.

The recommendations contained in the report are based on limited subsurface exploration and laboratory testing programs. Consequently, variations between expected and actual soil conditions may be found in localized areas during construction. We should, therefore, be engaged to observe the installation foundations and preparation of building pad and parking lot subgrades, during which time we may make changes in our recommendations if deemed necessary.

We appreciate the opportunity of serving you on this project, and we look forward to working with you during its construction.

Sincerely yours,
TREADWELL & ROLLO, INC.

John Gouchon
Geotechnical Engineer

REGISTERED PROFESSIONAL ENGINEER
JOHN GOUCHON
GE 2282
Exp. 6/30/01
GEOTECHNICAL
STATE OF CALIFORNIA

Richard D. Rodgers
Geotechnical Engineer

REGISTERED PROFESSIONAL ENGINEER
RICHARD D. RODGERS
No. 722
Exp. 12/31/97
GEOTECHNICAL
STATE OF CALIFORNIA

18580302.JG

cc: Mr. Ron McLester - Hornberger & Worstell
Mr. Kevin Menninger - Nishkian & Associates
Mr. David Boyd - Webcor Builders

GEOTECHNICAL INVESTIGATION
Pruneyard Place
Campbell, California

Pruneyard Associates, LLC
Campbell, California

7 July 1997
Project No. 1858.03

Treadwell&Rollo
Environmental and Geotechnical Consultants

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	SCOPE OF SERVICES	2
3.0	FIELD INVESTIGATION	2
4.0	LABORATORY TESTING	4
5.0	SITE AND SUBSURFACE CONDITIONS	4
6.0	EXISTING BUILDINGS	5
7.0	DISCUSSION AND CONCLUSIONS	5
	7.1 Foundations	6
	7.1.1 Office Building Foundations	6
	7.1.2 Parking Structure Foundations	7
	7.2 Seismic Hazards	7
8.0	RECOMMENDATIONS	8
	8.1 Mat Foundation	8
	8.2 Footings	9
	8.3 Seismic Design	9
	8.4 Slabs-on-Grade	10
	8.5 Site Grading and Fill Placement	10
	8.6 Pavement Sections	11
	8.7 Construction Considerations	12
9.0	ADDITIONAL GEOTECHNICAL SERVICES	12
10.0	LIMITATIONS	13

FIGURES

APPENDIX A - Logs of Borings and CPTs

APPENDIX B - Laboratory Test Results

DISTRIBUTION

APPENDIX A
Log of Borings and CPTs

Figures	A-1 through A-18	Logs of borings B-1 through B-11
Figures	A-19	Classification Chart
Figures	A-20 through A-25	Results of CPT-1 through CPT-6

APPENDIX B
Laboratory Test Results

Figures	B-1 through B-4	Consolidation Tests
Figures	B-5 through B-8	Unconsolidated-Undrained Triaxial Compression Tests
Figure	B-9	Particle Size Analysis
Figure	B-10	Plasticity Chart

LIST OF FIGURES

Figure 1 Site Location Map

Figure 2 Site Plan

GEOTECHNICAL INVESTIGATION
PRUNEYARD PLACE
Campbell, California

1.0 INTRODUCTION

This report presents the results of our geotechnical investigation for the proposed Pruneyard Place project in Campbell. The project is in the Pruneyard shopping center and office complex at the corner of South Bascom and Campbell Avenues, as shown on Figure 1. The complex includes several office and retail buildings and a hotel surrounded by on-grade parking lots. Treadwell and Rollo previously performed a geotechnical investigation for several of the commercial buildings and is also preparing a geotechnical report for expansion of the hotel.

The project consists of a six-story office building and a three-level parking structure. These structures are approximately 220 feet by 90 feet and 315 by 250 feet in plan dimension, respectively. They will be located at the east end of the complex, adjacent to Highway 17 as shown on Figure 2 . The proposed sites for the parking structure and office building are currently asphalt parking lots for two adjacent office buildings.

We understand the office building will be steel-framed and the parking structure will be reinforced concrete. According to the project structural engineers, Nishkian & Associates, typical column loads for the two structures are as follows:

Office Tower

- Exterior column loads 540 kips (dead plus live loads)
- An average distributed load in the central core of about 2000 pounds per square foot (dead plus live load)

Parking Structure

- 200 to 400 kips (dead plus live load)

The typical column spacing for the parking structure will vary from 16 by 28 feet to 28 by 28 feet.

2.0 SCOPE OF SERVICES

Our scope of services was outlined in our proposal dated 19 March 1996. These services consisted of exploring the subsurface conditions at the site, performing laboratory tests and engineering analyses, and developing conclusions and recommendations regarding:

- soil conditions and groundwater level at the site
- appropriate foundation types for the proposed structures
- design criteria for the recommended foundation types
- estimates of foundation settlement
- subgrade preparation for floor slabs
- site seismicity and seismic hazards, if any
- pavement design criteria, including a discussion of subgrade preparation for soft soil
- Uniform Building Code site soil factor, "S."
- Construction considerations and potential construction problems

3.0 FIELD INVESTIGATION

Subsurface conditions were explored by drilling 11 test borings, designated as B-1 through B-11, and performing six Cone Penetration Tests (CPTs), designated as CPT-1 through CPT-6. The approximate locations of the borings and CPTs are shown on Figure 2. Borings were drilled to depths ranging from 20 to 80 feet below existing parking lot grade. Borings B-1 through B-8

were drilled using a truck-mounted drill rig equipped with six-inch-diameter, solid- and hollow-stem flight augers to depths ranging from 20 to 50 feet below existing ground surface. Borings B-9 through B-11 were drilled using rotary wash to depths of 50 to 80 feet.

During drilling, our field engineer logged the borings and obtained samples of the material encountered for visual classification and laboratory testing. Logs of the borings are presented in Appendix A on Figures A-1 through A-18. The material encountered was classified according to the soil classification system described on Figure A-19.

Soil samples were obtained using split-barrel samplers. Two types of split-barrel samplers were employed:

- a Sprague & Henwood sampler with a 3.0-inch outside diameter and 2.43-inch inside diameter

- a Standard Penetration Test (SPT) sampler with a 2.0-inch outside diameter and 1.5-inch inside diameter.

Both samplers were driven with a 140-pound, above-ground safety hammer falling 30 inches. The blow counts required to drive the S&H sampler the final 12 inches of an 18-inch drive were converted to SPT blow counts and are presented on the boring logs. Where the SPT sampler was used, the actual blow counts are shown on the logs.

The CPTs were performed by hydraulically pushing a 1.4-inch diameter, cone-tipped probe into the ground. The cone on the end of the probe measured tip resistance, and a sleeve behind the cone tip measured frictional resistance. A small, porous stone between the cone and the friction sleeve monitored pore pressures in the soil during penetration. Electrical gauges within the cone measured soil parameters continuously during the entire depth of each probing. Soil data,

including tip resistance, frictional resistance, pore water pressure, and probe inclination were recorded in the field by computer during each test. Accumulated data were processed by computer to provide engineering information, such as the types and approximate strength characteristics of the soil encountered.

The CPTs were performed to depths of about 25 to 60 feet. CPT logs, showing tip resistance, local friction and friction ratios, as well as an interpreted soil profile, are presented in Appendix A as Figures A-20 through A-25.

Both the borings and CPTs were backfilled in accordance with the requirements of the Santa Clara Valley Water District, and the top three inches were filled with asphalt patch.

4.0 LABORATORY TESTING

Each sample was re-examined to confirm field classifications, and representative soil samples were selected for testing. Samples were tested to measure moisture content, dry density, plasticity index, compressibility, grain size distribution and undrained shear strength. The laboratory test results are presented on the boring logs and in Appendix B on Figures B-1 through B-10.

5.0 SITE AND SUBSURFACE CONDITIONS

Currently the sites of both structures are asphalt parking lots. They are both relatively level; ground surface elevations vary from Elevation 184 feet to 188[1] feet with the low spots corresponding to drainage inlets.

---

[1] All elevations are referenced to *Topographic Survey, Pruneyard Shopping Center*, Drawing Number 956007-10, by Brian Kangas Foulk.

Our test borings indicate the subsurface conditions of the two sites are similar. Both are underlain by approximately 15 to 18 feet of stiff to very stiff, overconsolidated clay and sandy clay, with occasional deposits of medium-dense silty sand. Fill was encountered at borings B-4, B-6, B-7, B-8, B-10 and B-11. The thickness of the fill varied from about 2 to 4 feet. Beneath the clay is dense to very dense sandy gravel, with varying amounts of clay, that extends to the maximum depth explored. Atterberg limits tests indicate the upper clay layer has low to moderate expansive potential.

Groundwater was not encountered in any of our test borings. However, during previous investigations a groundwater elevation of 145 feet was recorded.

6.0 EXISTING BUILDINGS

The existing shopping center and office buildings were constructed in the early 1970s. The shopping center buildings are generally one and two story structures. However, there are two office towers, 10 and 18 stories, in the vicinity of the proposed construction. Foundation design drawings for the 10- and 18-story office buildings indicate they are supported on drilled, cast-in-place, concrete piers with bells. The piers derive their support from the dense gravel layer below the surface clay layer. The low-rise commercial buildings and the hotel are supported on either shallow footings or short drilled, straight shaft piers.

7.0 DISCUSSION AND CONCLUSIONS

From a geotechnical standpoint, we conclude the site is suitable for the proposed construction. Our conclusions regarding foundation types and seismic hazards are discussed in the remainder of this section.

7.1 Foundations

The primary concern for the office building and parking structure foundation systems is the settlement resulting from compression of the near surface clay layer under the loads of the new structures. A shallow foundation system has been analyzed for both structures, and we understand the estimated total and differential settlements can be tolerated. However, we judge that the foundations should be designed to minimize the effects of the settlement by stiffening and enlarging the foundations to spread loads as evenly as practical. Otherwise, a deep-foundation system such as piers similar to those used for the existing office buildings would be required. A discussion regarding shallow foundations and estimated settlement for each structure is presented in the subsequent sections. Our estimates of settlement assume finished floor elevations will be at or near existing grades and that fill placement will be minor.

7.1.1 Office Building Foundations

We have discussed the project with your structural engineer and understand that to resist uplift and support compression loads, a mat foundation is feasible for the central core of the office building. The mat would have plan dimensions of about 140 by 40 feet. Because of the elevator core, it is estimated the mat will be depressed about 8 feet below existing grade, which will result in removal of about 8 feet of compressible material. Based on dimensions of the mat and a uniform pressure distribution 2000 psf, we estimate total settlement of about 2 inches at the center and about 1 inch at the edges could occur over the life of the building. Although a mat foundation will not reduce total settlements significantly, it will reduce differential settlements because the stiffness of the mat. Our estimates do not include mat stiffness which would tend to reduce differential settlements even more. The structural engineer can evaluate the effect of the stiffness of the mat using parameters presented in Section 8.1 of this report.

Outside of the central core the ground floor will be at grade. Perimeter column loads may be supported by continuous footings provided the settlement is acceptable. Based on the loading information provided by the structural engineer, we estimate total settlements of about 2 inches and differential settlements between columns of about 1 inch between heavily loaded and lightly loaded perimeter columns.

We anticipate most of the settlement beneath the mat and about half of the settlement below footings will occur during construction.

7.1.2 Parking Structure Foundations

We anticipate the parking structure will generally be at grade. The parking structure may be supported on strip footings. In the interior of the structure, the strip footings should connect columns in the short bay directions, and should be continuous around the perimeter. We estimate that total settlements will range from about 1.5 to 2 inches for the range of loads provided by the structural engineer. Differential settlements for this system should range from about ¾ to 1 inch. We anticipate about half of the settlement below footings will occur during construction.

7.2 Seismic Hazards

The San Francisco Bay area is a seismically active region. The major active faults in the region are the San Andreas, Calaveras, and Hayward Faults. The site is approximately 8.5 miles east of the San Andreas Fault, 10 miles west of the Calaveras Fault, and 16 miles southwest of the Hayward Fault. These active faults are characterized by right-lateral, strike-slip movement. Numerous earthquakes have occurred in the region during historical time, the largest of which was the great San Francisco earthquake (Richter magnitude 8.3) of 18 April 1906. Notable earthquakes on the Hayward Fault are those of 1836 and 1868, estimated at Richter magnitudes of 6.5 to 7.5, respectively.

Published data does not indicate any known active fault or extension of an active fault beneath the site. Due to the high seismicity of the area, the site is expected to undergo strong ground shaking during a major earthquake. Strong shaking can result in ground failure associated with liquefaction, earthquake-induced settlement, and landsliding. Based on our test borings, a review of historical reports of the area, and a reconnaissance of the site, we judge the risk of these seismic hazards at the site is low.

8.0 RECOMMENDATIONS

Recommendations for foundations, seismic design, and site grading are presented in this section of the report.

8.1 Mat Foundation

The mat foundation for the central core should be bottomed on stiff native clay. The excavation for the mat should be free of all debris, loose compressible soil, and free-standing water before concrete is placed. We recommend a maximum allowable bearing pressure of 2,000 psf for dead plus live loads, with a one-third increase for seismic forces.

For the structural design of the mat and estimating immediate mat deflections, we recommend a coefficient of subgrade reaction (K_S) be estimated as shown:

$K_S = k_1 \{(B+1)/2B\}^2$ kips per cubic foot (kcf)

where k_1=280 kips per cubic foot (kcf), and

B = mat width in feet.

Resistance to lateral loads can be mobilized by a combination of passive pressure acting against the vertical faces of foundation elements and base friction. Passive earth pressures expressed as an uniform pressure of 1200 psf and an allowable base friction 1000 psf may also be used for

computing lateral resistance. The contribution to lateral resistance of the upper foot of soil should be ignored unless confined by a concrete slab. A factor of safety of approximately 1.5 is included in these values.

8.2 Footings

We recommend footings be designed for a maximum allowable bearing pressure of 3,500 psf for dead plus live loads and 4,500 psf for total design loads. Continuous footings should be at least 24 inches wide and be embedded a minimum of 24 inches below the lowest adjacent grade.

Lateral loads can be resisted by a combination of passive pressures on the vertical faces of the footings and friction between the soil and footing bottoms. When calculating passive resistance, we recommend using a uniform pressure of 1,200 psf. A coefficient of friction of 0.3 should be used to compute frictional resistance. These values include a factor of safety of approximately 1.5. The upper foot of soil should be ignored when computing passive resistance, unless the soil is confined by a concrete slab.

We should check footing excavations prior to placement of reinforcing steel. Excavations should be free of standing water, debris, and loose compressible materials prior to concrete placement. If disturbed soil is encountered at the bottom of footing excavations, the excavations should be deepened to more competent material as determined by the geotechnical engineer, and the overexcavation backfilled with lean concrete.

8.3 Seismic Design

The proposed structures should be designed according to the seismic provisions of the Uniform Building Code (UBC). For design in accordance with the 1994 UBC, we recommend using a site coefficient "S" factor of 1.2 corresponding to soil type S_2.

8.4 Slabs-on-Grade

Slabs-on-grade for the office buildings should be underlain by a moisture barrier consisting of at least four inches of clean, free-draining, crushed rock (1/2- to 3/4-inch gradation) overlain by a moisture-proof membrane at least six mil thick. The standard of practice is to cover membrane with two inches of sand to protect it from puncturing or tearing during construction and to aid in concrete curing. If the owner deems it acceptable and is willing to deviate from the standard of practice, the two inches of sand may be omitted; however, as a precaution, a membrane 10 mils thick instead of six mils thick should be used.

Installation of a moisture barrier in the parking structure (if a concrete floor is used) would be the option of the owner and would depend on the need to prevent moisture penetration through the slab.

Because of the low to moderate expansion potential of the surface soil, the subgrade should be moistened prior to placing capillary break or garage slab.

8.5 Site Grading and Fill Placement

Areas to receive fill should be stripped of organic soil or pavements, scarified to a depth of six inches, moisture conditioned, and compacted to at least 90 percent relative compaction[2]. Any unsuitable soil encountered at subgrade should be removed and replaced with compacted fill. The stripped organic soil may be stockpiled for later use as fill in landscaped areas, if approved by the architect. Asphalt may be re-used as fill if it meets the size requirements for fill and if it is acceptable from an environmental standpoint.

General fill and backfill requirements should specify that material be moisture conditioned and compacted in lifts of eight inches or less using mechanical equipment. Fill beneath slabs-on-grade, in utility trenches, and around foundations should be compacted to at least 90 percent

---

[2] Relative compaction refers to the in-place dry density of soil expressed as a percentage of the maximum dry density of the same material, as determined by the ASTM D1557-91 laboratory compaction procedure.

relative compaction, except in pavement areas, where the upper 6 inches should be compacted to 95 percent relative compaction.

All materials to be used as fill should be free of organic material, contain neither rocks nor lumps larger than four inches in greatest dimension. Imported fill should also meet these criteria and have a low expansion potential. Samples of imported material should be submitted to the geotechnical engineer for approval and testing at least 72 hours before delivery to the site.

8.6 Pavement Sections

The State of California resistance value (R-value) method for flexible pavement design was used to develop recommendations for the asphalt concrete pavement sections. Traffic data are not available for the proposed roadways or parking lots; therefore, we have assumed traffic indices of (TI) of 4.5 and 5.5 for parking lots and roadways, respectively. We have assumed an R-value of 20 for our analysis. Once the site has been stripped, the subgrade material in pavement areas should be tested to confirm the R-value.

TI	Asphaltic Concrete (inches)	Class 2 Aggregate Base (R=78) (inches)
4.5	2.5	7
5.5	2.5	10

The upper six inches of subgrade soil beneath the pavement should be compacted to at least 95 percent relative compaction. Aggregate base should conform to Section 26-1.02B of the current Caltrans Standard Specifications, January 1988. All aggregate base should be compacted to at least 95 percent relative compaction.

8.7 Construction Considerations

The upper clay soil is very silty to a depth of 18 feet. Our previous experience during construction of buildings and pavements at the site indicates the surface soil is susceptible to disturbance once wet. During earthwork operations, we recommend that special precautions are taken to avoid exposing the subgrade to water, except as discussed under slabs-on-grade. Once wet, pumping and rutting of the subgrade may result under construction equipment. The contractor should carefully monitor the moisture content and evaluate the need of adding water. Wet areas may already exist due to irrigation or poor drainage. If pumping of the subgrade soil occurs, overexcavation of the soft areas may be required to repair the condition. The overexcavation should be backfilled with suitable dry material that meets the requirements for fill. The depth of the overexcavation could be as much as two feet and require the placement of a reinforcing fabric to bridge the soft areas.

Excavation for the central core or parking ramps may be made by open cut with sloping sides, where space permits. Temporary slopes should not be steeper than 1:1 (horizontal to vertical) for slopes up to 15 feet high. All slopes should be monitored during excavation to verify their stability.

Because a large portion of the settlement will occur during construction, we recommend slabs-on-grade and exterior finishes be sequenced as late as possible in the construction to reduce the effects of settlement.

9.0 ADDITIONAL GEOTECHNICAL SERVICES

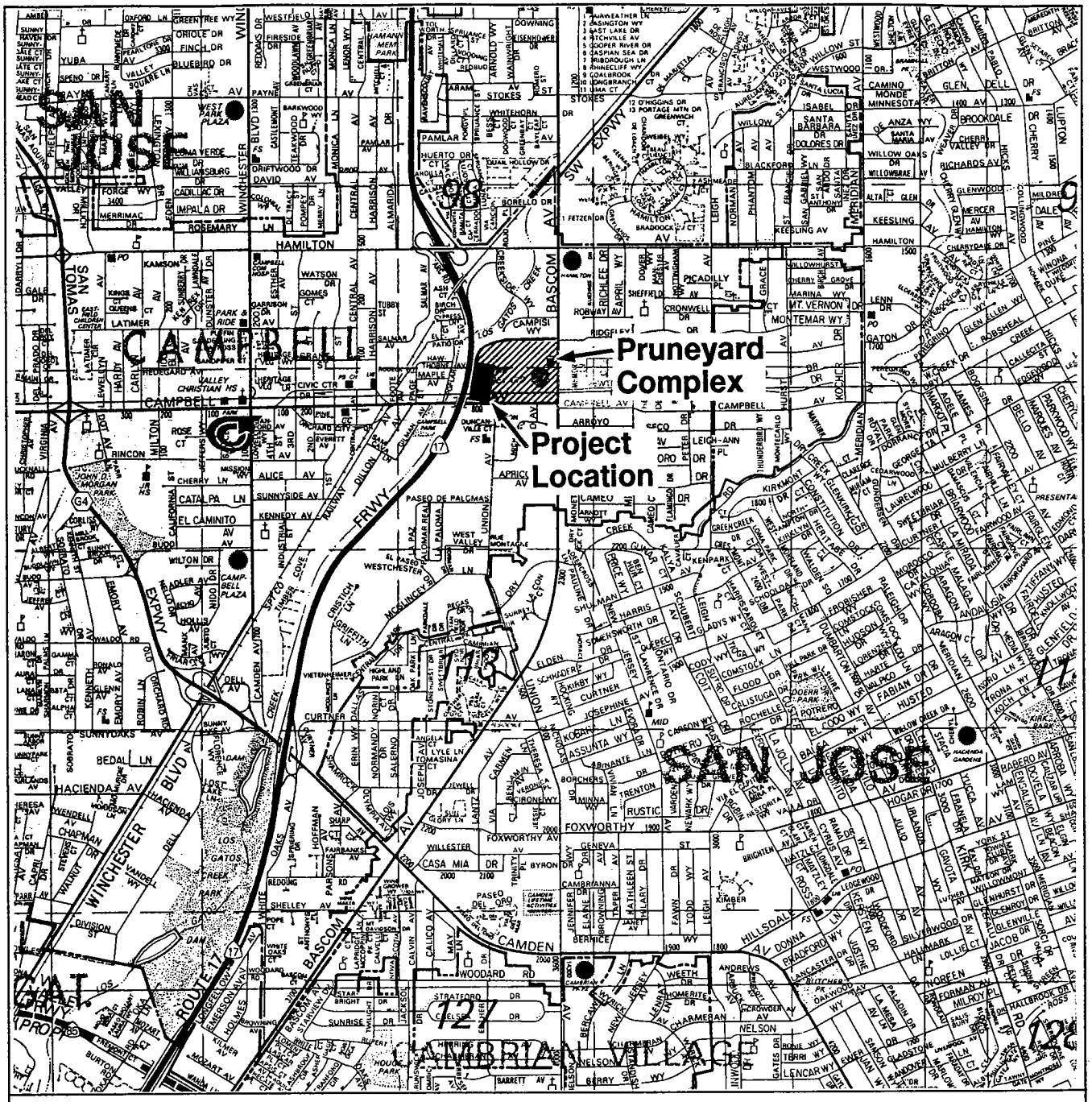
Prior to construction, Treadwell & Rollo should review the project plans and specifications to check their conformance with the intent of our recommendations. During construction, we should observe site preparation, placement and compaction of backfill, and installation of the

building foundations. These observations will allow us to compare the actual with the anticipated soil and bedrock conditions and to check that the contractor's work conforms with the geotechnical aspects of the plans and specifications. We would be pleased to provide a cost estimate for these services once a construction schedule is available.

10.0 LIMITATIONS

The conclusions and recommendations presented in this report result from limited engineering studies based on our interpretation of the geotechnical conditions existing at the time of the investigation. Actual subsurface conditions may vary. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that described in this report, Treadwell & Rollo, Inc. should be notified to make supplemental recommendations, if necessary.

FIGURES



Base map: The Thomas Guide
Golden Gate Street Guide and Directory
1993 edition

0 1/2 Mile

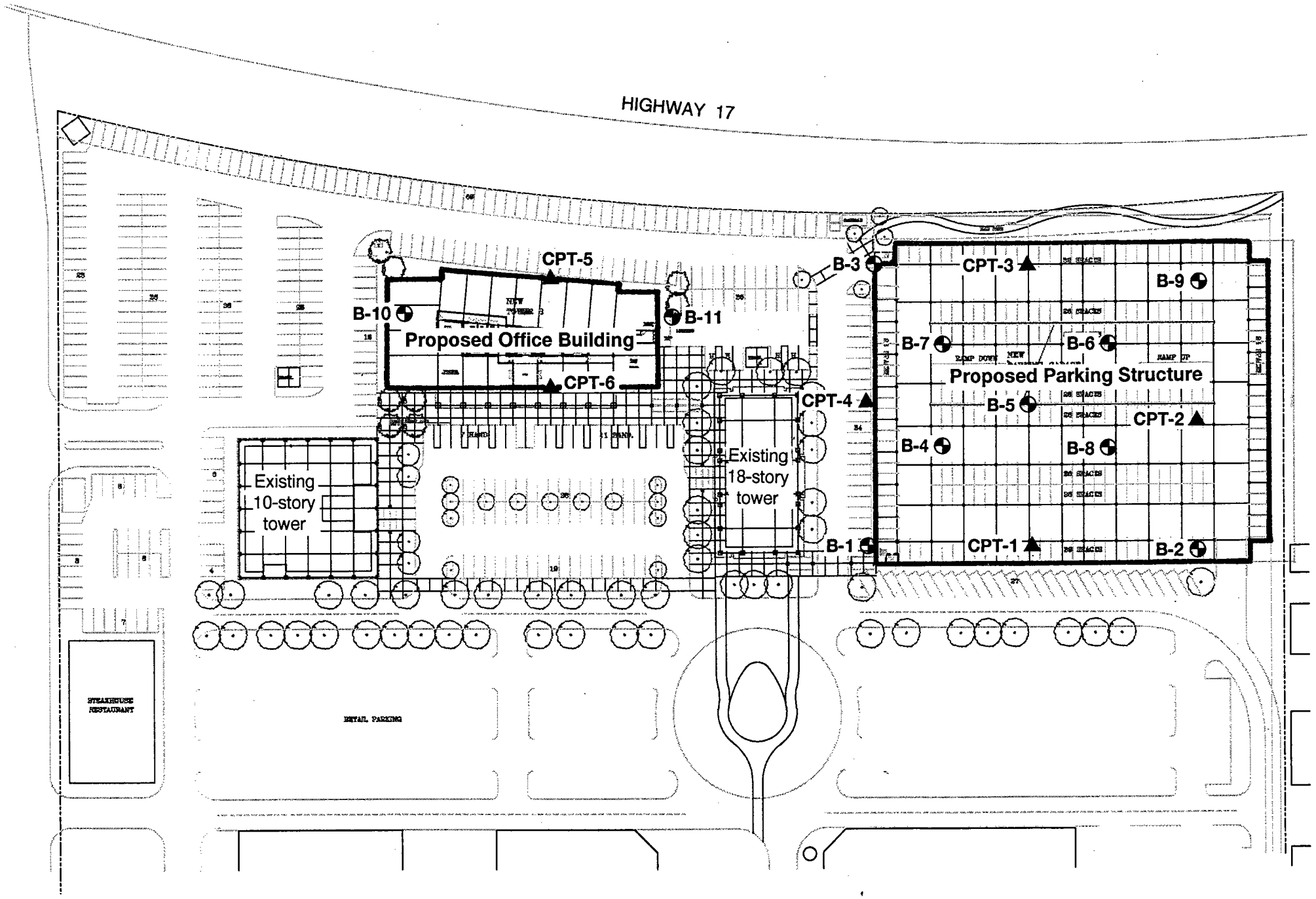
Approximate scale

PRUNEYARD PLACE
Campbell, California

SITE LOCATION MAP

Treadwell&Rollo

Project No. 1858.03 | Figure 1



EXPLANATION

B-1 Approximate location and designation of boring

CPT-1 Approximate location and designation of cone penetrometer test

0 100 Feet

Approximate scale

Reference: Autocad drawing provided by Hornberger & Worstell.

PRUNEYARD PLACE
Campbell, California

SITE PLAN

Project No. 1858.03 | Figure 2

Treadwell&Rollo

APPENDIX A
Logs of Borings and CPTs

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-1

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 4/21/97 | Date finished: 4/21/97
Drilling method: Hollow-stem auger
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

DEPTH (feet)	SAMPLES: Sample No.	Sample	Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION (Ground Surface Elevation: ~185 feet [2])	STRENGTH DATA: Type of Strength Test	Test Surcharge Pressure Lbs/Sq Ft	Fines %	Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	Dry Density Lbs/Cu Ft
					4-inches asphalt, 8-inches aggregate baserock						
1–3	1	■	11	CL	SANDY CLAY (CL) brown, stiff, moist					21.2	102
4–5	2	■	12	CL						18.2	105
6–7											
8–9				SM	SILTY SAND (SM) light brown, medium dense, dry, fine grained						
9–10	3	■	10	SM							
11–12				CL	SANDY CLAY (CL) brown, stiff, moist, with pieces of gravel						
13–15	4	■	7	CL							
16–17				CL	grading with gravel from 16 to 18 feet						
18–20	5	■	14	GW-GC	GRAVEL with SAND and CLAY (GW - GC) light brown, medium dense to dense, moist						
21–23				GW-GC							
24–25	6	■	38	GW-GC							
26–28				GW-GC							
29–30	7	■	48	GW-GC							

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-1

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
31					GRAVEL with SAND and CLAY (GW - GC) (continued)						
32											
33											
34			46	GW-GC							
35	8										
36											
37											
38											
39			25								
40	9										
41					SANDY SILT (ML) brown, stiff, wet						
42											
43				ML							
44			16								
45	10										
46					GRAVEL with SAND and CLAY (GW - GC) brown, very dense, wet						
47											
48				GW-GC							
49			57								
50	11										
51					Boring terminated at a depth of 50 feet. No groundwater encountered. Boring backfilled with cement grout.						
52											
53					[1] Blow counts have been converted to Standard Penetration Test N-values.						
54											
55					[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.						
56											
57											
58											
59											
60											

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-2

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 4/22/97 | Date finished: 4/22/97
Drilling method: Hollow-stem auger
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

DEPTH (feet)	SAMPLES: Sample No.	Sample	Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION (Ground Surface Elevation: ~184 feet [2])	STRENGTH: Type of Strength Test	Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	Dry Density Lbs/Cu Ft
					4-inches asphalt, 8-inches aggregate baserock						
1–3	1	■	10	CL	CLAY (CL) brown, stiff, dry, with occasional pockets of sand LL = 39, PL = 23, PI = 16			93		23.8	93
4–8	2	■	14	CL						18.8	100
9–10	3	■	8	SC	CLAYEY SAND (SC) dark brown, stiff, dry, very fine grained						
11–15	4	■	8	CL	CLAY with SAND (CL) brown, stiff, moist						
16–20	5	■	22	GW-GC	GRAVEL with SAND and CLAY (GW - GC) brown, medium dense to dense, moist						
21–30	6	■	33	GW-GC							

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-2

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
31		●	32 / 4"	GW-GC	GRAVEL with SAND and CLAY (GW - GC) (continued) very dense						
32											
33											
34											
35			32 / 5"								
36	7	■									
37											
38											
39											
40			35 / 6"								
41	8	■									
42											
43				ML	SANDY SILT (ML) brown, stiff, wet						
44											
45			13								
46	9	■									
47											
48				GW-GC	GRAVEL with SAND and CLAY (GW - GC) brown, dense, wet						
49											
50			37								
51	10	■			Boring terminated at a depth of 51.5 feet. No groundwater encountered. Boring backfilled with cement grout.						
52											
53											
54											
55											
56											
57											
58											
59											
60											

[1] Blow counts have been converted to Standard Penetration Test N-values.

[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-3

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 4/22/97 | Date finished: 4/22/97
Drilling method: Flight auger
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION (Ground Surface Elevation: ~186 feet[2])	STRENGTH DATA: Type of Strength Test	STRENGTH DATA: Test Surcharge Pressure Lbs/Sq Ft	STRENGTH DATA: Fines %	STRENGTH DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
					4-inches asphalt, 8-inches aggregate baserock						
1–2	1	■	16	CL	CLAY (CL) brown, very stiff, moist, with silt						
3–5	2	■	12	CL		TxUU	500		3,760	16.4	103
6–8				CL	grading with sand at 8 feet						
9–10	3	■	18	CL						15.1	113
11–13				CL	SANDY CLAY (CL) light brown, very stiff, moist, with pieces of gravel						
14–15	4	■	22	CL							
16–18				GW	SANDY GRAVEL (GW) brown, dense, moist						
19–20	5	■	30	GW							
21–23				GW							
24–25	6	■	32 / 4.5"	GW	very dense						
26–27				GW-GC	GRAVEL with SAND and CLAY (GW - GC) brown, very dense, moist						
28–29	7	■	58 / 11"	GW-GC				6.9			
30											

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-3

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
31				GW-GC	GRAVEL with SAND and CLAY (GW - GC) (continued)						
32											
33											
34	8	■	54								
35											
36											
37											
38											
39	9	■	32 / 5"								
40											
41											
42				CL	CLAY (CL) light brown, medium stiff, moist						
43											
44											
45											
46	10	■	5								
47											
48											
49				GC	GRAVEL with CLAY (GC) brown, very dense, wet, with occasional cobbles						
50	11	■	51" / 9								
51											
52					Boring terminated at a depth of 51 feet. No groundwater encountered. Boring backfilled with cement grout.						
53											
54					[1] Blow counts have been converted to Standard Penetration Test N-values.						
55											
56					[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.						
57											
58											
59											
60											

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-4

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 4/22/97 | Date finished: 4/22/97
Drilling method: Flight auger
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

DEPTH (feet)	SAMPLES: Sample No.	Sample	Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION (Ground Surface Elevation: ~185 feet[2])	STRENGTH: Type of Strength Test	Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	Dry Density Lbs/Cu Ft
1					4-inches asphalt concrete, 9-inches baserock						
2–3	1	■	13	ML	CLAYEY SILT (ML) brown, medium dense, moist — FILL					18.9	101
4–7	2	■	12	CL	CLAY (CL) brown, stiff, moist, with silt; See Figure B-1 for Consolidation Test					19.5	101
8–12	3	■	12	SM	SILTY SAND with CLAY (SM) brown, medium dense, moist						
13–17	4	■	13	CL	SANDY CLAY with GRAVEL (CL) brown, stiff, dry, with some rocks						
18–21	5	■	19	GW	SANDY GRAVEL (GW) brown, medium dense, moist						
22–30					Boring terminated at a depth of 21.5 feet. No groundwater encountered. Boring backfilled with cement grout.						

[1] Blow counts have been converted to Standard Penetration Test N-values.

[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-5

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 4/23/97 | Date finished: 4/23/97
Drilling method: Flight auger
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION (Ground Surface Elevation: ~185 feet [2])	STRENGTH DATA: Type of Strength Test	STRENGTH DATA: Test Surcharge Pressure Lbs/Sq Ft	STRENGTH DATA: Fines %	STRENGTH DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
1					2-inches asphalt concrete, 8-inches aggregate baserock						
2–3	1	■	12	CL	CLAY (CL) dark brown, stiff, dry to moist, with silt						
4–5	2	■	13	CL	SANDY CLAY (CL) dark brown, stiff, dry to moist, with silt	TxUU	600		2,110	20.7	102
8–9	3	■	13	CL	CLAY with SAND (CL) dark brown, very stiff, dry to moist						
13–14	4	■	10	CL	See Figure B-2 for Consolidation Test					19.7	103
19–20	5	■	35	GW	SANDY GRAVEL (GW) brown, dense, moist						

Boring terminated at a depth of 20 feet.
No groundwater encountered.
Boring backfilled with cement grout.

[1] Blow counts have been converted to Standard Penetration Test N-values.

[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-6

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 4/24/97 | Date finished: 4/24/97
Drilling method: Flight auger
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
					Ground Surface Elevation: ~185 feet[2]						
1					2-inches asphalt concrete, 8-inches aggregate baserock						
2–3	1	■	12	SM/SC	SILTY SAND with CLAY (SM/SC) dark brown, stiff, dry to moist grading to sandy clay with pockets of sand at 2.5 feet (FILL)						
4–6	2	■	12	CL-ML	SILTY CLAY (CL - ML) dark brown, stiff, dry						
8–9	3	■	14	SC	CLAYEY SAND (SC) dark brown, medium dense, dry to moist						
14–15	4	■	14	SC	grading with occasional pieces of gravel from 12.5 to 16 feet						
17–18				GW	GRAVEL with SAND (GW) brown, medium dense, moist						
19–20	5	■	30	GW							
21					Boring terminated at a depth of 20 feet. No groundwater encountered. Boring backfilled with cement grout.						

[1] Blow counts have been converted to Standard Penetration Test N-values.

[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-7

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 4/24/97 | Date finished: 4/24/97
Drilling method: Flight auger
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

DEPTH (feet)	SAMPLES: Sample No.	Sample	Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION (Ground Surface Elevation: ~186 feet [2])	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
					4-inches asphalt, 8-inches aggregate baserock						
1–3	1	■	10	CL-ML	SILTY SANDY CLAY (CL - ML) brown, stiff, dry; with debris (wood, cable) at 3 feet — FILL					15.2	97
4–6	2	■	10	CL-ML	SILTY SAND CLAY (CL - ML) dark brown, stiff,dry						
7–11	3	■	11	SC	CLAYEY SAND (SC) brown, medium dense, dry						
12–16	4	■	10	SC	grading with more clay and seams of sand from 15 to 17.5 feet						
17–19				SW	SAND with GRAVEL (SW) brown, medium dense, moist						
20–21	5	■	25	SW							
22–30					Boring terminated at a depth of 21.5 feet. No groundwater encountered. Boring backfilled with cement grout.						

[1] Blow counts have been converted to Standard Penetration Test N-values.

[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-8

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 4/24/97 | Date finished: 4/24/97
Drilling method: Flight auger
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION (Ground Surface Elevation: ~184.5 feet [2])	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
					4-inches asphalt, 8-inches aggregate baserock						
1–3	1		10	CL	CLAY with SAND (CL) brown, stiff, moist, with pockets of sand and pieces of gravel in the upper 3 feet — FILL						
4–10	2, 3		15, 15	CL	CLAY (CL) brown, very stiff, moist	TxUU	500		2,040	21.8	100
11–15	4		10	CL	SANDY CLAY (CL) dark brown, stiff, moist, with pockets of sand						
16–20	5		26	GW	SANDY GRAVEL (GW) brown, medium dense, moist						
21–30					Boring terminated at a depth of 20 feet. No groundwater encountered. Boring backfilled with cement grout.						

[1] Blow counts have been converted to Standard Penetration Test N-values.

[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-9

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 5/2/97 | Date finished: 5/2/97
Drilling method: Rotary wash
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION (Ground Surface Elevation: ~186 feet [2])	STRENGTH DATA: Type of Strength Test	STRENGTH DATA: Test Surcharge Pressure Lbs/Sq Ft	STRENGTH DATA: Fines %	STRENGTH DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
1					3-inches asphalt concrete, 10-inches aggregate baserock						
2–8	1	■	15	CL	CLAY with SILT (CL) brown, stiff, dry						
9–18	2	■	15	SC	SAND with CLAY (SC) brown, medium dense, dry						
19–21	3	■	43	GW-GC	GRAVEL with SAND and CLAY (GW - GC) brown-gray, dense, wet						
22–30					Boring terminated at a depth of 21.5 feet. Groundwater unknown due to rotary wash. Boring backfilled with cement grout.						

[1] Blow counts have been converted to Standard Penetration Test N-values.

[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-10

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 5/1/97 | Date finished: 5/1/97
Drilling method: Rotary wash
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

Ground Surface Elevation: ~188 feet [2]

DEPTH (feet)	SAMPLES: Sample No.	Sample	Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
					2-inches asphalt concrete, 8-inches aggregate baserock						
1–2	1	■	16	CL	CLAY with SAND (CL) brown, stiff, moist — FILL					10.0	118
3–7	2	■	16	CL	CLAY (CL) dark brown, stiff, moist LL = 38, PL = 20, PI = 18 See Figure B-3 for Consolidation Test			87		22.0	102
8–15	3	■	8	CL	CLAY (CL) brown, medium stiff, moist, with sand and gravel LL = 26, PL = 17 PI = 9			56		18.1	106
16–18	4	■	5	CL							
19–21	5	■	29	GW	SANDY GRAVEL (GW) brown, medium dense, wet						
22–26	6	■	33	GW	very dense						
27–30											

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-10

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot 1	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
31	7	■	52		SANDY GRAVEL (GW) (continued)						
32											
33											
34											
35											
36		●	27	GW	medium dense						
37											
38											
39											
40											
41		●	16								
42											
43					CLAY with SILT (CL) light brown, stiff, moist						
44											
45											
46				CL							
47	8	■	20								
48											
49					SANDY GRAVEL (GW) brown, medium dense, wet						
50											
51											
52											
53											
54											
55				GW							
56											
57											
58	9		25								
59											
60											

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-10

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot[1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
61					SANDY GRAVEL (GW) (continued)						
62											
63											
64											
65											
66											
67											
68											
69				GW							
70											
71											
72											
73											
74											
75											
76											
77											
78	9		36								
79					Boring terminated at a depth of 78.5 feet.						
80					No groundwater encountered.						
81					Boring backfilled with cement grout.						
82					[1] Blow counts have been converted to Standard Penetration Test N-values.						
83											
84					[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.						
85											
86											
87											
88											
89											
90											

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-11

Boring location: See Site Plan, Figure 2
Logged by: C. Ridley
Date started: 5/2/97 | Date finished: 5/2/97
Drilling method: Rotary wash
Hammer weight: 140 lbs. | Drop: 30 inches
Sampler: Sprague & Henwood (S&H)

Ground Surface Elevation: ~187.5 feet [2]

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
1					3-inches asphalt concrete, 12-inches aggregate baserock						
2–3	1	■	32 / 5"	CL	SANDY CLAY (CL) mottled dark and light brown, very stiff, moist, with pieces of sand and gravel (FILL)						
4–5				CL	CLAY (CL) dark brown, stiff to very stiff, moist, with silt						
6	2	■	14	CL		TxUU	700		2,330	17.9	101
7–10				CL							
11–12				CL							
13				CL	grading with some sand and pieces of gravel at 13 feet						
14–15	3	■	19	CL							
16–18				CL							
19				GW-GC	GRAVEL with SAND and CLAY (GW - GC)						
20–23				GW-GC							
24–25				GW-GC							
26–27				GW-GC							
28				GW-GC	grading with cobbles form 28 to 33 feet						
29–30				GW-GC							

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-11

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot 1	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
31					GRAVEL with SAND and CLAY (GW - GC) (continued)						
32											
33		●									
34											
35	4	╳	97 / 9"		very dense						
36											
37											
38											
39											
40											
41											
42											
43				GW-GC							
44											
45											
46											
47											
48											
49											
50											
51	5	■	65 / 5"								
52		□									
53											
54											
55											
56											
57											
58											
59											
60											

PROJECT: **PRUNEYARD PLACE**
Campbell, California

Log of Boring B-11

DEPTH (feet)	SAMPLES: Sample No.	SAMPLES: Sample	SAMPLES: Blows/foot [1]	LITHOLOGY	MATERIAL DESCRIPTION	STRENGTH: Type of Strength Test	STRENGTH: Test Surcharge Pressure Lbs/Sq Ft	DATA: Fines %	DATA: Shear Strength Lbs/Sq Ft	MOISTURE-DENSITY DATA: Natural Moisture Content	MOISTURE-DENSITY DATA: Dry Density Lbs/Cu Ft
61				GW-GC	GRAVEL with SAND and CLAY (GW - GC) (continued)						
62											
63											
64											
65											
66											
67											
68											
69											
70											
71											
72											
73	6	X	118/9"								
74					Boring terminated at a depth of 73.5 feet. No groundwater encountered. Boring backfilled with cement grout.						
75											
76					[1] Blow counts have been converted to Standard Penetration Test N-values.						
77											
78					[2] Elevation referenced to *Topographic Survey, Pruneyard Shopping Center,* Drawing Number 956007-10, by Brian Kangas Foulk.						
79											
80											
81											
82											
83											
84											
85											
86											
87											
88											
89											
90											

Unified Soil Classification System

Major Divisions		Symbols	Typical Names
Coarse-Grained Soils (more than half of soil > no. 200 sieve size)	**Gravels** (More than half of coarse fraction > no. 4 sieve size)	**GW**	Well-graded gravels or gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels or gravel-sand mixtures, little or no fines
		GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
	Sands (More than half of coarse fraction < no. 4 sieve size)	**SW**	Well-graded sands or gravelly sands, little or no fines
		SP	Poorly-graded sands or gravelly sands, little or no fines
		SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
Fine -Grained Soils (more than half of soil < no. 200 sieve size)	**Silts and Clays LL = < 50**	**ML**	Inorganic silts and very fine sands, rock flour, silty fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
	Silts and Clays LL = > 50	**MH**	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of high plasticity, organic silty clays, organic silts
Highly Organic Soils		**Pt**	Peat and other highly organic soils

Grain Size Chart

Classification	Range of Grain Sizes	
	U.S. Standard Sieve Size	Grain Size in Millimeters
Boulders	Above 12"	Above 305
Cobbles	12" to 3"	305 to 76.2
Gravel	3" to No. 4	76.2 to 4.76
coarse	3" to 3/4"	76.2 to 19.1
fine	3/4" to No. 4	19.1 to 4.76
Sand	No. 4 to No. 200	4.76 to 0.074
coarse	No. 4 to No. 10	4.76 to 2.00
medium	No. 10 to No. 40	2.00 to 0.420
fine	No. 40 to No. 200	0.420 to 0.074
Silt and Clay	Below No. 200	Below 0.074

Sample Designation

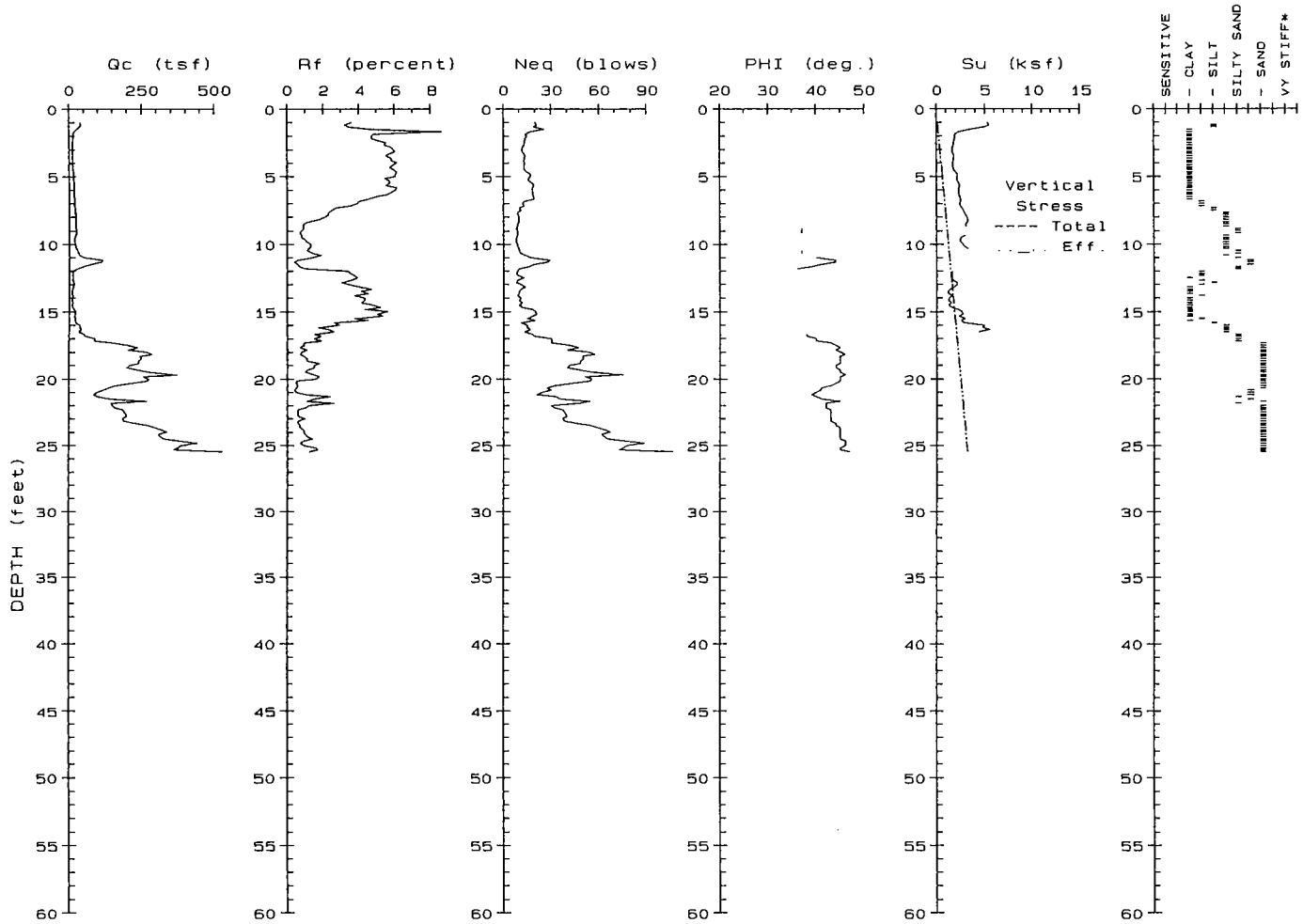
- Sample driven with Sprague & Henwood (3-inch outside diameter) sampler. Darkened area indicates sample obtained
- Classification sample taken with Standard Penetration Test (2-inch outside diameter) sampler
- Undisturbed sample taken with 3-inch outside diameter Shelby tube or Pitcher barrel
- Attempted sample with no recovery

PRUNEYARD PLACE
Campbell, California

Treadwell&Rollo

CLASSIFICATION CHART

Project No. 1858.03 | Figure A-19



Refusal at 25.5 feet

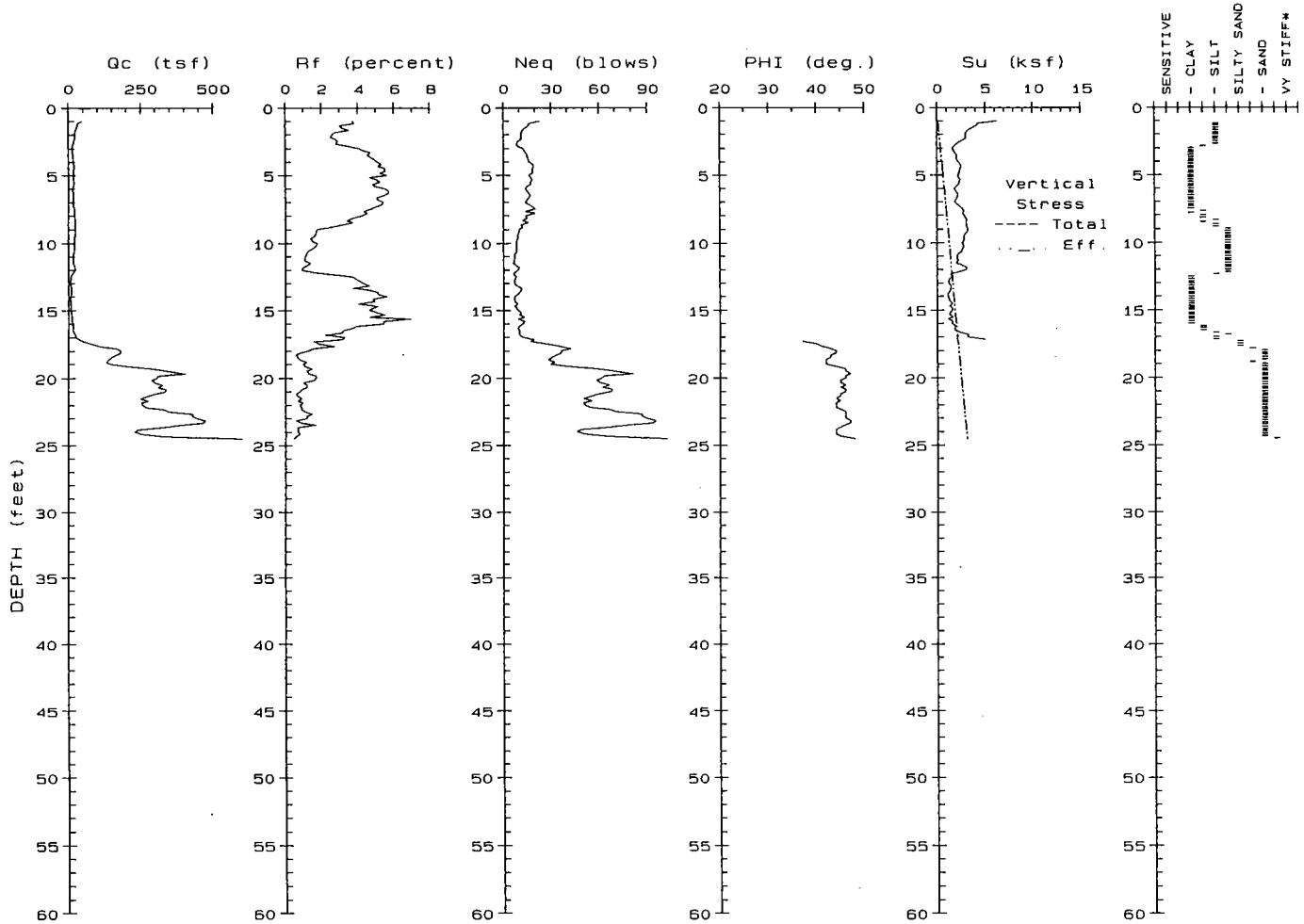
Groundwater not encountered

PRUNEYARD PLACE
Campbell, California

SUMMARY OF CPT RESULTS
CPT-1

Project No. 1858.03	Figure A-20

Treadwell&Rollo



Refusal at 24.5 feet

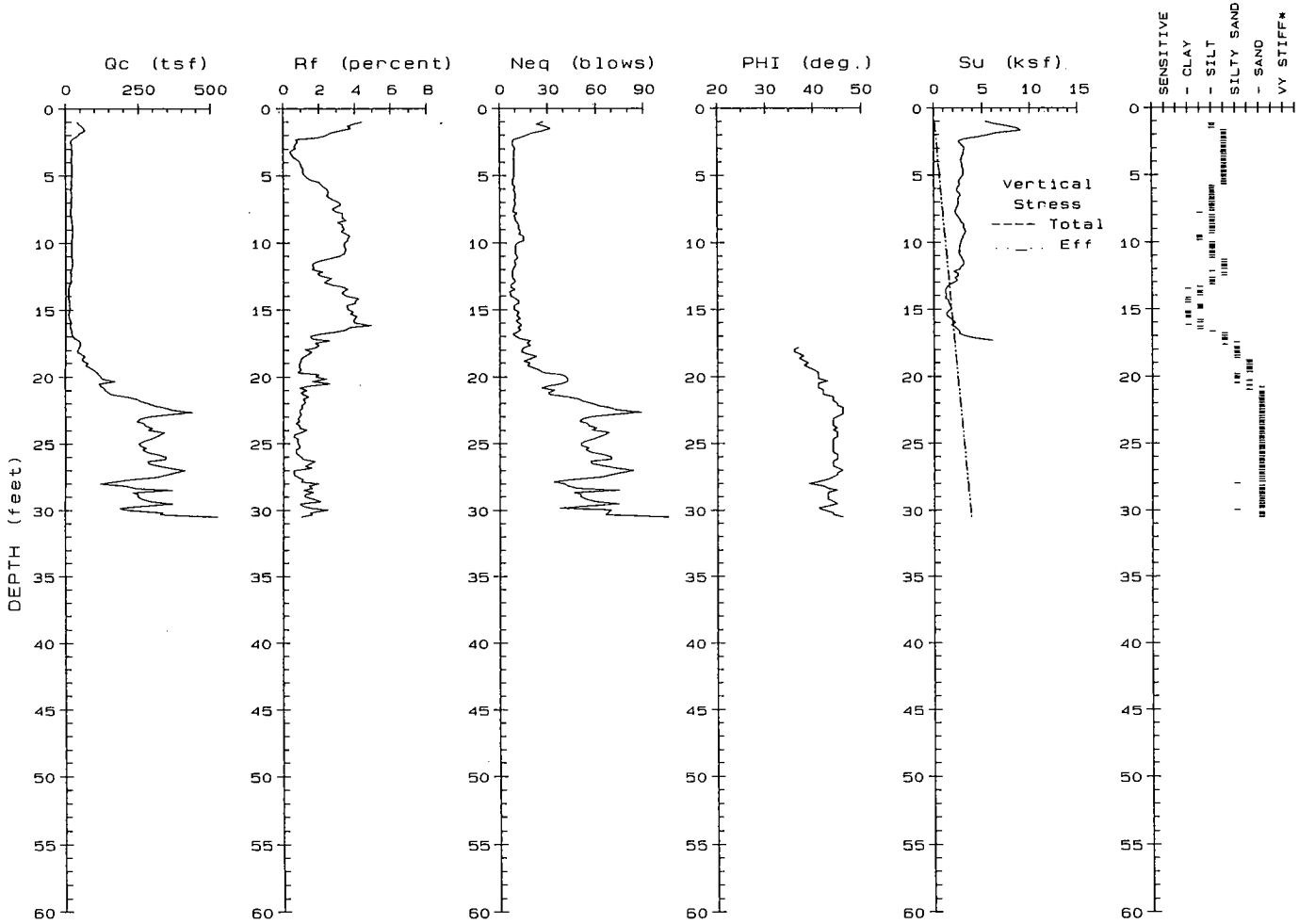
Groundwater not encountered

PRUNEYARD PLACE
Campbell, California

SUMMARY OF CPT RESULTS
CPT-2

Project No. 1858.03	Figure A-21

Treadwell&Rollo



Refusal at 30.5 feet

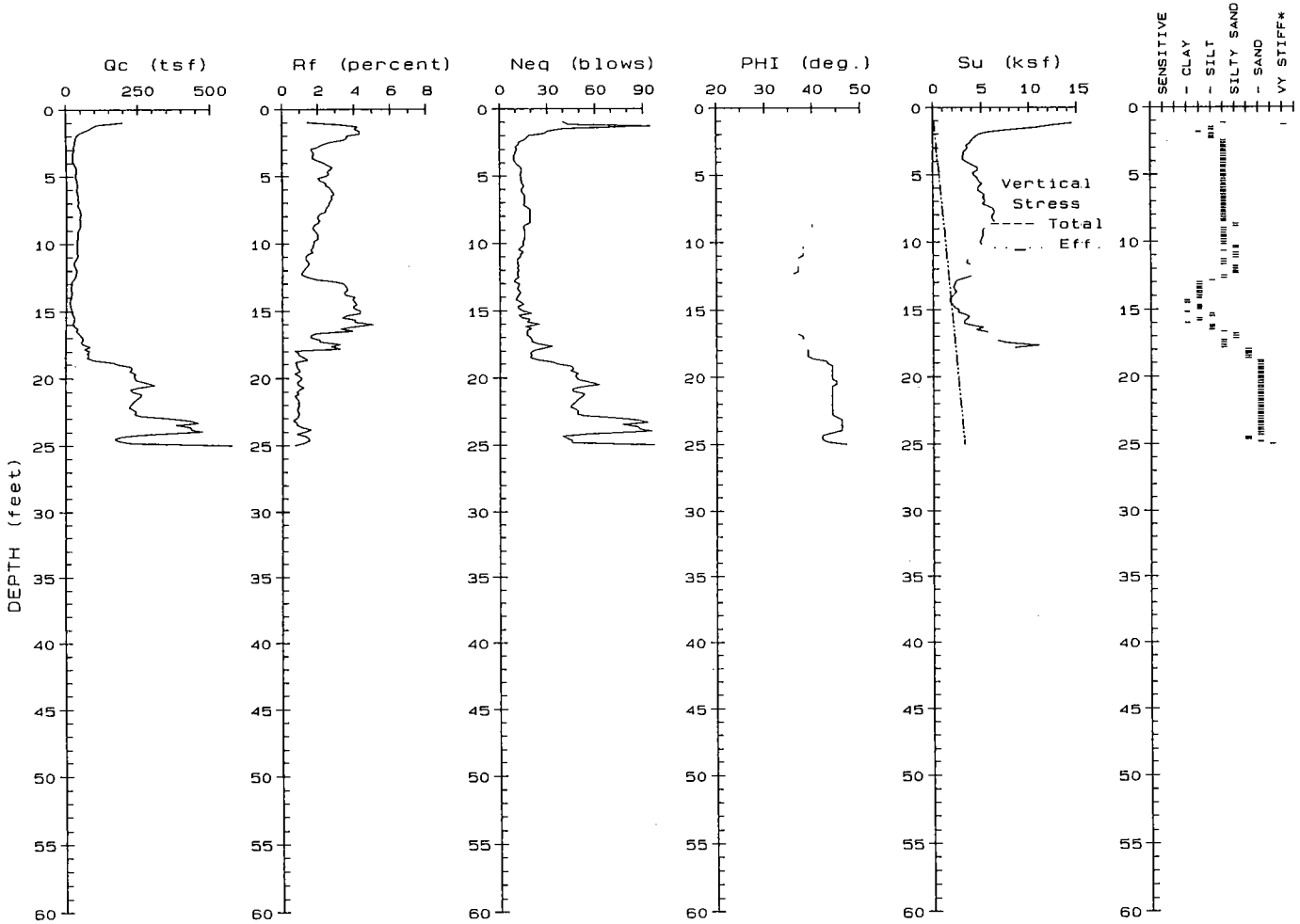
Groundwater not encountered

PRUNEYARD PLACE
Campbell, California

SUMMARY OF CPT RESULTS
CPT-3

Project No. 1858.03	Figure A-22

Treadwell&Rollo



Refusal at 25.0 feet

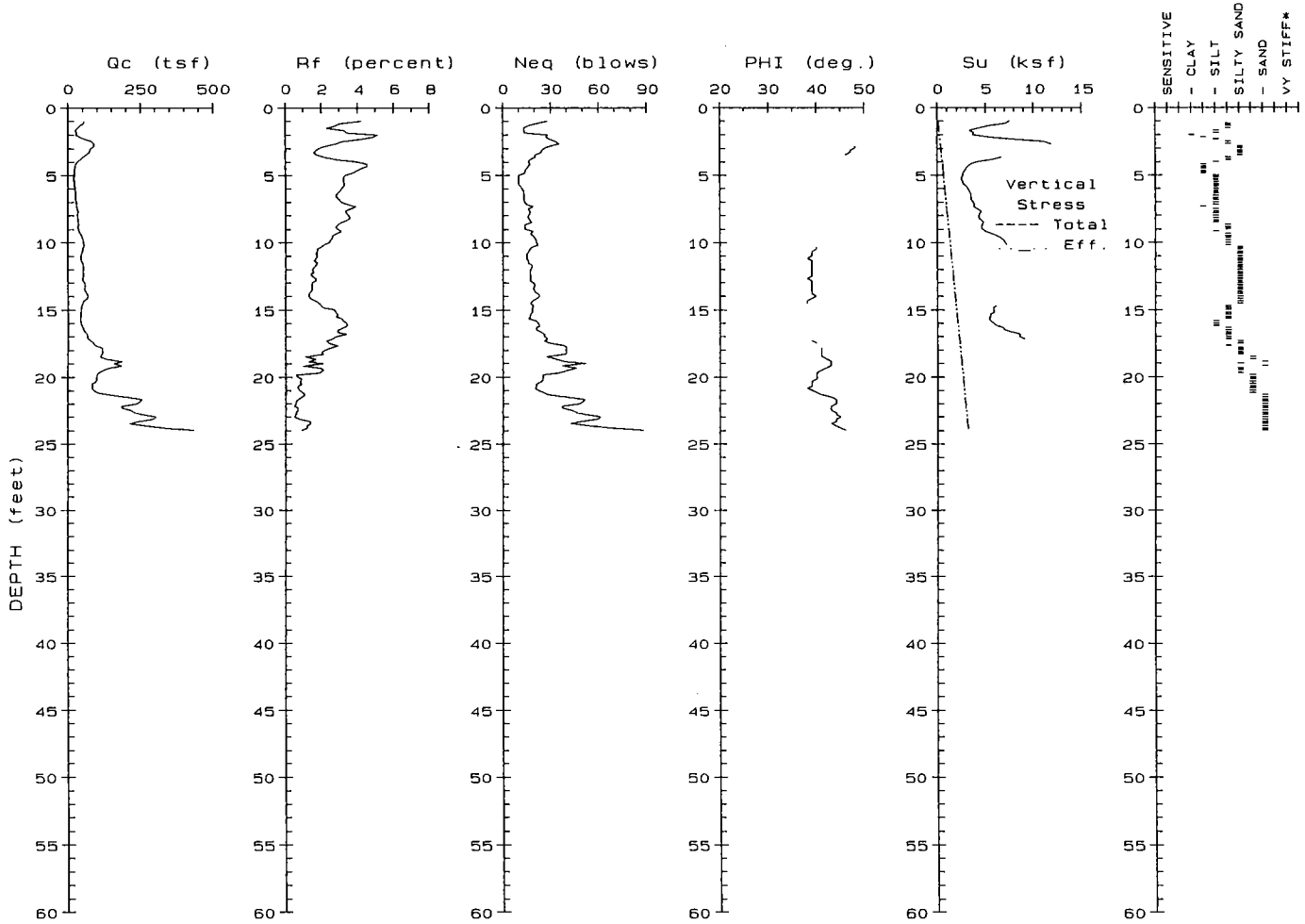
Groundwater not encountered

PRUNEYARD PLACE
Campbell, California

SUMMARY OF CPT RESULTS
CPT-4

Project No. 1858.03	Figure A-23

Treadwell&Rollo



Refusal at 24.0 feet

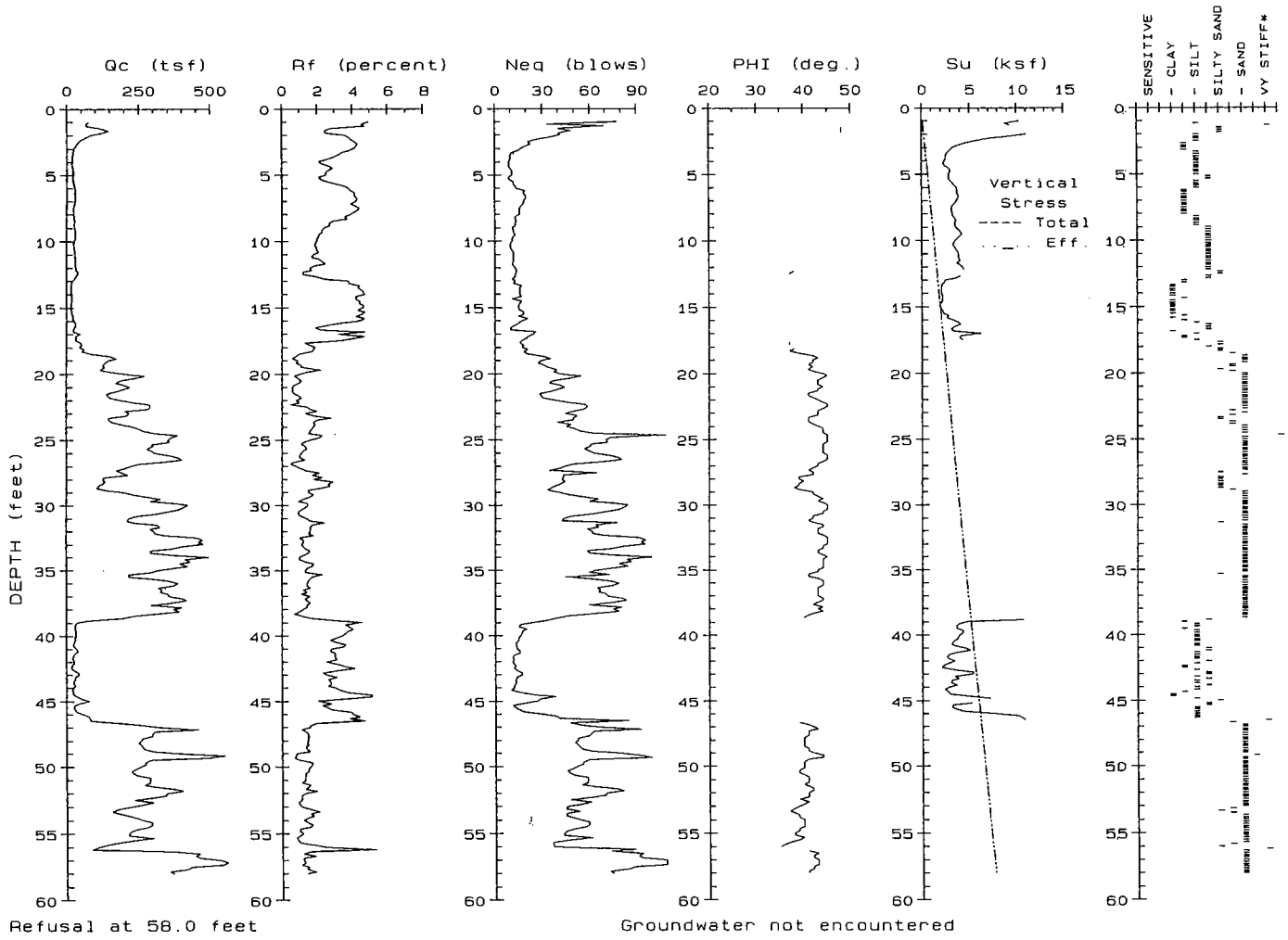
Groundwater not encountered

PRUNEYARD PLACE
Campbell, California

SUMMARY OF CPT RESULTS
CPT-5

Project No. 1858.03	Figure A-24

Treadwell&Rollo



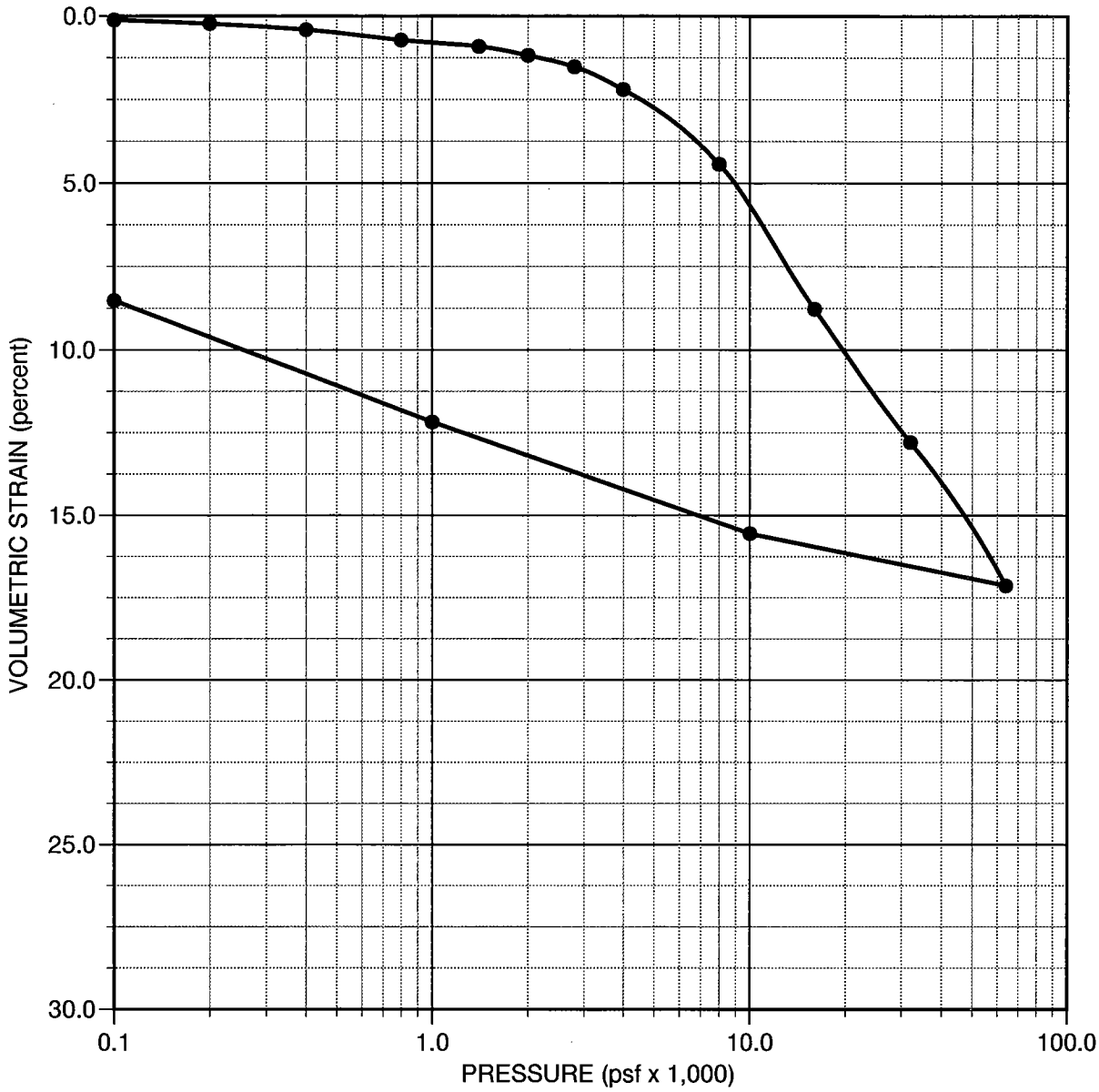
PRUNEYARD PLACE
Campbell, California

SUMMARY OF CPT RESULTS
CPT-6

Project No. 1858.03	Figure A-25

Treadwell&Rollo

APPENDIX B
Laboratory Test Results



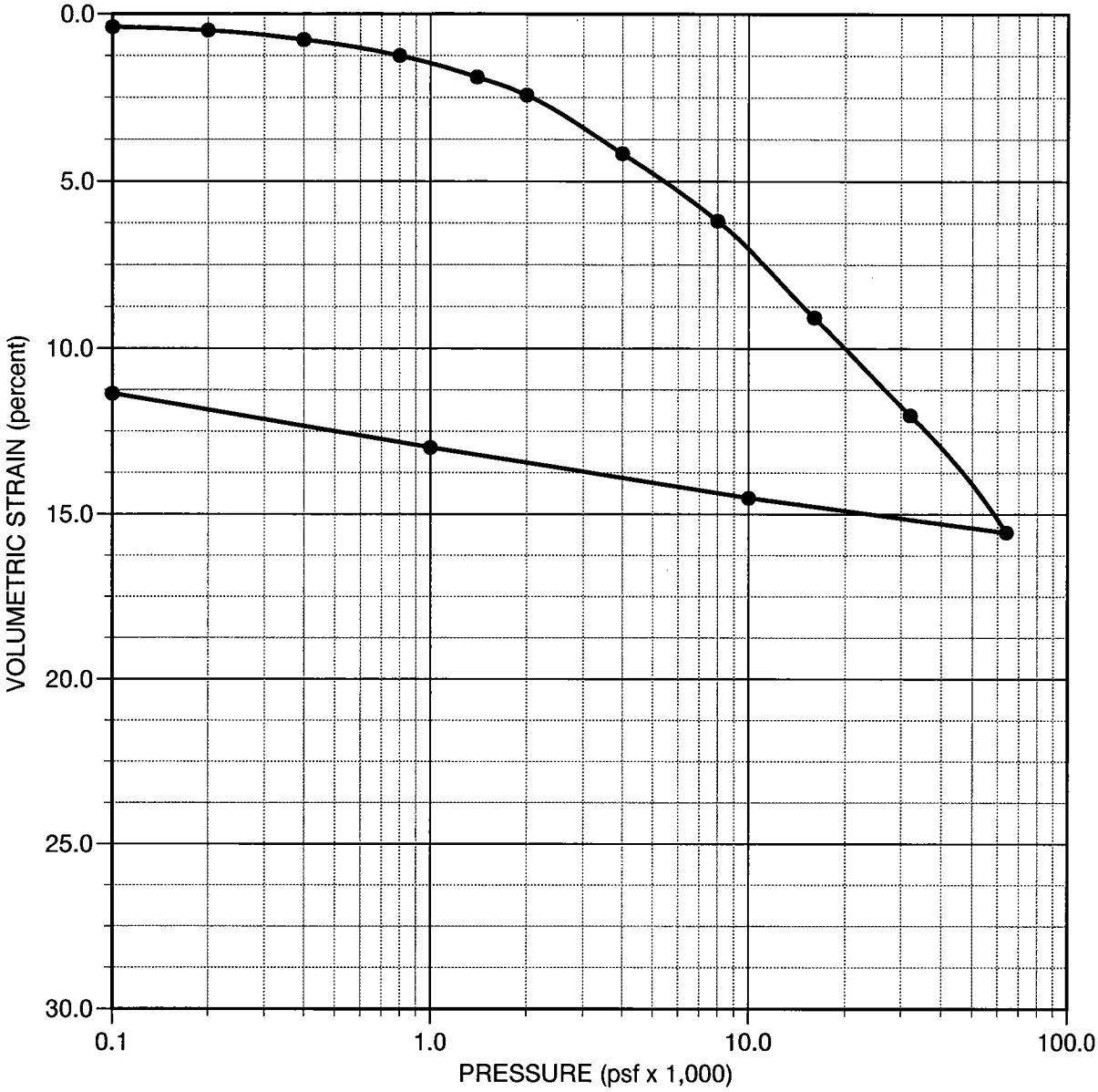
Type of specimen Undisturbed		Condition	Before test		After test	
Diameter (in) 2.416	Height (in) 1.00	Water Content	w_o	19.5 %	w_f	19.9 %
Overburden Pressure, P_o	720 psf	Void Ratio	e_o	0.703	e_f	0.556
Preconsol. Pressure, P_c	6,000 psf	Saturation	S_o	76.5 %	S_f	96.3 %
Compression Ratio, C_{ec}	0.145	Dry Density	γ_d	101 pcf	γ_d	110 pcf
LL ---	PL ---	PI ---		G_s 2.75 (assumed)		
Classification CLAY (CL), brown		Source Boring B-4 at 6 feet				

PRUNEYARD PLACE
Campbell, California

CONSOLIDATION TEST REPORT

Treadwell&Rollo

Project No. 1858.03 | Figure B-1



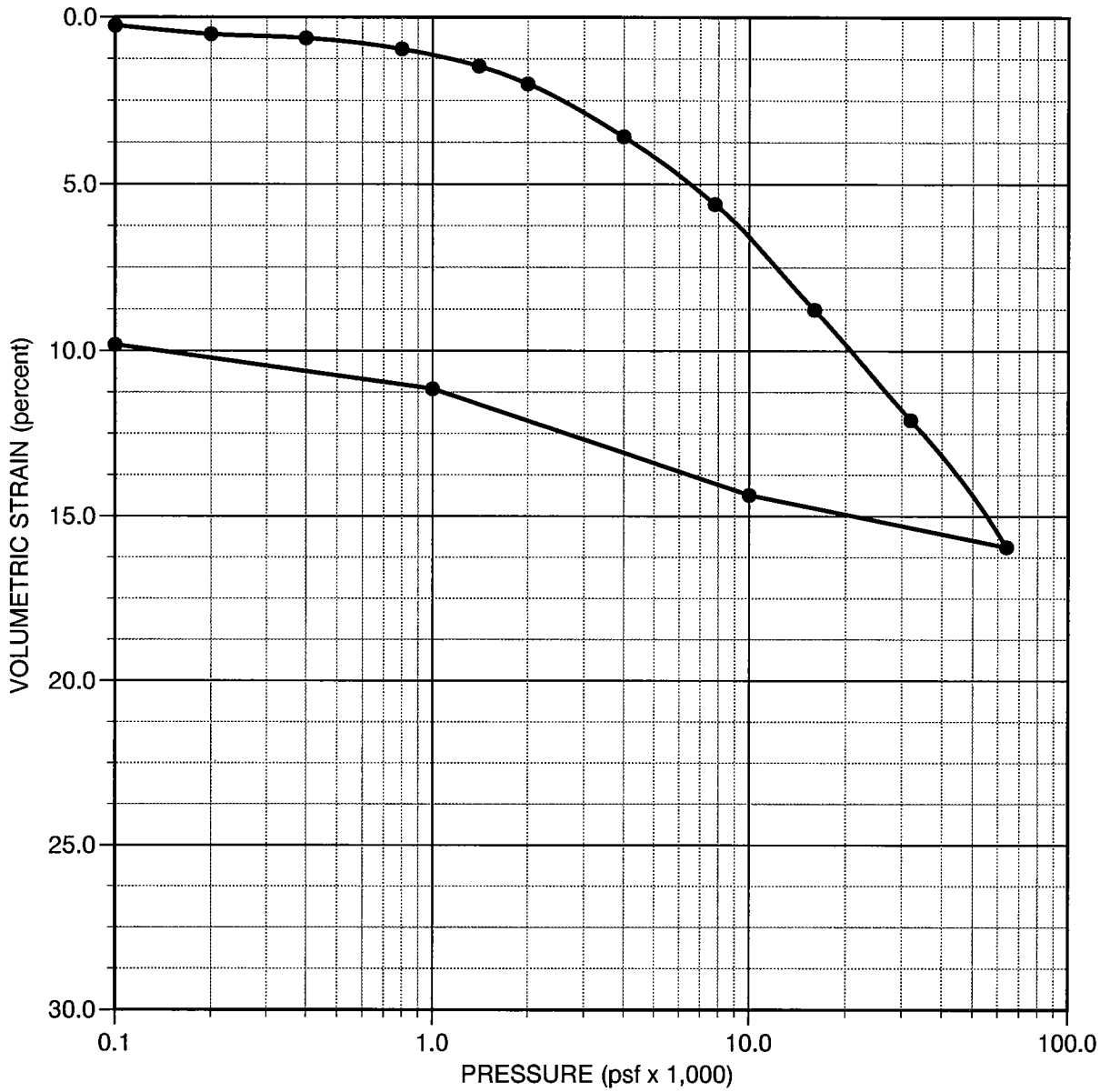
Type of specimen Undisturbed		Condition	Before test		After test	
Diameter (in) 2.416	Height (in) 1.00	Water Content	w_o	19.7 %	w_f	16.7 %
Overburden Pressure, P_o	1,620 psf	Void Ratio	e_o	0.665	e_f	0.476
Preconsol. Pressure, P_c	4,500 psf	Saturation	S_o	81.4 %	S_f	95.1 %
Compression Ratio, C_{ec}	0.108	Dry Density	γ_d	103.0 pcf	γ_d	116 pcf
LL ---	PL ---	PI ---		G_s 2.75 (assumed)		
Classification CLAY with SAND (CL), dark brown		Source Boring B-5 at 13.5 feet				

PRUNEYARD PLACE
Campbell, California

CONSOLIDATION TEST REPORT

Treadwell&Rollo

Project No. 1858.03 | Figure B-2



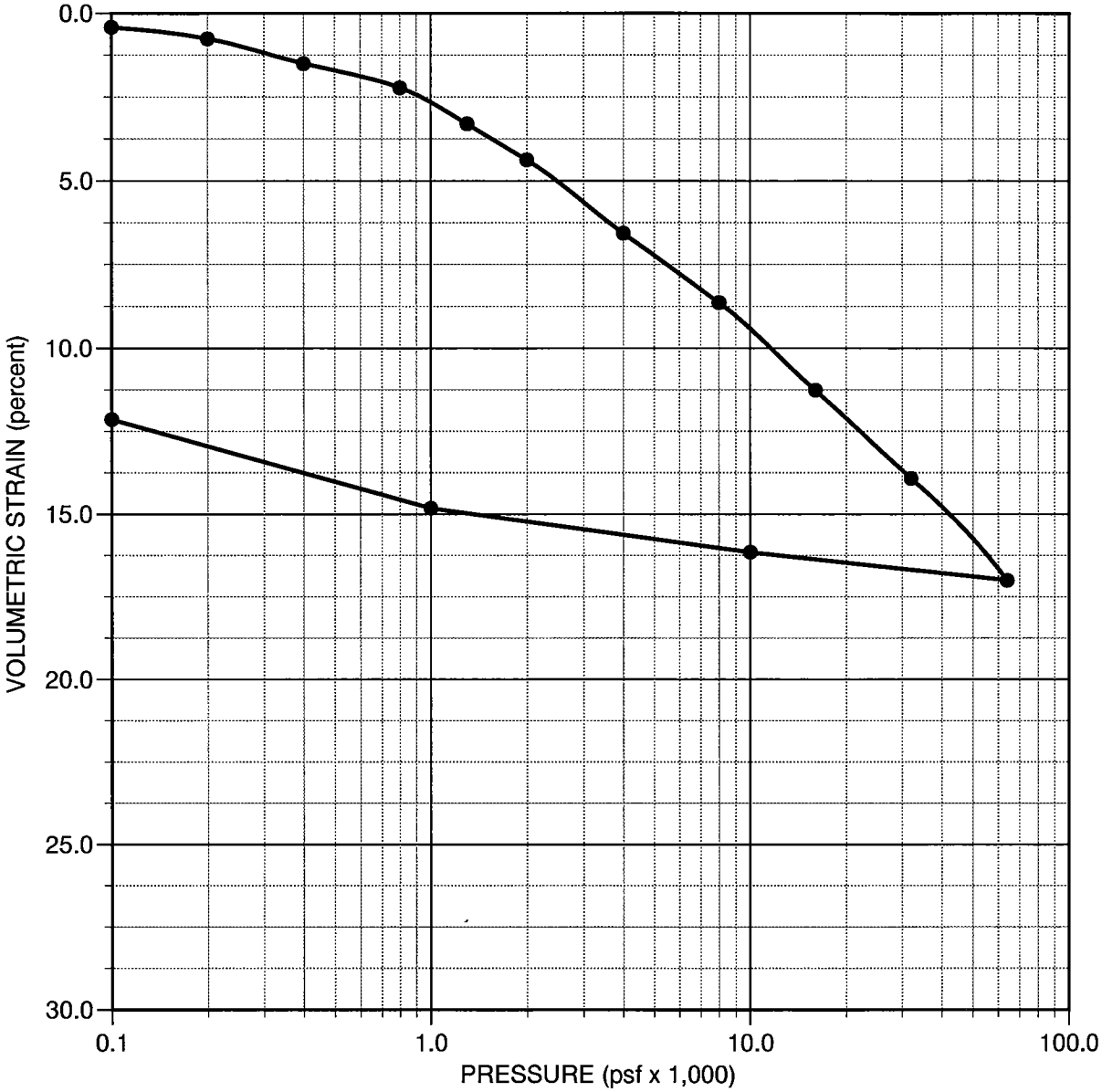
Type of specimen Undisturbed		Condition	Before test		After test	
Diameter (in) 2.416	Height (in) 1.00	Water Content	w_o	22.0 %	w_f	18.8 %
Overburden Pressure, P_o	720 psf	Void Ratio	e_o	0.682	e_f	0.516
Preconsol. Pressure, P_c	5,000 psf	Saturation	S_o	88.9 %	S_f	100.3 %
Compression Ratio, C_{ec}	0.120	Dry Density	γ_d	102 pcf	γ_d	113 pcf
LL 38	PL 20	PI 18		G_s 2.75 (assumed)		
Classification CLAY (CL), dark brown		Source Boring B-10 at 6 feet				

PRUNEYARD PLACE
Campbell, California

CONSOLIDATION TEST REPORT

Treadwell&Rollo

Project No. 1858.03 | Figure B-3



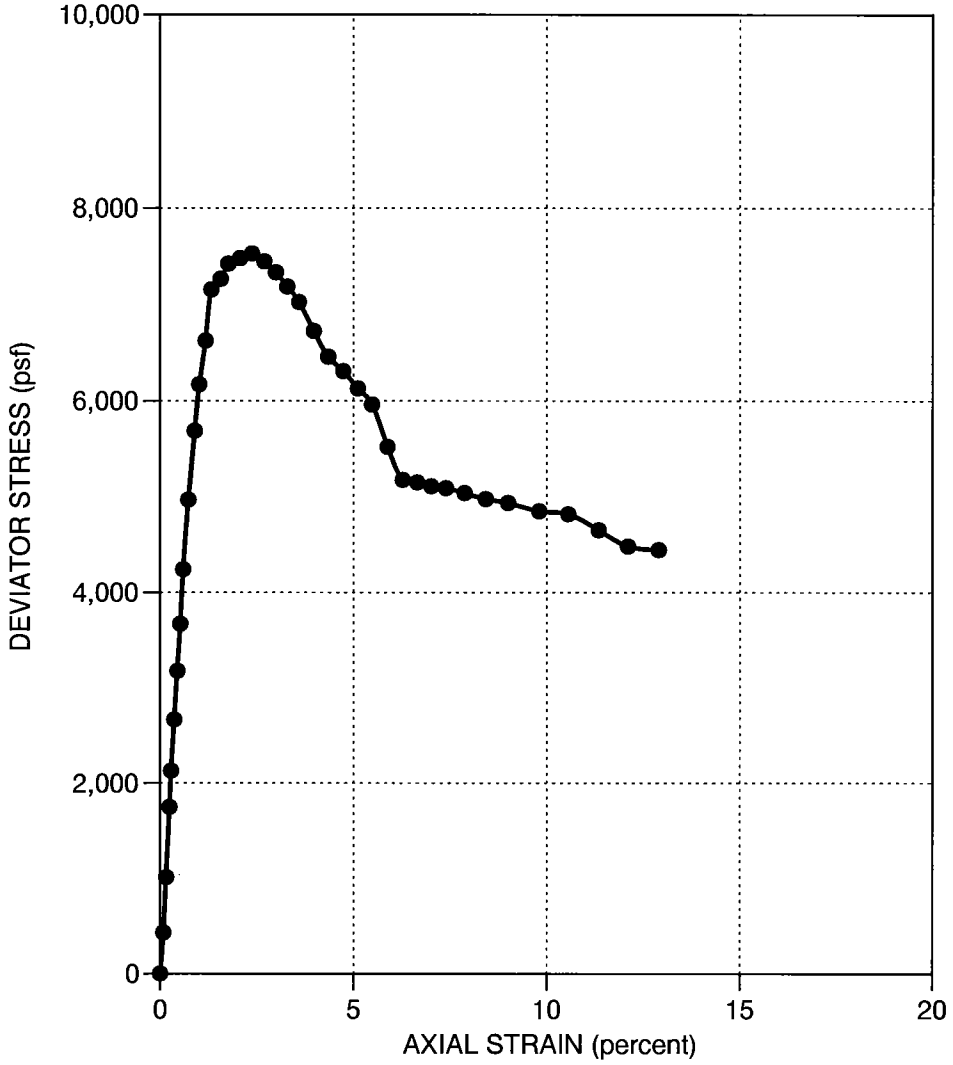
Type of specimen Undisturbed		Condition	Before test		After test	
Diameter (in) 2.416	Height (in) 1.00	Water Content	w_o	18.1 %	w_f	13.9 %
Overburden Pressure, P_o	1,320 psf	Void Ratio	e_o	0.615	e_f	0.419
Preconsol. Pressure, P_c	2,000 psf	Saturation	S_o	80.9 %	S_f	91.0 %
Compression Ratio, C_{ec}	0.090	Dry Density	γ_d	106 pcf	γ_d	120 pcf
LL 26	PL 17	PI 9		G_s 2.75 (assumed)		
Classification CLAY (CL), brown		Source Boring B-10 at 11 feet				

PRUNEYARD PLACE
Campbell, California

CONSOLIDATION TEST REPORT

Treadwell&Rollo

Project No. 1858.03 | Figure B-4



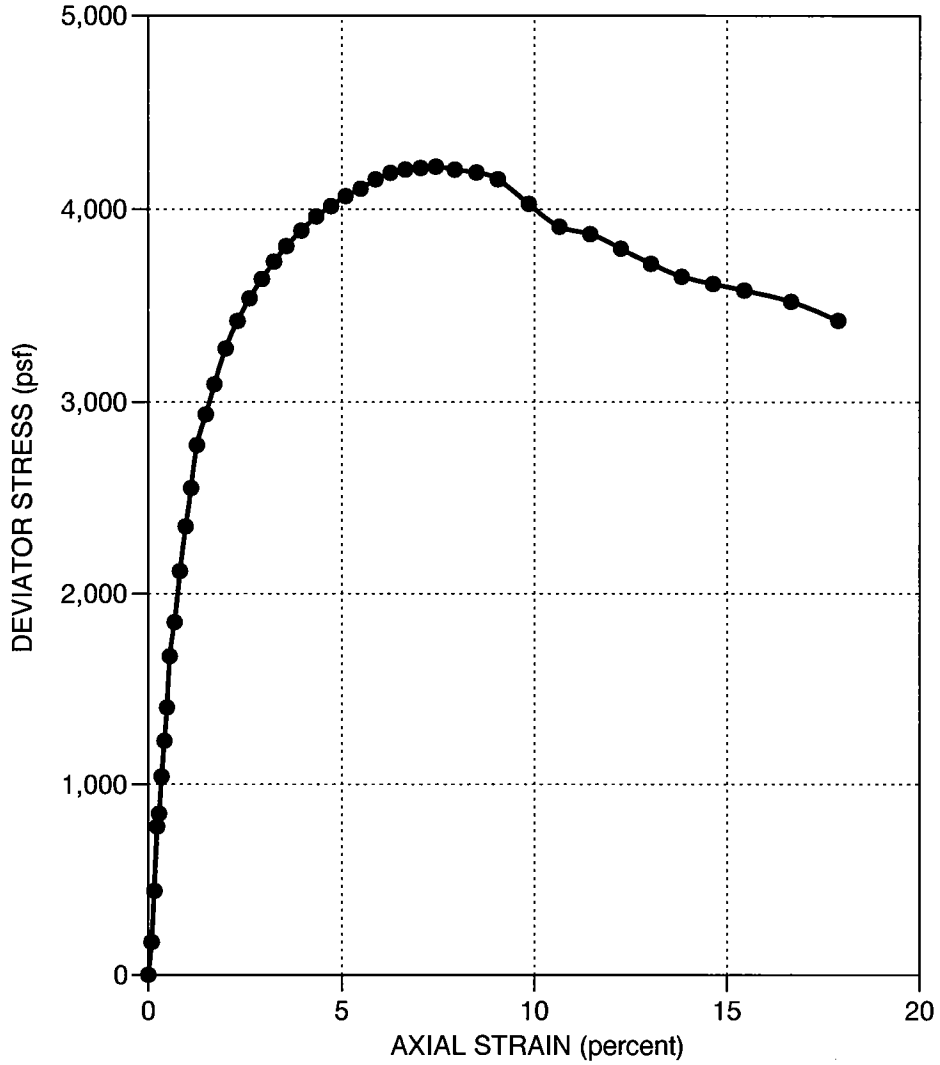
SPECIMEN TYPE Undisturbed		SHEAR STRENGTH	3,760 psf
DIAMETER (in) 2.425	HEIGHT (in) 5.47	STRAIN AT FAILURE	2.4 %
MOISTURE CONTENT	16.4 %	CONFINING PRESSURE	500 psf
DRY DENSITY	103 pcf	STRAIN RATE	0.8 % /min
DESCRIPTION CLAY (CL), brown		SOURCE Boring B-3 at 4.5 feet	

PRUNEYARD PLACE
Campbell, California

UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST

Treadwell&Rollo

Project No. 1858.03 | Figure B-5



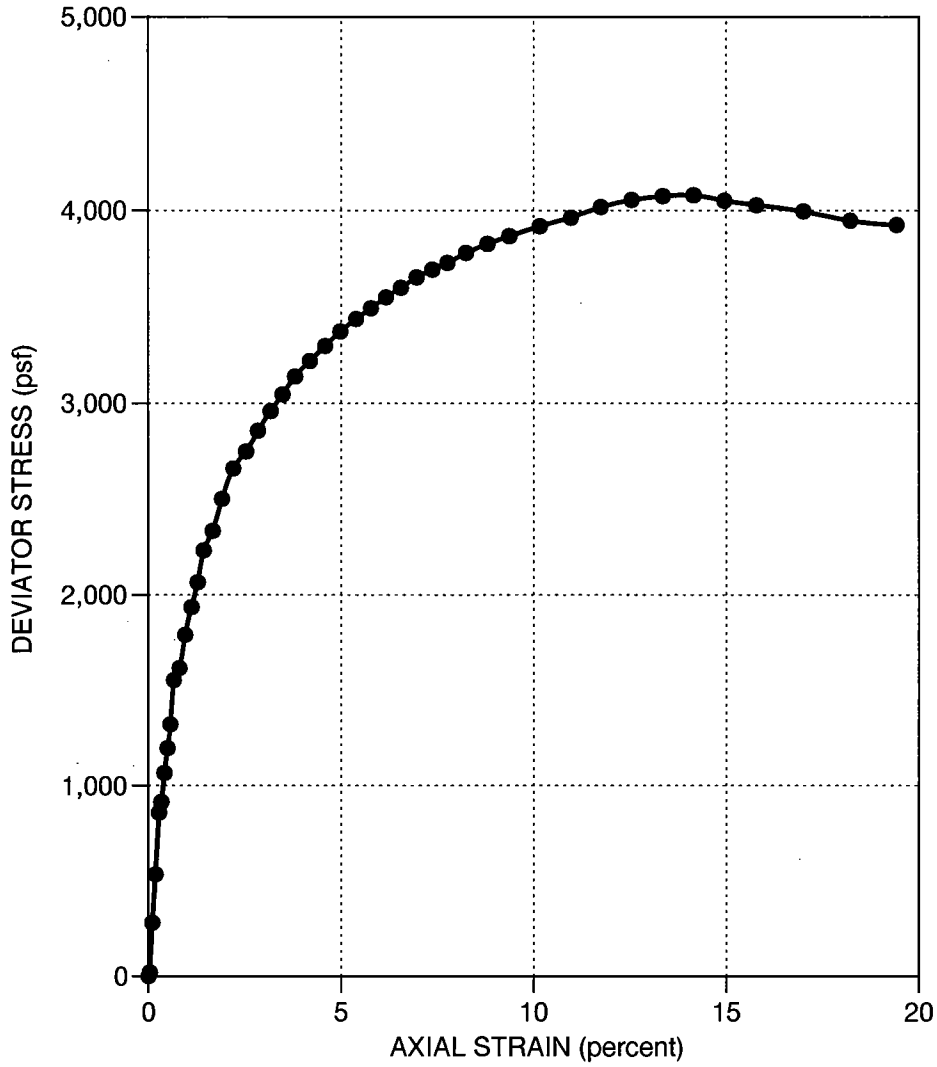
SPECIMEN TYPE Undisturbed		SHEAR STRENGTH	2,110 psf
DIAMETER (in) 2.431	HEIGHT (in) 5.42	STRAIN AT FAILURE	7.5 %
MOISTURE CONTENT	20.7 %	CONFINING PRESSURE	600 psf
DRY DENSITY	102 pcf	STRAIN RATE	0.8 % /min
DESCRIPTION SANDY CLAY (CL), brown		SOURCE Boring B-5 at 5 feet	

PRUNEYARD PLACE
Campbell, California

UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST

Treadwell&Rollo

Project No. 1858.03 | Figure B-6



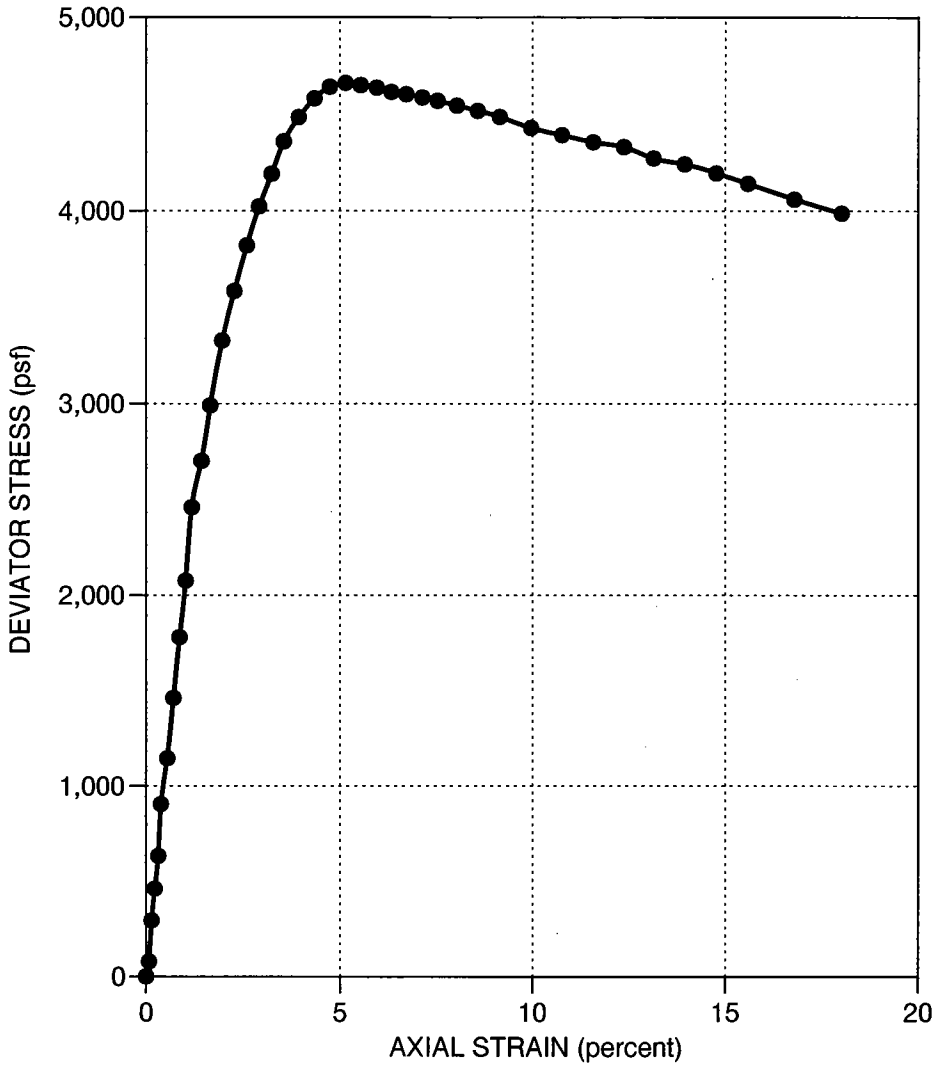
SPECIMEN TYPE Undisturbed		SHEAR STRENGTH	2,040 psf
DIAMETER (in) 2.427	HEIGHT (in) 5.28	STRAIN AT FAILURE	14 %
MOISTURE CONTENT	21.8 %	CONFINING PRESSURE	500 psf
DRY DENSITY	100 pcf	STRAIN RATE	0.8 %/min
DESCRIPTION CLAY (CL), brown		SOURCE Boring B-8 at 4.5 feet	

PRUNEYARD PLACE
Campbell, California

UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST

Treadwell&Rollo

Project No. 1858.03 | Figure B-7



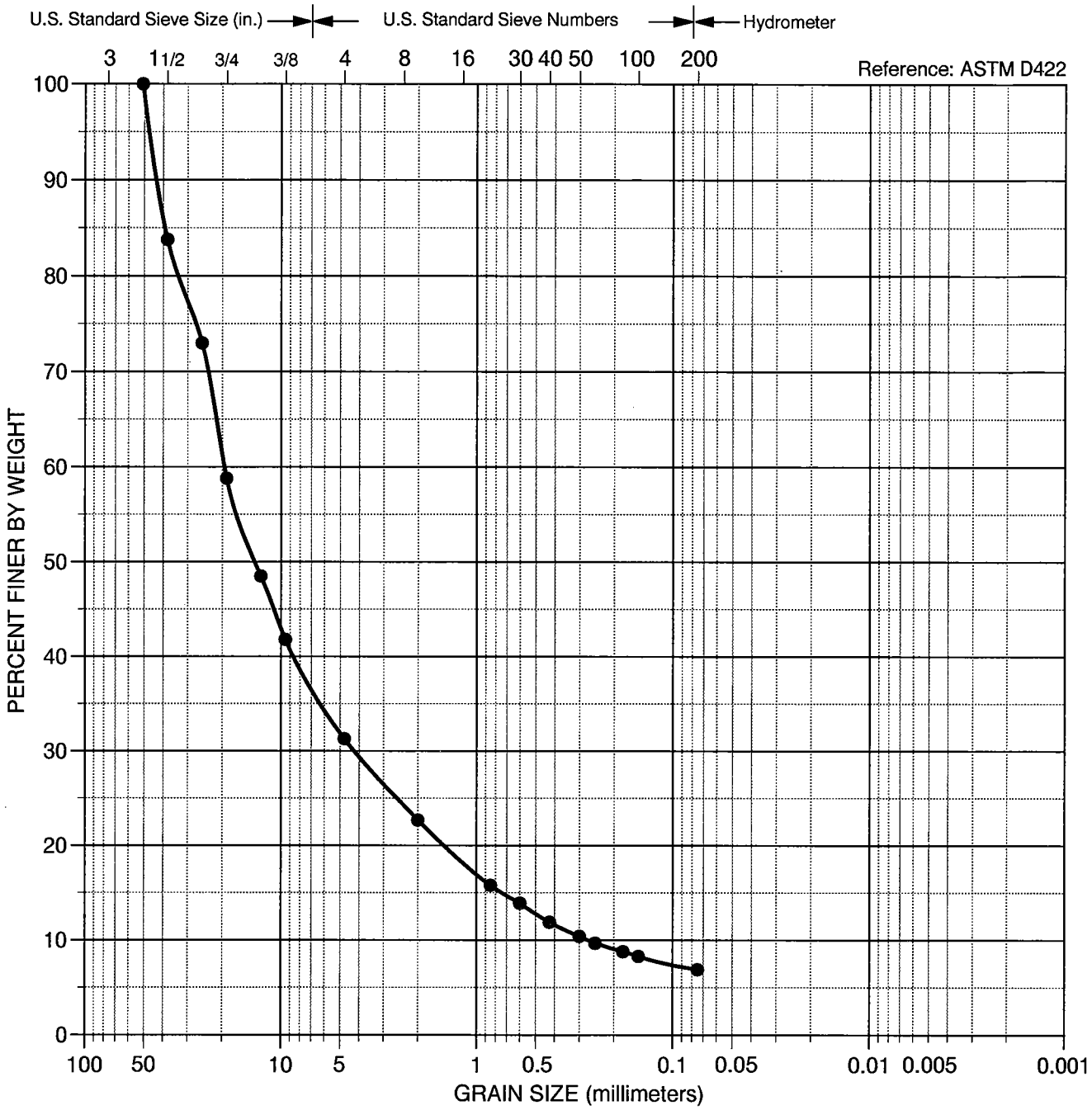
SPECIMEN TYPE Undisturbed		SHEAR STRENGTH	2,330 psf
DIAMETER (in) 2.408	HEIGHT (in) 4.99	STRAIN AT FAILURE	5 %
MOISTURE CONTENT	17.9 %	CONFINING PRESSURE	700 psf
DRY DENSITY	100.5 pcf	STRAIN RATE	0.8 %/min
DESCRIPTION CLAY (CL), brown		SOURCE Boring B-11 at 6 feet	

PRUNEYARD PLACE
Campbell, California

UNCONSOLIDATED-UNDRAINED TRIAXIAL COMPRESSION TEST

Treadwell&Rollo

Project No. 1858.03 | Figure B-8



Cobbles	Coarse	Fine	Coarse	Medium	Fine	Silt or Clay
	Gravel		Sand			

Symbol	Sample Source	Classification
●	B-3 at 29 feet	GRAVEL with SAND and CLAY (GW - GC)

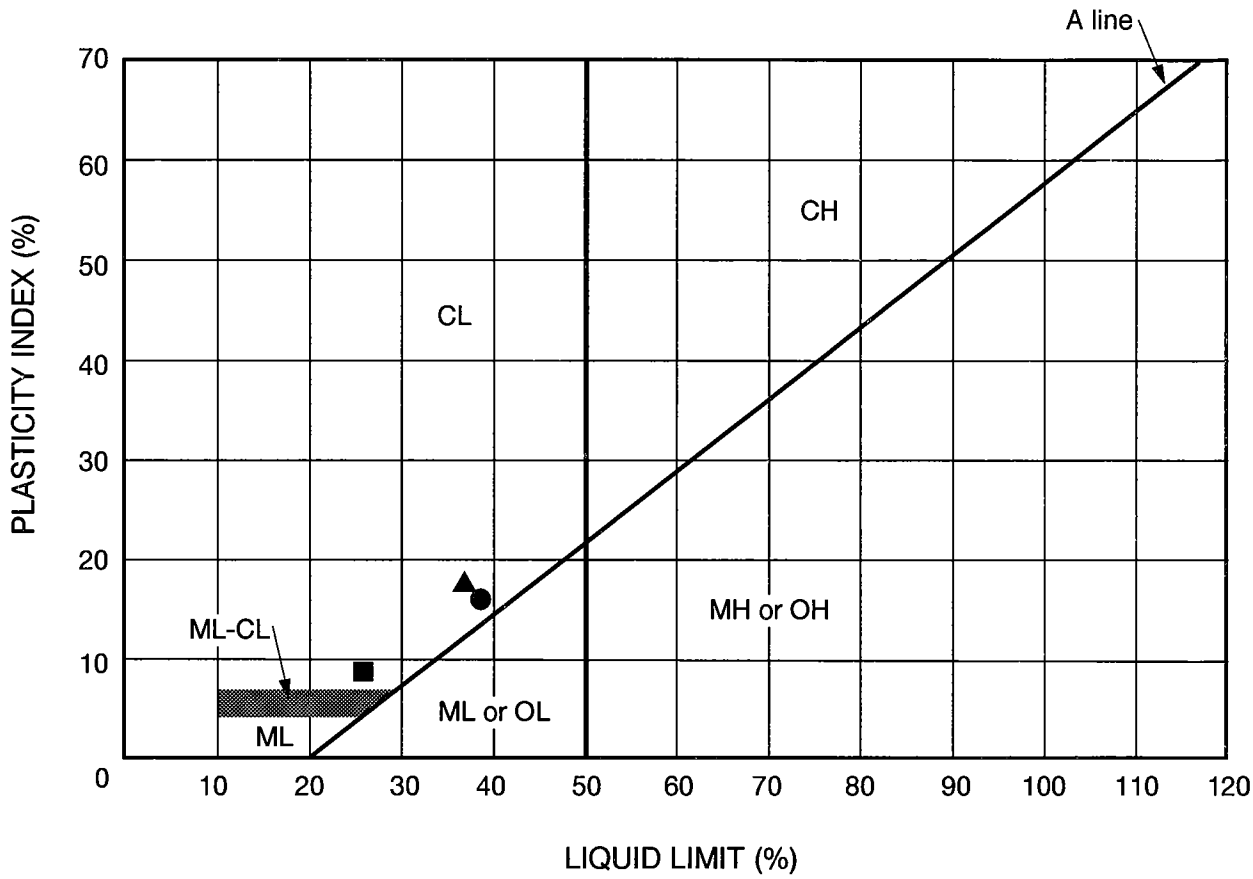
PRUNEYARD PLACE
Campbell, California

PARTICLE SIZE ANALYSIS

Treadwell&Rollo

Project No. 1858.03

Figure B-9



Symbol	Source	Description and Classification	Natural M.C. (%)	Liquid Limit (%)	Plasticity Index (%)	% Passing #200 Sieve
●	B-2 at 2 feet	CLAY (CL) brown	23.8	39	16	93
▲	B-10 at 6 feet	CLAY (CL) dark brown	22.0	38	18	87
■	B-10 at 11 feet	CLAY (CL) brown	18.1	26	9	56

PRUNEYARD PLACE
Campbell, California

PLASTICITY CHART

Treadwell&Rollo

Project No. 1858.03 | Figure B-10

ATTACHMENT 4

PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

PHASE I ENVIRONMENTAL SITE ASSESSMENT
OF

PRUNEYARD AT CAMPBELL
1875, 1887, 1901, 1909, 1919, 1995, & 1999 SOUTH BASCOM AVENUE
CAMPBELL, CALIFORNIA 95008

CARDNO ATC PROJECT NO. 075.75438.0003

AUGUST 22, 2014

Prepared by:

Cardno ATC
2400 Camino Ramon, Suite 360
San Ramon, California 94583
Phone: 925-460-5300
Fax: 925-328-1090

Prepared For:

Mr. Rowan Sbaiti
Fortress Credit Advisors LLC
1345 Avenue of the Americas, 46th Floor
New York, New York 10105

TABLE OF CONTENTS

1.0 EXECUTIVE SUMMARY....1
1.1 General Information....1
1.2 Findings and Conclusions Summary....2
1.3 Significant Data Gap Summary....3
1.4 Recommendations....4

2.0 INTRODUCTION....5
2.1 Purpose....5
2.2 Scope....5
2.3 Significant Assumptions....6
2.4 Limitations and Exceptions....6
2.5 Special Terms and Conditions (User Reliance)....8

3.0 SITE DESCRIPTION....9
3.1 Location and Legal Description....9
3.2 Surrounding Area General Characteristics....9
3.3 Current Use of the Property....9
3.4 Description of Property Improvements....12
3.5 Current Uses of Adjoining Properties....15

4.0 USER PROVIDED INFORMATION....17
4.1 Title Records....17
4.2 Environmental Liens or Activity and Use Limitations (AULs)....17
4.3 Specialized Knowledge or Experience of the User....17
4.4 Significant Valuation Reduction for Environmental Issues....17
4.5 Owner, Property Manager, and Occupant Information....17
4.6 Reason For Performing Phase I ESA....17
4.7 Other User Provided Documents....17

5.0 RECORDS REVIEW....18
5.1 Standard Environmental Records....18
5.1.1 Federal Database Findings....19
5.1.2 State and Tribal Database Findings....19
5.1.3 Local Environmental Record Sources....22
5.2 Physical Setting Sources....23
5.2.1 Topography....23
5.2.2 Geology....23
5.2.3 Soils....23
5.2.4 Hydrology....24
5.2.5 Other Physical Setting Sources....24
5.3 Historical Records Sources....24
5.3.1 Aerial Photographs....25
5.3.2 Fire Insurance Maps....26
5.3.3 Property Tax Files....26
5.3.4 Recorded Land Title Records....26
5.3.5 Historical USGS Topographic Maps....26
5.3.6 City Directories....26
5.3.7 Building Department Records....27
5.3.8 Zoning/Land Use Records....27

TABLE OF CONTENTS

5.3.9 Prior Reports 27
5.3.10 Other Historical Sources 28

6.0 SITE RECONNAISSANCE 29
6.1 Methodology and Limiting Conditions 29
6.2 Hazardous Substance Use, Storage, and Disposal 29
6.3 Underground Storage Tanks 29
6.4 Aboveground Storage Tanks 29
6.5 Other Petroleum Products 29
6.6 Polychlorinated Biphenyls (PCBs) 30
6.7 Unidentified Substance Containers 30
6.8 Nonhazardous Solid Waste 30
6.9 Wastewater 31
6.10 Waste Pits, Ponds and Lagoons 31
6.11 Drains and Sumps 31
6.12 Septic Systems 31
6.13 Stormwater Management System 31
6.14 Wells 31

7.0 SUBSURFACE VAPOR MIGRATION 32

8.0 INTERVIEWS 33

9.0 OTHER ENVIRONMENTAL CONDITIONS 34
9.1 Asbestos-Containing Material (ACM) 34
9.2 Radon 34
9.3 Lead in Drinking Water 35
9.4 Lead-Based Paint (LBP) 35
9.5 Mold Screening 35
9.6 Additional User Requested Services 35

10.0 REFERENCES 36

11.0 TERMINOLOGY 37

Appendix A Site Vicinity Map
Appendix B Site Plan
Appendix C Site Photographs
Appendix D User Provided Documentation
Appendix E Regulatory Database Report
Appendix F Aerial Photographs
Appendix G Historical Research Documentation
Appendix H Prior Reports
Appendix I Resumes
Appendix J Records of Communication
Appendix K Laboratory Reports
Appendix L Other Supporting Documentation

1.0 EXECUTIVE SUMMARY

1.1 General Information

Project Information:
Pruneyard at Campbell
075.75438.0003

Consultant Information:
Cardno ATC
2400 Camino Ramon, Suite 360
San Ramon, California 94583
Phone: 925-460-5300
Fax: 925-328-1090
Inspection Date: August 13, 2014
Report Date: 08/22/2014

Site Information:
Pruneyard at Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 South Bascom Avenue
Campbell, California 95008
County: Santa Clara
Latitude, Longitude: 37.288700, -121.933200
Site Access Contact: Ms. Chequita McCullough

Client Information:
Fortress Credit Advisors LLC
Mr. Rowan Sbaiti
1345 Avenue of the Americas, 46th Floor
New York, New York 10105

Site Assessor
Destiny S. Hazra
Senior Scientist

Project Manager
Audrey Lundin
Due Diligence Services Manager

Senior Reviewer
Hillary R. Williams
Project Manager

National Account Manager
William E. Schwake, P.G.
Director, Client Management Services

Environmental Professional Statement:

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in § 312.10 part of 40 CFR 312. We have the specific qualifications based on education, training and experience to assess a property of the nature, history and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Destiny S. Hazra - Senior Scientist

1.2 Findings and Conclusions Summary

Cardno ATC has performed a Phase I Environmental Site Assessment (ESA) of the property in conformance with the scope and limitations of ASTM International Standard Practice E1527-13. Any exceptions to, or deletions from, this practice are described in Section 2.0 of this report. This assessment has revealed no evidence of *recognized environmental conditions* in connection with the property. The table below provides a summary of report findings and conclusions.

Report Section		Further Action?	De minimis Condition	REC and/or CREC	Historical REC	ASTM Non-Scope Condition	Description
4.0	**User Provided Information**	No					
5.1.1	**Federal Database Findings**	No					
5.1.2	**State and Tribal Database Findings**	No					
5.1.3	**Local Environmental Record Sources**	No					
5.3	**Historical Records Sources**	No					
6.2	**Hazardous Substance Use, Storage, and Disposal**	No					
6.3	**Underground Storage Tanks**	No					
6.4	**Aboveground Storage Tanks**	No					
6.5	**Other Petroleum Products**	No					
6.6	**Polychlorinated Biphenyls (PCBs)**	No					
6.7	**Unidentified Substance Containers**	No					
6.8	**Nonhazardous Solid Waste**	No					
6.9	**Wastewater**	No					
6.10	**Waste Pits, Ponds and Lagoons**	No					
6.11	**Drains and Sumps**	No					
6.12	**Septic Systems**	No					
6.13	**Stormwater Management System**	No					
6.14	**Wells**	No					
7.0	**Subsurface Vapor Migration**	No					
8.0	**Interviews**	No					

Report Section		Further Action?	De minimis Condition	REC and/or CREC	Historical REC	ASTM Non-Scope Condition	Description
9.1	**Asbestos-Containing Material (ACM)**	No				X	Based on the observed condition of building finishes in general, and documented evidence that the fireproofing is confirmed ACM, samples were not collected. Observed building materials and finishes were noted to be in good condition at the time of the site visit and no conditions/areas of concern were noted. All suspect ACM should continue be properly assessed prior to disturbance from construction, renovation or maintenance activities.
9.2	**Radon**	No					
9.3	**Lead in Drinking Water**	No					
9.4	**Lead-Based Paint (LBP)**	No					
9.5	**Mold Screening**	No					
9.6	**Additional User Requested Services**	No					

1.3 Significant Data Gap Summary

Data gaps may have been encountered during the performance of this Phase I ESA and are discussed within the section of the report where they were encountered. However, according to ASTM Standard Practice E1527-13, data gaps are only significant if "other information and/or professional experience raises reasonable concerns involving the data gap." The following table is a summary of significant data gaps identified in this report.

SIGNIFICANT DATA GAP SUMMARY	
Report Section	**Description**
3.5 Current Uses of Adjoining Properties	No significant data gap
4.2 Environmental Liens or Activity and Use Limitations (AULs)	No significant data gap
5.1 Standard Environmental Records	No significant data gap
5.2 Physical Setting Sources	No significant data gap
5.3 Historical Records Sources	No significant data gap
6.1 Methodology and Limiting Conditions	No significant data gap
7.0 Subsurface Vapor Migration	No significant data gap
8.0 Interviews	No significant data gap

1.4 Recommendations

Based on information collected from the Phase I ESA, Cardno ATC offers the following recommendation:

- All suspect asbestos containing materials (ACM) should continue be properly assessed prior to disturbance from construction, renovation or maintenance activities. Costs for such assessments will vary based on the size/extent of the planned construction, renovation or maintenance.

- Annual air sampling within Tower I and Tower II to verify whether airborne asbestos is present within tenant and/or common areas resulting from the existing structural fireproofing located in both buildings. The estimated annual cost for such sampling is $3500.00.

2.0 INTRODUCTION

2.1 Purpose

The purpose of this Phase I ESA was to identify *recognized environmental conditions* in connection with the property at the time of the site reconnaissance. The scope of work for this Phase I ESA may also include certain potential environmental conditions beyond the scope of ASTM Standard Practice E1527-13 as listed below. This report documents the findings, opinions and conclusions of the Phase I ESA.

2.2 Scope

This Phase I ESA was conducted in general accordance with the ASTM Standard Practice E1527-13, consistent with a level of care and skill ordinarily practiced by the environmental consulting profession currently providing similar services under similar circumstances. Significant additions, deletions or exceptions to ASTM Standard Practice E1527-13 are noted below or in the corresponding sections of this report. The scope of this assessment included an evaluation of the following:

- Physical setting characteristics of the property through a review of referenced sources such as topographic maps and geologic, soils and hydrologic reports.
- Usage of the property, adjoining properties and surrounding area through a review of referenced historical sources such as land title records, fire insurance maps, city directories, aerial photographs, prior reports and interviews.
- Observations and interviews regarding current property usage and condition including: the use, treatment, storage, disposal or generation of hazardous substances, petroleum products, hazardous wastes, nonhazardous solid wastes and wastewater.
- Usage of adjoining and surrounding area properties and the likely impact of known or suspected releases of hazardous substances or petroleum products from those properties in, on, or at the property.
- Information in referenced environmental agency databases and local environmental records, within the specified approximate minimum search distance from the property.
- Potential for subsurface vapor migration in, on or at the property as described in Section 7.0.

The scope of the assessment also included consideration of the following potential environmental issues or conditions that are beyond the scope of ASTM Standard Practice E1527-13:

- The scope of work for the Mold Screening was intended to be consistent with ASTM E 2418-06: Standard Guide for Readily Observable Mold and Conditions Conducive to Mold in Commercial Buildings: Baseline Survey Process. The scope of work, including potential deviations from the Standard Guide, is described as follows. The interview was limited to at least one knowledgeable person from property management or engineering staff. The document review was limited to only those relevant documents made readily available to Cardno ATC in a timely manner. The physical observations were limited to certain Heating, Ventilation and Air Conditioning (HVAC) system areas and other readily accessible building areas likely to become subject to water damage, plumbing leaks, and flooding. Unless noted otherwise herein, Cardno ATC observed the HVAC equipment room(s) and accessible mechanical rooms and, in buildings with package units in the ceiling, at least one unit per floor. Also, unless noted otherwise, Cardno ATC observed accessible areas of the basement (or lowest level), the top floor, the roof (including any penthouse areas) and at least one mid-level floor (if applicable). For multi-story buildings, the total number of floors observed (inclusive of those already mentioned) was intended to be up to 10% of the total number of floors (if readily accessible). For hotel and multi-family buildings, Cardno ATC targeted the lowest and highest levels and roof as described above and up to 10% of units, including one per floor if readily accessible. The Mold Screening did not include destructive methods of observation. No sampling or laboratory analyses were conducted. The Mold Screening service as described herein was limited in scope and by the time and cost

considerations typically associated with performing a Phase I ESA. No method can guarantee that a hazard will be discovered if evidence of the hazard is not encountered within the performance of the Mold Screening as authorized and that opinions and conclusions must, out of necessity, be extrapolated from limited information and discrete, non-continuous data points. Unidentified mold or other microbial conditions may exist on the property.

- Visual observation of suspect asbestos-containing materials (ACM), consisting of providing an opinion on the condition of suspect ACM on the property based upon visual observation during the site reconnaissance. No sampling of suspect ACM was conducted.

- Radon document review, consisting of the review of published radon data with regard to the potential for elevated levels of radon gas in the surrounding area of the property. No radon sampling was conducted.

- Lead in drinking water data review, consisting of contacting the water supplier for information regarding whether or not the potable water provided to the property meets the drinking water standards for lead.

- Visual observation of suspect lead-based paint (LBP), consisting of providing an opinion on the potential for LBP based on the construction date of buildings on the property and visual observation of the condition of suspect LBP.

- Wetlands document review, consisting of a review of a current National Wetlands Inventory map of the surrounding area to note if the property is identified on the map as having a wetland.

- Flood plain document review, consisting of a review of a reasonably ascertainable flood plain map of the surrounding area to note if the property is identified on the map as being located within a flood plain.

- Regulatory Agency File and Records Review, consisting of conducting a file review (i.e., via Freedom of Information Act (FOIA) request or alternative method/source) for the property and/or one adjoining property at one regulatory agency, as warranted by the findings of the ESA. If Cardno ATC determines that additional Regulatory Agency File and Records Reviews are warranted, Cardno ATC will advise Client and seek written authorization for the additional services and fees.

2.3 Significant Assumptions

The assumptions in this report were not considered as having a significant impact on the determination of *recognized environmental conditions* associated with the property.

2.4 Limitations and Exceptions

Cardno ATC has prepared this Phase I ESA report using reasonable efforts to identify *recognized environmental conditions* associated with hazardous substances or petroleum products in, on, or at the property. Findings contained within this report are based on information collected from observations made on the day(s) of the site reconnaissance and from reasonably ascertainable information obtained from certain public agencies and other referenced sources.

The ASTM Standard Practice E 1527-13 recognizes inherent limitations for Phase I ESAs, including, but not limited to:

- *Uncertainty Not Eliminated:* a Phase I ESA cannot wholly eliminate uncertainty regarding the potential for *recognized environmental conditions* in connection with a property.

- *Not Exhaustive:* a Phase I ESA is not an exhaustive assessment of the environmental conditions on a property.

- *Past Uses of the Property:* a Phase I ESA does not require review of standard historical sources at less than five year intervals. Therefore, past uses of the property may not be discovered.

Users of this report may refer to ASTM Standard Practice E 1527-13 for further information regarding these and other limitations. This report is not definitive and should not be assumed to be a complete and/or specific definition of all conditions above or below grade. Current subsurface conditions may differ from the conditions determined by surface observations, interviews and reviews of historical sources. The most reliable method of evaluating subsurface conditions is through intrusive techniques, which are beyond the scope of this report. Information in this report is not intended to be used as a construction document and should not be used for demolition, renovation, or other property construction purposes. Any use of this report by any party, beyond the scope and intent of the original parties, shall be at the sole risk and expense of such user.

Cardno ATC makes no representation or warranty that the past or current operations at the property are, or have been, in compliance with all applicable federal, state and local laws, regulations and codes. This report does not warrant against future operations or conditions, nor does it warrant against operations or conditions present of a type or at a location not investigated. Regardless of the findings stated in this report, Cardno ATC is not responsible for consequences or conditions arising from facts not fully disclosed to Cardno ATC during the assessment.

An independent data research company provided the government agency databases referenced in this report. Information on surrounding area properties was requested for approximate minimum search distances and is assumed to be correct and complete unless obviously contradicted by Cardno ATC's observations or other credible referenced sources reviewed during the assessment. Cardno ATC shall not be liable for the database firm's failure to make relevant files or documents properly available, to properly index files, or otherwise to fail to maintain to produce accurate or complete records.

Cardno ATC makes no warranty, guarantee or certification regarding the quality, accuracy or reliability of any prior report provided to Cardno ATC and discussed in this Phase I ESA report. Cardno ATC expressly disclaims any and all liability for any errors or omissions contained in any prior reports provided to Cardno ATC and discussed in this Phase I ESA report.

Cardno ATC used reasonable efforts to identify evidence of aboveground and underground storage tanks and ancillary equipment on the property during the assessment. "Reasonable efforts" were limited to observation of accessible areas, review of referenced public records and interviews. These reasonable efforts may not identify subsurface equipment or evidence hidden from view by things including, but not limited to, snow cover, paving, construction activities, stored materials and landscaping.

Any estimates of costs or quantities in this report are approximations for commercial real estate transaction due diligence purposes and are based on the findings, opinions and conclusions of this assessment which are limited by the scope of the assessment, schedule demands, cost constraints, accessibility limitations and other factors associated with performing the Phase I ESA. Subsequent determinations of costs or quantities may vary from the estimates in this report. The estimated costs or quantities in this report are not intended to be used for financial disclosure related to FASB Statement No. 143, FASB Interpretation No. 47, Sarbanes/Oxley Act or any United States Securities and Exchange Commission reporting obligations, and may not be used for such purposes in any form without the express written permission of Cardno ATC.

Cardno ATC is not a professional title insurance or land surveyor firm and makes no guarantee, express or implied, that any land title records acquired or reviewed in this report, or any physical descriptions or depictions of the property in this report, represent a comprehensive definition or precise delineation of property ownership or boundaries.

The Environmental Professional Statement in Section 1.1 of this report does not "certify" the findings contained in this report and is not a legal opinion of such *Environmental Professional*. The statement is meant to document Cardno ATC's opinion that an individual meeting the qualifications of an *Environmental Professional* was involved in the performance of the assessment and that the activities performed by, or under the supervision of, the *Environmental Professional* were performed in conformance with the standards

and practices set forth in 40 CFR Part 312 per the methodology in ASTM Standard Practice E 1527-13 and the scope of work for this assessment.

Per ASTM Standard Practice E 1527-13, Section 6, User Responsibilities, the User of this assessment has specific obligations for performing tasks during this assessment that will help identify the possibility of *recognized environmental conditions* in connection with the property. Failure by the User to fully comply with the requirements may impact their ability to use this report to help qualify for *Landowner Liability Protections* (LLPs) under CERCLA. Cardno ATC makes no representations or warranties regarding a User's qualification for liability protection under any federal, state or local laws or regulations.

In accordance with the ASTM Standard Practice E 1527-13, this report is presumed to be valid for a six month period. If the report is older than six months, the following information must be updated in order for the report to be valid: (1) regulatory review, (2) site visit, (3) interviews, (4) specialized knowledge, and (5) environmental liens. Reports older than one year may not meet ASTM Standard Practice E 1527-13 and therefore, the report must be updated to reflect current conditions and property-specific information.

Other limitations and exceptions that are specific to the scope of this report may be found in corresponding sections.

2.5 Special Terms and Conditions (User Reliance)

This Report is for the use and benefit of, and may be relied upon by, Wells Fargo Bank, National Association, it's successors and assigns, Fortress Credit Corp., Fortress Investment Group LLC, Drawbridge Special Opportunities Fund LP, and any of their respective assigns, affiliates, agents and advisors; any initial and subsequent holders from time to time of any debt and/or securities backed in whole or in part, directly or indirectly, by assets covered by this Report; any initial and subsequent holders of any participation or beneficial interest in any such debt and/or securities; any trustee, servicer or other agent acting on behalf of holders of such debt and/or securities; any rating agencies providing ratings to any such securities; and any institutional providers from time to time of any liquidity facility or credit support for the financing of any such debt and/or securities; and their respective successors and assigns. In addition, this Report and/or a reference to this Report may be included or quoted in any offering circular, registration statement, prospectus or sales brochure (in either electronic or hard copy format) in connection with a securitization, syndication or similar transaction involving such debt and/or such securities.

3.0 SITE DESCRIPTION

3.1 Location and Legal Description

The property address is 1875, 1887, 1901, 1909, 1919, 1995 and 1999 South Bascom Avenue, Campbell, California. The Site Vicinity Map is located in Appendix A. The Site Plan is located in Appendix B. Site Photographs are provided in Appendix C. According to information obtained from Santa Clara County Property Assessor, the property is identified by the following Assessors Parcel Numbers (APNs): 288-04-011, 288-04-012, 288-04-014, 288-04-017, 288-04-025 and 288-04-026.

3.2 Surrounding Area General Characteristics

The property is located within the City of Campbell in an area characterized by residential and commercial uses. Surface topography across the property and in the surrounding area is relatively flat with a slope towards the north-northwest. Specific adjacent and abutting properties are summarized in Section 3.5.

3.3 Current Use of the Property

The property is currently developed as a mixed-use facility, known as The Pruneyard. The mixed-use facility includes two office towers (Tower I and Tower II), an office building (Tower III), a hotel, a retail shopping center, a parking garage and three free-standing retail buildings (Outback Steakhouse, Bank of America and Sugar Flour Water). The onsite hotel (Double Tree by Hilton) offers a swimming pool, meeting rooms and a small restaurant for serving breakfast. The property buildings were constructed between 1969 and 1998. Parking is located in asphalt-paved areas and a parking garage. A Site Plan is located in Appendix B.

Following is a table summarizing the occupied tenant spaces of the property.

TENANT USE OF THE PROPERTY			
Tenant Name	**Location**	**Type of Use**	**Comments**
280 Group	Tower I, Suite 1460	Administrative office	None
3P Equity Partners	Tower I, Suite 1060	Administrative office	None
Aichi Steel	Tower I, Suite 1530	Administrative office	None
Aladiz, LLC	Tower I, Suite 1160	Administrative office	None
Minker & Woo	Tower I, Suite 1190	Administrative office	None
Apple One Employment Services	Tower I, Suite 1220	Administrative office	None
Argonaut Window and Door	Tower I, Suite 800	Administrative office	None
Ben Absalom	Tower I, Suite 220	Administrative office	None
BPG Worldwide	Tower I, Suite 850	Administrative office	None
California Creative Benefits	Tower I, Suite 880	Administrative office	None
Copper Burton, Inc	Tower I, Suite 1650	Administrative office	None
Dernand Solutions Group	Tower I, Suite 1200	Administrative office	None
DeWinter Group	Tower I, Suite 1660	Administrative office	None
Equip Supply Chanin, LLC	Tower I, Suite 1150	Administrative office	None
Gerhardt Law Firm	Tower I, Suite 1414	Administrative office	None
Golden Resorts	Tower I, Suite 1700	Administrative office	None
Guaranteed Rate	Tower I, Suites 100 and 105	Administrative office	None
Haworth, Bradshaw, Staliknecht & Barber	Tower I, Suite 450	Administrative office	None
Haws Consulting	Tower I, Suite 1525	Administrative office	None
Himax	Tower I, Suite 300	Administrative office	None
John Janello	Tower I, Suite 1580	Administrative office	None
Law Offices of Fukasawa & Kuttner	Tower I, Suite 1240	Administrative office	None
Life Time Tennis	Tower I, Suite 1225	Administrative office	None
Lipton law Offices	Tower I, Suite 1111	Administrative office	None
MPK	Tower I, Suite 600	Administrative office	None
Main Stream Real Estate	Tower I, Suite 110	Administrative office	None

Tenant Name	Location	Type of Use	Comments
mBlox	Tower I, Suite 400	Administrative office	None
Nelson Staffing	Tower I, Suite 700	Administrative office	None
NESCO Resource	Tower I, Suite 1140	Administrative office	None
Online Technical Services	Tower I, Suite 840	Administrative office	None
Peterson & Associates	Tower I, Suite 1400	Administrative office	None
Real Capital Analytics	Tower I, Suite 200	Administrative office	None
RedWood CTO	Tower I, Suite 1100	Administrative office	None
Ronald Nazarpour	Tower I, Suite 1410	Administrative office	None
RPM Mortgage	Tower I, Suite 1600	Administrative office	None
Sazze	Tower I, Suite 500	Administrative office	None
Steve Lajala & Associates	Tower I, Suite 1440	Administrative office	None
Strategic Global Investment Services	Tower I, Suite 1550	Administrative office	None
Summit Funding	Tower I, Suites 333 and 350	Administrative office	None
Tianma Microelectrics	Tower I, Suite 830	Administrative office	None
Triple Crown Consulting	Tower I, Suite 750	Administrative office	None
Woodruff-Sawyer & Co	Tower I, Suite 1500	Administrative office	None
YouWeb LLC	Tower I, Suite 1180	Administrative office	None
Vacant	Tower I, Suites 210, 280, 900, 1005, 1030, 1050, 1300, 1325, 1350 and 1675	N/A	None
AT&T Mobility	Tower II, Suite 930	Administrative office	None
Apogee	Tower II, Suite 250	Administrative office	None
Applied Wave Research	Tower II, Suites 300 and 315	Administrative office	None
Bank of America	Tower II, Suite 810	Administrative office	None
Bank of the West	Tower II, Suite 100	Administrative office	None
Blue Snap	Tower II, Suite 600	Administrative office	None
Cleland, Armer and Vu	Tower II, Suite 470	Administrative office	None
Can and Kotov Ameriprise	Tower II, Suite 1060	Administrative office	None
Cruff, Chan and Carlson/ Ameriprise Financial	Tower II, Suite 1025	Administrative office	None
Denka Seiken	Tower II, Suite 905	Administrative office	None
DreamFactory Software	Tower II, Suite 928	Administrative office	None
Fourneir, McDermott and Lamb	Tower II, Suite 1010	Administrative office	None
Gagein	Tower II, Suite 210	Administrative office	None
HotChalk	Tower II, Suites 270, 650, 815, 1000, 1020 and 1030	Administrative office	None
HQ Global Holdings	Tower II, Suite 700	Administrative office	None
HRN Services	Tower II, Suite 590	Administrative office	None
Huson European Media	Tower II, Suite 450	Administrative office	None
OSI Engineering	Tower II, Suites 800 and 900	Administrative office	None
Mark's Space	Tower II, Suite 325	Administrative office	None
Monthly Cash Thru Options LLC	Tower II, Suite 925	Administrative office	None
Naomi Parker & Heidi Youseff	Tower II, Suite 950	Administrative office	None
Optience Corp.	Tower II, Suite 510	Administrative office	None
OT Mobility	Tower II, Suite 520	Administrative office	None
Cold Plasma Medical/Plasmology	Tower II, Suite 500	Administrative office	None
ProAnalysis	Tower II, Suite 910	Administrative office	None
Pruneyard Financial Group	Tower II, Suite 990	Administrative office	None
Saminan Chemicals	Tower II, Suite 515	Administrative office	None
Senju Comtek Corp	Tower II, Suite 340	Administrative office	None

Tenant Name	Location	Type of Use	Comments
Sequoia Worldwide	Tower II, Suites 150 and 230	Administrative office	None
Waddell & Reed	Tower II, Suites 400 and 480	Administrative office	None
Wagner Blecher LLP	Tower II, Suites 1040 and 1050	Administrative office	None
Wealth Design	Tower II, Suites 500-A and 530	Administrative office	None
Vacant	Tower II, Suite 200	N/A	None
Ameriprise Financial Services	Tower III, Suite 100	Administrative office	None
Hightail	Tower III, Suites 250, 225, 300 and 650	Administrative office	None
GSA/FBI	Tower III, Suites 400 and 500	Administrative office	None
hopTo Inc.	Tower III, Suite 600	Administrative office	None
SN Systems	Tower III, Suite 120	Administrative office	None
US Bank	Tower III, Suite 200	Administrative office	None
Aperture Academy	Shopping Center, Suites 600 and 610	Professional Office	None
Bank of America	1875 South Bascom Road	Retail	None
Bankers Network	Shopping Center, Suite 2550	Retail	None
Buca di Beppo	Shopping Center, Suite 155	Retail	None
Camera 7 Cinemas	Shopping Center, Suite 100	Retail	None
Chase	Shopping Center, Suite 114	Retail	None
Classy Nails	Shopping Center, Suite 520	Retail	None
Coffee Society	Shopping Center, Suite 112	Retail	None
Cold Stone Creamery	Shopping Center, Suite 160	Retail	None
Dr. Fred Slater	Shopping Center, Suite 110	Professional Office	None
El Burro	Shopping Center, Suite 570	Retail	None
Equity Office Management	Shopping Center, Suite 2410	Professional Office	None
Gemcraft & Diamonds	Shopping Center, Suite 525	Retail	None
Cafe Artemis	Shopping Center, Suites 300 and 350	Retail	None
Kyoto Palace	Shopping Center, Suite 2500	Retail	None
La Boulanger	Shopping Center, Suite 440	Retail	None
Lisa's Tea Treasures	Shopping Center, Suite 165	Retail	None
Little Wine Counter	Shopping Center, Suite 560	Retail	None
Marshall's	Shopping Center, Suite 510	Retail	None
Massage Envy	Shopping Center, Suites 610 and 650	Retail	None
Orchard City Kitchen	Shopping Center, Suite 190	Retail	None
Outback Restaurant	1887 South Bascom Road	Retail	None
Pacific Catch	Shopping Center, Suite 550	Retail	None
Palisado Builders	Shopping Center, Suite 2400	Retail	None
Patxi's Pizza	Shopping Center, Suite 405	Retail	None
Peninsula Beauty	Shopping Center, Suites 530, 535, 540	Retail	None
Pizza My Heart	Shopping Center, Suite 100	Retail	None
Pruneyard Plaza Hotel (Double Tree)	Shopping Center, No Suite Number	Hotel	None
Pruneyard Tailor	Shopping Center, Suite 470	Retail	None

Tenant Name	Location	Type of Use	Comments
Rhee Bevere	Shopping Center, Suite 2420	Retail	None
Rock Bottom	Shopping Center, Suite 700	Retail	None
Salon Rache	Shopping Center, Suite 2430	Retail	None
Sports Basement	Shopping Center, Suites 240, 260 and 270	Retail	None
Sports Fever	Shopping Center, Suite 150	Retail	None
Supinko	Shopping Center, Suite 400	Retail	None
Togo's	Shopping Center, Suite 113	Retail	None
Trader Joe's	Shopping Center, Suite 420	Retail	None
Trudy's	Shopping Center, Suites 134 and 148	Retail	None
Unique Eyewear	Shopping Center, Suite 162	Retail	None
United Security Bank	Shopping Center, Suite 119	Retail	None
Verizon Wireless	Shopping Center, Suite 116	Retail	None
VisiStat	Shopping Center, Suite 2445	Retail	None
Vacant	Shopping Center, Suites 105, 250, 403 and 500	N/A	None
Sugar Flour Water	Free-standing Retail Unit (no address or suite number)	Retail	None

3.4 Description of Property Improvements

The following table provides general descriptions of property improvements.

PROPERTY IMPROVEMENTS	
Size of Property (approximate)	27.243 acres
General Topography of Property	Relatively flat with a slope to the north-northwest
Adjoining and/or Access/Egress Roads	East Campbell Avenue to the south; Pruneyard Drive to the north; South Bascom Avenue to the east.
Paved or Concrete Areas (including parking)	Asphalt paved parking areas and driveways are located throughout the property.
Unimproved Areas	None
Landscaped Areas	Trees, shrubs, grasses and flowering plants are located throughout the property.
Surface Water	None
Potable Water Source	Santa Clara Water District
Sanitary Sewer Utility	West Valley Sanitation District
Storm Sewer Utility	City of Campbell
Electrical Utility	Pacific Gas and Electric (PG&E)
Natural Gas Utility	PG&E
Current Occupancy Status	97 percent (property overall)
Unoccupied Buildings/Spaces/Structures	10 office suites
Number of Occupied Buildings	One
Building Name or General Building Description	Tower One, office building
Number of Floors	18
Total Square Feet of Space (approximate)	119,249 square feet (SF)
Construction Completion Date (year)	1970
Construction Type	Steel/Glass high-rise tower
Interior Finishes Description	Drywall, carpet, ceramic tile, acoustical ceiling tiles
Exterior Finishes Description	Glass, steel
Cooling System Type	Roof-mounted Heating Ventilation and Air Conditioning (HVAC) units
Heating System Type	Roof-mounted HVAC units

Emergency Power	Natural gas powered generator located in mechanical penthouse

Current Occupancy Status	97 percent (property overall)
Unoccupied Buildings/Spaces/Structures	One office suite
Number of Occupied Buildings	One
Building Name or General Building Description	Tower Two, office building
Number of Floors	10
Total Square Feet of Space (approximate)	119,147 SF
Construction Completion Date (year)	1972
Construction Type	Steel/Glass high-rise tower
Interior Finishes Description	Drywall, carpet, ceramic tile, acoustical ceiling tiles
Exterior Finishes Description	Glass, steel
Cooling System Type	Roof-mounted HVAC units
Heating System Type	Roof-mounted HVAC units
Emergency Power	Natural gas powered generator located in mechanical penthouse

Current Occupancy Status	97 percent (property overall)
Unoccupied Buildings/Spaces/Structures	None
Number of Occupied Buildings	One
Building Name or General Building Description	Tower Three, office building
Number of Floors	Six
Total Square Feet of Space (approximate)	127,634 SF
Construction Completion Date (year)	1998
Construction Type	Steel/Glass multi-story building
Interior Finishes Description	Drywall, carpet, ceramic tile, acoustical ceiling tiles
Exterior Finishes Description	Glass, steel
Cooling System Type	Roof-mounted HVAC units
Heating System Type	Roof-mounted HVAC unit
Emergency Power	Diesel powered generator located within asphalt-paved parking lot

Current Occupancy Status	97 percent (property overall)
Unoccupied Buildings/Spaces/Structures	Four retail suites
Number of Occupied Buildings	One
Building Name or General Building Description	Pruneyard Shopping Center, retail shopping center
Number of Floors	Two
Total Square Feet of Space (approximate)	252,210 SF
Construction Completion Date (year)	1969
Construction Type	Wood framed on concrete slab foundation
Interior Finishes Description	Varied throughout tenant spaces. Tenant spaces generally contain drywall, carpet, ceramic tile, vinyl floor tiles and acoustical ceiling tiles.
Exterior Finishes Description	Wood, glass
Cooling System Type	Individual packaged units
Heating System Type	Individual packaged units
Emergency Power	None

Current Occupancy Status	N/A
Unoccupied Buildings/Spaces/Structures	None
Number of Occupied Buildings	One
Building Name or General Building Description	Double Tree Hotel
Number of Floors	Three
Total Square Feet of Space (approximate)	96,476 SF
Construction Completion Date (year)	1989
Construction Type	Concrete Masonry Unit (CMU)

Interior Finishes Description	Drywall, carpet, ceramic tile
Exterior Finishes Description	Stucco, wood finishes, glass
Cooling System Type	Guest Rooms: Individual packaged units Common Areas: Roof-mounted HVAC unit
Heating System Type	Guest Rooms: Individual packaged units Common Areas: Roof-mounted HVAC unit
Emergency Power	Natural gas powered generator located adjacent to pool mechanical equipment room

Current Occupancy Status	N/A
Unoccupied Buildings/Spaces/Structures	N/A
Number of Occupied Buildings	N/A
Building Name or General Building Description	Parking Garage
Number of Floors	Four
Total Square Feet of Space (approximate)	Unknown
Construction Completion Date (year)	1998
Construction Type	CMU
Interior Finishes Description	Concrete
Exterior Finishes Description	Concrete
Cooling System Type	None
Heating System Type	None
Emergency Power	None

Current Occupancy Status	Fully occupied
Unoccupied Buildings/Spaces/Structures	None
Number of Occupied Buildings	One
Building Name or General Building Description	Outback Steak House, restaurant
Number of Floors	One
Total Square Feet of Space (approximate)	4,000 SF
Construction Completion Date (year)	1995-1996
Construction Type	Wood framed on concrete slab foundation
Interior Finishes Description	Drywall, carpet, ceramic tile
Exterior Finishes Description	Wood, glass
Cooling System Type	Individual packaged unit
Heating System Type	Individual packaged unit
Emergency Power	None

Current Occupancy Status	Fully occupied
Unoccupied Buildings/Spaces/Structures	None
Number of Occupied Buildings	One
Building Name or General Building Description	Bank of America, commercial building
Number of Floors	One
Total Square Feet of Space (approximate)	3,000 SF
Construction Completion Date (year)	1995-1996
Construction Type	Wood framed on concrete slab foundation
Interior Finishes Description	Drywall, carpet, ceramic tile
Exterior Finishes Description	Wood, glass
Cooling System Type	Individual packaged unit
Heating System Type	Individual packaged unit
Emergency Power	None

Current Occupancy Status	Fully occupied
Unoccupied Buildings/Spaces/Structures	None
Number of Occupied Buildings	One
Building Name or General Building Description	Sugar Flour Water, restaurant
Number of Floors	One
Total Square Feet of Space (approximate)	900 SF
Construction Completion Date (year)	1998
Construction Type	Wood framed on concrete slab foundation
Interior Finishes Description	Drywall, ceramic tile
Exterior Finishes Description	Wood, glass
Cooling System Type	Individual packaged unit
Heating System Type	Individual packaged unit
Emergency Power	None

3.5 Current Uses of Adjoining Properties

Current uses of the adjoining properties were observed to be as described in the following table.

CURRENT USES OF ADJOINING PROPERTIES				
Direction From Property	**Address**	**Occupant(s) Name**	**Current Use**	**Potential Environmental Conditions**
North	1845 South Bascom Avenue	Residential Apartments	Residential	None
South (Beyond East Campbell Avenue)	Towne Place Suites Marriott, Casa Mia Apartments, First Bank, Selixo Formal Wear, Elite Cleaners, Inviting Ideas, Frost Laboratory Inc., Thai Orchid, Administrative Office Building, NetPolarity, Administrative Office Building, Original Hick'ry Pit Restaurant, Shell Gas Station.	700 E. Campbell Avenue, 760 E. Campbell Avenue, 790 E. Campbell Avenue, 824A E. Campbell Avenue, 824B E. Campbell Avenue, 840 E. Campbell Avenue, 850 E. Campbell Avenue, 866 E. Campbell Avenue, 880 E. Campbell Avenue, 900 E. Campbell Avenue, 950 E. Campbell Avenue, 980 E. Campbell Avenue, 2029 S. Bascom Avenue.	Commercial	Refer to Section 5.1.2

Direction From Property	Address	Occupant(s) Name	Current Use	Potential Environmental Conditions
East (beyond South Bascom Avenue)	Thai Pepper Cuisine Restaurant, US Bank, Baja Fresh Mexican Grill, Taco Bravo, Wienerschnitzel, Doctors Office Building, Pet FoodExpress, Pool Patio & More, LGM, Rasputin Music Store.	2000 S. Bascom Avenue, 1998 S. Bascom Avenue, 1976 S. Bascom Avenue, 1950 S. Bascom Avenue, 1940 S. Bascom Avenue, 1930 S. Bascom Avenue, 1902 S. Bascom Avenue, 1870 S. Bascom Avenue, 1860 S. Bascom Avenue, 1820 S. Bascom Avenue.	Commercial	None
West	N/A	California Highway 17	Transportation	None

4.0 USER PROVIDED INFORMATION

The following section summarizes information (if any) provided by Fortress Credit Advisors LLC (User) with regard to the Phase I ESA. Documentation may be found in Appendix D or where referenced in this report.

4.1 Title Records

User provided no title records information.

4.2 Environmental Liens or Activity and Use Limitations (AULs)

The User provided no information regarding property environmental liens or activity and use limitations (AULs). Cardno ATC contracted Environmental Data Resources (EDR) to perform an environmental lien search for the property. The environmental lien search was conducted for all six parcel (288-04-011, 288-04-012, 288-04-014, 288-04-017, 288-04-025 and 288-04-026) which make up the property. According to the environmental lien and AUL search report, no environmental liens or AULs were found in connection with the property.

A copy of the report is included in Appendix L.

4.3 Specialized Knowledge or Experience of the User

The User provided no specialized knowledge or experience regarding *recognized environmental conditions* associated with the property.

4.4 Significant Valuation Reduction for Environmental Issues

The User provided no information regarding a significant valuation reduction for environmental issues associated with the property.

4.5 Owner, Property Manager, and Occupant Information

Ms. Chequita McCullough, Senior Property Manager with Equity Office Management, LLC – The Pruneyard was identified by the User as the property contact. The User indicated that the property is occupied by the Pruneyard, a mixed-use development.

4.6 Reason For Performing Phase I ESA

According to information provided by the User, this Phase I ESA will be used in connection with a commercial real estate transaction to identify *recognized environmental conditions* associated with the property.

4.7 Other User Provided Documents

Per the ASTM Standard Practice E 1527-13, Cardno ATC obtained the documents listed below from the User. Further discussion may be found in Section 5.3.9 and other relevant sections of this report.

OTHER USER PROVIDED DOCUMENTS		
Title	**Date (if known)**	**Author and/or Source (if known)**
Cardno ATC Client Questionnaire	August 6, 2014	Mr. Chris Nehls, Vice President Ellis Partners
Phase I Environmental Site Assessment of Pruneyard at Campbell	February 7, 2014	IVI Assessment Services, Inc.
Limited Asbestos Survey Reports/Indoor Air Quality Reports	Various Dates from 1999 to 2014	RGA Environmental

5.0 RECORDS REVIEW

5.1 Standard Environmental Records

The regulatory agency database report discussed in this section, provided by EDR, was reviewed for information regarding reported use or release of hazardous substances and petroleum products on or near the property. Unless otherwise noted, the information provided by the regulatory agency database report and other sources referenced in this report, were considered sufficient for *recognized environmental condition (REC)*, *controlled recognized environmental condition (CREC)*, *historical recognized environmental condition (HREC)* or *de minimis condition* determinations without conducting supplemental agency file reviews. Cardno ATC also reviewed the "unmappable" (also referred to as "orphan") listings within the database report, cross-referencing available address information and facility names. Unmappable sites are listings that could not be plotted with confidence, but are potentially in the general area of the property, based on the partial street address, city, or zip code. Any unmappable site that was identified by Cardno ATC as being within the approximate minimum search distance from the property, based on the site reconnaissance and/or cross-referencing to mapped listings, is included in the discussion within this section. The complete regulatory agency database report may be found in Appendix E.

SUMMARY OF FEDERAL, STATE AND TRIBAL DATABASE FINDINGS								
Regulatory Database	**Target Property**	**Search Distance (Miles)**	**< 1/8**	**1/8 - 1/4**	**1/4 - 1/2**	**1/2 - 1**	**> 1**	**Total Plotted**
National Priority List (NPL)		1	0	0	0	0	NR	0
Proposed National Priority List Sites (Proposed NPL)		1	0	0	0	0	NR	0
Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)		0.5	0	0	0	NR	NR	0
CERCLIS No Further Remedial Action Planned (CERCLIS-NFRAP)		0.5	0	0	2	NR	NR	2
RCRA - Large Quantity Generators (RCRA-LQG)		0.25	0	1	NR	NR	NR	1
RCRA - Small Quantity Generators (RCRA-SQG)	X	0.25	2	2	NR	NR	NR	5
Facility Index System/Facility Registry System (FINDS)	X	TP	NR	NR	NR	NR	NR	4
EDR Exclusive Historic Dry Cleaners (EDR US Hist Cleaners)		0.25	3	2	NR	NR	NR	5
EDR Exclusive Historic Gas Stations (EDR US Hist Auto Stat)	X	0.25	3	4	NR	NR	NR	8
RCRA - Non Generators (RCRA NonGen / NLR)		0.25	1	3	NR	NR	NR	4
Geotracker's Leaking Underground Fuel Tank Report (CA LUST)		0.5	6	5	25	NR	NR	36
Active UST Facilities (CA UST)		0.25	1	1	NR	NR	NR	2
Hazardous Substance Storage Container Database (CA HIST UST)		0.25	2	5	NR	NR	NR	7
Cleaner Facilities (CA DRYCLEANERS)		0.25	1	1	NR	NR	NR	2
California Hazardous Material Incident Report System (CA CHMIRS)	X	TP	NR	NR	NR	NR	NR	2

Regulatory Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SWEEPS UST Listing (CA SWEEPS UST)		0.25	3	7	NR	NR	NR	10
EnviroStor Database (CA ENVIROSTOR)		1	0	1	0	1	NR	2
Solid Waste Information System (CA SWF/LF (SWIS))		0.5	1	0	0	NR	NR	1
Waste Management Unit Database (CA WMUDS/SWAT)		0.5	1	0	0	NR	NR	1
Proposition 65 Records (CA NOTIFY 65)		1	0	0	0	1	NR	1
Hazardous Waste & Substance Site List (CA HIST CORTESE)		0.5	2	4	10	NR	NR	16
Facility Inventory Database (CA CA FID UST)		0.25	2	6	NR	NR	NR	8
Emissions Inventory Data (CA EMI)	X	TP	NR	NR	NR	NR	NR	3
Facility and Manifest Data (CA HAZNET)	X	TP	NR	NR	NR	NR	NR	10
Statewide SLIC Cases (CA SLIC)		0.5	0	0	1	NR	NR	1

5.1.1 Federal Database Findings

The property was listed within federal databases searched by EDR. All database listings for the property are discussed in Section 5.1.2.

Based on distance, topography, assumed groundwater gradient, current regulatory status, and/or the absence of reported releases, none of the sites listed in the federal agency databases are considered to represent a likely past, present or material threat of release in, on, or at the property.

5.1.2 State and Tribal Database Findings

The property was listed within the the federal and state databases searched by EDR. These listings are discussed below.

The following listing(s) with a known or significant potential for release and impact in, on, or at the property were identified in the state and tribal databases researched.

Based on distance, topography, assumed groundwater gradient, current regulatory status, and/or the absence of reported releases, none of the other sites listed in the state and tribal databases are considered to represent a likely past, present or material threat of release in, on, or at the property.

STATE DATABASE DETAILS	
Site Name	Pruneyard at Campbell
Databases	RCRA-SQG, FINDS, CHMIRS, HAZNET, EMI, EDR US Historical Auto Station
Address	1875, 1901, 1919 and 1999 South Bascom Avenue
Distance (ft.)	N/A (the property)
Direction	N/A (the property)
Elevation	N/A (the property)
Comments	Regulatory Review: A former property tenant (Photo Master Co) was listed within the Resource Conservation and Recovery Act-Small Quantity Generator (RCRA-SQG) database. This RCRA-SQG listing indicates that the tenant generated more than 100 and less than 1,000 kilograms (kg) of

Comments	hazardous waste during any calendar month and accumulated less than 6,000 kg of hazardous wastes at any time. The tenant was also listed within the Facility Index System/Facility Registry System (FINDS) database. The FINDS database listing indicates that this facility is tracked by the RCRA database. There were no incidents of release reported under these listings. Cardno ATC reviewed files for this tenant provided by the Santa Clara County Environmental Health Department (SCCEHD). The files contained hazardous waste permits and inspection reports dated from 1994 to 2000. A business closure form dated May 31, 2005 was also included in the files. The inspection reports documented several minor violations related to improper secondary containment, an incomplete spill kit, and several administrative violations. No violations indicating a release of hazardous materials were reported. A copy of the SCCEHD files are provided in Appendix L. Several former and current property tenants were listed within the Hazardous Waste Manifests (HAZNET) database. The tenants were listed within the Santa Clara County HAZNET database due to the disposal of asbestos-containing wastes, other organic solids, unspecified organic liquid mixture, polychlorinated biphenyls (PCBs) or material containing PCBs, and/or photochemicals or photoprocessing waste. No operational violations were discovered within the files reviewed for the property. None of these listings indicated current of historical tenant uses of concern such as dry cleaners or auto repair facilities. The Property Management (Equity Office The Pruneyard) was listed within the Emissions Inventory (EMI) database. The EMI is information on toxics and criteria pollutant emissions data collected by the Bay Area Air Quality Management Division (BAAQMD). There were no violations reported under these listings. The listings are likely related to the operation of the onsite emergency generators. Two incidents for the property were listed within the California Hazardous Material Incident Reporting System (CHMIRS) database. In June of 2005 the contracted landscaping company damaged a pad-mounted transformer on the property. PG&E as well as the Santa Clara County Health Department were notified. The transformer substance was determined to be mineral oil (non-PCB) and no further action was required. In March of 2005, the former tenant, Zyng Asian Grill, was reported for an improper kitchen drain connection. According to the incident report, a kitchen drain was accidentally hooked up to the incorrect pipe (storm drain pipe). The city inspector initially approved the connection. Upon discovery, a cease and desist order was issued to the tenant. The improper connection was repaired. EDR reported a Historical Auto Station (A Plus Autoglass) located at 1999 South Bascom Avenue for the year 2010. The historical auto station database is a record that is generated based on SIC codes and business names. It is a proprietary database that may reflect administrative listings or retail locations in addition to true current or former retail gasoline station, service station, or automotive repair businesses. Cardno ATC has reviewed past tenant uses at the property and based on this review, this past tenant use was retail and/or administrative. The former tenant did not perform auto repair or maintenance at the property. Discussion: Based on the lack of reported releases, listing details, and/or supplemental local agency file research, the RCRA-SQG, FINDS, EMI and HAZNET database listings are not considered to represent a recognized environmental condition to the property. Due to the nature of the substances (mineral oil and kitchen waste water) reported within the CHMIRS database, these incidents are not considered to represent a recognized environmental condition to the property. Based on the retail and/or administrative use of the former tenant (A Plus Autoglass), the EDR Historical Auto Station listing is not considered to represent a recognized environmental condition to the property.

Site Name	Shell Service Station-135124
Databases	RCRA-SQG, LUST, CUPA Listings
Address	2029 Bascom Avenue
Distance (ft.)	41 feet
Direction	Southeast
Elevation	Down-gradient of the property
Comments	Regulatory Review: The above referenced Shell Service Station was listed within the federal RCRA-SQG database due to the generation of more than 100 and less than 1,000 kg of hazardous

Comments	waste during any calendar month and/or accumulation of less than 6,000 kilograms (kg) of hazardous wastes at any time. No violations were reported for the facility under the RCRA listing. In March of 1984 a release of gasoline associated with two leaking underground storage tanks (LUST) at the facility was reported. According to the case closure report, issued by the Santa Clara Valley Water District on November 16, 1995, all necessary source removal and remedial actions were performed and no further action was required. The review of the case closure files identified groundwater flow to the southeast. A copy of the case closure summary in included in Appendix L. Discussion: Based on the current regulatory status and the down-gradient location of the facility to the property, these listings are not considered to represent a recognized environmental condition to the property.

Site Name	John's Texaco/Coast Oil #51
Databases	LUST, CA FID UST, SWEEPS UST
Address	790 East Campbell Avenue
Distance (ft.)	42 feet
Direction	Southwest
Elevation	Cross-gradient of the property
Comments	Regulatory Review: The above referenced Texaco Station was listed within several databases related to an onsite LUST event reported in February of 1990. The Santa Clara County Local Oversight program (LOP) issued a case closure for the facility on March 22, 1996. A copy of the case closure summary was not readily available. Discussion: Based on the current regulatory status and the cross-gradient location of the facility to the property, these listings are not considered to represent a recognized environmental condition to the property.

Site Name	Elite Cleaners
Databases	EDR Historical Cleaners
Address	824 East Campbell Avenue
Distance (ft.)	47 feet
Direction	south
Elevation	Cross-gradient of the property
Comments	Regulatory Review: The above referenced facility is listed on the EDR Historical Cleaners database for the years 1999, 2003-2008 and 2010-2012. There were no incidents of release reported for the facility and it was not listed on any federal or state databases that track hazardous material storage or hazardous waste disposal. The facility is currently in operation and based on Cardno ATC's observation at the time of the site visit, Elite Cleaners operates as a drop-off facility for dry cleaning. Discussion: Based on the facility operations (drop-off only) and the cross-gradient location of the facility to the property, the facility is not considered to represent a likely past, present or material threat of release in, on, or at the property.

Site Name	West Valley Closed Landfill
Databases	SWF/LF
Address	901-910 Campesi Way and 1845 South Bascom Avenue
Distance (ft.)	200 feet
Direction	North-northwest
Elevation	Up-gradient of the property
Comments	Regulatory Review: The above referenced solid waste facility has reportedly been closed in accordance with State of California governmental regulations. Such regulations require that a solid waste facility implement engineering controls such as caps, liners and methane mitigation systems to prevent impacts to surrounding soils and groundwater. Discussion: Based on the current regulatory status and closure of the landfill, the SWF/LF listing is not considered to represent a likely past, present or material threat of release in, on, or at the property.

Site Name	Campbell Fire Department
Databases	HIST CORTESE, LUST, HIST LUST, SWEEPS UST, EMI
Address	123 Union Avenue
Distance (ft.)	674 feet
Direction	South-southwest
Elevation	Cross-gradient of the property
Comments	Regulatory Review: The above referenced fire station was listed within several databases related to an onsite LUST event reported in February of 1987. Impacts were limited to soil. The Santa Clara County LOP issued a case closure for the facility on December 30, 1988. A copy of the case closure summary in included in Appendix L. Discussion: Based on the current regulatory status and the limited impact (soil only), these listings are not considered to represent a recognized environmental condition to the property.

5.1.3 Local Environmental Record Sources

Local Health Department

Cardno ATC contacted the Santa Clara County Environmental Health Department (SCCEHD) to review available information regarding the property. Ms. Rina Banks of SCCEHD provided electronic files for the property. The files were related to the former onsite tenant, Photomaster, Inc. The review of these files is discussed in Section 5.1.2.

California Environmental Protection Agency, Department of Toxic Substances Control (DTSC)

According to the DTSC EnviroStor website, http://www.envirostor.dtsc.ca.gov/public, the DTSC has no files for the property.

Regional Water Quality Control Board (RWQCB)

Cardno ATC contacted the RWQCB, San Francisco Regional Office and requested available files for the property. Ms. Melinda Wong of the RWQCB contacted Cardno ATC on August 15, 2014 to report the agency had no records for the property.

According to the RWQCB GeoTracker website, http://geotracker.swrcb.ca.gov, no leaking underground storage tank (LUST) sites or Spills, Leaks, Investigations and Clean-Up (SLIC) sites are located on the property.

Fire Department

Cardno ATC reviewed available records at the Santa Clara County Fire Department SCCFD. Available records generally included hazardous material business plans (HMBPs) for the storage diesel fuel for the onsite emergency generator and fire inspection records. There were no violations or incidents of release documented within the SCCFD files.

Bay Area Air Quality Management District

Cardno ATC contacted the Bay Area Air Quality Management District (BAAQMD) to review available information regarding the property. Ms. Rochelle Reed provided a copy of the active BAAQMD permit for the property. The permit is related to the onsite, diesel-powered, emergency generator. No violations were reported under this permit. A copy of the permit is provided in Appendix L.

Department of Planning and Zoning

Cardno ATC contacted the City of Campbell Planning Commission to confirm the current zoning for the property. According to the Commission, the property is zoned as Commercial (C2), which appears to be appropriate for the current use.

Building Department

Cardno ATC contacted the City of Santa Clara Building Department and requested to review available information regarding the property. The Department has not provided a response to Cardno ATC's request as of the date of this report. If information becomes available to Cardno ATC that alters the conclusions and/or recommendations presented herein, an addendum will be submitted.

Electrical Utility Company

Cardno ATC confirmed that PG&E provides electrical service to the property. Information on the potential presence of PCB-containing electrical equipment on the property was not available.

Water Utility

Cardno ATC confirmed that the potable water in the property vicinity is provided by the Santa Clara Valley Water District.

Sewer Utility

Cardno ATC confirmed that the City of Campbell provides municipal storm sewer and the West Valley Sanitation District provides sanitary sewer utilities to the property.

Other Local Environmental Records Sources

At the request of the User, Cardno ATC conducted a search for nearby manufactured gas plants and/or other oil and gas production facilities. No such facilities were found in the vicinity (within one-mile radius) of the property.

5.2 Physical Setting Sources

5.2.1 Topography

Based on the United States Geological Survey (USGS) 7.5-Minute Series Topographic Map, San Jose West Quadrangle, dated 1980, the property is located approximately 187 feet above mean sea level (MSL). The property is relatively level and the surrounding area slopes toward the north-northwest. A copy of the topographic map is included in Appendix A.

5.2.2 Geology

Based on the California Department of Conservation, *California Geological Survey, Generalized Geologic Map of California Note 17*, dated April 2002, the property is primarily underlain by Quaternary sedimentary deposits. Sedimentary rocks form as accumulations of mineral material in oceans (marine) or on continents (continental). Quaternary sedimentary rocks include gravel, sand, silt, and clay deposited mostly in valleys and lowlands onshore.

5.2.3 Soils

Cardno ATC reviewed soil data for the property that was provided in the EDR database report. According to the information provided in the EDR database report, soils in the property vicinity are classified as Botella clay loam at depths ranging between zero and nine inches below ground surface (bgs), silty clay loam at depths ranging between nine and 41 inches bgs, and sandy clay loam at depths ranging between 41 and 76 inches bgs. The hydrologic group is designated as Class B with moderate infiltration rates. The soils are deep and moderately deep, moderately well and well drained soils with moderately coarse textures. Depth to bedrock is greater than 60 inches bgs. The soil does not meet the requirements of a hydric soil.

5.2.4 Hydrology

No past groundwater investigations have been identified for the property; thus, no site-specific groundwater information was available.

However, in Cardno ATC's regulatory review of nearby sites, a hydrogeologic report for the Shell Station located at 2029 South Bascom Avenue indicated groundwater flow in a southeasterly direction. Grondwater depth was measured between 90 and 110 feet below ground surface. Therefore, in assessing potential external environmental impact, properties located directly northwest (presumed upgradient) of the property are of primary concern. Estimated groundwater levels and/or flow direction(s) may vary due to seasonal fluctuations in precipitation, local usage demands, geology, underground structures, or de-watering operations. A complete hydrogeologic investigation would be necessary to determine groundwater flow direction at the property.

5.2.5 Other Physical Setting Sources

Wetlands

Based on a review of the United States Department of the Interior, National Wetlands Inventory (NWI) Map (undated, online Wetlands Mapper (http://www.nwi.fws.gov/), there are no jurisdictional wetlands on the property. Furthermore, Cardno ATC did not observe any areas suggestive of wetlands at the property or in the immediate vicinity.

Floodplains
Flood hazard areas identified on the Flood Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded).

According to the Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (FIRM), Map Number 06085C0241H, dated May 18, 2009, the property is located in Flood Zone X (unshaded), which is defined by FEMA as an area outside the 0.2-percent annual chance flood.

5.3 Historical Records Sources

The property was historically utilized for agricultural purposes (orchards) until circa 1969 when the property was improved with the current retail buildings. The commercial office towers and the parking garage were added to the property by 1998.

Based on the historical agricultural use of the property, pesticides and/or herbicides may have been utilized on the property and near-surface soils may have at one time contained these compounds. However, it has been Cardno ATC's experience that during site grading, near-surface soils are reworked. Therefore, the historical agricultural use of the property is not considered to represent an environmental concern.

The table presented below summarizes the findings of the research pertaining to historical property and surrounding area uses.

HISTORICAL USE SUMMARY				
Period	**Property Historical Uses**	**Surrounding Area Historical Uses**	**Source(s)**	**Intervals/Comments**
Prior to 1940	Agricultural	Agricultural	Aerial Photograph, Topographic Maps	The earliest record for the property is a 1899 topographic map which depicts the property as undeveloped land. A 1939 aerial photograph depicts the property as agricultural (orchard) land.
1940 - 1960	Agricultural	Agricultural	Aerial Photograph, Topographic Maps	No use change across data gaps.
1961 - 1980	Agricultural	Commercial/Residential	Aerial Photograph, Topographic Maps, City Directory Listings	No use change across data gaps. Development of current improvements begins in 1969.
1981 - 2000	Commercial	Commercial/Residential	Aerial Photograph, City Directory Listings, Regulatory Files, Prior Reports	No data gaps.
2001 - present	Commercial	Commercial/Residential	Aerial Photograph, City Directory Listings, Regulatory Files, Prior Reports	No data gaps.

5.3.1 Aerial Photographs

Cardno ATC reviewed available aerial photographs of the property and surrounding area provided by EDR. Available aerial photographs ranged from 1939 to 2012. The following table includes descriptions and interpretations from the aerial photograph review. Copies of reproducible aerial photographs are included in Appendix F.

AERIAL PHOTOGRAPH SUMMARY			
Year	**Scale**	**Property Comments**	**Surrounding Area Comments**
1939 1948 1956	1" = 500' 1" = 500' 1" = 500'	The property is agricultural land improved with agricultural related structures.	The surrounding area is agricultural land.
1968	1" = 500'	The property has been cleared of all agriculture and agricultural related structures.	The surrounding area is developed as residential use.
1974 1980 1993	1" = 500' 1" = 500' 1" = 500'	The property is improved with the current retail shopping center, Tower I and Tower II by the 1974 aerial photograph.	The surrounding area is developed as commercial and residential use.
2006	1" = 500'	The 2006 aerial photograph is incomplete, however the addition of Tower III, the parking garage and the Outback Steakhouse Restaurant is depicted.	The surrounding area is developed as commercial and residential use.
2009 2010 2012	1" = 500' 1" = 500' 1" = 500'	The property is depicted in the current configuration by the 2009 aerial photograph.	The surrounding area is developed as commercial and residential use.

The property was historically utilized for agricultural purposes. Based on the historical agricultural use of the property, pesticides and/or herbicides may have been utilized on the property and near-surface soils may

have at one time contained these compounds. However, it has been Cardno ATC's experience that during site grading, near-surface soils are reworked. Therefore, the historical agricultural use of the property is not considered to represent an environmental concern.

The review of aerial photographs did not identify past uses indicating *recognized environmental conditions* in, on, or at the property or surrounding area.

5.3.2 Fire Insurance Maps

A search for fire insurance maps for the property and surrounding area was conducted by EDR. No such maps for the property were available. A copy of the EDR report documenting the property in a unmapped area is included in Appendix G.

5.3.3 Property Tax Files

Cardno ATC requested historical tax files from Santa Clara County for historical ownership information pertaining to the property. No historical ownership information was readily available for the property.

5.3.4 Recorded Land Title Records

The acquisition of recorded land title records was not required by the scope of work for the Phase I ESA.

5.3.5 Historical USGS Topographic Maps

Cardno ATC reviewed reasonably ascertainable historical USGS Topographic Maps for information regarding past uses of the property as provided by EDR. Cardno ATC reviewed maps for the following years; 1899, 1953, 1961, 1968, 1973 and 1980. The 1899 map depicts the property and the surrounding area as undeveloped land. The 1953 and 1961 maps depict the property as agricultural land. The surrounding area is depicted as a mix of agricultural land and residential development. The 1968 map depicts the property as undeveloped land. The surrounding areas are shaded pink or purple indicating a developed area. The property is depicted with the footprint of the retail shopping center, Tower I and Tower II by the 1973 and 1980 maps. The surrounding areas are shaded pink or purple indicating a developed area. Documentation is included in Appendix G.

The review of historical USGS Topographic Maps did not identify specific past uses indicating *recognized environmental conditions* in, on, or at the property or surrounding area.

5.3.6 City Directories

Research regarding historical tenant listings for the property was conducted by EDR. Cardno ATC reviewed the EDR Multi-Tenant Retail Facility Report which identified tenant occupants at the property between 1971 and 2005. The tenant listings were limited to a cinema, restaurants, various retail stores and commercial businesses. Photomaster, Inc., a photo finishing retailer, was listed from 1992 to 2005. Refer to Section 5.1.2 for further discussion regarding Photomaster, Inc.. No additional tenants with a potential for environmental concern to the property were listed.

Additionally, EDR researched the availability of historical city directories for the property and surrounding area. The following photoprocessing retailers were listed for the property; Photomaster, Inc. and Rhee Bevere Photography. The Shell Service Station was listed at 2029 South Bascom Road. Refer to Section 5.1.2 for discussion of regulatory listings pertaining to this Photomaster, Inc. and Shell Service Station. The remaining listings for the property and surrounding area were limited a cinema, various restaurants, various retail stores, professional and administrative offices and commercial businesses. No dry cleaning facilities were reported within the listings for the property or the surrounding area.

Documentation is included in Appendix G.

The review of the Multi-Tenant Retail Facility Report and/or the historical city directories did not identify past uses indicating *recognized environmental conditions* in, on, or at the property or surrounding areas.

5.3.7 Building Department Records

Cardno ATC contacted the County of Santa Clara Building Department and requested to review available information regarding the property. The Department has not provided a response to Cardno ATC's request as of the date of this report. If information becomes available to Cardno ATC that alters the conclusions and/or recommendations presented herein, an addendum will be submitted.

5.3.8 Zoning/Land Use Records

Cardno ATC contacted the City of Campbell Planning Commission for zoning records for the property. According to the Commission, the property is currently zoned as Commercial (C2). Historical zoning records for the property were not readily available.

5.3.9 Prior Reports

The following table provides a summary of information gleaned from a prior Phase I Environmental Site Assessment for the property made available to Cardno ATC for review. The User and/or property management also provided numerous Asbestos Survey Reports and Air Quality Reports dated from 1999 to 2013. Due to the volume of reports, these reports are not individually summarized in the table below. Further discussion regarding the Asbestos Survey Reports and Air Quality Reports is provided in Section 9.1.

The review of prior reports did not identify past uses indicating *recognized environmental conditions* in, on or at the property or surrounding area.
Cardno ATC generally concurs with the findings of the prior report. The property use conditions outlined in the prior report were nearly identical to the current inspection findings. The prior report was performed in conformance with the scope and limitations of ASTM International Standard Practice E1527-13.

Cardno ATC makes no warranty, guarantee or certification regarding the quality, accuracy or reliability of any prior report provided to Cardno ATC and discussed in this Phase I ESA report. Cardno ATC expressly disclaims any and all liability for any errors or omissions contained in any prior reports provided to Cardno ATC and discussed in this Phase I ESA report.

PRIOR REPORT SUMMARY			
Consultant/Report Title	**Date**	**Environmental Conditions**	**Conclusions & Recommendations**
IVI Assessment Services, Inc./Phase I Environmental Site Assessment of Pruneyard in Campbell	February 7, 2014	Pruneyard in Campbell is located at 1875, 1887, 1901, 1909, 1919, 1995 and 1999 South Bascom Avenue in Campbell, California. The property is situated in a suburban area characterized by residential, commercial retail and office development, and vacant land. The property consists of a 27.243-acre property improved with a 16-45-year-old (built between1969 and 1998), mixed-use facility including two office towers, an office building, a hotel, a retail shopping center and a parking garage. Prior to the construction of the existing improvements, the site was an orchard developed with farm-related structures and a residence at the northeast corner of the property. The friable spray-on fireproofing in the two office towers has been confirmed to contain asbestos. In addition, the friable acoustical ceiling tiles and the non-friable resilient floor finish assemblies, wallboard assemblies, built-up roofing materials, cooling tower fill, caulking, and mastics may contain asbestos, with some of the joint compound, taping mud, vinyl floor tiles, and mastics having been confirmed to contain asbestos.	Since these materials were observed to be in good condition, no further action was recommended at the time other than continued maintenance of same in good condition under the MACTEC Asbestos Operations and Maintenance (O&M) Program in place at the property. All activities involving ACM were advised to be conducted in accordance with governmental regulations.

5.3.10 Other Historical Sources

No other historical sources were reviewed.

6.0 SITE RECONNAISSANCE

The following is a summary of visual and/or physical observations of the property on the day of the site visit. Photographs can be found in Appendix C.

6.1 Methodology and Limiting Conditions

Destiny S. Hazra, Senior Scientist with Cardno ATC, conducted the site reconnaissance on August 13, 2014 and was escorted by Ms. Chequita McCullough, Mr. Amancio Felix and Mr. Shawn Kelly of Equity Office. During the site reconnaissance of the Double Tree Hotel, Ms. Maricela Lau, General Manager for the hotel, also assisted as a site escort. The site reconnaissance consisted of visual and/or physical observations of: the property and improvements; adjoining sites as viewed from the property; and, the surrounding area based on visual observations made during the trip to and from the property. Unimproved portions of the property (if any) were observed along the perimeter and in a general grid pattern in safely accessible areas, if accessible and possible. Building exteriors were observed along the perimeter from the ground, unless described otherwise. Building interiors were observed as they were made safely accessible, unless described otherwise. Cardno ATC observed 20 percent of professional office spaces, 10 percent of the guest rooms with the Double Tree Hotel, and all retail spaces of the property. The weather at the time of the site visit was sunny and warm with no visual limitations.

6.2 Hazardous Substance Use, Storage, and Disposal

Cardno ATC did not observe the use, storage or disposal of hazardous substances, including hazardous wastes, on the property with the exception of small quantities (less than five gallons) of commercial cleaning, chlorine for the hotel pool, and maintenance products that were properly stored in original containers.

6.3 Underground Storage Tanks

Cardno ATC did not observe evidence of underground storage tanks on the property.

6.4 Aboveground Storage Tanks

Cardno ATC observed evidence of an aboveground storage tank (AST) on the property as summarized below.

The presence of the listed AST does not represent a *recognized environmental condition* based on observed conditions.

AST SUMMARY TABLE							
Location	**Year Installed**	**Construction Materials**	**Contents**	**Capacity (gals.)**	**Use Status**	**Registration**	**Leak Detection & Prevention**
Belly tank of emergency generator located along the west side of Tower III.	1998	Steel	Diesel	100	Active	Yes	Unk

6.5 Other Petroleum Products

Cardno ATC observed evidence of the use, storage or disposal of other petroleum products in, on or at the property as summarized below.

OTHER PETROLEUM PRODUCTS SUMMARY TABLE					
Type of Material	**Container Type**	**Quantity**	**Location**	**Use**	**Condition of Containers & Area**
Hydraulic oil	Trash compactors	Unknown	West side of property	Trash compactors	Good
Hydraulic fluid	Hydraulic passenger elevators located in the hotel, retail shopping center and parking garage.	Unknown	Elevator equipment room	Hydraulic passenger elevators	Good

6.6 Polychlorinated Biphenyls (PCBs)

Fluorescent light ballasts were identified throughout the building. No evidence of leaking or staining around the outside of the light fixtures was observed by Cardno ATC. Fluorescent light ballasts manufactured prior to 1979 may contain PCBs. Based on the construction date of the property (1969), it likely that on-site fluorescent light ballasts contain PCBs. Individual ballasts should be inspected in-house for PCB-content labeling during routine servicing and replacement, and ballasts that are either labeled as PCB-containing or units that are unlabeled should be disposed of properly in accordance with applicable regulations if no longer needed.

Cardno ATC observed pad-mounted transformers located throughout the property. The transformers were not labeled as to their PCB-content; however, no evidence of stains or leaks was observed. The transformer units are owned and operated by PG&E, which is responsible for the maintenance of the transformer units. Given the utility ownership and observed conditions, the electrical transformers are not considered to represent an environmental concern to the property at this time.

6.7 Unidentified Substance Containers

Cardno ATC did not observe the presence of unidentified substance containers on the property.

6.8 Nonhazardous Solid Waste

Cardno ATC observed evidence of the generation, storage or disposal of nonhazardous solid waste in, on or at the property as summarized below.

The generation, storage or disposal of nonhazardous solid waste does not represent a *recognized environmental condition* based on observed conditions.

NONHAZARDOUS SOLID WASTE SUMMARY TABLE						
Type of Waste	**Generation Process**	**Quantity**	**Type of Storage**	**Location**	**Disposal/Removal Method & Frequency**	**Condition of Area**
Municipal Solid Waste	Routine operations	Unknown	Dumpster	West Side of property	West Valley Sanitation/twice weekly	Good
Recycling	Routine operations	Unknown	Dumpster	West Side of property	Greenleaf/twice weekly	Good
Used Cooking Oil/Grease	Onsite restaurants	Unknown	Grease Trap	Along Campisi Way and along Pruneyard Drive	Grease traps are inspected quarterly	Good

6.9 Wastewater

Cardno ATC observed evidence of wastewater generated, treated or discharged (including sanitary sewage) in, on or at the property or to adjoining properties as summarized below.

WASTEWATER SUMMARY TABLE			
Type of Wastewater	**Generation Process**	**Treatment System?**	**Discharged To?**
Commercial Sanitary Sewage	Property restrooms	No	Sanitary Sewer
Commercial Sanitary Sewage	Property restaurants	Grease Trap	Sanitary Sewer
Stormwater	Rainfall	No	Storm Sewer

6.10 Waste Pits, Ponds and Lagoons

Cardno ATC did not observe evidence of waste pits, ponds or lagoons in, on or at the property.

6.11 Drains and Sumps

Cardno ATC did not observe evidence of drains (other than routine floor drains for municipal discharge) or sumps in, on or at the property.

6.12 Septic Systems

Cardno ATC did not observe evidence of a septic system on the property.

6.13 Stormwater Management System

Stormwater at the property flows over building rooftops, paved parking lots, roadways and landscaped areas, and travels towards the roadways adjacent to the property to drain into curb-inlets, which discharge into the municipal stormwater system. The property is a mix of landscaped areas and developed land with covered areas consisting of building footprints and parking lots. The observed vegetation did not exhibit signs of biological stress. The parking/driveway areas are paved and in good condition with some areas of oil staining from parked cars. No strong odors were noted and no stressed vegetation was observed.

6.14 Wells

Cardno ATC did not observe evidence of wells in, on or at the property.

7.0 SUBSURFACE VAPOR MIGRATION

Hazardous gases (vapor) from subsurface sources, such as contaminated soil or groundwater can migrate into residential, commercial, and industrial buildings with any foundation type, including basements, crawlspaces, or slabs. According to EPA guidance, three conditions must exist for hazardous vapors to reach the interior of buildings from the subsurface environment underneath or near a building. First, a source of hazardous vapors must be present in the soil or in groundwater underneath or near a building. Second, vapors must form and have a pathway along which to migrate toward the building. Third, entry routes must exist for the vapors to enter the building, and driving forces must exist to draw the vapors into the building.

Cardno ATC considered the nature and extent of nearby sources of potential subsurface vapor migration by evaluating the current and historical usage of the property, the construction type and history, the physical setting, and the potential sources of subsurface vapor migration through the review of regulatory agency database information that was summarized in Section 5.0. Based on the evaluation of the known or suspected releases of hazardous substances or petroleum products, distance from the property, potential pathways, and soil type, et al, no potential subsurface vapor migration sources were determined to represent a *recognized environmental condition.*

8.0 INTERVIEWS

The following persons were interviewed to obtain information regarding *recognized environmental conditions* in connection with the property:

Not included in this listing are those governmental employees that were contacted solely for the purpose of retrieving public information pertaining to the property and who would not be expected to have first-hand knowledge of *recognized environmental conditions* at the property.

Pertinent information from the interviews is discussed in applicable sections of this report with details (including failed attempts to interview) documented on Record of Communication forms in Appendix J.

INTERVIEW SUMMARY				
Role	**Name**	**Title/Company**	**Years Assoc. With Property**	**Interview Type**
Property Management	Chequita McCollough	Property Manager/Equity Office	3	In Person
Property Management	Shawn Kelly	Manager-Portfolio Engineer/Equity Office	3	In Person
Property Management	Amancio Felix	Chief Engineer/Equity Office	5	In Person
Property Management	Maricela Lau	General Manager/Double Tree Hotel	Unknown	In Person

9.0 OTHER ENVIRONMENTAL CONDITIONS

9.1 Asbestos-Containing Material (ACM)

The friable spray-on fireproofing in the two office towers has been confirmed to contain asbestos and with the exception of a few floors and some spot abatement conducted periodically to facilitate tenant improvements, has been largely left alone. In addition, the friable acoustical ceiling tiles and the non-friable resilient floor finish assemblies, wallboard assemblies, built-up roofing materials, cooling tower fill, caulking, and mastics may contain asbestos, with some of the joint compound, taping mud, vinyl floor tiles, and mastics having been confirmed to contain asbestos.

The User provided approximately 120 prior reports pertaining to the evaluation, management and monitoring of ACM throughout the property. These reports were published by RGA Environmental between 1999 and 2014. The reports were presented in an orderly and efficient manner. There are approximately 21 reports pertaining to the retail shopping center, two reports pertaining to the Double Tree Hotel, and approximately 97 reports pertaining to Towers I and II. According to the Property Management Team at Equity Office, surveys and testing for ACM is conducted when scheduled maintenance and/or tenant improvements must be performed which could disturb potential ACM. In addition, annual air quality monitoring is conducted to verify whether airborne asbestos is present within the tenant and/or common areas of Towers I and II as a result of existing structural fireproofing (known ACM) within both buildings. The air monitoring is an annual, generally fixed, and considered a predictable, annual cost. The cost of the annually conducted air quality monitoring was requested from the property management team, however this information was not provided to Cardno ATC. Cardno ATC estimates the cost of such annual air monitoring to be $3500.00. The property does not maintain a comprehensive inventory of confirmed ACM, and although there are extensive reports to document proper survey and abatement of ACM over time, there is no tracking schedule or summary of ACM to predict an estimate of future costs associated with tenant turn over and/or tenant improvements.

Because it was unfeasible to review all of the provided prior reports, Cardno ATC randomly selected and briefly reviewed a portion of the prior reports to verify the work was performed to the industry standard. Based on this brief review, Cardno ATC concludes that potential and known ACM at the property is being properly managed. Additionally, based documentation provided by the Property Management Team, an Operation and Maintenance (O&M) Plan is also maintained for the property.

Due to the volume of documentation relating to the historical and ongoing management of ACM at the property, copies of these prior reports are not included within the appendices of this report. The prior reports were made available via electronic copy by the User.

Based on the observed condition of building finishes in general, and documented evidence that the fireproofing is confirmed ACM, samples were not collected. Observed building materials and finishes were noted to be in good condition at the time of the site visit and no conditions/areas of concern were noted. All suspect ACM should continue be properly assessed prior to disturbance from construction, renovation or maintenance activities.

9.2 Radon

Radon is a naturally occurring colorless, odorless gas that is a by-product of the decay of radioactive materials potentially present in bedrock and soil. The Environmental Protection Agency (EPA) guidance action level for annual residential exposure to radon is 4.0 picoCuries per liter of air (pCi/L). The guidance action level is not a regulatory requirement for private owners of commercial real estate, but is commonly used for comparison purposes to suggest whether further action at a building may be prudent.

Cardno ATC's review of published radon data indicates that the property is located in an area of moderate propensity with regard to the potential for elevated levels of radon gas. Santa Clara County is listed as being within Zone 2, where average indoor levels are expected to be between 2 and 4 pCi/L.

Based on the published radon data and the commercial use of the property, radon is not considered to represent a concern, and no additional investigations are recommended at this time.

9.3 Lead in Drinking Water

Cardno ATC confirmed with the Santa Clara Valley Water District that the municipally-supplied water meets all drinking water standards for lead.

Based on the municipally-supplied water to the property, lead in drinking water is not considered to represent a concern, and no additional investigations are recommended at this time.

9.4 Lead-Based Paint (LBP)

A survey for the presence of LBP on painted surfaces was not included in the scope of this ESA. Cardno ATC conducted a visual observation of painted surfaces throughout the property. All painted surfaces were noted to be in good condition with no cracks, blistering or chipping observed.

Based on observed conditions and commercial use, suspect LBP is not considered to represent a concern to the property at this time.

9.5 Mold Screening

Cardno ATC conducted a screening survey for readily observable mold and conditions conducive to mold on the property. The screening consisted of limited interview, document review (if available) and physical observation. Cardno ATC interviewed Ms. Chequita McCollough, property Manager and Mr. Amancio Felix Chief Engineer for the property regarding potential mold conditions at the property. According to these individuals, there has been no known mold or conditions conducive to mold on the property. Cardno ATC requested documentation regarding current or historical mold conditions at the property, no documentation was available.

Cardno ATC did not observe any evidence of moisture intrusion during the reconnaissance, nor was any instance of historical moisture intrusion disclosed. Based on the results of the interview, and physical observation, Cardno ATC found no evidence indicating potential mold impact at the property.

9.6 Additional User Requested Services

No additional User requested services were included in the scope of work for this ESA.

10.0 REFERENCES

ASTM International, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*, ASTM Designation E1527-13. November 2013.

ASTM International, *Standard Guide for Readily Observable Mold and Conditions Conducive to Mold in Commercial Buildings: Baseline Survey Process*, ASTM Designation E 2418-06. March 2006.

ASTM International, *Standard Guide for Limited Asbestos Screens of Buildings*, ASTM Designation E 2308-05. August 2005.

Bay Area Air Quality Management District response, dated August 8, 2014.

Environmental Data Resources, Inc. (EDR), Aerial Photo Decade Package, Inquiry No.4031842.5, dated August 8, 2014.

EDR, City Directory Abstract, Inquiry No. 4031842.6, August 8, 2014.

EDR, Environmental Lien Search Report, Inquiry No. 4031842.1, dated August 21, 2014.

EDR, Historical Topographic Map Report, Inquiry No. 4031842.4, dated August 8, 2014.

EDR, Property Tax Map Report, Inquiry No. 4031842.8, dated August 8, 2014.

EDR, Radius Map with Geocheck, Inquiry No. 4031842.2s, dated August 8, 2014.

EDR, Sanborn Map Report, Inquiry No. 4031842.3, dated August 8, 2014.

Envirostor, http://www.envirostor.dtsc.ca.gov /public/, visited August 2014.

Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (FIRM), Map Number 06013C0240F, dated June 16, 2009.

GeoTracker, http://www.geotracker.swrcb.ca.gov, visited August 2014.

Regional Water Quality Control Board, August 8, 2014.

Santa Clara Fire Department, faxed request for records, August 8, 2014.

Santa Clara County Building Department, faxed request for records, August 8, 2014.

Santa Clara County Environmental Health Department, email request for records, August 8, 2014.

Santa Clara Valley Water District, *Annual Water Quality Report*, dated 2012.

Web Soil Survey, http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx, visited August 2014.

Wetlands Mapper, http://www.nwi.fws.gov/, visited August 2014.

11.0 TERMINOLOGY

The following provides definitions and descriptions of certain key terms that may be used in this report. Italics indicate terms that are defined by ASTM Standard Practice E 1527-13. The Standard Practice should be referenced for further detail (such as the precise wording), related definitions or additional explanation regarding the meaning of these or other terms.

recognized environmental condition(s) (REC) - the presence or likely presence of any hazardous substances or petroleum products in, on, or at a *property*: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

material threat - a physically observable or obvious threat which is reasonably likely to lead to a release that, in the opinion of the environmental professional (EP), is threatening and might result in impact to public health or the environment. An example might include an aboveground storage tank system that contains a hazardous substance and which shows evidence of damage such that it may cause or contribute to tank integrity failure with a release of contents to the environment.

de minimis condition - is a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of the appropriate governmental agencies. An example might include a release of *hazardous substances* or *petroleum products* that could reasonably and foreseeably result in a concentration exceeding the applicable regulatory agency risk-based residential standards or substantial damage to natural resources. The risk of that exposure or damage would represent a threat to human health or the environment. If an enforcement action would be less likely than not, then the condition is considered to be generally not likely the subject of an enforcement action. A condition determined to be *de minimis* is not a *REC* or *controlled recognized environmental condition (CREC).*

historical recognized environmental condition (HREC) - a past release of any *hazardous substances* or *petroleum products* that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release a *HREC*, the environmental professional (EP) must determine whether the past release is a *REC* at the time the assessment is conducted (for example, if there has been a change in the regulatory criteria). If the EP considers the past release to be a *REC* at the time the Phase I ESA is conducted, the condition will be reported in Section 1.2 the Findings and Conclusions Summary table as a *REC*.

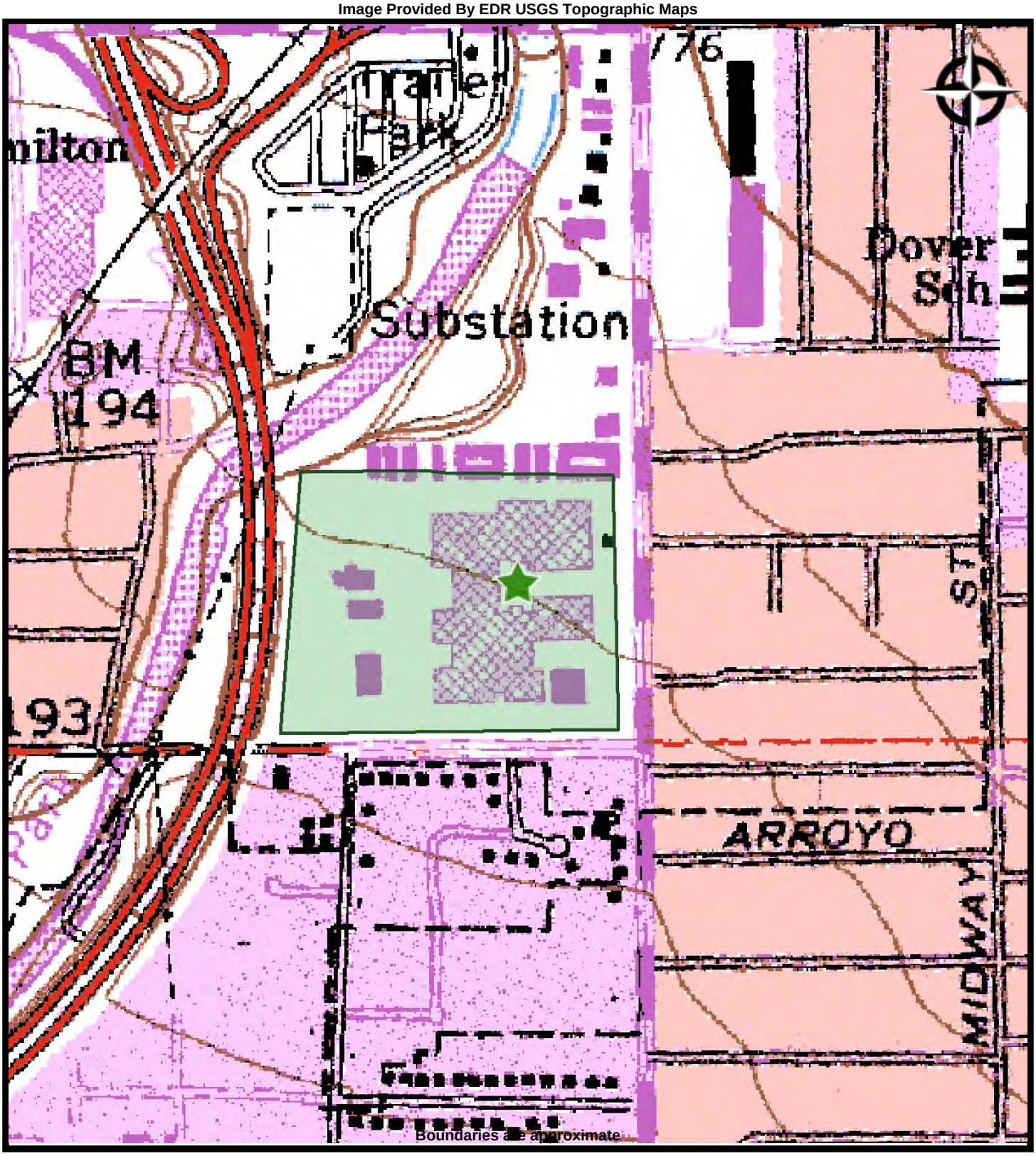
controlled recognized environmental condition (CREC) - a *recognized environmental condition* resulting from a past release of *hazardous substances* or *petroleum products* that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with *hazardous substances* or *petroleum products* allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitation, institutional controls, or engineering controls). Per E1527-13, a *CREC* will be reported in the Section 1.2 Findings and Conclusions Summary table as a *CREC* and a *REC*.

migrate/migration - refers to the movement of *hazardous substances* or *petroleum products* in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface.

Appendix A

Site Vicinity Map

Image Provided By EDR USGS Topographic Maps



Cardno ATC
Shaping the Future

TOPO MAP - 1980
FORTRESS CREDIT ADVISORS LLC, PRUNEYARD AT CAMPBELL
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc
Campbell California 95008

PREPARED FOR: Fortress Credit Advisors LLC
PROJ. MGR:
DATE: 8/20/2014
DRAWN BY: Destiny Hazra
PROJ. #: 75.75438.0003

Appendix B

Site Plan

SOURCE: 2014 MAP, PROVIDED BY U.S. FISH AND WILDLIFE SERVICE

Cardno ATC
Shaping the Future

2400 Camino Ramon, Suite 360
San Ramon, California 94583
(925) 460-5300

PROJECT NO: 075.75438.0003

DESIGNED BY: DSH	SCALE: NTS	REVIEWED BY: HW
DRAWN BY: DSH	DATE: 08/14	FILE: SITE PLAN

SITE PLAN

PHASE I ENVIRONMENTAL SITE ASSESSMENT
PRUNEYARD AT CAMPBELL
1875, 1877, 1901, 1909, 1919, 1995
AND 1999 SOUTH BASCOM AVENUE
CAMPBELL, CALIFORNIA

Appendix C

Site Photographs

Photo 1: View of interior lobby of Double Tree Hotel.

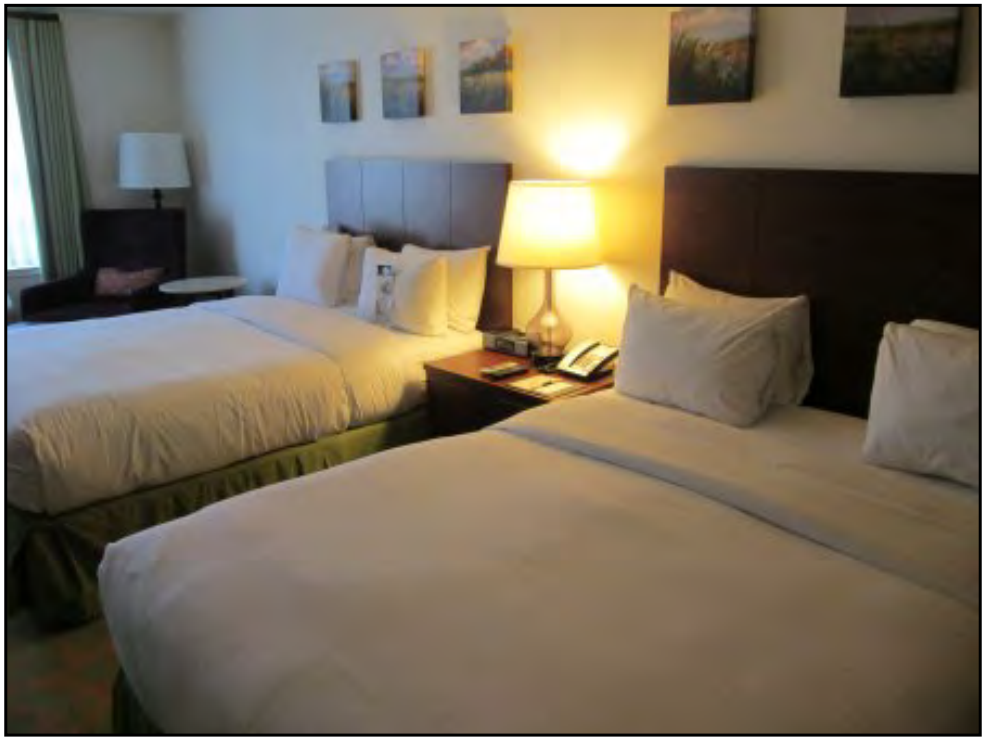


Photo 2: View of typical guest room within Double Tree Hotel.

Photo 3: View of Pool at Double Tree Hotel.

Photo 4: View of exterior of Double Tree Hotel.

Photo 5: View of solid waste containment areas located on the property.

Photo 6: View of Tower II as viewed from roof of Tower I, looking south.

Photo 7: View of Tower III as viewed from roof of Tower I, looking southwest.

Photo 8: View of the retail shopping center as viewed from the roof of Tower I, looking east.

Photo 9: View of typical tenant suite within Tower I.

Photo 10: View of the onsite parking garage, looking west.

Photo 11: View of the property maintenance office.

Photo 12: View of onsite trash compactors.

Photo 13: View of onsite emergency diesel generator.

Photo 14: View of the mechanical penthouse on the roof of Tower I.

Photo 15: View of Tower I as viewed from the roof of Tower II, looking north.

Photo 16: View of typical kitchen within restaurant spaces of the property.

Photo 17: View of typical access ports to onsite grease traps.

Photo 18: View of the Outback Steakhouse building, looking east.

Photo 19: View of typical pad-mounted transformers located on the property.

Photo 20: View of trash compactor enclosure, looking east.

Photo 21: View of the entrance to the Double Tree Hotel, looking southeast.

Photo 22: View of typical loading dock associated with the retail shopping center.

Photo 23: The retail shopping center as viewed from the northeast.

Photo 24: View of the northeast entrance to the retail shopping center.

Photo 25: View of the retail shopping center as viewed from the east.

Photo 26: Entrance to the retail shopping center from South Bascom Avenue, looking west.

Photo 27: View of the Bank of America building, looking south.

Photo 28: View of the retail shopping center as viewed from the southeast.

Photo 29: View of the retail shopping center with Towers I, II and III beyond. Looking northwest.

Photo 30: View of the cinema within the retail shopping center, looking east.

Appendix D

User Provided Documentation

Cardno ATC

Shaping the Future

ATTACHMENT
CLIENT QUESTIONNAIRE

Per ASTM Standard Practice E 1527-13, Section 6, User Responsibilities, the User of an ESA has specific obligations for performing tasks during the ESA that will help identify the possibility of *recognized environmental conditions* in connection with the property. Failure by the User to fully comply with the requirements may result in a *data gap* being identified in the report and may impact their ability to use the report to help qualify for *Landowner Liability Protections* (LLPs) under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). If this questionnaire is not returned to Cardno ATC prior to issuance of the draft report, then Cardno ATC assumes that the User does not have any information or actual knowledge pursuant to ASTM Standard Practice E 1527-13, Section 6, User Responsibilities. Cardno ATC makes no representations or warranties regarding a User's qualification for protection under any federal, state or local laws, rules or regulations.

Please complete the following and return immediately via email or fax to the attention of:
William E. Schwake; Fax: 303-799-3441; Email: bill.schwake@cardno.com
If other parties are intending to be the Users of the ESA report, then please forward a copy of this questionnaire for them to complete and return to Cardno ATC.

Site Name: PruneYard in Campbell

Site Address: 1875, 1887, 1901, 1919, 1995, and 1999 South Bascom Avenue Campbell, CA 95008

Cardno ATC Project Number: TBD

Please provide the following information (if available) per the requirements of ASTM E 1527-13.

1. Environmental cleanup liens that are filed or recorded against the site (40 CFR 312.25)

Are you aware of any environmental cleanup liens against the site that are filed or recorded under federal, tribal, state or local law? Yes ☐ or No ☒

If yes, please provide a description of the lien(s).

2. Activity and land use limitations (AULs) that are in place on the site or that have been filed or recorded in a registry (40 CFR 312.26)

Are you aware of any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law? Yes ☐ or No ☒ If yes, please provide.

3. Specialized knowledge or experience of the person seeking to qualify for the Landowner Liability Protections (40 CFR 312.28)

As the user of this ESA do you have any specialized knowledge or experience related to the site or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the site or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?
Yes ☐ or No ☒ If yes, please explain.

4. Relationship of the purchase price to the fair market value of the site if it were not contaminated (40 CFR 312.29)

a. Does the purchase price being paid for this site reasonably reflect the fair market value of the site? Yes ☒ or No ☐

b. If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the site?
Yes ☐ or No ☐ If yes, please explain.

N/A

5. Commonly known or reasonably ascertainable information about the site (40 CFR 312.30)

Are you aware of commonly known or reasonably ascertainable information about the site that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example, as user,

a. Do you know the past uses of the site? Yes ☐ or No ☒ If yes, please state.

b. Do you know of specific chemicals that are present or once were present at the site?
Yes ☐ or No ☒ If yes, please state.

c. Do you know of spills or other chemical releases that have taken place at the site?
Yes ☐ or No ☒ If yes, please state.

6. Do you know of any environmental cleanups that have taken place at the site?
Yes ☐ or No ☒ If yes, please state.

7. The degree of obviousness of the presence or likely presence of contamination at the site, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31)

As the user of this ESA, based on your knowledge and experience related to the site are there any obvious indicators that point to the presence or likely presence of contamination at the site?
Yes ☐ or No ☒ If yes, please explain.

Previous reports indicate there is no history of on-site dry cleaning. This, however, should be investigated and confirmed.

This questionnaire was completed by:

Name Chris Nehls
Title Vice President
Signature
Company of User Ellis Partners
Address of User 111 Sutter San Francisco, CA 94104
Date 8/6/14

Cardno ATC
Shaping the Future

Pruneyard - Tenant Roster

Tower I - 1901 S. Bascom Avenue	SUITE
280 Group	1460
3P Equity Partners	1060
Aichi Steel	1530
Aladiz, LLC	1160
Andrew Minker & Richard Woo	1190
Apple One Employment Services	1220
Argonaut Window & Door, Inc.	800
Ben Absalom	220
BPG Worldwide	850
California Creative Benefits	880
Copper Burton, Inc	1650
Demand Solutions Group	1200
DeWinter Group	660
EquipIC Supply Chanin, LLC	1150
Gerhardt Law Firm	1414
Golden Resorts	1700
Guaranteed Rate	100/105
Haworth, Bradshaw, Stallknecht & Barber	450
Haws Consulting	1525
Himax	300
John Janello	1580
Law Offices of Fukasawa & Kuttner	1240
LifeTime Tennis	1225
Lipton Law Offices	1111
M.P.K	600
Main Stream Real Estate	110
mBlox	400
Nelson Staffing - DBA (Gary D. Nelson & Associates)	700
NESCO Resource	1140
Online Technical Services	840
Peterson & Associates	1400
Real Capital Analytics	200
RedWood CTO	1100
Ronald Nazarpour	1410
RPM Mortgage/ Lawson & Associates	1600
Sazze	500
Steve Lajala & Associates	1440
Strategic Global Investments Svcs. Dba Raymond James	1550
Summit Funding	333/350
Tianma Microelectronics	830
Triple Crown Consulting, LLC	750
Woodruff-Sawyer & Co.	1500
YouWeb LLC	1180
VACANT	210
VACANT	280
VACANT	900
VACANT	1005
VACANT	1030
VACANT	1050
VACANT	1300
VACANT	1325
VACANT	1350
VACANT	1675

Tower II - 1999 S. Bascom Avenue	SUITE
AT&T Mobility	930
Apogee	250
Applied Wave Research (AWR Corporation)	300 315
Bank of America	810
Bank of the West	100
Blue Snap	600
Cleland, Armer, and Vu	470
Connie Can and Dimitar Kotov Ameriprise	1060
Cruff, Chen and Carlson/ Ameriprise Financial	1025
Denka Seiken	905
DreamFactory Software, Inc.	928
Fournier, McDermott, & Lamb	1010
Gagein	210
HotChalk	270
HotChalk	650
HotChalk	815
HotChalk	1000 1020 1030
HQ Global Holdings DBA. Regus	700
HRN Services	590
Huson European Media	450
OSI Engineering (Sub of Kionix)	800
Mark's Space	325
Monthly Cash Thru Options LLC	925
Naomi Parker & Heidi Youseff	950
Optience Corp.	510
OSI Engineering	900
OT Mobility	520
Cold Plasma Medical/Plasmology4	500
ProAnalysis (Sub of Cheryl Young & Victor Adint)	910
Pruneyard Financial Group	990
Samirian Chemicals	515
Senju Comtek Corp.	340
Sequoia Worldwide	150 230
Waddell & Reed	400 480
Wagner Blecher LLP	1040 1050
Wealth Design	500-A 530
Vacant	200

PYP - 1901 S. Bascom Avenue	SUITE
Ameriprise Financial Services, Inc	100
Hightail (Cadence / Altos Design Automation)	250
Hightail(YouSendIt)	225 250 300 650
GSA/FBI	400 500
hopTo Inc.	600
SN Systems	120
US Bank	200

PY Shopping Center	SUITE
Aperture Academy	600/610
Bank of America	200
Bankers Network	2550
Buca di Beppo	155
Camera 7 Cinemas	100
Chase	114
Classy Nails	520
Coffee Society	112
Cold Stone Creamery	160
Dr. Fred Slater	110
El Burro	570
Equity Office Management	2410
Gemcraft & Diamonds	525
Gokmen Ekmekci / Café Artemis	300/350
Kyoto Palace	2500
Le Boulanger	440
Lisa's Tea Treasures	165
Little Wine Counter	560
Marshall's	510
Massage Envy	610/650
Orchard City Kitchen	190
Outback	
Pacific Catch Inc.	550
Palisade Builders	2400
Patxi's Pizza	405
Peninsula Beauty	530/535/540
Pizza My Heart	100
Pruneyard Plaza Hotel	
PruneYard Tailor Figueroa and Rodriguez	470
Rhee Bevere, Inc.	2420
Rock Bottom	700
Salon Rache	2430
Sports Basement	240/260/270
Sports Fever	150
Sugar Butter Flour	152
Supinko	400
Togo's	113
Trader Joe's	420
Trudy's	134/148
Unique Eyewear	162
United Security Bank	119
Verizon Wireless	116
VisiStat	2445
VACANT	105
VACANT	250
VACANT	403
VACANT	500

Appendix E

Regulatory Database Report

Pruneyard At Campbell
1875,1887,1901,1909, 1919,1995 & 1999 S. Bascom Avenue
Campbell, CA 95008

Inquiry Number: 4031842.2s
August 08, 2014

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION	PAGE
Executive Summary	ES1
Overview Map	2
Detail Map	3
Map Findings Summary	4
Map Findings	8
Orphan Summary	172
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting Source Map	A-7
Physical Setting Source Map Findings	A-8
Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2014 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

1875,1887,1901,1909, 1919,1995 & 1999 S. BASCOM AVENUE
CAMPBELL, CA 95008

COORDINATES

Latitude (North):	37.2887000 - 37˚ 17' 19.32''
Longitude (West):	121.9332000 - 121˚ 55' 59.52''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	594563.4
UTM Y (Meters):	4127229.0
Elevation:	187 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	37121-C8 SAN JOSE WEST, CA
Most Recent Revision:	1980

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20120520
Source:	USDA

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID
WILLIAM WILSON AND ASSOCIATES 1901 SOUTH BASCOM AVE CAMPBELL, CA 95008	HAZNET	N/A
EQUITY OFFICE THE PRUNEYARD 1999 SO BASCOM AVE CAMPBELL, CA 95008	EMI	N/A
EOP PRUNEYARD LLC 1999 S BASCOM AVE CAMPBELL, CA 95008	HAZNET	N/A
PRUNEYARD SHOPPING CTR 1875 S BASCOM AVE STE 155 CAMPBELL, CA 95008	HAZNET	N/A

EXECUTIVE SUMMARY

PRUNEYARD ASSOCIATES LLC 1999 SO BASCOM AVE CAMPBELL, CA 95008	HAZNET	N/A
1875 SOUTH BASCOM AVE 1875 SOUTH BASCOM AVE SAN JOSE, CA	CHMIRS	N/A
PHOTO MASTER CO 1875 S BASCOM AVE CAMPBELL, CA 95008	HAZNET	N/A
1999 S BASCOM AVE 1999 S BASCOM AVE CAMPBELL, CA 95008	EDR US Hist Auto Stat	N/A
EQUITY OFFICE THE PRUNEYARD 1901 SO BASCOM AVE CAMPBELL, CA 95008	EMI	N/A
EQUITY OFFICE THE PRUNEYARD 1999 SO BASCOM AVE CAMPBELL, CA	FINDS	N/A
EQUITY OFFICE PROPERTIES INC 1875 S BASCOM AVE CAMPBELL, CA 95008	HAZNET	N/A
CA-PRUNEYARD, LLC BU#12551 1901 S BASCOM AVE CAMPBELL, CA 95008	HAZNET	N/A
EQUITY OFFICE THE PRUNEYARD 1901 SO BASCOM AVE CAMPBELL, CA	FINDS	N/A
EQUITY OFFICE INC 1999 S BASCOM AVE STE 200 CAMPBELL, CA 95008	HAZNET	N/A
EQUITY OFFICE THE PRUNEYARD 1919 SO BASCOM AVE CAMPBELL, CA 95008	EMI	N/A
PHOTO MASTER CO 1875 S BASCOM AVE 540 CAMPBELL, CA	RCRA-SQG FINDS	CAD983624453

EXECUTIVE SUMMARY

1X PRUNEYARD TOWERS 1901 S BASCOM AVE CAMPBELL, CA 95008	HAZNET	N/A
EQUITY OFFICE THE PRUNEYARD 1919 SO BASCOM AVE CAMPBELL, CA	FINDS	N/A
ICON MEDICAL SYSTEMS 1901 SOUTH BASCOM CAMPBELL, CA 95008	HAZNET	N/A
ZYNG ASIAN GRILL, 1875 SOUTH BASC ZYNG ASIAN GRILL, 1875 SOUTH BASCOM AVE, SUITE 300 CAMPBELL, CA 95008	CHMIRS	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

CERCLIS ---------- Comprehensive Environmental Response, Compensation, and Liability Information System
FEDERAL FACILITY ---------- Federal Facility Site Information listing

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-CESQG ..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROL ..... Sites with Institutional Controls
LUCIS ..... Land Use Control Information System

Federal ERNS list

ERNS ..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE ..... State Response Sites

State and tribal leaking storage tank lists

INDIAN LUST ..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

AST ..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST ..... Underground Storage Tanks on Indian Land
FEMA UST ..... Underground Storage Tank Listing

State and tribal voluntary cleanup sites

VCP ..... Voluntary Cleanup Program Properties
INDIAN VCP ..... Voluntary Cleanup Priority Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

ODI ..... Open Dump Inventory
DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
SWRCY ..... Recycler Database
HAULERS ..... Registered Waste Tire Haulers Listing
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands

Local Lists of Hazardous waste / Contaminated Sites

US CDL ..... Clandestine Drug Labs
HIST Cal-Sites ..... Historical Calsites Database
SCH ..... School Property Evaluation Program
Toxic Pits ..... Toxic Pits Cleanup Act Sites

CDL	Clandestine Drug Labs
US HIST CDL	National Clandestine Laboratory Register

Local Land Records

LIENS 2	CERCLA Lien Information
LIENS	Environmental Liens Listing
DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

DOT OPS	Incident and Accident Data
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
US MINES	Mines Master Index File
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
SSTS	Section 7 Tracking Systems
ICIS	Integrated Compliance Information System
PADS	PCB Activity Database System
MLTS	Material Licensing Tracking System
RADINFO	Radiation Information Database
RAATS	RCRA Administrative Action Tracking System
RMP	Risk Management Plans
CA BOND EXP. PLAN	Bond Expenditure Plan
NPDES	NPDES Permits Listing
UIC	UIC Listing
Cortese	"Cortese" Hazardous Waste & Substances Sites List
SAN JOSE HAZMAT	Hazardous Material Facilities
WIP	Well Investigation Program Case List
ENF	Enforcement Action Listing
INDIAN RESERV	Indian Reservations
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
MWMP	Medical Waste Management Program Listing
COAL ASH DOE	Steam-Electric Plant Operation Data
HWT	Registered Hazardous Waste Transporter Database
HWP	EnviroStor Permitted Facilities Listing
PCB TRANSFORMER	PCB Transformer Registration Database
Financial Assurance	Financial Assurance Information Listing
PROC	Certified Processors Database

EXECUTIVE SUMMARY

EPA WATCH LIST..... EPA WATCH LIST
2020 COR ACTION..... 2020 Corrective Action Program List
LEAD SMELTERS..... Lead Smelter Sites
US AIRS..... Aerometric Information Retrieval System Facility Subsystem
WDS..... Waste Discharge System
PRP..... Potentially Responsible Parties

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP..... EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF..... Recovered Government Archive Solid Waste Facilities List
RGA LUST..... Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site List

CERC-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERC-NFRAP list, as provided by EDR, and dated 10/25/2013 has revealed that there are 2 CERC-NFRAP sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NOBLE PROPERTIES	***535 RODECK WAY***	***W 1/4 - 1/2 (0.255 mi.)***	***N82***	***105***
HI LINE PAINT MFG CO, INC	***500 SALMAR AVE***	***WNW 1/4 - 1/2 (0.255 mi.)***	***O85***	***111***

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/11/2014 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CVS PHARMACY NO 9805	1720 S BASCOM AVE	NNE 1/8 - 1/4 (0.171 mi.)	H51	60

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/11/2014 has revealed that there are 4 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL SERVICE STATION - 135124	***2029 BASCOM***	***SE 0 - 1/8 (0.008 mi.)***	***B28***	***35***
YOUNGS CLEANERS	***2050 S BASCOM AVE***	***SSE 0 - 1/8 (0.090 mi.)***	***F40***	***50***
ETCHED MEDIA CORPORATION	***101 GILMAN AVENUE***	***WSW 1/8 - 1/4 (0.250 mi.)***	***M81***	***95***

Lower Elevation	Address	Direction / Distance	Map ID	Page
HAWAIIAN CLANERS	***1663 S BASCOM AVE***	***NNE 1/8 - 1/4 (0.222 mi.)***	***K64***	***73***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 06/05/2014 has revealed that there are 2 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NOBLE PROPERTIES Status: Refer: RWQCB	535 REDECK WAY / 159 OR	W 1/8 - 1/4 (0.170 mi.)	50	59

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC AEROSPACE SERVICES Status: Refer: RCRA Status: Inactive - Needs Evaluation	354 EAST MCGLINCEY LANE	SSW 1/2 - 1 (0.855 mi.)	113	170

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, and dated 05/19/2014 has revealed that there is 1 SWF/LF site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
WEST VALLEY CLOSED LANDFILL/CA	901 & 910 CAMPESI WY. 1	NNW 0 - 1/8 (0.038 mi.)	D35	44

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 06/16/2014 has revealed that there are 36 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL	***2029 S BASCOM AVE***	***SE 0 - 1/8 (0.008 mi.)***	***B24***	***32***
SHELL	2029 S BASCOM AVE	SE 0 - 1/8 (0.008 mi.)	B26	33
SHELL SERVICE STATION - 135124 Status: Completed - Case Closed	***2029 BASCOM***	***SE 0 - 1/8 (0.008 mi.)***	***B28***	***35***
JOHN'S TEXACO	***790 E CAMPBELL AVE***	***SW 0 - 1/8 (0.008 mi.)***	***C30***	***38***
JOHN'S TEXACO Status: Completed - Case Closed	***790 E CAMPBELL AVE***	***SW 0 - 1/8 (0.008 mi.)***	***C31***	***40***
COAST OIL #51	***790 E CAMPBELL AVE***	***SW 0 - 1/8 (0.008 mi.)***	***C32***	***42***
CAMPBELL FIRE DEPARTMENT Status: Completed - Case Closed	***123 UNION AVE***	***SSW 1/8 - 1/4 (0.128 mi.)***	***G46***	***55***
BOS CONSTRUCTION INC Status: Completed - Case Closed	***580 E EL PATIO***	***WNW 1/8 - 1/4 (0.172 mi.)***	***I53***	***63***
B.O.S. CONSTRUCTION	***580 E EL PATIO DR***	***WNW 1/8 - 1/4 (0.172 mi.)***	***I55***	***66***
BAY AREA MECHANICAL Status: Completed - Case Closed	***100 GILMAN AVE***	***WSW 1/8 - 1/4 (0.246 mi.)***	***M77***	***92***
NOBLE PROPERTIES	***535 RODECK WAY***	***W 1/4 - 1/2 (0.255 mi.)***	***N82***	***105***
OLD GALANTE BROS CONSTRUC Status: Completed - Case Closed	***535 RODECK***	***W 1/4 - 1/2 (0.255 mi.)***	***N83***	***107***
OLD GALANTE BROS CONSTRUCTION	535 RODECK WY	W 1/4 - 1/2 (0.255 mi.)	N84	111
HUBBARD AND RASKIN Status: Completed - Case Closed	500 SALMAR AVE	WNW 1/4 - 1/2 (0.255 mi.)	O86	113

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WOLF PROPERTY	***126 DILLON AVE***	***WSW 1/4 - 1/2 (0.327 mi.)***	***93***	***124***
Status: Completed - Case Closed				
CORE ROEM DEVELOPMENT	***100 HARRISON***	***W 1/4 - 1/2 (0.347 mi.)***	***S97***	***137***
Status: Completed - Case Closed				
NESTALGIA MOTORS	***126 HARRISON AVE***	***W 1/4 - 1/2 (0.349 mi.)***	***S98***	***139***
Status: Completed - Case Closed				
SHELL	***570 E HAMILTON AVE***	***NW 1/4 - 1/2 (0.353 mi.)***	***T99***	***144***
HAMILTON AVENUE SHELL	***570 E HAMILTON AV***	***NW 1/4 - 1/2 (0.353 mi.)***	***T100***	***144***
SHELL SERVICE STATION	***570 E HAMILTON***	***NW 1/4 - 1/2 (0.353 mi.)***	***T101***	***146***
Status: Completed - Case Closed				
FIRE-MATIC SYSTEMS, INC.	***190 DILLON AVE***	***WSW 1/4 - 1/2 (0.382 mi.)***	***102***	***150***
Status: Completed - Case Closed				
WYATT PROPERTY	***368 E CAMPBELL AVE***	***WSW 1/4 - 1/2 (0.403 mi.)***	***U103***	***152***
Status: Completed - Case Closed				
WYATT PROPERTY	368 EAST CAMPBELL AVE	WSW 1/4 - 1/2 (0.403 mi.)	U104	154
CAMPBELL CITY SERVICE CENTER	***290 DILLON AVE***	***WSW 1/4 - 1/2 (0.471 mi.)***	***V105***	***154***
CAMPBELL CITY SERVICE CEN	***290 DILLON***	***WSW 1/4 - 1/2 (0.471 mi.)***	***V106***	***156***
Status: Completed - Case Closed				
ORCHARD CITY PLAZA	***300 ORCHARD CITY (307)***	***WSW 1/4 - 1/2 (0.479 mi.)***	***107***	***158***
Status: Completed - Case Closed				
CAMPBELL CITY HALL	***70 1ST***	***W 1/4 - 1/2 (0.479 mi.)***	***108***	***160***
Status: Completed - Case Closed				
ROTTEN ROBBIE #03	***370 E HAMILTON AVE***	***NW 1/4 - 1/2 (0.497 mi.)***	***W109***	***162***
ROTTEN ROBBIE #03	***370 E HAMILTON AVE***	***NW 1/4 - 1/2 (0.497 mi.)***	***W110***	***163***
Status: Completed - Case Closed				

Lower Elevation	Address	Direction / Distance	Map ID	Page
HIMELHOCH PROPERTY	***1661 BASCOM AVE***	***NNE 1/8 - 1/4 (0.224 mi.)***	***K67***	***83***
Status: Completed - Case Closed				
MARTIN OIL STATION	***851 E HAMILTON AVE***	***NNW 1/4 - 1/2 (0.313 mi.)***	***P88***	***115***
STATION #	***851 E HAMILTON***	***NNW 1/4 - 1/2 (0.313 mi.)***	***P90***	***117***
Status: Completed - Case Closed				
DELTA QUEEN CLASSIC CAR WASH	***981 E HAMILTON AVE***	***N 1/4 - 1/2 (0.317 mi.)***	***Q91***	***120***
DELTA QUEEN CAR WASH	***981 E HAMILTON AVE***	***N 1/4 - 1/2 (0.317 mi.)***	***Q92***	***122***
Status: Completed - Case Closed				
CHEVRON U.S.A. INC.	***1589 S BASCOM AVE***	***N 1/4 - 1/2 (0.347 mi.)***	***R94***	***127***
97870	***1589 S BASCOM AVE***	***N 1/4 - 1/2 (0.347 mi.)***	***R95***	***130***
Status: Completed - Case Closed				

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 06/16/2014 has revealed that there is 1 SLIC site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LLOYD SQUARE SHOPPING CENTER	501-533 EAST CAMPBELL A	WSW 1/4 - 1/2 (0.273 mi.)	L87	114
Facility Status: Completed - Case Closed				

EXECUTIVE SUMMARY

HIST LUST: A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

A review of the HIST LUST list, as provided by EDR, and dated 03/29/2005 has revealed that there are 20 HIST LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL	*2029 S BASCOM AVE*	*SE 0 - 1/8 (0.008 mi.)*	*B24*	*32*
COAST OIL #51	*790 E CAMPBELL AVE*	*SW 0 - 1/8 (0.008 mi.)*	*C32*	*42*
CAMPBELL FIRE DEPARTMENT	*123 UNION AVE*	*SSW 1/8 - 1/4 (0.128 mi.)*	*G46*	*55*
B.O.S. CONSTRUCTION	*580 E EL PATIO DR*	*WNW 1/8 - 1/4 (0.172 mi.)*	*I55*	*66*
BAY AREA MECHANICAL	*100 GILMAN AVE*	*WSW 1/8 - 1/4 (0.246 mi.)*	*M77*	*92*
NOBLE PROPERTIES	*535 RODECK WAY*	*W 1/4 - 1/2 (0.255 mi.)*	*N82*	*105*
WOLF PROPERTY	*126 DILLON AVE*	*WSW 1/4 - 1/2 (0.327 mi.)*	*93*	*124*
CORE ROEM DEVELOPMENT	*100 HARRISON*	*W 1/4 - 1/2 (0.347 mi.)*	*S97*	*137*
NESTALGIA MOTORS	*126 HARRISON AVE*	*W 1/4 - 1/2 (0.349 mi.)*	*S98*	*139*
SHELL	*570 E HAMILTON AVE*	*NW 1/4 - 1/2 (0.353 mi.)*	*T99*	*144*
FIRE-MATIC SYSTEMS, INC.	*190 DILLON AVE*	*WSW 1/4 - 1/2 (0.382 mi.)*	*102*	*150*
WYATT PROPERTY	*368 E CAMPBELL AVE*	*WSW 1/4 - 1/2 (0.403 mi.)*	*U103*	*152*
CAMPBELL CITY SERVICE CENTER	*290 DILLON AVE*	*WSW 1/4 - 1/2 (0.471 mi.)*	*V105*	*154*
ORCHARD CITY PLAZA	*300 ORCHARD CITY (307)*	*WSW 1/4 - 1/2 (0.479 mi.)*	*107*	*158*
CAMPBELL CITY HALL	*70 1ST*	*W 1/4 - 1/2 (0.479 mi.)*	*108*	*160*
ROTTEN ROBBIE #03	*370 E HAMILTON AVE*	*NW 1/4 - 1/2 (0.497 mi.)*	*W109*	*162*

Lower Elevation	Address	Direction / Distance	Map ID	Page
HIMELHOCH PROPERTY	*1661 BASCOM AVE*	*NNE 1/8 - 1/4 (0.224 mi.)*	*K67*	*83*
MARTIN OIL STATION	*851 E HAMILTON AVE*	*NNW 1/4 - 1/2 (0.313 mi.)*	*P88*	*115*
DELTA QUEEN CAR WASH	*981 E HAMILTON AVE*	*N 1/4 - 1/2 (0.317 mi.)*	*Q92*	*122*
CHEVRON U.S.A. INC.	*1589 S BASCOM AVE*	*N 1/4 - 1/2 (0.347 mi.)*	*R94*	*127*

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 06/16/2014 has revealed that there are 2 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRUNEYARD SHELL	2029 S BASCOM AV	SE 0 - 1/8 (0.008 mi.)	B22	30
CAMPBELL FIRE STATION	123 S UNION AV	SSW 1/8 - 1/4 (0.128 mi.)	G45	54

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

EXECUTIVE SUMMARY

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CAMPISI/WEST VALLEY DISPOSAL G	CAMPISI WAY & LOS GATOS	NNW 0 - 1/8 (0.053 mi.)	D36	47

Local Lists of Registered Storage Tanks

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 8 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRUNE YARD SHELL	***2029 S BASCOM AVE***	***SE 0 - 1/8 (0.008 mi.)***	***B23***	***31***
JOHN'S TEXACO	***790 E CAMPBELL AVE***	***SW 0 - 1/8 (0.008 mi.)***	***C30***	***38***
BOS CONSTRUCTION INC	***580 E EL PATIO***	***WNW 1/8 - 1/4 (0.172 mi.)***	***I53***	***63***
LEE'S EXXON	***540 E CAMPBELL AVE***	***WSW 1/8 - 1/4 (0.242 mi.)***	***L75***	***89***
JOPOL INC. DBA PLOG SHEET META	100 GILMAN AVE	WSW 1/8 - 1/4 (0.246 mi.)	M78	94

Lower Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC VALLEY BANK	1751 BASCOM AVE	NNE 1/8 - 1/4 (0.141 mi.)	H48	59
BASCOM FINANCIAL CENTER	1705 BASCOM AVE	NNE 1/8 - 1/4 (0.184 mi.)	H58	67
BTM MOTORWERKS	***1661 S BASCOM AV***	***NNE 1/8 - 1/4 (0.224 mi.)***	***K66***	***82***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 7 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRUNE YARD SHELL	2029 S BASCOM AVE	SE 0 - 1/8 (0.008 mi.)	B27	34
JOHN'S TEXACO	***790 E CAMPBELL AVE***	***SW 0 - 1/8 (0.008 mi.)***	***C31***	***40***
BOS CONSTRUCTION	***580 EL PATIO***	***WNW 1/8 - 1/4 (0.172 mi.)***	***I54***	***65***
LEE'S EXXON	540 E CAMPBELL AVE	WSW 1/8 - 1/4 (0.242 mi.)	L76	91
JOPOL INC. DBA PLOG SHEET META	100 GILMAN AVE	WSW 1/8 - 1/4 (0.246 mi.)	M79	95

Lower Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC VALLEY BANK	1751 S BASCOM AVE	NNE 1/8 - 1/4 (0.141 mi.)	H47	58
BASCOM AUTOMOTIVE SPECIALIST	1661 S BASCOM AVE # 166	NNE 1/8 - 1/4 (0.224 mi.)	K65	82

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 10 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRUNE YARD SHELL	***2029 S BASCOM AVE***	***SE 0 - 1/8 (0.008 mi.)***	***B23***	***31***
JOHN'S TEXACO	***790 E CAMPBELL AVE***	***SW 0 - 1/8 (0.008 mi.)***	***C30***	***38***
CAMPBELL FIRE DEPARTMENT	***123 UNION AVE***	***SSW 1/8 - 1/4 (0.128 mi.)***	***G46***	***55***
BOS CONSTRUCTION INC	***580 E EL PATIO***	***WNW 1/8 - 1/4 (0.172 mi.)***	***I53***	***63***
LEE'S EXXON	***540 E CAMPBELL AVE***	***WSW 1/8 - 1/4 (0.242 mi.)***	***L75***	***89***
BAY AREA MECHANICAL	***100 GILMAN AVE***	***WSW 1/8 - 1/4 (0.246 mi.)***	***M77***	***92***

Lower Elevation	Address	Direction / Distance	Map ID	Page
GOODYEAR TIRE	1790 S BASCOM AVE	NNE 0 - 1/8 (0.106 mi.)	E43	54
PACIFIC VALLEY BANK	1715 BASCOM AVE	NNE 1/8 - 1/4 (0.174 mi.)	H56	66
BASCOM FINANCIAL CENTER	1715 S BASCOM AVE	NNE 1/8 - 1/4 (0.174 mi.)	H57	67
BTM MOTORWERKS	***1661 S BASCOM AV***	***NNE 1/8 - 1/4 (0.224 mi.)***	***K66***	***82***

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 03/11/2014 has revealed that there are 4 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SCHATZ ENTERPRISES	***51 MICHAEL DR #3***	***SSW 1/8 - 1/4 (0.189 mi.)***	***59***	***68***
SEV CORP COLOR RITE PAINT CO	***2165 S BASCOM AVE***	***SSE 1/8 - 1/4 (0.216 mi.)***	***J61***	***69***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHERWIN-WILLIAMS CO THE	***1825 S BASCOM AVE***	***NNE 0 - 1/8 (0.055 mi.)***	***E37***	***48***
CHUCKS AUTO SERVICE	***1661-1665 S BASCOM AVE***	***NNE 1/8 - 1/4 (0.224 mi.)***	***K68***	***86***

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 16 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL	2029 BASCOM	SE 0 - 1/8 (0.008 mi.)	B21	30
COAST OIL COMPANY	790 CAMPBELL	SW 0 - 1/8 (0.009 mi.)	C33	43

EXECUTIVE SUMMARY

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CAMPBELL FIRE DEPARTMENT	***123 UNION AVE***	***SSW 1/8 - 1/4 (0.128 mi.)***	***G46***	***55***
BOS CONSTRUCTION	***580 EL PATIO***	***WNW 1/8 - 1/4 (0.172 mi.)***	***I54***	***65***
BAY AREA MECHANICAL	***100 GILMAN AVE***	***WSW 1/8 - 1/4 (0.246 mi.)***	***M77***	***92***
OLD GALANTE BROS CONSTRUC	***535 RODECK***	***W 1/4 - 1/2 (0.255 mi.)***	***N83***	***107***
CORE ROEM DEVELOPMENT	***100 HARRISON***	***W 1/4 - 1/2 (0.347 mi.)***	***S97***	***137***
NESTALGIA MOTORS	***126 HARRISON AVE***	***W 1/4 - 1/2 (0.349 mi.)***	***S98***	***139***
FIRE-MATIC SYSTEMS, INC.	***190 DILLON AVE***	***WSW 1/4 - 1/2 (0.382 mi.)***	***102***	***150***
CAMPBELL CITY SERVICE CEN	***290 DILLON***	***WSW 1/4 - 1/2 (0.471 mi.)***	***V106***	***156***
ORCHARD CITY PLAZA	***300 ORCHARD CITY (307)***	***WSW 1/4 - 1/2 (0.479 mi.)***	***107***	***158***
CAMPBELL CITY HALL	***70 1ST***	***W 1/4 - 1/2 (0.479 mi.)***	***108***	***160***
ROTTEN ROBBIE	370 HAMILTON	NW 1/4 - 1/2 (0.498 mi.)	W111	169

Lower Elevation	Address	Direction / Distance	Map ID	Page
HIMELHOCH PROPERTY	***1661 BASCOM AVE***	***NNE 1/8 - 1/4 (0.224 mi.)***	***K67***	***83***
MARTIN OIL COMPANY	851 HAMILTON	NNW 1/4 - 1/2 (0.313 mi.)	P89	116
CHEVRON	***1589 BASCOM***	***N 1/4 - 1/2 (0.347 mi.)***	***R96***	***136***

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 12 CUPA Listings sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SHELL SERVICE STATION - 135124	***2029 BASCOM***	***SE 0 - 1/8 (0.008 mi.)***	***B28***	***35***
PRUNEYARD AUTO REPAIR	2029 S BASCOM AV A	SE 0 - 1/8 (0.008 mi.)	B29	38
YOUNGS CLEANERS	***2050 S BASCOM AVE***	***SSE 0 - 1/8 (0.090 mi.)***	***F40***	***50***
WILLIAM A VAINER DDS	2100 S BASCOM AV	SSE 1/8 - 1/4 (0.141 mi.)	F49	59
UROLOGIC SURGEONS OF NORTHERN	2165 S BASCOM AV C	SSE 1/8 - 1/4 (0.214 mi.)	J60	69
VCA BASCOM ANIMAL HOSPITAL	2175 S BASCOM AV	SSE 1/8 - 1/4 (0.227 mi.)	J70	88
PAUL DEL GRANDE AUTO PARTS INC	566 E CAMPBELL AV	WSW 1/8 - 1/4 (0.230 mi.)	L73	89
ETCHED MEDIA CORPORATION	***101 GILMAN AVENUE***	***WSW 1/8 - 1/4 (0.250 mi.)***	***M81***	***95***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SHERWIN WILLIAMS #8517	1825 S BASCOM AV	NNE 0 - 1/8 (0.055 mi.)	E38	49
CVS PHARMACY #9805	1720 S BASCOM AV	NNE 1/8 - 1/4 (0.171 mi.)	H52	62
BTM MOTORWERKS	***1661 S BASCOM AV***	***NNE 1/8 - 1/4 (0.224 mi.)***	***K66***	***82***
PERFORMANCE BICYCLE	1646 S BASCOM AV	NNE 1/8 - 1/4 (0.241 mi.)	K74	89

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 10/21/1993 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ARCO SERVICE STATION #6147	2015 WINCHESTER BOULEVA	W 1/2 - 1 (0.753 mi.)	112	169

EXECUTIVE SUMMARY

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, and dated 09/10/2013 has revealed that there are 2 DRYCLEANERS sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
YOUNGS CLEANERS	***2050 S BASCOM AVE***	***SSE 0 - 1/8 (0.090 mi.)***	***F40***	***50***

Lower Elevation	Address	Direction / Distance	Map ID	Page
HAWAIIAN CLANERS	***1663 S BASCOM AVE***	***NNE 1/8 - 1/4 (0.222 mi.)***	***K64***	***73***

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR US Hist Auto Stat: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Auto Stat list, as provided by EDR, has revealed that there are 7 EDR US Hist Auto Stat sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	2029 S BASCOM AVE	SE 0 - 1/8 (0.008 mi.)	B25	33
Not reported	535 SALMAR AVE	WNW 1/8 - 1/4 (0.227 mi.)	71	88
Not reported	566 E CAMPBELL AVE	WSW 1/8 - 1/4 (0.230 mi.)	L72	89

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1821 S BASCOM AVE	NNE 0 - 1/8 (0.060 mi.)	E39	49
Not reported	1790 S BASCOM AVE	NNE 0 - 1/8 (0.106 mi.)	E42	53
Not reported	1665 S BASCOM AVE	NNE 1/8 - 1/4 (0.221 mi.)	K62	72
Not reported	1661 S BASCOM AVE	NNE 1/8 - 1/4 (0.224 mi.)	K69	88

EDR US Hist Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and

operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR US Hist Cleaners list, as provided by EDR, has revealed that there are 5 EDR US Hist Cleaners sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
Not reported	824 E CAMPBELL AVE	SW 0 - 1/8 (0.009 mi.)	C34	43
Not reported	2050 S BASCOM AVE	SSE 0 - 1/8 (0.090 mi.)	F41	53
Not reported	100 UNION AVE	SSW 0 - 1/8 (0.111 mi.)	G44	54

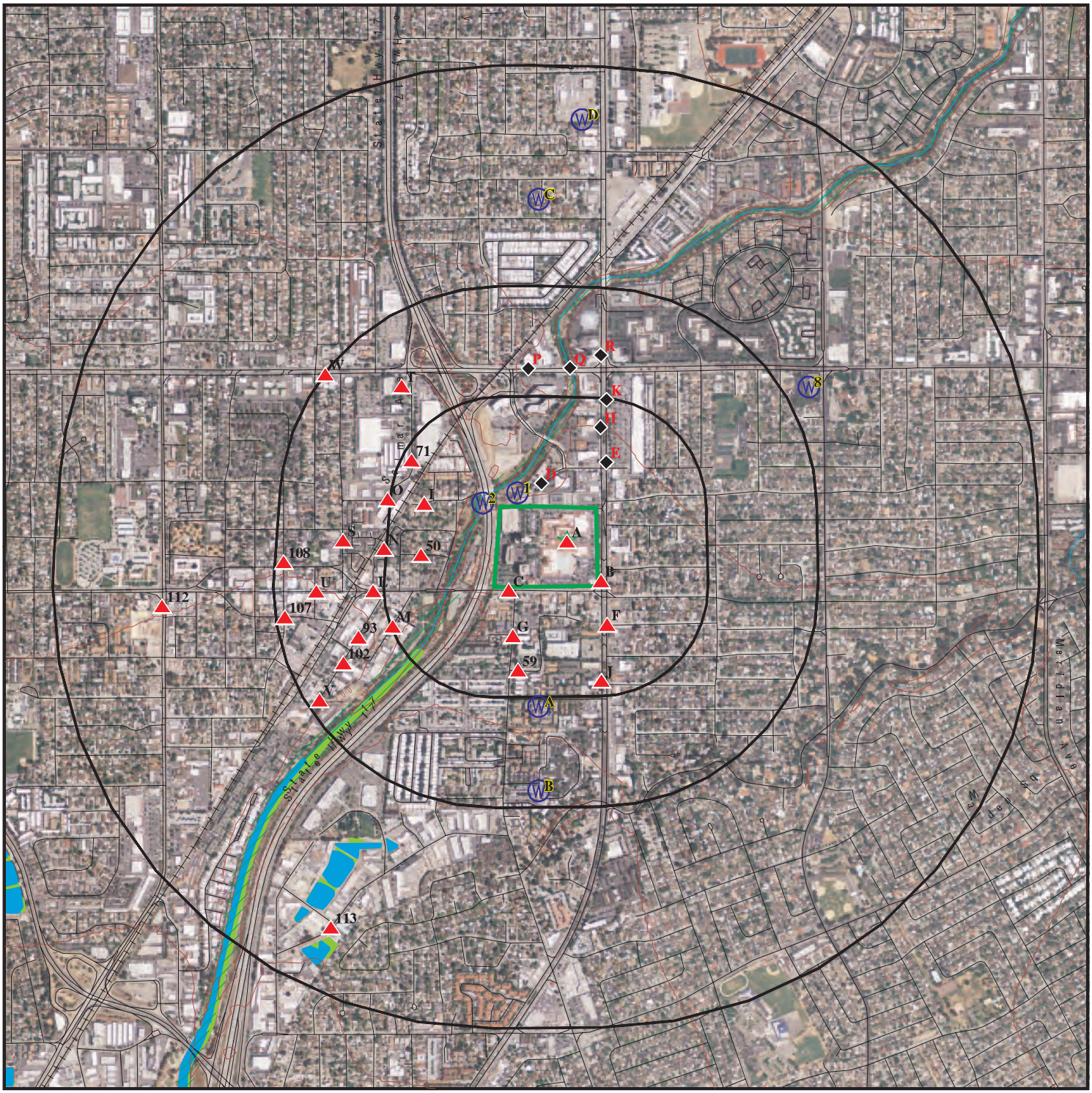
Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	1663 S BASCOM AVE	NNE 1/8 - 1/4 (0.222 mi.)	K63	72
Not reported	1640 S BASCOM AVE	NNE 1/8 - 1/4 (0.247 mi.)	K80	95

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 20 records.

Site Name	Database(s)
UNKNOWN	HIST CORTESE
THRIFTY OIL	HIST CORTESE, LUST, HIST LUST, Notify 65
ALMADEN QUICKSILVER	HIST CORTESE
UTILITIES FOR WEST CAMPBELL AVE WA	NPDES
1270 CAMPBELL	NPDES
TESORO # 67058	LUST, CA FID UST, HIST LUST, HIST UST, SWEEPS UST
CHAHAL ENTERPRISES	CUPA Listings
JERRY WOODS ENTERPRISES	CUPA Listings
CAR LAND	CUPA Listings
CA ARMY NTL GRD FIELD MAINT SH #38	CUPA Listings
SCC FAF-COUNTY CENTER @ CHARCOT	CUPA Listings
SAN JOSE WATER WORKS	LUST, HIST LUST
1X CAMPBELL UNION SCHOOL DISTRICT	HAZNET
CAMPBELL UNION SCHOOL DISTRICT	HAZNET
ROSEMARY ELEMENTARY/CAMPBELL UNION	HAZNET
CAMPBELL UNION SCHOOL DISTRICT	HAZNET
U-HAUL OF CAMPBELL	FINDS
STREET VACATION AT TILLMAN AVE & P	US BROWNFIELDS, FINDS
DILLON AVENUE PROPERTY	SLIC
CAMPBELL HHG HOTEL DEVELOPMENT	EMI

overview MAP - 4031842.2s



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Pruneyard At Campbell	CLIENT:	Cardno ATC #75
ADDRESS:	1875,1887,1901,1909, 1919,1995 & 1999 S. Bascom Avenue Campbell CA 95008	CONTACT:	Destiny Hazra
LAT/LONG:	37.2887 / 121.9332	INQUIRY #:	4031842.2s
		DATE:	August 08, 2014 6:58 pm

Copyright © 2014 EDR, Inc. © 2010 Tele Atlas Rel. 07/2009.

detail MAP - 4031842.2s

Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

Oil & Gas pipelines from USGS

100-year flood zone

500-year flood zone

National Wetland Inventory

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Pruneyard At Campbell	CLIENT:	Cardno ATC #75
ADDRESS:	1875,1887,1901,1909, 1919,1995 & 1999 S. Bascom Avenue Campbell CA 95008	CONTACT:	Destiny Hazra
LAT/LONG:	37.2887 / 121.9332	INQUIRY #:	4031842.2s
		DATE:	August 08, 2014 7:02 pm

Copyright © 2014 EDR, Inc. © 2010 Tele Atlas Rel. 07/2009.

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
CERCLIS	0.500		0	0	0	NR	NR	0
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP	0.500		0	0	2	NR	NR	2
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	1	NR	NR	NR	1
RCRA-SQG	0.250	1	2	2	NR	NR	NR	5
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
LUCIS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	1	0	1	NR	2
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		1	0	0	NR	NR	1
State and tribal leaking storage tank lists								
LUST	0.500		6	5	25	NR	NR	36

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SLIC	0.500		0	0	1	NR	NR	1
HIST LUST	0.500		2	4	14	NR	NR	20
INDIAN LUST	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
UST	0.250		1	1	NR	NR	NR	2
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
FEMA UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
WMUDS/SWAT	0.500		1	0	0	NR	NR	1
Local Lists of Hazardous waste / Contaminated Sites								
US CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST	0.250		2	6	NR	NR	NR	8
HIST UST	0.250		2	5	NR	NR	NR	7
SWEEPS UST	0.250		3	7	NR	NR	NR	10
Local Land Records								
LIENS 2	TP		NR	NR	NR	NR	NR	0
LIENS	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP	2	NR	NR	NR	NR	NR	2

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		1	3	NR	NR	NR	4
DOT OPS	TP		NR	NR	NR	NR	NR	0
DOD	1.000		0	0	0	0	NR	0
FUDS	1.000		0	0	0	0	NR	0
CONSENT	1.000		0	0	0	0	NR	0
ROD	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
FINDS	TP	4	NR	NR	NR	NR	NR	4
RAATS	TP		NR	NR	NR	NR	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
Cortese	0.500		0	0	0	NR	NR	0
HIST CORTESE	0.500		2	4	10	NR	NR	16
CUPA Listings	0.250		4	8	NR	NR	NR	12
SAN JOSE HAZMAT	0.250		0	0	NR	NR	NR	0
Notify 65	1.000		0	0	0	1	NR	1
DRYCLEANERS	0.250		1	1	NR	NR	NR	2
WIP	0.250		0	0	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
HAZNET	TP	10	NR	NR	NR	NR	NR	10
EMI	TP	3	NR	NR	NR	NR	NR	3
INDIAN RESERV	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
HWT	0.250		0	0	NR	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR US Hist Auto Stat	0.250	1	3	4	NR	NR	NR	8
EDR US Hist Cleaners	0.250		3	2	NR	NR	NR	5
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 Target Property | **WILLIAM WILSON AND ASSOCIATES**
1901 SOUTH BASCOM AVE
CAMPBELL, CA 95008 | **HAZNET** | **S113058282**
N/A

Site 1 of 20 in cluster A

Actual: 187 ft.

HAZNET:

Year:	2001
Gepaid:	CAL000095725
Contact:	VIRGINIA T UNRUH CPM
Telephone:	4085596798
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE 200
Mailing City,St,Zip:	CAMPBELL, CA 950082202
Gen County:	Not reported
TSD EPA ID:	CAD981382732
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	0.84
Facility County:	Santa Clara

Year:	2000
Gepaid:	CAL000095725
Contact:	VIRGINIA T UNRUH CPM
Telephone:	4085596798
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE 200
Mailing City,St,Zip:	CAMPBELL, CA 950082202
Gen County:	Not reported
TSD EPA ID:	CAD981382732
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	11.79
Facility County:	Santa Clara

Year:	2000
Gepaid:	CAL000095725
Contact:	VIRGINIA T UNRUH CPM
Telephone:	4085596798
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE 200
Mailing City,St,Zip:	CAMPBELL, CA 950082202
Gen County:	Not reported
TSD EPA ID:	CAL000161743
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	0.07
Facility County:	Santa Clara

Year:	1999
Gepaid:	CAL000095725
Contact:	PRUNEYARD ASSOCIATES, LLC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE 200
Mailing City,St,Zip:	CAMPBELL, CA 950082202

WILLIAM WILSON AND ASSOCIATES (Continued) **S113058282**

Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Transfer Station
Tons:	.0375
Facility County:	Santa Clara

Year:	1999
Gepaid:	CAL000095725
Contact:	PRUNEYARD ASSOCIATES, LLC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE 200
Mailing City,St,Zip:	CAMPBELL, CA 950082202
Gen County:	Not reported
TSD EPA ID:	CAD981382732
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	26.1268
Facility County:	Santa Clara

Click this hyperlink while viewing on your computer to access
20 additional CA_HAZNET: record(s) in the EDR Site Report.

A2 Target Property **EQUITY OFFICE THE PRUNEYARD** **EMI** **S103639465**
1999 SO BASCOM AVE **N/A**
CAMPBELL, CA 95008

Site 2 of 20 in cluster A

Actual: 187 ft.

EMI:

Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	14854
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	14854
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported

EQUITY OFFICE THE PRUNEYARD (Continued) **S103639465**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.015
Reactive Organic Gases Tons/Yr:	0.001371
Carbon Monoxide Emissions Tons/Yr:	0.005
NOX - Oxides of Nitrogen Tons/Yr:	0.037
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	43
Air Basin:	SF
Facility ID:	14854
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.017
Reactive Organic Gases Tons/Yr:	.0015538
Carbon Monoxide Emissions Tons/Yr:	.005
NOX - Oxides of Nitrogen Tons/Yr:	.042
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2006
County Code:	43
Air Basin:	SF
Facility ID:	14854
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.017
Reactive Organic Gases Tons/Yr:	.0015538
Carbon Monoxide Emissions Tons/Yr:	.005
NOX - Oxides of Nitrogen Tons/Yr:	.042
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2007
County Code:	43
Air Basin:	SF
Facility ID:	14854
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.011
Reactive Organic Gases Tons/Yr:	.0010054
Carbon Monoxide Emissions Tons/Yr:	.003
NOX - Oxides of Nitrogen Tons/Yr:	.027
SOX - Oxides of Sulphur Tons/Yr:	0

EQUITY OFFICE THE PRUNEYARD (Continued) **S103639465**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2008
County Code:	43
Air Basin:	SF
Facility ID:	14854
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.011
Reactive Organic Gases Tons/Yr:	.0010054
Carbon Monoxide Emissions Tons/Yr:	.003
NOX - Oxides of Nitrogen Tons/Yr:	.027
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2009
County Code:	43
Air Basin:	SF
Facility ID:	14854
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.1999999999999999E-2
Reactive Organic Gases Tons/Yr:	2.0108000000000001E-3
Carbon Monoxide Emissions Tons/Yr:	3.0000000000000001E-3
NOX - Oxides of Nitrogen Tons/Yr:	0.027
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	14854
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.1999999999999999E-2
Reactive Organic Gases Tons/Yr:	2.0108000000000001E-3
Carbon Monoxide Emissions Tons/Yr:	3.0000000000000001E-3
NOX - Oxides of Nitrogen Tons/Yr:	0.027
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2011
County Code:	43
Air Basin:	SF

EQUITY OFFICE THE PRUNEYARD (Continued) **S103639465**

Facility ID:	14854
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.022
Reactive Organic Gases Tons/Yr:	0.0020108
Carbon Monoxide Emissions Tons/Yr:	0.003
NOX - Oxides of Nitrogen Tons/Yr:	0.027
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2012
County Code:	43
Air Basin:	SF
Facility ID:	14854
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.022
Reactive Organic Gases Tons/Yr:	0.0020108
Carbon Monoxide Emissions Tons/Yr:	0.003
NOX - Oxides of Nitrogen Tons/Yr:	0.027
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

A3 Target Property | **EOP PRUNEYARD LLC** | **HAZNET** | **S113160923**
1999 S BASCOM AVE | **N/A**
CAMPBELL, CA 95008

Site 3 of 20 in cluster A

Actual: 187 ft.

HAZNET:

Year:	2011
Gepaid:	CAL000360025
Contact:	KATHY ABSHER, PROPERTY MANAGER
Telephone:	8773670006
Mailing Name:	Not reported
Mailing Address:	PO BOX 681420
Mailing City,St,Zip:	CHARLOTTE, NC 28216
Gen County:	Not reported
TSD EPA ID:	CAD982042475
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.4
Facility County:	Santa Clara

A4 Target Property | **PRUNEYARD SHOPPING CTR**
1875 S BASCOM AVE STE 155
CAMPBELL, CA 95008 | **HAZNET** | **S113172088**
N/A

Site 4 of 20 in cluster A

Actual: 187 ft.

HAZNET:

Year:	1994
Gepaid:	CAP400479759
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	Not reported
Mailing City,St,Zip:	000000000
Gen County:	Not reported
TSD EPA ID:	CAT080010101
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Transfer Station
Tons:	.4170
Facility County:	0

Year:	1994
Gepaid:	CAP400479759
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	Not reported
Mailing City,St,Zip:	000000000
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Disposal, Land Fill
Tons:	.3000
Facility County:	0

Year:	1994
Gepaid:	CAP400479759
Contact:	Not reported
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	Not reported
Mailing City,St,Zip:	000000000
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Other empty containers 30 gallons or more
Disposal Method:	Not reported
Tons:	.3000
Facility County:	0

A5 Target Property | **PRUNEYARD ASSOCIATES LLC**
1999 SO BASCOM AVE
CAMPBELL, CA 95008 | **HAZNET** | **S113058283**
N/A

Site 5 of 20 in cluster A

Actual: 187 ft.

HAZNET:

Year:	1998
Gepaid:	CAL000095726
Contact:	PRUNEYARD ASSOC LLC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE 200
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAT000646117
TSD County:	Not reported
Waste Category:	Polychlorinated biphenyls and material containing PCBs
Disposal Method:	Disposal, Land Fill
Tons:	1.5053
Facility County:	Santa Clara

Year:	1995
Gepaid:	CAL000095726
Contact:	PRUNEYARD ASSOC LLC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE 200
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	AZD983476680
TSD County:	Not reported
Waste Category:	Polychlorinated biphenyls and material containing PCBs
Disposal Method:	Recycler
Tons:	11.0200
Facility County:	Santa Clara

Year:	1995
Gepaid:	CAL000095726
Contact:	PRUNEYARD ASSOC LLC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE 200
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAD982042475
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	67.4240
Facility County:	Santa Clara

Year:	1995
Gepaid:	CAL000095726
Contact:	PRUNEYARD ASSOC LLC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE 200
Mailing City,St,Zip:	CAMPBELL, CA 950080000

PRUNEYARD ASSOCIATES LLC (Continued) **S113058283**

Gen County:	Not reported
TSD EPA ID:	AZD983476680
TSD County:	Not reported
Waste Category:	Polychlorinated biphenyls and material containing PCBs
Disposal Method:	Not reported
Tons:	5.0000
Facility County:	Santa Clara

Year:	1994
Gepaid:	CAL000095726
Contact:	PRUNEYARD ASSOC LLC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE 200
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAD982042475
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Disposal, Land Fill
Tons:	199.7436
Facility County:	Santa Clara

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

A6 **CHMIRS** **S108403957**
Target Property **1875 SOUTH BASCOM AVE** **N/A**
SAN JOSE, CA

Site 6 of 20 in cluster A

Actual: 187 ft.

CHMIRS:

OES Incident Number:	05-3911
OES notification:	06/30/2005
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported

(Continued) **S108403957**

Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2005
Agency:	San Jose PG&E
Incident Date:	6/29/200512:00:00 AM
Admin Agency:	Santa Clara County Health Department
Amount:	Not reported
Contained:	Yes
Site Type:	Residence
E Date:	Not reported
Substance:	Mineral Oil
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	50
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Pad mount transformer was damaged by landscaping company.

A7 Target Property | **PHOTO MASTER CO**
1875 S BASCOM AVE
CAMPBELL, CA 95008 | **HAZNET** | **S113018371**
N/A

Site 7 of 20 in cluster A

Actual: 187 ft.

HAZNET:

Year:	2004
Gepaid:	CAD983624453
Contact:	WILLIAM LIN
Telephone:	4088799868
Mailing Name:	Not reported
Mailing Address:	1875 S BASCOM AVE STE 540
Mailing City,St,Zip:	CAMPBELL, CA 950082345
Gen County:	Not reported
TSD EPA ID:	CAD981429673
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	0.31
Facility County:	Santa Clara

Year:	2003
Gepaid:	CAD983624453
Contact:	WILLIAM LIN
Telephone:	4088799868
Mailing Name:	Not reported
Mailing Address:	1875 S BASCOM AVE STE 540
Mailing City,St,Zip:	CAMPBELL, CA 950082345
Gen County:	Not reported
TSD EPA ID:	CAD981429673
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	0.25
Facility County:	Santa Clara

Year:	2002
Gepaid:	CAD983624453
Contact:	WILLIAM LIN
Telephone:	4088799868
Mailing Name:	Not reported
Mailing Address:	1875 S BASCOM AVE STE 540
Mailing City,St,Zip:	CAMPBELL, CA 950082345
Gen County:	Not reported
TSD EPA ID:	CAD981429673
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	1
Facility County:	Santa Clara

Year:	2001
Gepaid:	CAD983624453
Contact:	WILLIAM LIN
Telephone:	4088799868
Mailing Name:	Not reported
Mailing Address:	1875 S BASCOM AVE STE 540
Mailing City,St,Zip:	CAMPBELL, CA 950082345

PHOTO MASTER CO (Continued) **S113018371**

Gen County:	Not reported
TSD EPA ID:	CAD981429673
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	1.25
Facility County:	Santa Clara

Year:	2000
Gepaid:	CAD983624453
Contact:	WILLIAM LIN
Telephone:	4088799868
Mailing Name:	Not reported
Mailing Address:	1875 S BASCOM AVE STE 540
Mailing City,St,Zip:	CAMPBELL, CA 950082345
Gen County:	Not reported
TSD EPA ID:	CAD981429673
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	1.5
Facility County:	Santa Clara

Click this hyperlink while viewing on your computer to access
10 additional CA_HAZNET: record(s) in the EDR Site Report.

A8 **EDR US Hist Auto Stat** **1015298882**
Target Property **1999 S BASCOM AVE** **N/A**
CAMPBELL, CA 95008

Site 8 of 20 in cluster A

Actual: 187 ft.

EDR Historical Auto Stations:

Name:	A PLUS AUTOGLASS
Year:	2010
Address:	1999 S BASCOM AVE

A9 **EQUITY OFFICE THE PRUNEYARD** **EMI** **S106920776**
Target Property **1901 SO BASCOM AVE** **N/A**
CAMPBELL, CA 95008

Site 9 of 20 in cluster A

Actual: 187 ft.

EMI:

Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	14855
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0

EQUITY OFFICE THE PRUNEYARD (Continued) **S106920776**

NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	14855
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.015
Reactive Organic Gases Tons/Yr:	0.001371
Carbon Monoxide Emissions Tons/Yr:	0.005
NOX - Oxides of Nitrogen Tons/Yr:	0.037
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	43
Air Basin:	SF
Facility ID:	14855
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.017
Reactive Organic Gases Tons/Yr:	.0015538
Carbon Monoxide Emissions Tons/Yr:	.005
NOX - Oxides of Nitrogen Tons/Yr:	.042
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2006
County Code:	43
Air Basin:	SF
Facility ID:	14855
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.017
Reactive Organic Gases Tons/Yr:	.0015538
Carbon Monoxide Emissions Tons/Yr:	.005
NOX - Oxides of Nitrogen Tons/Yr:	.042
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2007

EQUITY OFFICE THE PRUNEYARD (Continued) **S106920776**

County Code:	43
Air Basin:	SF
Facility ID:	14855
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.018
Reactive Organic Gases Tons/Yr:	.0016452
Carbon Monoxide Emissions Tons/Yr:	.006
NOX - Oxides of Nitrogen Tons/Yr:	.045
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2008
County Code:	43
Air Basin:	SF
Facility ID:	14855
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.018
Reactive Organic Gases Tons/Yr:	.0016452
Carbon Monoxide Emissions Tons/Yr:	.006
NOX - Oxides of Nitrogen Tons/Yr:	.045
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2009
County Code:	43
Air Basin:	SF
Facility ID:	14855
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.5999999999999997E-2
Reactive Organic Gases Tons/Yr:	3.2904000000000002E-3
Carbon Monoxide Emissions Tons/Yr:	6.0000000000000001E-3
NOX - Oxides of Nitrogen Tons/Yr:	4.4999999999999998E-2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	14855
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD

EQUITY OFFICE THE PRUNEYARD (Continued) **S106920776**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.5999999999999997E-2
Reactive Organic Gases Tons/Yr:	3.2904000000000002E-3
Carbon Monoxide Emissions Tons/Yr:	6.0000000000000001E-3
NOX - Oxides of Nitrogen Tons/Yr:	4.4999999999999998E-2
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	14855
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.036
Reactive Organic Gases Tons/Yr:	0.0032904
Carbon Monoxide Emissions Tons/Yr:	0.006
NOX - Oxides of Nitrogen Tons/Yr:	0.045
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2012
County Code:	43
Air Basin:	SF
Facility ID:	14855
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.036
Reactive Organic Gases Tons/Yr:	0.0032904
Carbon Monoxide Emissions Tons/Yr:	0.006
NOX - Oxides of Nitrogen Tons/Yr:	0.045
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

A10 Target Property **EQUITY OFFICE THE PRUNEYARD** **FINDS** **1011992332**
1999 SO BASCOM AVE **N/A**
CAMPBELL, CA

Site 10 of 20 in cluster A

Actual: 187 ft.

FINDS:

Registry ID: 110038036112

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

EQUITY OFFICE THE PRUNEYARD (Continued) **1011992332**

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

A11 Target Property **EQUITY OFFICE PROPERTIES INC** **HAZNET** **S112965167**
1875 S BASCOM AVE **N/A**
CAMPBELL, CA 95008

Site 11 of 20 in cluster A

Actual: 187 ft.

HAZNET:

Year:	2007
Gepaid:	CAC002622574
Contact:	SHANNON GODFREY
Telephone:	4085907192
Mailing Name:	Not reported
Mailing Address:	1740 TECHNOLOGY DR STE 150
Mailing City,St,Zip:	SAN JOSE, CA 95110
Gen County:	Not reported
TSD EPA ID:	CAD982042475
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	2
Facility County:	Santa Clara

A12 Target Property **CA-PRUNEYARD, LLC BU#12551** **HAZNET** **S113110233**
1901 S BASCOM AVE **N/A**
CAMPBELL, CA 95008

Site 12 of 20 in cluster A

Actual: 187 ft.

HAZNET:

Year:	2012
Gepaid:	CAL000218891
Contact:	KATHY ABSHER/PROP MGR
Telephone:	4087963258
Mailing Name:	Not reported
Mailing Address:	1875 SO BASCOM AVE SUITE 2440
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Santa Clara
TSD EPA ID:	CAD982042475
TSD County:	Solano
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.8
Facility County:	Santa Clara

Year:	2012
Gepaid:	CAL000218891
Contact:	KATHY ABSHER/PROP MGR
Telephone:	4087963258
Mailing Name:	Not reported
Mailing Address:	1875 SO BASCOM AVE SUITE 2440
Mailing City,St,Zip:	CAMPBELL, CA 950080000

CA-PRUNEYARD, LLC BU#12551 (Continued) **S113110233**

Gen County:	Santa Clara
TSD EPA ID:	CAD982042475
TSD County:	Solano
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.8
Facility County:	Santa Clara

Year:	2012
Gepaid:	CAL000218891
Contact:	KATHY ABSHER/PROP MGR
Telephone:	4087963258
Mailing Name:	Not reported
Mailing Address:	1875 SO BASCOM AVE SUITE 2440
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Santa Clara
TSD EPA ID:	CAD982042475
TSD County:	Solano
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	0.8
Facility County:	Santa Clara

Year:	2011
Gepaid:	CAL000218891
Contact:	KATHY ABSHER/PROP MGR
Telephone:	4087963258
Mailing Name:	Not reported
Mailing Address:	PO BOX 681420
Mailing City,St,Zip:	CHARLOTTE, NC 282160000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1025
Facility County:	Santa Clara

Year:	2011
Gepaid:	CAL000218891
Contact:	KATHY ABSHER/PROP MGR
Telephone:	4087963258
Mailing Name:	Not reported
Mailing Address:	PO BOX 681420
Mailing City,St,Zip:	CHARLOTTE, NC 282160000
Gen County:	Not reported
TSD EPA ID:	CAD028409019
TSD County:	Not reported
Waste Category:	Unspecified oil-containing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1025
Facility County:	Santa Clara

CA-PRUNEYARD, LLC BU#12551 (Continued) **S113110233**

Click this hyperlink while viewing on your computer to access
40 additional CA_HAZNET: record(s) in the EDR Site Report.

A13 Target Property **EQUITY OFFICE THE PRUNEYARD** **FINDS** **1011988243**
1901 SO BASCOM AVE **N/A**
CAMPBELL, CA

Site 13 of 20 in cluster A

Actual: 187 ft.

FINDS:

Registry ID: 110038010283

Environmental Interest/Information System
The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

A14 Target Property **EQUITY OFFICE INC** **HAZNET** **S113110234**
1999 S BASCOM AVE STE 200 **N/A**
CAMPBELL, CA 95008

Site 14 of 20 in cluster A

Actual: 187 ft.

HAZNET:

Year:	2010
Gepaid:	CAL000218892
Contact:	PAUL KRISCUNAS/CHIEF ENG
Telephone:	4083716111
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE #320
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAD981382732
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons:	6.7424
Facility County:	Santa Clara

Year:	2008
Gepaid:	CAL000218892
Contact:	PAUL KRISCUNAS/CHIEF ENG
Telephone:	4083716111
Mailing Name:	Not reported
Mailing Address:	1999 S BASCOM AVE STE #320
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAD982042475
TSD County:	Not reported
Waste Category:	Asbestos containing waste
Disposal Method:	Landfill Or Surface Impoundment That Will Be Closed As Landfill(To

EQUITY OFFICE INC (Continued) **S113110234**

Include On-Site Treatment And/Or Stabilization)
Tons: 0.4
Facility County: Santa Clara

A15 Target Property **EQUITY OFFICE THE PRUNEYARD** **EMI** **S110502247**
1919 SO BASCOM AVE **N/A**
CAMPBELL, CA 95008

Site 15 of 20 in cluster A

Actual: 187 ft.

EMI:

Year:	2008
County Code:	43
Air Basin:	SF
Facility ID:	14853
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.002
Reactive Organic Gases Tons/Yr:	.0016734
Carbon Monoxide Emissions Tons/Yr:	.005
NOX - Oxides of Nitrogen Tons/Yr:	.01
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	.002
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.001952

Year:	2009
County Code:	43
Air Basin:	SF
Facility ID:	14853
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.002
Reactive Organic Gases Tons/Yr:	0.0016734
Carbon Monoxide Emissions Tons/Yr:	5.0000000000000001E-3
NOX - Oxides of Nitrogen Tons/Yr:	0.01
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.002
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.001952

Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	14853
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.002
Reactive Organic Gases Tons/Yr:	0.0016734
Carbon Monoxide Emissions Tons/Yr:	5.0000000000000001E-3
NOX - Oxides of Nitrogen Tons/Yr:	0.01

EQUITY OFFICE THE PRUNEYARD (Continued) **S110502247**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.00204918032786885
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.002

Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	14853
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.001
Reactive Organic Gases Tons/Yr:	0.0008367
Carbon Monoxide Emissions Tons/Yr:	0.003
NOX - Oxides of Nitrogen Tons/Yr:	0.006
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2012
County Code:	43
Air Basin:	SF
Facility ID:	14853
Air District Name:	BA
SIC Code:	6798
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.001
Reactive Organic Gases Tons/Yr:	0.0008367
Carbon Monoxide Emissions Tons/Yr:	0.003
NOX - Oxides of Nitrogen Tons/Yr:	0.006
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.0010245901639
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.001

A16 Target Property | **PHOTO MASTER CO**
1875 S BASCOM AVE 540
CAMPBELL, CA | **RCRA-SQG** **1000685789**
FINDS **CAD983624453**

Site 16 of 20 in cluster A

Actual: 187 ft.

RCRA-SQG:

Date form received by agency:	03/24/1992
Facility name:	PHOTO MASTER CO
Facility address:	1875 S BASCOM AVE 540 CAMPBELL, CA 95008
EPA ID:	CAD983624453
Contact:	WEI LYAN LIN
Contact address:	1875 S BASCOM AVE 540 CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 879-9868
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator

PHOTO MASTER CO (Continued) **1000685789**

Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	LIN WEI LYAN
Owner/operator address:	1875 S BASCOM AVE 540 CAMPBELL, CA 95008
Owner/operator country:	Not reported
Owner/operator telephone:	(408) 879-9868
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002871688

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

A17 Target Property | **1X PRUNEYARD TOWERS** | **HAZNET** | **S112846431**
1901 S BASCOM AVE | **N/A**
CAMPBELL, CA 95008

Site 17 of 20 in cluster A

Actual: 187 ft.

HAZNET:

Year:	1994
Gepaid:	CAC000822792
Contact:	BA PROPERTIES INC
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1901 S BASCOM AVE
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAT080031628
TSD County:	Not reported
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	.1042
Facility County:	Santa Clara

A18 Target Property | **EQUITY OFFICE THE PRUNEYARD** | **FINDS** | **1015940731**
1919 SO BASCOM AVE | **N/A**
CAMPBELL, CA

Site 18 of 20 in cluster A

Actual: 187 ft.

FINDS:

Registry ID: 110054256390

Environmental Interest/Information System
CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

A19 Target Property | **ICON MEDICAL SYSTEMS** | **HAZNET** | **S112856992**
1901 SOUTH BASCOM | **N/A**
CAMPBELL, CA 95008

Site 19 of 20 in cluster A

Actual: 187 ft.

HAZNET:

Year:	1994
Gepaid:	CAC000966992
Contact:	DR. JERMEY RUBIN, PRESIDENT
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	1901 SOUTH BASCOM
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	CAD982482390
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Recycler
Tons:	.0417
Facility County:	Santa Clara

A20 **CHMIRS** **S108402402**
Target Property **ZYNG ASIAN GRILL, 1875 SOUTH BASCOM AVE, SUITE 300** **N/A**
CAMPBELL, CA 95008

Site 20 of 20 in cluster A

Actual: 187 ft.

CHMIRS:

OES Incident Number:	05-1948
OES notification:	03/29/2005
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Not reported
Waterway:	storm drain
Spill Site:	Not reported
Cleanup By:	City
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2005
Agency:	Environmental Consultant for Property Owner
Incident Date:	3/29/200512:00:00 AM
Admin Agency:	Santa Clara County Health Department
Amount:	Not reported

(Continued) **S108402402**

Contained:	No
Site Type:	Merchant/Business
E Date:	Not reported
Substance:	kitchen drain waste
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	0.000000
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
Description:	Ongoing situation for an unknown amount of time. The drain from a restaurant's kitchen is connected to the storm drain. Situation was confirmed yesterday. The environmental consultant was informed of the situation today. Property owner told the tenannt to hook up the kitchen drain to a particular pipe but the tenant hooked it up to the wrong pipe. The city inspector approved the improper connection. When the property owner became aware of this yesterday, they hand delivered a cease and desist order to the tenant. The environmental consultant contacted Sherrie Donnelly, 408-354-4734, with the Clean Water Program who advised she would make all proper notifications. The city is now moving to get the situation corrected.

B21 **SHELL** **HIST CORTESE** **S110060301**
SE **2029 BASCOM** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.008 mi.
41 ft. **Site 1 of 9 in cluster B**

Relative:
Higher

Actual:
189 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-1294

B22 **PRUNEYARD SHELL** **UST** **U003101587**
SE **2029 S BASCOM AV** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.008 mi.
41 ft. **Site 2 of 9 in cluster B**

Relative:
Higher

Actual:
189 ft.

UST:

Facility ID:	2
Latitude:	37.288049
Longitude:	-121.930859
Permitting Agency:	CAMPBELL,CUPERTINO,LOS GATOS,MORGAN HILL

B23
SE
< 1/8
0.008 mi.
41 ft.

PRUNE YARD SHELL
2029 S BASCOM AVE
CAMPBELL, CA 95008

Site 3 of 9 in cluster B

CA FID UST
SWEEPS UST

S101624863
N/A

Relative:
Higher

Actual:
189 ft.

CA FID UST:

Facility ID:	43001311
Regulated By:	UTNKA
Regulated ID:	00010923
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083775403
Mail To:	Not reported
Mailing Address:	P O BOX
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Active
Comp Number:	10923
Number:	2
Board Of Equalization:	44-026292
Referral Date:	04-06-92
Action Date:	04-06-92
Created Date:	02-29-88
Owner Tank Id:	11821109-SRU-1
SWRCB Tank Id:	43-008-010923-000001
Tank Status:	A
Capacity:	10000
Active Date:	04-06-92
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	4

Status:	Active
Comp Number:	10923
Number:	2
Board Of Equalization:	44-026292
Referral Date:	04-06-92
Action Date:	04-06-92
Created Date:	02-29-88
Owner Tank Id:	1
SWRCB Tank Id:	43-008-010923-000002
Tank Status:	A
Capacity:	10000
Active Date:	07-01-85
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

PRUNE YARD SHELL (Continued) **S101624863**

Status:	Active
Comp Number:	10923
Number:	2
Board Of Equalization:	44-026292
Referral Date:	04-06-92
Action Date:	04-06-92
Created Date:	02-29-88
Owner Tank Id:	2
SWRCB Tank Id:	43-008-010923-000003
Tank Status:	A
Capacity:	10000
Active Date:	07-01-85
Tank Use:	M.V. FUEL
STG:	P
Content:	LEADED
Number Of Tanks:	Not reported

Status:	Active
Comp Number:	10923
Number:	2
Board Of Equalization:	44-026292
Referral Date:	04-06-92
Action Date:	04-06-92
Created Date:	02-29-88
Owner Tank Id:	3
SWRCB Tank Id:	43-008-010923-000004
Tank Status:	A
Capacity:	550
Active Date:	07-01-85
Tank Use:	OIL
STG:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

B24 **SHELL** **LUST** **1000288657**
SE **2029 S BASCOM AVE** **HIST LUST** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.008 mi.
41 ft. **Site 4 of 9 in cluster B**

Relative:
Higher

Actual:
189 ft.

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	07S1W35A01f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	4/1/1984
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

SHELL (Continued) **1000288657**

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W35A01
Oversite Agency: SCVWD
Date Listed: 1985-01-01 00:00:00
Closed Date: 1995-11-16 00:00:00

B25 **EDR US Hist Auto Stat** **1015309209**
SE **2029 S BASCOM AVE** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.008 mi.
41 ft. **Site 5 of 9 in cluster B**

Relative:
Higher

Actual:
189 ft.

EDR Historical Auto Stations:
Name: SHELL SERVICE STATIONS CAMPBELL
Year: 1999
Address: 2029 S BASCOM AVE

Name: SHELL SERVICE STATIONS CAMPBELL
Year: 2000
Address: 2029 S BASCOM AVE

Name: SHELL SERVICE STATIONS
Year: 2007
Address: 2029 S BASCOM AVE

Name: ALOHA AUTO CARE
Year: 2008
Address: 2029 S BASCOM AVE

Name: SHELL SERVICE STATIONS
Year: 2009
Address: 2029 S BASCOM AVE

Name: PRUNEYARD AUTO REPAIR
Year: 2011
Address: 2029 S BASCOM AVE

Name: PRUNEYARD AUTO REPAIR
Year: 2012
Address: 2029 S BASCOM AVE

B26 **SHELL** **LUST** **S107996822**
SE **2029 S BASCOM AVE** **N/A**
< 1/8 **SAN JOSE, CA**
0.008 mi.
41 ft. **Site 6 of 9 in cluster B**

Relative:
Higher

Actual:
189 ft.

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W35A01F
Date Closed: 11/16/1995
EDR Link ID: 07S1W35A01F

B27
SE
< 1/8
0.008 mi.
41 ft.

PRUNE YARD SHELL
2029 S BASCOM AVE
CAMPBELL, CA 95008

Site 7 of 9 in cluster B

HIST UST **U001600889**
N/A

Relative:
Higher

Actual:
189 ft.

HIST UST:

Region:	STATE
Facility ID:	00000010923
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Contact Name:	RAYMOND J. SIEFERT JR
Telephone:	4083775403
Owner Name:	SHELL OIL COMPANY
Owner Address:	P.O. BOX 4848
Owner City,St,Zip:	ANAHEIM, CA 92803
Tank Num:	001
Container Num:	4
Year Installed:	1984
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Tank Construction:	1/4 inches
Leak Detection:	Stock Inventor, 10
Tank Num:	002
Container Num:	1
Year Installed:	1984
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	1/4 inches
Leak Detection:	Stock Inventor, Groundwater Monitoring Well, 10
Tank Num:	003
Container Num:	2
Year Installed:	1984
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	1/4 inches
Leak Detection:	Stock Inventor, 10
Tank Num:	004
Container Num:	3
Year Installed:	1971
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	12 gauge
Leak Detection:	Stock Inventor, 10

B28 SE < 1/8 0.008 mi. 41 ft. | **SHELL SERVICE STATION - 135124**
2029 BASCOM
CAMPBELL, CA 95008

RCRA-SQG **1005904531**
LUST **CAR000127464**
CUPA Listings

Site 8 of 9 in cluster B

Relative: Higher

Actual: 189 ft.

RCRA-SQG:

Date form received by agency:	02/25/2006
Facility name:	SHELL SERVICE STATION - 135124
Facility address:	2029 BASCOM CAMPBELL, CA 95008
EPA ID:	CAR000127464
Mailing address:	12700 NORTHBOROUGH DR, 300G03 HOUSTON, TX 77067
Contact:	DON F WISDOM
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(281) 874-2238
Contact email:	DON.F.WISDOM@SHELL.COM
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	EQUILON ENT LLC DBA SHELL OIL PROD. US
Owner/operator address:	P.O. BOX 2099 HOUSTON, TX 77252
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	08/01/1998
Owner/Op end date:	Not reported

Owner/operator name:	EQUILON ENTERPRISES LLC DBA
Owner/operator address:	P O BOX 2648 HOUSTON, TX 77252
Owner/operator country:	Not reported
Owner/operator telephone:	(713) 241-5036
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	SHELL OIL PRODUCTS US
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	08/01/1998
Owner/Op end date:	Not reported

SHELL SERVICE STATION - 135124 (Continued) **1005904531**

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Historical Generators:

Date form received by agency: 02/25/2006
Site name: SHELL SERVICE STATION - 135124
Classification: Large Quantity Generator

Date form received by agency: 09/03/2002
Site name: SHELL SERVICE STATION
Classification: Small Quantity Generator

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Waste code: 134
Waste name: 134

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Violation Status: No violations found

SHELL SERVICE STATION - 135124 (Continued) **1005904531**

LUST:

Region:	STATE
Global Id:	T0608501272
Latitude:	37.28683
Longitude:	-121.9309
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	11/16/1995
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608501272
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0608501272
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Status History:

Global Id:	T0608501272
Status:	Completed - Case Closed
Status Date:	11/16/1995

Global Id:	T0608501272
Status:	Open - Case Begin Date
Status Date:	03/27/1984

Global Id:	T0608501272
Status:	Open - Site Assessment
Status Date:	04/01/1984

Regulatory Activities:

Global Id:	T0608501272
Action Type:	ENFORCEMENT
Date:	11/16/1995

SHELL SERVICE STATION - 135124 (Continued) **1005904531**

Action: Closure/No Further Action Letter

Global Id: T0608501272
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608501272
Action Type: ENFORCEMENT
Date: 02/25/1991
Action: Notice of Responsibility - #39547

Global Id: T0608501272
Action Type: RESPONSE
Date: 05/28/1991
Action: Other Report / Document

Global Id: T0608501272
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2202
Program Description: GENERATES < 100 KG/YR

B29 **PRUNEYARD AUTO REPAIR** **CUPA Listings** **S112346495**
SE **2029 S BASCOM AV A** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.008 mi.
41 ft. **Site 9 of 9 in cluster B**

Relative:
Higher

Actual:
189 ft.

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

C30 **JOHN'S TEXACO** **LUST** **S101624853**
SW **790 E CAMPBELL AVE** **CA FID UST** **N/A**
< 1/8 **CAMPBELL, CA 95008** **SWEEPS UST**
0.008 mi.
42 ft. **Site 1 of 5 in cluster C**

Relative:
Higher

Actual:
193 ft.

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W35B02F
Date Closed: 03/22/1996
EDR Link ID: 07S1W35B02F

CA FID UST:
Facility ID: 43000573
Regulated By: UTNKA
Regulated ID: 00015868

JOHN'S TEXACO (Continued) **S101624853**

Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4085594052
Mail To: Not reported
Mailing Address: 790 E CAMPBELL AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: CAMPBELL 95008
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 15868
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-015868-000001
Tank Status: Not reported
Capacity: 12000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: LEADED
Number Of Tanks: 4

Status: Not reported
Comp Number: 15868
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-015868-000002
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 15868
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported

JOHN'S TEXACO (Continued) **S101624853**

Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-015868-000003
Tank Status:	Not reported
Capacity:	2000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	15868
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-015868-000004
Tank Status:	Not reported
Capacity:	1
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

C31 **JOHN'S TEXACO** **LUST** **U001600876**
SW **790 E CAMPBELL AVE** **HIST UST** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.008 mi.
42 ft. **Site 2 of 5 in cluster C**

Relative:
Higher

Actual:
193 ft.

LUST:

Region:	STATE
Global Id:	T0608500437
Latitude:	37.2869
Longitude:	-121.934736
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	03/22/1996
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608500437
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP

JOHN'S TEXACO (Continued) **U001600876**

Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4089183400

Global Id: T0608500437
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Status History:
Global Id: T0608500437
Status: Completed - Case Closed
Status Date: 03/22/1996

Global Id: T0608500437
Status: Open - Case Begin Date
Status Date: 02/22/1990

Global Id: T0608500437
Status: Open - Site Assessment
Status Date: 02/22/1990

Global Id: T0608500437
Status: Open - Site Assessment
Status Date: 06/15/1990

Regulatory Activities:
Global Id: T0608500437
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608500437
Action Type: ENFORCEMENT
Date: 06/09/1990
Action: Notice of Responsibility - #39549

Global Id: T0608500437
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

HIST UST:
Region: STATE
Facility ID: 00000015868
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: JOHN DURR
Telephone: 4085594052

JOHN'S TEXACO (Continued) **U001600876**

Owner Name: R. LEE SALTER AND MARTHA SALTE
Owner Address: 8515 PALACE DR.
Owner City,St,Zip: KELSEYVILLE, CA 95451

Tank Num: 001
Container Num: 1
Year Installed: 1960
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1960
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: 1/4 inches
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1975
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: 3/16 inches
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: 1960
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: 3/16 inches
Leak Detection: Stock Inventor

C32 **COAST OIL #51** **LUST** **S103881259**
SW **790 E CAMPBELL AVE** **HIST LUST** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.008 mi.
42 ft. **Site 3 of 5 in cluster C**

Relative:
Higher

Actual:
193 ft.

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W35B02f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 2/22/1990

COAST OIL #51 (Continued) **S103881259**

Pollution Characterization Began: 6/15/1990
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W35B02
Oversite Agency: SCVWD
Date Listed: 1990-05-30 00:00:00
Closed Date: 1996-03-22 00:00:00

C33 **COAST OIL COMPANY** **HIST CORTESE** **S103472890**
SW **790 CAMPBELL** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.009 mi.
45 ft. **Site 4 of 5 in cluster C**

Relative:
Higher

Actual:
193 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0386

C34 **EDR US Hist Cleaners** **1015099388**
SW **824 E CAMPBELL AVE** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.009 mi.
47 ft. **Site 5 of 5 in cluster C**

Relative:
Higher

Actual:
192 ft.

EDR Historical Cleaners:
Name: 5 STAR DRY CLEANERS
Year: 1999
Address: 824 E CAMPBELL AVE

Name: ELITE CLEANERS
Year: 2003
Address: 824 E CAMPBELL AVE

Name: ELITE CLEANERS
Year: 2004
Address: 824 E CAMPBELL AVE

Name: ELITE CLEANERS
Year: 2005
Address: 824 E CAMPBELL AVE

Name: ELITE CLEANERS
Year: 2006
Address: 824 E CAMPBELL AVE

Name: ELITE CLEANERS
Year: 2007
Address: 824 E CAMPBELL AVE

(Continued) **1015099388**

Name: ELITE CLEANERS
Year: 2008
Address: 824 E CAMPBELL AVE

Name: ELITE CLEANERS
Year: 2010
Address: 824 E CAMPBELL AVE

Name: ELITE CLEANERS
Year: 2011
Address: 824 E CAMPBELL AVE

Name: ELITE CLEANERS
Year: 2012
Address: 824 E CAMPBELL AVE

D35 NNW < 1/8 0.038 mi. 201 ft. | **WEST VALLEY CLOSED LANDFILL/CAMPISI SITE** | **SWF/LF** | **S105678220**
901 & 910 CAMPESI WY. 1845 S. BASCOM AVE | **N/A**
CAMPBELL, CA

Site 1 of 2 in cluster D

Relative: Lower

Actual: 172 ft.

SWF/LF (SWIS):

Region:	STATE
Facility ID:	43-CR-0001
Lat/Long:	37.2909000 / -121.9342
Owner Name:	Campbell Office Center, Inc.
Owner Telephone:	Not reported
Owner Address:	Not reported
Owner Address2:	41Balckford Avenue No. 250
Owner City,St,Zip:	San Jose, CA 96117
Operational Status:	Closed
Operator:	Not reported
Operator Phone:	Not reported
Operator Address:	Not reported
Operator Address2:	Not reported
Operator City,St,Zip:	Not reported
Permit Date:	Not reported
Permit Status:	Not reported
Permitted Acreage:	0
Activity:	Solid Waste Disposal Site
Regulation Status:	To Be Determined
Landuse Name:	Not reported
GIS Source:	GPS
Category:	Disposal
Unit Number:	01
Inspection Frequency:	Quarterly
Accepted Waste:	Not reported
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	0
SWIS Num:	43-CR-0001
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	0
Actual Throughput with Units:	Not reported
Permitted Capacity with Units:	0
Remaining Capacity:	0

WEST VALLEY CLOSED LANDFILL/CAMPISI SITE (Continued) **S105678220**

Remaining Capacity with Units: Not reported

Region: STATE
Facility ID: 43-CR-0001
Lat/Long: 37.2909000 / -121.9342
Owner Name: Campisi Way Association, LLC
Owner Telephone: Not reported
Owner Address: Not reported
Owner Address2: 511 Division Street
Owner City,St,Zip: Campbell, CA 95008
Operational Status: Closed
Operator: Not reported
Operator Phone: Not reported
Operator Address: Not reported
Operator Address2: Not reported
Operator City,St,Zip: Not reported
Permit Date: Not reported
Permit Status: Not reported
Permitted Acreage: 0
Activity: Solid Waste Disposal Site
Regulation Status: To Be Determined
Landuse Name: Not reported
GIS Source: GPS
Category: Disposal
Unit Number: 01
Inspection Frequency: Quarterly
Accepted Waste: Not reported
Closure Date: Not reported
Closure Type: Not reported
Disposal Acreage: 0
SWIS Num: 43-CR-0001
Waste Discharge Requirement Num: Not reported
Program Type: Not reported
Permitted Throughput with Units: 0
Actual Throughput with Units: Not reported
Permitted Capacity with Units: 0
Remaining Capacity: 0
Remaining Capacity with Units: Not reported

Region: STATE
Facility ID: 43-CR-0001
Lat/Long: 37.2909000 / -121.9342
Owner Name: City of Campbell
Owner Telephone: Not reported
Owner Address: Not reported
Owner Address2: 70 N Street
Owner City,St,Zip: Campbell, CA 95008
Operational Status: Closed
Operator: Not reported
Operator Phone: Not reported
Operator Address: Not reported
Operator Address2: Not reported
Operator City,St,Zip: Not reported
Permit Date: Not reported
Permit Status: Not reported
Permitted Acreage: 0
Activity: Solid Waste Disposal Site

WEST VALLEY CLOSED LANDFILL/CAMPISI SITE (Continued) **S105678220**

Regulation Status:	To Be Determined
Landuse Name:	Not reported
GIS Source:	GPS
Category:	Disposal
Unit Number:	01
Inspection Frequency:	Quarterly
Accepted Waste:	Not reported
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	0
SWIS Num:	43-CR-0001
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	0
Actual Throughput with Units:	Not reported
Permitted Capacity with Units:	0
Remaining Capacity:	0
Remaining Capacity with Units:	Not reported

Region:	STATE
Facility ID:	43-CR-0001
Lat/Long:	37.2909000 / -121.9342
Owner Name:	New West Fedral S & L Association
Owner Telephone:	2095463711
Owner Address:	Not reported
Owner Address2:	400 E Main Street
Owner City,St,Zip:	Stockton, CA 95290
Operational Status:	Closed
Operator:	Not reported
Operator Phone:	Not reported
Operator Address:	Not reported
Operator Address2:	Not reported
Operator City,St,Zip:	Not reported
Permit Date:	Not reported
Permit Status:	Not reported
Permitted Acreage:	0
Activity:	Solid Waste Disposal Site
Regulation Status:	To Be Determined
Landuse Name:	Not reported
GIS Source:	GPS
Category:	Disposal
Unit Number:	01
Inspection Frequency:	Quarterly
Accepted Waste:	Not reported
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	0
SWIS Num:	43-CR-0001
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	0
Actual Throughput with Units:	Not reported
Permitted Capacity with Units:	0
Remaining Capacity:	0
Remaining Capacity with Units:	Not reported

D36 NNW < 1/8 0.053 mi. 281 ft. | **CAMPISI/WEST VALLEY DISPOSAL G**
CAMPISI WAY & LOS GATOS CREEK
CAMPBELL, CA 95008

Site 2 of 2 in cluster D

WMUDS/SWAT | **S103318859**
N/A

Relative: Lower

Actual: 170 ft.

WMUDS/SWAT:

Edit Date:	19940627
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	md
NPID:	Not reported
Tonnage:	0
Regional Board ID:	2189.8334
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	BRANDENBURG,STAEDLER & MOORE
Agency Department:	Not reported
Agency Address:	333 W SANTA CLARA STREET SUITE
Agency City,St,Zip:	SAN JOSE 95113
Agency Contact:	J. V. MOORE, PARTNER
Agency Telephone:	Not reported
Land Owner Name:	CITY OF CAMPBELL
Land Owner Address:	70 NORTH FIRST STREET
Land Owner City,St,Zip:	CAMPBELL, CA 95008
Land Owner Contact:	DONALD C. WIMBERLY
Land Owner Phone:	4083792572
Region:	2
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	CAMPISI/WEST VALLEY DISPOSAL GROUNDS
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	JHMJHMJHM
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	BRANDENBURG,STAEDLER & MOORE
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	CTS
Number of WMUDS at Facility:	1
Section Range:	7 1 26
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported
Self-Monitoring Rept. Frequency:	Not reported
Waste Discharge System ID:	2 438194001
Solid Waste Information ID:	Not reported

E37 NNE < 1/8 0.055 mi. 290 ft. | **SHERWIN-WILLIAMS CO THE**
1825 S BASCOM AVE
CAMPBELL, CA 95008

RCRA NonGen / NLR | **1000371836**
FINDS | **CAD077155406**

Site 1 of 5 in cluster E

Relative: Lower

Actual: 184 ft.

RCRA NonGen / NLR:

Date form received by agency:	08/18/1980
Facility name:	SHERWIN-WILLIAMS CO THE
Facility address:	1825 S BASCOM AVE CAMPBELL, CA 95008
EPA ID:	CAD077155406
Mailing address:	P O BOX 5548 SAN JOSE, CA 95150
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1825 S BASCOM AVE CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(216) 566-3096
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

SHERWIN-WILLIAMS CO THE (Continued) **1000371836**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002658838

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Registry ID: 110055780793

Environmental Interest/Information System

E38
NNE
< 1/8
0.055 mi.
290 ft.

SHERWIN WILLIAMS #8517 **CUPA Listings** **S108755023**
1825 S BASCOM AV **N/A**
CAMPBELL, CA 95008

Site 2 of 5 in cluster E

Relative:
Lower

Actual:
184 ft.

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2205
Program Description: GENERATES 100 KG YR TO <5 TONS/YR

E39
NNE
< 1/8
0.060 mi.
319 ft.

EDR US Hist Auto Stat **1015281777**
N/A

1821 S BASCOM AVE
CAMPBELL, CA 95008

Site 3 of 5 in cluster E

Relative:
Lower

Actual:
183 ft.

EDR Historical Auto Stations:
Name: AUTO TOWING
Year: 2011
Address: 1821 S BASCOM AVE

Name: AUTO TOWING
Year: 2012
Address: 1821 S BASCOM AVE

F40 **SSE** **< 1/8** **0.090 mi.** **474 ft.**	**YOUNGS CLEANERS** **2050 S BASCOM AVE** **CAMPBELL, CA 95008** **Site 1 of 3 in cluster F**	**RCRA-SQG** **CUPA Listings** **DRYCLEANERS** **HAZNET**	**1000315336** **CAD981635048**

Relative:
Higher

Actual:
192 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	YOUNGS CLEANERS
Facility address:	2050 S BASCOM AVE CAMPBELL, CA 95008
EPA ID:	CAD981635048
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	YOUNG K KIM
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

YOUNGS CLEANERS (Continued) **1000315336**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 12/16/1986
Site name: YOUNGS CLEANERS
Classification: Large Quantity Generator

Violation Status: No violations found

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2240
Program Description: GENERATES < 10 GAL/YR

DRYCLEANERS:
EPA Id: CAD981635048
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 03/01/1988
Facility Active: Yes
Inactive Date: Not reported
Facility Addr2: Not reported
Owner Name: YOUNG KYONG KIM, OWNER
Owner Address: 2050 S BASCOM AVE
Owner Address 2: Not reported
Owner Telephone: 4083716974
Contact Name: KIM, YOUNG KYONG OWNER
Contact Address: 2050 S BASCOM AVE
Contact Address 2: Not reported
Contact Telephone: 4083716974

HAZNET:
Year: 2012
Gepaid: CAD981635048
Contact: KIM, YOUNG KYONG OWNER
Telephone: 4083716974
Mailing Name: Not reported
Mailing Address: 2050 S BASCOM AVE
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Santa Clara
TSD EPA ID: TXD077603371
TSD County: 99
Waste Category: Not reported
Disposal Method: Fuel Blending Prior To Energy Recovery At Another Site
Tons: 0.1
Facility County: Santa Clara

Year: 2010
Gepaid: CAD981635048
Contact: KIM, YOUNG KYONG OWNER

YOUNGS CLEANERS (Continued) **1000315336**

Telephone: 4083716974
Mailing Name: Not reported
Mailing Address: 2050 S BASCOM AVE
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: TXD077603371
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.05
Facility County: Santa Clara

Year: 2008
Gepaid: CAD981635048
Contact: KIM, YOUNG KYONG OWNER
Telephone: 4083716974
Mailing Name: Not reported
Mailing Address: 2050 S BASCOM AVE
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: CA0000084517
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.05
Facility County: Santa Clara

Year: 2007
Gepaid: CAD981635048
Contact: KIM, YOUNG KYONG OWNER
Telephone: 4083716974
Mailing Name: Not reported
Mailing Address: 2050 S BASCOM AVE
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: CA0000084517
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons: 0.11
Facility County: Santa Clara

Year: 2006
Gepaid: CAD981635048
Contact: KIM, YOUNG KYONG OWNER
Telephone: 4083716974
Mailing Name: Not reported
Mailing Address: 2050 S BASCOM AVE
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: CA0000084517
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery

YOUNGS CLEANERS (Continued) **1000315336**

(H010-H129) Or (H131-H135)
Tons: 0.09
Facility County: Santa Clara

Click this hyperlink while viewing on your computer to access
15 additional CA_HAZNET: record(s) in the EDR Site Report.

F41 **EDR US Hist Cleaners** **1015015084**
SSE **2050 S BASCOM AVE** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.090 mi.
474 ft. **Site 2 of 3 in cluster F**

Relative:
Higher

Actual:
192 ft.

EDR Historical Cleaners:

Name: YOUNGS CLEANERS
Year: 2003
Address: 2050 S BASCOM AVE

Name: YOUNGS CLEANERS
Year: 2004
Address: 2050 S BASCOM AVE

Name: YOUNGS CLEANERS
Year: 2006
Address: 2050 S BASCOM AVE

Name: YOUNGS CLEANERS
Year: 2007
Address: 2050 S BASCOM AVE

E42 **EDR US Hist Auto Stat** **1015276223**
NNE **1790 S BASCOM AVE** **N/A**
< 1/8 **CAMPBELL, CA 95008**
0.106 mi.
562 ft. **Site 4 of 5 in cluster E**

Relative:
Lower

Actual:
183 ft.

EDR Historical Auto Stations:

Name: GOODYEAR AUTO SERVICE CENTERS
Year: 1999
Address: 1790 S BASCOM AVE

Name: GOODYEAR AUTO SERVICE CENTERS
Year: 2000
Address: 1790 S BASCOM AVE

Name: GOODYEAR AUTO SERVICE CENTERS
Year: 2002
Address: 1790 S BASCOM AVE

Name: GOODYEAR AUTO SERVICE CENTERS
Year: 2005
Address: 1790 S BASCOM AVE

Name: GOODYEAR AUTO SVC CTR
Year: 2010
Address: 1790 S BASCOM AVE

(Continued) **1015276223**

Name: GOODYEAR AUTO SERVICE CENTERS
Year: 2011
Address: 1790 S BASCOM AVE

E43
NNE
< 1/8
0.106 mi.
562 ft.

GOODYEAR TIRE
1790 S BASCOM AVE
CAMPBELL, CA 95008

Site 5 of 5 in cluster E

SWEEPS UST **S100614967**
N/A

Relative:
Lower

Actual:
183 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	3422
Number:	Not reported
Board Of Equalization:	44-034853
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-003422-000001
Tank Status:	Not reported
Capacity:	550
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	WASTE OIL
Number Of Tanks:	1

G44
SSW
< 1/8
0.111 mi.
585 ft.

100 UNION AVE
CAMPBELL, CA 95008

Site 1 of 3 in cluster G

EDR US Hist Cleaners **1014966326**
N/A

Relative:
Higher

Actual:
195 ft.

EDR Historical Cleaners:

Name:	FELIX CARPET CLEANING
Year:	2009
Address:	100 UNION AVE

G45
SSW
1/8-1/4
0.128 mi.
674 ft.

CAMPBELL FIRE STATION
123 S UNION AV
CAMPBELL, CA 95008

Site 2 of 3 in cluster G

UST **U003772772**
N/A

Relative:
Higher

Actual:
195 ft.

UST:

Facility ID:	16
Latitude:	37.2866938
Longitude:	-121.9343681
Permitting Agency	CAMPBELL,CUPERTINO,LOS GATOS,MORGAN HILL

G46 SSW 1/8-1/4 0.128 mi. 674 ft. | **CAMPBELL FIRE DEPARTMENT**
123 UNION AVE
CAMPBELL, CA 95008

Site 3 of 3 in cluster G

HIST CORTESE
LUST
HIST LUST
SWEEPS UST
EMI

S103626177
N/A

Relative: Higher

Actual: 195 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-0241

LUST:

Region:	STATE
Global Id:	T0608500300
Latitude:	37.285348
Longitude:	-121.9346
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/30/1988
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608500300
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Global Id:	T0608500300
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608500300
Status:	Open - Case Begin Date
Status Date:	02/02/1987

Global Id:	T0608500300
Status:	Completed - Case Closed
Status Date:	12/30/1988

CAMPBELL FIRE DEPARTMENT (Continued) **S103626177**

Global Id: T0608500300
Status: Open - Site Assessment
Status Date: 10/21/1987

Regulatory Activities:

Global Id: T0608500300
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608500300
Action Type: ENFORCEMENT
Date: 10/26/1987
Action: Notice of Responsibility - #39548

Global Id: T0608500300
Action Type: ENFORCEMENT
Date: 11/01/1988
Action: Closure/No Further Action Letter

Global Id: T0608500300
Action Type: RESPONSE
Date: 03/07/1988
Action: Tank Removal Report / UST Sampling Report

Global Id: T0608500300
Action Type: RESPONSE
Date: 02/02/1987
Action: Unauthorized Release Form

Global Id: T0608500300
Action Type: RESPONSE
Date: 06/08/1988
Action: Correspondence

Global Id: T0608500300
Action Type: RESPONSE
Date: 02/11/1987
Action: Correspondence

Global Id: T0608500300
Action Type: RESPONSE
Date: 02/11/1987
Action: Other Report / Document

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W35B01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST

CAMPBELL FIRE DEPARTMENT (Continued) **S103626177**

Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 10/21/1987
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W35B01F
Date Closed: 12/30/1988
EDR Link ID: 07S1W35B01F

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W35B01
Oversite Agency: SCVWD
Date Listed: 1988-01-01 00:00:00
Closed Date: 1988-12-30 00:00:00

SWEEPS UST:
Status: Active
Comp Number: 23279
Number: 4
Board Of Equalization: 44-026306
Referral Date: 08-13-93
Action Date: 01-31-94
Created Date: 02-29-88
Owner Tank Id: 6
SWRCB Tank Id: 43-008-023279-000001
Tank Status: A
Capacity: 6000
Active Date: 07-01-85
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 2

Status: Active
Comp Number: 23279
Number: 4
Board Of Equalization: 44-026306
Referral Date: 08-13-93
Action Date: 01-31-94
Created Date: 02-29-88
Owner Tank Id: 7
SWRCB Tank Id: 43-008-023279-000002
Tank Status: A
Capacity: 6000
Active Date: 07-01-85
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

CAMPBELL FIRE DEPARTMENT (Continued) **S103626177**

EMI:

Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	19959
Air District Name:	BA
SIC Code:	9224
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.001
Reactive Organic Gases Tons/Yr:	0.0008367
Carbon Monoxide Emissions Tons/Yr:	0.004
NOX - Oxides of Nitrogen Tons/Yr:	0.018
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2012
County Code:	43
Air Basin:	SF
Facility ID:	19959
Air District Name:	BA
SIC Code:	9224
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.001
Reactive Organic Gases Tons/Yr:	0.0008367
Carbon Monoxide Emissions Tons/Yr:	0.004
NOX - Oxides of Nitrogen Tons/Yr:	0.018
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0.0010245901639
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.001

H47 **PACIFIC VALLEY BANK** **HIST UST** **U001600886**
NNE **1751 S BASCOM AVE** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.141 mi.
744 ft. **Site 1 of 7 in cluster H**

Relative:
Lower

Actual:
182 ft.

HIST UST:

Region:	STATE
Facility ID:	00000054059
Facility Type:	Other
Other Type:	BANK
Total Tanks:	0001
Contact Name:	JIM FREILEY
Telephone:	4082441700
Owner Name:	PACIFIC VALLEY BANK
Owner Address:	333 WEST SANTA CLARA STREET
Owner City,St,Zip:	SAN JOSE, CA 95113

Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00006000

PACIFIC VALLEY BANK (Continued) **U001600886**

Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

H48
NNE
1/8-1/4
0.141 mi.
744 ft.

PACIFIC VALLEY BANK
1751 BASCOM AVE
CAMPBELL, CA 95008

CA FID UST **S101624861**
N/A

Site 2 of 7 in cluster H

Relative:
Lower

Actual:
182 ft.

CA FID UST:
Facility ID: 43012254
Regulated By: UTNKA
Regulated ID: 00054059
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4082441700
Mail To: Not reported
Mailing Address: 333 W SANTA CLARA ST
Mailing Address 2: Not reported
Mailing City,St,Zip: CAMPBELL 95008
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

F49
SSE
1/8-1/4
0.141 mi.
744 ft.

WILLIAM A VAINER DDS
2100 S BASCOM AV
CAMPBELL, CA 95008

CUPA Listings **S112347154**
N/A

Site 3 of 3 in cluster F

Relative:
Higher

Actual:
193 ft.

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2271
Program Description: SILVER WASTE ONLY <100 KG/MO

50
West
1/8-1/4
0.170 mi.
899 ft.

NOBLE PROPERTIES
535 REDECK WAY / 159 ORCHARD OAK CIRCLE
CAMPBELL, CA 95008

ENVIROSTOR **S105756719**
N/A

Relative:
Higher

Actual:
193 ft.

ENVIROSTOR:
Facility ID: 43420008
Status: Refer: RWQCB
Status Date: 03/06/2002
Site Code: Not reported
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 1

NOBLE PROPERTIES (Continued) **S105756719**

NPL:	NO
Regulatory Agencies:	RWQCB 2 - San Francisco Bay
Lead Agency:	RWQCB 2 - San Francisco Bay
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Berkeley
Assembly:	28
Senate:	15
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	37.28826
Longitude:	-121.9392
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	* UNSPECIFIED SOLVENT MIXTURES * WASTE OIL & MIXED OIL
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	NOBLE PROPERTIES
Alias Type:	Alternate Name
Alias Name:	CAD981990021
Alias Type:	EPA Identification Number
Alias Name:	43420008
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	03/06/2002
Comments:	Site was clened up under RWQCB oversight
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

H51 **CVS PHARMACY NO 9805** **RCRA-LQG** **1015740448**
NNE **1720 S BASCOM AVE** **CAR000231597**
1/8-1/4 **CAMPBELL, CA 95008**
0.171 mi.
905 ft. **Site 3 of 7 in cluster H**

Relative:
Lower

Actual:
181 ft.

RCRA-LQG:

Date form received by agency:	10/25/2012
Facility name:	CVS PHARMACY NO 9805
Facility address:	1720 S BASCOM AVE CAMPBELL, CA 95008
EPA ID:	CAR000231597
Mailing address:	ONE CVS DR WOONSOCKET, RI 02895
Contact:	WENDY L BRANT

CVS PHARMACY NO 9805 (Continued) **1015740448**

Contact address:	ONE CVS DR WOONSOCKET, RI 02895
Contact country:	US
Contact telephone:	401-765-1500
Contact email:	WENDY.BRANT@CVSCAREMARK.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LONGS DRUG STORES CALIFORNIA LLC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	10/22/2008
Owner/Op end date:	Not reported

Owner/operator name:	HAMILTON PLAZA INVESTORS LLC
Owner/operator address:	10121 MILLER AVE STE 200 CUPERTINO, CA 95014
Owner/operator country:	US
Owner/operator telephone:	408-255-4100
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	01/18/1973
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No

CVS PHARMACY NO 9805 (Continued) **1015740448**

Used oil transporter: No

Hazardous Waste Summary:

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: P001
Waste name: 2H-1-BENZOPYRAN-2-ONE, 4-HYDROXY-3-(3-OXO-1-PHENYLBUTYL)-, & SALTS, WHEN PRESENT AT CONCENTRATIONS GREATER THAN 0.3%

Waste code: P042
Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)-

Waste code: P075
Waste name: NICOTINE, & SALTS

Waste code: P081
Waste name: NITROGLYCERINE (R)

Violation Status: No violations found

H52 **CVS PHARMACY #9805** **CUPA Listings** **S103635900**
NNE **1720 S BASCOM AV** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.171 mi.
905 ft. **Site 4 of 7 in cluster H**

Relative:
Lower

Actual:
181 ft.

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2240
Program Description: GENERATES < 10 GAL/YR

I53 WNW 1/8-1/4 0.172 mi. 909 ft. | **BOS CONSTRUCTION INC**
580 E EL PATIO
CAMPBELL, CA 95008 | **LUST**
CA FID UST
SWEEPS UST | **S101624843**
N/A

Site 1 of 3 in cluster I

Relative: Higher

Actual: 193 ft.

LUST:

Region:	STATE
Global Id:	T0608500253
Latitude:	37.2897344682622
Longitude:	-121.939651072025
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	09/04/1992
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608500253
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Global Id:	T0608500253
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608500253
Status:	Completed - Case Closed
Status Date:	09/04/1992

Global Id:	T0608500253
Status:	Open - Site Assessment
Status Date:	06/24/1991

Global Id:	T0608500253
Status:	Open - Case Begin Date
Status Date:	12/03/1990

BOS CONSTRUCTION INC (Continued) **S101624843**

Regulatory Activities:

Global Id:	T0608500253
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0608500253
Action Type:	ENFORCEMENT
Date:	09/04/1992
Action:	Closure/No Further Action Letter
Global Id:	T0608500253
Action Type:	ENFORCEMENT
Date:	06/25/1991
Action:	Notice of Responsibility - #39521
Global Id:	T0608500253
Action Type:	RESPONSE
Date:	11/29/1990
Action:	Other Report / Document

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	07S1W26Q01F
Date Closed:	09/04/1992
EDR Link ID:	07S1W26Q01F

CA FID UST:

Facility ID:	43003479
Regulated By:	UTNKA
Regulated ID:	00051392
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083794033
Mail To:	Not reported
Mailing Address:	580 E EL PATIO
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	51392
Number:	Not reported
Board Of Equalization:	44-026321
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported

BOS CONSTRUCTION INC (Continued) **S101624843**

Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-051392-000001
Tank Status:	Not reported
Capacity:	550
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	2

Status:	Not reported
Comp Number:	51392
Number:	Not reported
Board Of Equalization:	44-026321
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-051392-000002
Tank Status:	Not reported
Capacity:	550
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

I54 **BOS CONSTRUCTION** **HIST CORTESE** **U001600852**
WNW **580 EL PATIO** **HIST UST** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.172 mi.
909 ft. **Site 2 of 3 in cluster I**

Relative:
Higher

Actual:
193 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-0189

HIST UST:

Region:	STATE
Facility ID:	00000051392
Facility Type:	Other
Other Type:	CONSTRUCTION
Total Tanks:	0002
Contact Name:	BUD BUSSARD
Telephone:	4083794033
Owner Name:	BOS CONSTRUCTION INC.
Owner Address:	580 E. EL PATIO
Owner City,St,Zip:	CAMPBELL, CA 95008

Tank Num:	001
Container Num:	01
Year Installed:	Not reported
Tank Capacity:	00000550
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED

BOS CONSTRUCTION (Continued) **U001600852**

Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: 02
Year Installed: Not reported
Tank Capacity: 00000550
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

I55 WNW 1/8-1/4 0.172 mi. 909 ft. **B.O.S. CONSTRUCTION** **LUST** **S104541958**
580 E EL PATIO DR **HIST LUST** **N/A**
CAMPBELL, CA 95008

Site 3 of 3 in cluster I

Relative: Higher

Actual: 193 ft.

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W26Q01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 6/24/1991
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W26Q01
Oversite Agency: SCVWD
Date Listed: 1991-01-23 00:00:00
Closed Date: 1992-09-04 00:00:00

H56 NNE 1/8-1/4 0.174 mi. 920 ft. **PACIFIC VALLEY BANK** **SWEEPS UST** **S106930434**
1715 BASCOM AVE **N/A**
CAMPBELL, CA 95008

Site 5 of 7 in cluster H

Relative: Lower

Actual: 181 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 54059
Number: Not reported
Board Of Equalization: 44-026325
Referral Date: Not reported
Action Date: Not reported

PACIFIC VALLEY BANK (Continued) **S106930434**

Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-054059-000001
Tank Status:	Not reported
Capacity:	6000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	1

H57 **BASCOM FINANCIAL CENTER** **SWEEPS UST** **S106923118**
NNE **1715 S BASCOM AVE** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.174 mi.
920 ft. **Site 6 of 7 in cluster H**

Relative:
Lower

Actual:
181 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	51086
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-051086-000001
Tank Status:	Not reported
Capacity:	6000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	1

H58 **BASCOM FINANCIAL CENTER** **CA FID UST** **S101594649**
NNE **1705 BASCOM AVE** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.184 mi.
969 ft. **Site 7 of 7 in cluster H**

Relative:
Lower

Actual:
180 ft.

CA FID UST:

Facility ID:	43012249
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	Not reported
Mail To:	Not reported
Mailing Address:	P O BOX
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported

BASCOM FINANCIAL CENTER (Continued) **S101594649**

EPA ID: Not reported
Comments: Not reported
Status: Active

---

59 SSW 1/8-1/4 0.189 mi. 997 ft.

SCHATZ ENTERPRISES
51 MICHAEL DR #3
CAMPBELL, CA

RCRA NonGen / NLR FINDS

1000159769
CAD092619451

Relative: Higher

Actual: 196 ft.

RCRA NonGen / NLR:

Date form received by agency:	09/30/1980
Facility name:	SCHATZ ENTERPRISES
Facility address:	51 MICHAEL DR #3 CAMPBELL, CA 95008
EPA ID:	CAD092619451
Mailing address:	MICHAEL DR #3 CAMPBELL, CA 95008
Contact:	ENVIRONMENTAL MANAGER
Contact address:	51 MICHAEL DR #3 CAMPBELL, CA 95008
Contact country:	US
Contact telephone:	(408) 371-4333
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	DAVID SCHATZ
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No

SCHATZ ENTERPRISES (Continued) **1000159769**

Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002663797

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

J60 **UROLOGIC SURGEONS OF NORTHERN CA (USNC)** **CUPA Listings** **S112346388**
SSE **2165 S BASCOM AV C** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.214 mi.
1131 ft. **Site 1 of 3 in cluster J**

Relative:
Higher

Actual:
195 ft.

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR

J61 **SEV CORP COLOR RITE PAINT CO** **RCRA NonGen / NLR** **1000109363**
SSE **2165 S BASCOM AVE** **FINDS** **CAD047897848**
1/8-1/4 **CAMPBELL, CA** **HAZNET**
0.216 mi.
1141 ft. **Site 2 of 3 in cluster J**

Relative:
Higher

Actual:
195 ft.

RCRA NonGen / NLR:

Date form received by agency:	04/30/1996
Facility name:	SEV CORP COLOR RITE PAINT CO
Facility address:	2165 S BASCOM AVE CAMPBELL, CA 95008
EPA ID:	CAD047897848
Mailing address:	GLENCOE AVE STE 200 MARINA DEL REY, CA 90292
Contact:	RANDY CRUSE
Contact address:	4553 GLENCOE AVE STE 200 MARINA DEL REY, CA 90292
Contact country:	US
Contact telephone:	(310) 306-7112
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator

SEV CORP COLOR RITE PAINT CO (Continued) **1000109363**

Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	SEVERINO JOSEPH
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002647084

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

SEV CORP COLOR RITE PAINT CO (Continued) **1000109363**

Year:	1996
Gepaid:	CAD047897848
Contact:	SEV CORP
Telephone:	4083710955
Mailing Name:	Not reported
Mailing Address:	4553 GLENCOE AVENUE #200
Mailing City,St,Zip:	MARINA DEL REY, CA 902920000
Gen County:	Not reported
TSD EPA ID:	CAD009452657
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	.0500
Facility County:	Santa Clara

Year:	1995
Gepaid:	CAD047897848
Contact:	SEV CORP
Telephone:	4083710955
Mailing Name:	Not reported
Mailing Address:	4553 GLENCOE AVENUE #200
Mailing City,St,Zip:	MARINA DEL REY, CA 902920000
Gen County:	Not reported
TSD EPA ID:	CAD009452657
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler
Tons:	.1417
Facility County:	Santa Clara

Year:	1995
Gepaid:	CAD047897848
Contact:	SEV CORP
Telephone:	4083710955
Mailing Name:	Not reported
Mailing Address:	4553 GLENCOE AVENUE #200
Mailing City,St,Zip:	MARINA DEL REY, CA 902920000
Gen County:	Not reported
TSD EPA ID:	CAD009452657
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Not reported
Tons:	.1251
Facility County:	Santa Clara

Year:	1994
Gepaid:	CAD047897848
Contact:	SEV CORP
Telephone:	4083710955
Mailing Name:	Not reported
Mailing Address:	4553 GLENCOE AVENUE #200
Mailing City,St,Zip:	MARINA DEL REY, CA 902920000
Gen County:	Not reported
TSD EPA ID:	CAD009452657
TSD County:	Not reported
Waste Category:	Unspecified solvent mixture
Disposal Method:	Recycler

SEV CORP COLOR RITE PAINT CO (Continued) **1000109363**

Tons: .6379
Facility County: Santa Clara

Year: 1993
Gepaid: CAD047897848
Contact: SEV CORP
Telephone: 4083710955
Mailing Name: Not reported
Mailing Address: 4553 GLENCOE AVENUE #200
Mailing City,St,Zip: MARINA DEL REY, CA 902920000
Gen County: Not reported
TSD EPA ID: CAD009452657
TSD County: Not reported
Waste Category: Unspecified solvent mixture
Disposal Method: Recycler
Tons: 0.31269999999
Facility County: Santa Clara

Click this hyperlink while viewing on your computer to access
2 additional CA_HAZNET: record(s) in the EDR Site Report.

K62 **EDR US Hist Auto Stat** **1015261874**
NNE **1665 S BASCOM AVE** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.221 mi.
1165 ft. **Site 1 of 10 in cluster K**

Relative:
Lower

Actual:
177 ft.

EDR Historical Auto Stations:
Name: CHUCKS AUTO SERVICE
Year: 2001
Address: 1665 S BASCOM AVE

K63 **EDR US Hist Cleaners** **1015002345**
NNE **1663 S BASCOM AVE** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.222 mi.
1174 ft. **Site 2 of 10 in cluster K**

Relative:
Lower

Actual:
177 ft.

EDR Historical Cleaners:
Name: EXPRESS CLEANERS
Year: 2003
Address: 1663 S BASCOM AVE

Name: EXPRESS CLEANERS
Year: 2004
Address: 1663 S BASCOM AVE

Name: PEARL DRY CLEANERS
Year: 2004
Address: 1663 S BASCOM AVE

Name: EXPRESS CLEANERS
Year: 2006
Address: 1663 S BASCOM AVE

Name: EXPRESS CLEANERS FLOWGATE INC

(Continued) **1015002345**

Year: 2008
Address: 1663 S BASCOM AVE

Name: EXPRESS CLEANERS
Year: 2009
Address: 1663 S BASCOM AVE

Name: PURE CLEANERS
Year: 2010
Address: 1663 S BASCOM AVE

Name: PURE CLEANERS
Year: 2011
Address: 1663 S BASCOM AVE

K64 NNE 1/8-1/4 0.222 mi. 1174 ft. | **HAWAIIAN CLANERS 1663 S BASCOM AVE CAMPBELL, CA 95008** | **RCRA-SQG DRYCLEANERS HAZNET EMI** | **1000146684 CAD981613599**

Site 3 of 10 in cluster K

Relative: Lower

Actual: 177 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: HAWAIIAN CLANERS
Facility address: 1663 S BASCOM AVE
CAMPBELL, CA 95008
EPA ID: CAD981613599
Mailing address: S BASCOM AVE
CAMPBELL, CA 95008
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: PETER CHAE
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999

HAWAIIAN CLANERS (Continued) **1000146684**

Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

DRYCLEANERS:
EPA Id: CAL000135532
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 06/03/1994
Facility Active: No
Inactive Date: 06/30/2004
Facility Addr2: Not reported
Owner Name: STEVEN BRUMMELL
Owner Address: 1663 S BASCOM AVE
Owner Address 2: Not reported
Owner Telephone: 0000000000
Contact Name: STEVEN BRUMMELL
Contact Address: 1663 S BASCOM AVE
Contact Address 2: Not reported
Contact Telephone: 4083773550

HAZNET:
Year: 2001
Gepaid: CAD981613599
Contact: INACTIVE,UNDELIVERABLE 96 FEE
Telephone: --
Mailing Name: Not reported
Mailing Address: 1663 S BASCOM AVE
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: CAD981375983
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent

HAWAIIAN CLANERS (Continued) **1000146684**

Disposal Method: Recycler
Tons: 0
Facility County: Santa Clara

Year: 2001
Gepaid: CAD981613599
Contact: INACTIVE,UNDELIVERABLE 96 FEE
Telephone: --
Mailing Name: Not reported
Mailing Address: 1663 S BASCOM AVE
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: CAD981375983
TSD County: Not reported
Waste Category: Solids or sludges with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: 0.23
Facility County: Santa Clara

Year: 2000
Gepaid: CAD981613599
Contact: INACTIVE,UNDELIVERABLE 96 FEE
Telephone: --
Mailing Name: Not reported
Mailing Address: 1663 S BASCOM AVE
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: CAD981375983
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Recycler
Tons: 0
Facility County: Santa Clara

Year: 2000
Gepaid: CAD981613599
Contact: INACTIVE,UNDELIVERABLE 96 FEE
Telephone: --
Mailing Name: Not reported
Mailing Address: 1663 S BASCOM AVE
Mailing City,St,Zip: CAMPBELL, CA 950080000
Gen County: Not reported
TSD EPA ID: CAD981375983
TSD County: Not reported
Waste Category: Solids or sludges with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Recycler
Tons: 0.73
Facility County: Santa Clara

EMI:
Year: 1987
County Code: 43
Air Basin: SF
Facility ID: 3616
Air District Name: BA
SIC Code: 7211
Air District Name: BAY AREA AQMD

HAWAIIAN CLANERS (Continued) **1000146684**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	43
Air Basin:	SF
Facility ID:	5138
Air District Name:	BA
SIC Code:	7211
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	43
Air Basin:	SF
Facility ID:	5138
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

HAWAIIAN CLANERS (Continued) **1000146684**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	43

HAWAIIAN CLANERS (Continued) **1000146684**

Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported

HAWAIIAN CLANERS (Continued) **1000146684**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.067
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0

HAWAIIAN CLANERS (Continued) **1000146684**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2006
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.067
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2007
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.067
Reactive Organic Gases Tons/Yr:	.0468062
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2008
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.324
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2009
County Code:	43
Air Basin:	SF

HAWAIIAN CLANERS (Continued) **1000146684**

Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.32400000000000001
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.32400000000000001
Reactive Organic Gases Tons/Yr:	0.2263464
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	10047
Air District Name:	BA
SIC Code:	7216
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.324
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

K65
NNE
1/8-1/4
0.224 mi.
1183 ft.

BASCOM AUTOMOTIVE SPECIALIST
1661 S BASCOM AVE # 1665
CAMPBELL, CA 95008

HIST UST **U001600846**
N/A

Site 4 of 10 in cluster K

Relative:
Lower

Actual:
177 ft.

HIST UST:

Region:	STATE
Facility ID:	00000057011
Facility Type:	Other
Other Type:	AUTOMOTIVE REPAIR
Total Tanks:	0001
Contact Name:	JAMES S. KEH
Telephone:	4083773173
Owner Name:	JAMES S. KEH
Owner Address:	102 SHEREEN PLACE
Owner City,St,Zip:	CAMPBELL, CA 95008
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000200
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	None

K66
NNE
1/8-1/4
0.224 mi.
1183 ft.

BTM MOTORWERKS
1661 S BASCOM AV
CAMPBELL, CA 95008

CA FID UST **S101624838**
CUPA Listings **N/A**
SWEEPS UST

Site 5 of 10 in cluster K

Relative:
Lower

Actual:
177 ft.

CA FID UST:

Facility ID:	43006015
Regulated By:	UTNKA
Regulated ID:	00057011
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083773173
Mail To:	Not reported
Mailing Address:	1661 S BASCOM AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR

SWEEPS UST:

Status:	Not reported

BTM MOTORWERKS (Continued) **S101624838**

Comp Number:	57011
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-057011-000001
Tank Status:	Not reported
Capacity:	200
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	WASTE OIL
Number Of Tanks:	1

K67 **HIMELHOCH PROPERTY** **HIST CORTESE** **S101303555**
NNE **1661 BASCOM AVE** **LUST** **N/A**
1/8-1/4 **CAMPBELL, CA 95008** **HIST LUST**
0.224 mi.
1183 ft. **Site 6 of 10 in cluster K**

Relative:
Lower

Actual:
177 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-1839

LUST:

Region:	STATE
Global Id:	T0608530516
Latitude:	37.293031
Longitude:	-121.93236
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/28/1994
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608530516
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

HIMELHOCH PROPERTY (Continued) **S101303555**

Global Id:	T0608530516
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Status History:

Global Id:	T0608530516
Status:	Completed - Case Closed
Status Date:	12/28/1994
Global Id:	T0608530516
Status:	Open - Case Begin Date
Status Date:	01/01/1992

Regulatory Activities:

Global Id:	T0608530516
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0608530516
Action Type:	RESPONSE
Date:	12/15/1994
Action:	Other Report / Document
Global Id:	T0608530516
Action Type:	ENFORCEMENT
Date:	12/28/1994
Action:	Closure/No Further Action Letter

Region:	STATE
Global Id:	T0608501766
Latitude:	37.2954
Longitude:	-121.9308
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/22/1994
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Case Worker:	UNK
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	43-1839
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Under Investigation
Potential Contaminants of Concern:	* Solvents
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608501766
Contact Type:	Regional Board Caseworker

HIMELHOCH PROPERTY (Continued) **S101303555**

Contact Name: RB 2
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608501766
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4089183400

Status History:
Global Id: T0608501766
Status: Completed - Case Closed
Status Date: 12/22/1994

Global Id: T0608501766
Status: Open - Case Begin Date
Status Date: 08/06/1993

Regulatory Activities:
Global Id: T0608501766
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608501766
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0608501766
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W26J03f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported

HIMELHOCH PROPERTY (Continued) **S101303555**

Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

Region: 2
Facility Id: 43-1839
Facility Status: Case Closed
Case Number: 43-1839
How Discovered: Tank Closure
Leak Cause: UNK
Leak Source: UNK
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W26J03F
Date Closed: 12/28/1994
EDR Link ID: 07S1W26J03F

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W26J03
Oversite Agency: SCVWD
Date Listed: 1993-11-04 00:00:00
Closed Date: 1994-12-28 00:00:00

K68 **CHUCKS AUTO SERVICE** **RCRA NonGen / NLR** **1000455746**
NNE **1661-1665 S BASCOM AVE** **FINDS** **CAD982495194**
1/8-1/4 **CAMPBELL, CA 95008**
0.224 mi.
1183 ft. **Site 7 of 10 in cluster K**

Relative:
Lower

Actual:
177 ft.

RCRA NonGen / NLR:
Date form received by agency: 05/24/1993
Facility name: CHUCKS AUTO SERVICE
Facility address: 1661-1665 S BASCOM AVE
CAMPBELL, CA 95008
EPA ID: CAD982495194
Contact: L DEAN LOWE
Contact address: 1661-1665 S BASCOM AVE
CAMPBELL, CA 95008
Contact country: US
Contact telephone: (408) 377-3173
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

CHUCKS AUTO SERVICE (Continued) **1000455746**

Owner/operator name: JAMES S KEH
Owner/operator address: 1661 & 1665 S BASCOM AVE
CAMPBELL, CA 95008
Owner/operator country: Not reported
Owner/operator telephone: (408) 377-3173
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002831142

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

K69
NNE
1/8-1/4
0.224 mi.
1183 ft.

1661 S BASCOM AVE
CAMPBELL, CA 95008

EDR US Hist Auto Stat **1015261579**
N/A

Site 8 of 10 in cluster K

Relative:
Lower

Actual:
177 ft.

EDR Historical Auto Stations:

Name: BTM MOTORWERKS
Year: 2010
Address: 1661 S BASCOM AVE

Name: BTM MOTORWERKS
Year: 2011
Address: 1661 S BASCOM AVE

Name: BTM MOTORWERKS
Year: 2012
Address: 1661 S BASCOM AVE

J70
SSE
1/8-1/4
0.227 mi.
1197 ft.

VCA BASCOM ANIMAL HOSPITAL
2175 S BASCOM AV
CAMPBELL, CA 95008

CUPA Listings **S112347061**
N/A

Site 3 of 3 in cluster J

Relative:
Higher

Actual:
195 ft.

CUPA SANTA CLARA:

Region: SANTA CLARA
PE#: 2271
Program Description: SILVER WASTE ONLY <100 KG/MO

71
WNW
1/8-1/4
0.227 mi.
1200 ft.

535 SALMAR AVE
CAMPBELL, CA 95008

EDR US Hist Auto Stat **1015544265**
N/A

Relative:
Higher

Actual:
192 ft.

EDR Historical Auto Stations:

Name: TOOL ENGINEERING SERVICE CO
Year: 2005
Address: 535 SALMAR AVE

Name: TOOL ENGINEERING SERVICE CO
Year: 2006
Address: 535 SALMAR AVE

Name: TOOL ENGINEERING SERVICE CO INC
Year: 2007
Address: 535 SALMAR AVE

Name: TOOL ENGINEERING SERVICE CO
Year: 2008
Address: 535 SALMAR AVE

Name: TOOL ENGINEERING SERVICE CO
Year: 2009
Address: 535 SALMAR AVE

L72 **EDR US Hist Auto Stat** **1015555734**
WSW **566 E CAMPBELL AVE** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.230 mi.
1217 ft. **Site 1 of 5 in cluster L**

Relative:
Higher

Actual:
198 ft.

EDR Historical Auto Stations:

Name:	PAUL DEL GRANDE AUTO PARTS
Year:	2001
Address:	566 E CAMPBELL AVE
Name:	PAUL DELGRANDE AUTO PARTS MACHINE SH
Year:	2006
Address:	566 E CAMPBELL AVE

L73 **PAUL DEL GRANDE AUTO PARTS INC** **CUPA Listings** **S100941973**
WSW **566 E CAMPBELL AV** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.230 mi.
1217 ft. **Site 2 of 5 in cluster L**

Relative:
Higher

Actual:
198 ft.

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2201
Program Description:	GENERATES WASTE OIL ONLY

K74 **PERFORMANCE BICYCLE** **CUPA Listings** **S107146277**
NNE **1646 S BASCOM AV** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.241 mi.
1272 ft. **Site 9 of 10 in cluster K**

Relative:
Lower

Actual:
177 ft.

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR

L75 **LEE'S EXXON** **CA FID UST** **S101624859**
WSW **540 E CAMPBELL AVE** **SWEEPS UST** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.242 mi.
1278 ft. **Site 3 of 5 in cluster L**

Relative:
Higher

Actual:
198 ft.

CA FID UST:

Facility ID:	43012253
Regulated By:	UTNKA
Regulated ID:	00052236
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083786713
Mail To:	Not reported
Mailing Address:	540 E CAMPBELL AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported

LEE'S EXXON (Continued) **S101624859**

NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: Not reported
Comp Number: 52236
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-052236-000001
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 4

Status: Not reported
Comp Number: 52236
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-052236-000002
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 52236
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-052236-000003
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: LEADED
Number Of Tanks: Not reported

LEE'S EXXON (Continued) **S101624859**

Status:	Not reported
Comp Number:	52236
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-052236-000004
Tank Status:	Not reported
Capacity:	350
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

L76 **LEE'S EXXON** **HIST UST** **U001600882**
WSW **540 E CAMPBELL AVE** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.242 mi.
1278 ft. **Site 4 of 5 in cluster L**

Relative:
Higher

Actual:
198 ft.

HIST UST:

Region:	STATE
Facility ID:	00000052236
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0004
Contact Name:	PAUL DEL GRANDE
Telephone:	4083786713
Owner Name:	PAUL DEL GRANDCE AUTO PARTS
Owner Address:	566 E. CAMPBELL AVE
Owner City,St,Zip:	CAMPBELL, CA 95008
Tank Num:	001
Container Num:	1
Year Installed:	1976
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Visual, Stock Inventor
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Visual, Stock Inventor
Tank Num:	003
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT

LEE'S EXXON (Continued) **U001600882**

Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000350
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Visual, Stock Inventor

M77 **BAY AREA MECHANICAL** **HIST CORTESE** **S102425015**
WSW **100 GILMAN AVE** **LUST** **N/A**
1/8-1/4 **CAMPBELL, CA 95008** **HIST LUST**
0.246 mi. **SWEEPS UST**
1300 ft. **Site 1 of 4 in cluster M**

Relative:
Higher

Actual:
199 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0343

LUST:
Region: STATE
Global Id: T0608597466
Latitude: 37.285632
Longitude: -121.940152
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 04/20/1994
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Stored electronically as an E-file
Potential Media Affect: Soil
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0608597466
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4089183400

Global Id: T0608597466
Contact Type: Regional Board Caseworker
Contact Name: ZSC

BAY AREA MECHANICAL (Continued) **S102425015**

Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Status History:
Global Id: T0608597466
Status: Completed - Case Closed
Status Date: 04/20/1994

Global Id: T0608597466
Status: Open - Case Begin Date
Status Date: 01/01/1991

Regulatory Activities:
Global Id: T0608597466
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608597466
Action Type: RESPONSE
Date: 08/18/1993
Action: Other Report / Document

Global Id: T0608597466
Action Type: ENFORCEMENT
Date: 04/20/1994
Action: Closure/No Further Action Letter

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W35C03f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W35C03F
Date Closed: 04/20/1994
EDR Link ID: 07S1W35C03F

BAY AREA MECHANICAL (Continued) **S102425015**

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	07S1W35C03
Oversite Agency:	SCVWD
Date Listed:	1992-07-09 00:00:00
Closed Date:	1994-04-20 00:00:00

SWEEPS UST:

Status:	Not reported
Comp Number:	8144
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-008144-000001
Tank Status:	Not reported
Capacity:	1000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	1

M78 **JOPOL INC. DBA PLOG SHEET META** **CA FID UST** **S101624854**
WSW **100 GILMAN AVE** **N/A**
1/8-1/4 **CAMPBELL, CA 95008**
0.246 mi.
1300 ft. **Site 2 of 4 in cluster M**

Relative:
Higher

Actual:
199 ft.

CA FID UST:

Facility ID:	43003560
Regulated By:	UTNKA
Regulated ID:	00008144
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083749222
Mail To:	Not reported
Mailing Address:	100 GILMAN AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

M79 WSW 1/8-1/4 0.246 mi. 1300 ft. — **JOPOL INC. DBA PLOG SHEET META**, **100 GILMAN AVE**, **CAMPBELL, CA 95008** — **HIST UST** — **U001600877**, **N/A**

Site 3 of 4 in cluster M

Relative: Higher

Actual: 199 ft.

HIST UST:

Region:	STATE
Facility ID:	00000008144
Facility Type:	Other
Other Type:	SHEETMETAL, HEATING,
Total Tanks:	0001
Contact Name:	CHARLES BEEDE
Telephone:	4083749222
Owner Name:	JOHN H. PLOG
Owner Address:	90 GILMAN AVE.
Owner City,St,Zip:	CAMPBELL, CA 95008
Tank Num:	001
Container Num:	1
Year Installed:	1961
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	None

K80 NNE 1/8-1/4 0.247 mi. 1302 ft. — **1640 S BASCOM AVE**, **CAMPBELL, CA 95008** — **EDR US Hist Cleaners** — **1015001723**, **N/A**

Site 10 of 10 in cluster K

Relative: Lower

Actual: 177 ft.

EDR Historical Cleaners:

Name:	DELIAS CLEANERS
Year:	2003
Address:	1640 S BASCOM AVE
Name:	DELIAS CLEANERS
Year:	2004
Address:	1640 S BASCOM AVE

M81 WSW 1/8-1/4 0.250 mi. 1318 ft. — **ETCHED MEDIA CORPORATION**, **101 GILMAN AVENUE**, **CAMPBELL, CA** — **RCRA-SQG**, **FINDS**, **CUPA Listings**, **HAZNET**, **EMI** — **1000240225**, **CAD982487571**

Site 4 of 4 in cluster M

Relative: Higher

Actual: 199 ft.

RCRA-SQG:

Date form received by agency:	11/15/2010
Facility name:	ETCHED MEDIA CORP
Facility address:	101 GILMAN AVE CAMPBELL, CA 95008
EPA ID:	CAD982487571
Contact:	FARID GHANTOUS
Contact address:	101 GILMAN AVE CAMPBELL, CA 95008
Contact country:	US

ETCHED MEDIA CORPORATION (Continued) **1000240225**

Contact telephone: 408-374-6895
Contact email: FARID@ETCHEDMEDIA.COM
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: MOOSMAN FAMILY LP
Owner/operator address: 13595 FOOTHILL AVE
SAN MARTIN, CA 95046
Owner/operator country: US
Owner/operator telephone: 408-686-1316
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 12/18/1981
Owner/Op end date: Not reported

Owner/operator name: ELIAS ANTOUN
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 11/01/2009
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 04/03/1990
Site name: ETCHED MEDIA CORP
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: 291

ETCHED MEDIA CORPORATION (Continued) **1000240225**

Waste name: 291

Waste code: 461
Waste name: 461

Waste code: 792
Waste name: 792

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D008
Waste name: LEAD

Waste code: D011
Waste name: SILVER

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110001197106

ETCHED MEDIA CORPORATION (Continued) **1000240225**

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

CRITERIA AND HAZARDOUS AIR POLLUTANT INVENTORY

CUPA SANTA CLARA:

Region:	SANTA CLARA
PE#:	2205
Program Description:	GENERATES 100 KG YR TO <5 TONS/YR
Region:	SANTA CLARA
PE#:	2261
Program Description:	PERMIT BY RULE (PBR)

HAZNET:

Year:	2012
Gepaid:	CAD982487571
Contact:	FARIO GHANTOUS/VP
Telephone:	4088746812
Mailing Name:	Not reported
Mailing Address:	101 GILMAN AVE
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Santa Clara
TSD EPA ID:	CAD097030993
TSD County:	Los Angeles
Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.3
Facility County:	Santa Clara
Year:	2012
Gepaid:	CAD982487571
Contact:	FARIO GHANTOUS/VP
Telephone:	4088746812
Mailing Name:	Not reported
Mailing Address:	101 GILMAN AVE
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Santa Clara
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles

ETCHED MEDIA CORPORATION (Continued) **1000240225**

Waste Category:	Not reported
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.25
Facility County:	Santa Clara

Year:	2011
Gepaid:	CAD982487571
Contact:	FARIO GHANTOUS/VP
Telephone:	4088746812
Mailing Name:	Not reported
Mailing Address:	101 GILMAN AVE
Mailing City,St,Zip:	CAMPBELL, CA 950083005
Gen County:	Not reported
TSD EPA ID:	CAD003963592
TSD County:	Not reported
Waste Category:	Photochemicals/photoprocessing waste
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.3753
Facility County:	Santa Clara

Year:	2010
Gepaid:	CAD982487571
Contact:	FARIO GHANTOUS/VP
Telephone:	4088746812
Mailing Name:	Not reported
Mailing Address:	101 GILMAN AVE
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	NED981723513
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.25
Facility County:	Santa Clara

Year:	2010
Gepaid:	CAD982487571
Contact:	FARIO GHANTOUS/VP
Telephone:	4088746812
Mailing Name:	Not reported
Mailing Address:	101 GILMAN AVE
Mailing City,St,Zip:	CAMPBELL, CA 950080000
Gen County:	Not reported
TSD EPA ID:	UTD981552177
TSD County:	Not reported
Waste Category:	Unspecified organic liquid mixture
Disposal Method:	Incineration--Thermal Destruction Other Than Use As A Fuel
Tons:	0.187
Facility County:	Santa Clara

Click this hyperlink while viewing on your computer to access
37 additional CA_HAZNET: record(s) in the EDR Site Report.

EMI:
Year: 1990

ETCHED MEDIA CORPORATION (Continued) **1000240225**

County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1996
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD

ETCHED MEDIA CORPORATION (Continued) **1000240225**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0

ETCHED MEDIA CORPORATION (Continued) **1000240225**

SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2004
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.234
Reactive Organic Gases Tons/Yr:	0.2311686
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2005
County Code:	43

ETCHED MEDIA CORPORATION (Continued) **1000240225**

Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.234
Reactive Organic Gases Tons/Yr:	.2311686
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2006
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.097
Reactive Organic Gases Tons/Yr:	.0958263
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2007
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.097
Reactive Organic Gases Tons/Yr:	.0958263
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2008
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported

ETCHED MEDIA CORPORATION (Continued) **1000240225**

Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.097
Reactive Organic Gases Tons/Yr:	.0958263
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2009
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	9.7000000000000003E-2
Reactive Organic Gases Tons/Yr:	9.5826300000000003E-2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2010
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.123
Reactive Organic Gases Tons/Yr:	0.1215117
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2011
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.205
Reactive Organic Gases Tons/Yr:	0.2025195
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0

ETCHED MEDIA CORPORATION (Continued) **1000240225**

Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2012
County Code:	43
Air Basin:	SF
Facility ID:	5564
Air District Name:	BA
SIC Code:	3479
Air District Name:	BAY AREA AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.205
Reactive Organic Gases Tons/Yr:	0.2025195
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

N82
West
1/4-1/2
0.255 mi.
1346 ft.

NOBLE PROPERTIES **CERC-NFRAP** **1000203719**
535 RODECK WAY **LUST** **CAD981990021**
CAMPBELL, CA 95009 **HIST LUST**

Site 1 of 3 in cluster N

Relative:
Higher

Actual:
195 ft.

CERC-NFRAP:

Site ID:	0902520
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13288195.00000
Person ID:	13003854.00000
Contact Sequence ID:	13293790.00000
Person ID:	13003858.00000
Contact Sequence ID:	13299648.00000
Person ID:	13004003.00000

CERCLIS-NFRAP Site Alias Name(s):

Alias Name:	NOBEL PROPERTIES
Alias Address:	159 ORCHARD OAK CIRCLE CA
Alias Name:	ORCHARD OAK
Alias Address:	Not reported CA
Alias Name:	ORCHARD OAK
Alias Address:	159 ORCHARD OAK CIRCLE CA

Program Priority:

NOBLE PROPERTIES (Continued) **1000203719**

Description: GAO Survey (RCED-99-22B)

CERCLIS-NFRAP Assessment History:

Action: DISCOVERY
Date Started: / /
Date Completed: 03/01/87
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 05/01/87
Priority Level: Low priority for further assessment

Action: SITE INSPECTION
Date Started: 07/13/93
Date Completed: 05/17/94
Priority Level: Low priority for further assessment

Action: SITE REASSESSMENT
Date Started: 10/29/01
Date Completed: 05/20/02
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 10/21/04
Priority Level: Not reported

LUST REG 2:

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W26P02f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W26P02
Oversite Agency: SCVWD
Date Listed: 1992-06-08 00:00:00
Closed Date: 1994-08-26 00:00:00

N83 West 1/4-1/2 0.255 mi. 1346 ft. | **OLD GALANTE BROS CONSTRUC**
535 RODECK
CAMPBELL, CA 95008 | **HIST CORTESE LUST CHMIRS** | **S100221810 N/A**

Site 2 of 3 in cluster N

Relative: Higher

Actual: 195 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-1792

LUST:

Region:	STATE
Global Id:	T0608517612
Latitude:	37.288448
Longitude:	-121.940721
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	08/26/1994
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608517612
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0608517612
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Status History:

Global Id:	T0608517612
Status:	Completed - Case Closed
Status Date:	08/26/1994

Global Id:	T0608517612
Status:	Open - Case Begin Date
Status Date:	01/01/1991

OLD GALANTE BROS CONSTRUC (Continued) **S100221810**

Regulatory Activities:

Global Id:	T0608517612
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0608517612
Action Type:	RESPONSE
Date:	06/15/1993
Action:	Other Report / Document
Global Id:	T0608517612
Action Type:	ENFORCEMENT
Date:	08/26/1994
Action:	Closure/No Further Action Letter

Region:	STATE
Global Id:	T0608501721
Latitude:	37.2885
Longitude:	-121.939527
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	08/26/1994
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Case Worker:	MEJ
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	43-1792
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Under Investigation
Potential Contaminants of Concern:	Waste Oil / Motor / Hydraulic / Lubricating
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608501721
Contact Type:	Regional Board Caseworker
Contact Name:	MARK JOHNSON
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	mjohnson@waterboards.ca.gov
Phone Number:	Not reported
Global Id:	T0608501721
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Status History:

Global Id:	T0608501721

OLD GALANTE BROS CONSTRUC (Continued) **S100221810**

Status: Open - Case Begin Date
Status Date: 08/02/1987

Global Id: T0608501721
Status: Completed - Case Closed
Status Date: 08/26/1994

Global Id: T0608501721
Status: Open - Site Assessment
Status Date: 05/25/1994

Regulatory Activities:
Global Id: T0608501721
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608501721
Action Type: ENFORCEMENT
Date: 08/02/1987
Action: * Historical Enforcement

Global Id: T0608501721
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0608501721
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W26P02F
Date Closed: 08/26/1994
EDR Link ID: 07S1W26P02F

CHMIRS:
OES Incident Number: 9990060
OES notification: Not reported
OES Date: Not reported
OES Time: Not reported
Incident Date: 23-APR-88
Date Completed: 23-APR-88
Property Use: 800
Agency Id Number: 43005
Agency Incident Number: 0592
Time Notified: 1309
Time Completed: 1650
Surrounding Area: 400
Estimated Temperature: 68
Property Management: P
Special Studies 1: Not reported
Special Studies 2: Not reported

OLD GALANTE BROS CONSTRUC (Continued) **S100221810**

Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	N
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	TYRONE L. CHEW / 572-66-4716
Report Date:	23-APR-88
Comments:	N
Facility Telephone:	408 866-2189
Waterway Involved:	Not reported
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Not reported
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	88-92
Agency:	Not reported
Incident Date:	Not reported
Admin Agency:	Not reported
Amount:	Not reported
Contained:	Not reported
Site Type:	Not reported
E Date:	14-FEB-89
Substance:	Not reported
Quantity Released:	Not reported
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported

OLD GALANTE BROS CONSTRUC (Continued) **S100221810**

Description: Not reported

N84 West 1/4-1/2 0.255 mi. 1346 ft. | **OLD GALANTE BROS CONSTRUCTION SITE** | **LUST** | **S103879423**
535 RODECK WY | **N/A**
CAMPBELL, CA 95008

Site 3 of 3 in cluster N

Relative: Higher

Actual: 195 ft.

LUST REG 2:

Region:	2
Facility Id:	43-1792
Facility Status:	Case Closed
Case Number:	43-1792
How Discovered:	Tank Closure
Leak Cause:	UNK
Leak Source:	UNK
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	5/25/1994
Preliminary Site Assesment Began:	Not reported
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

O85 WNW 1/4-1/2 0.255 mi. 1349 ft. | **HI LINE PAINT MFG CO, INC** | **CERC-NFRAP** | **1000285391**
500 SALMAR AVE | **RCRA-SQG** | **CAD981377054**
CAMPBELL, CA 95008 | **FINDS**

Site 1 of 2 in cluster O

Relative: Higher

Actual: 193 ft.

CERC-NFRAP:

Site ID:	0902302
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13290211.00000
Person ID:	13003854.00000
Contact Sequence ID:	13295806.00000
Person ID:	13003858.00000
Contact Sequence ID:	13301664.00000
Person ID:	13004003.00000

CERCLIS-NFRAP Assessment History:

Action:	DISCOVERY
Date Started:	/ /
Date Completed:	05/01/86
Priority Level:	Not reported
Action:	ARCHIVE SITE
Date Started:	/ /

HI LINE PAINT MFG CO, INC (Continued) **1000285391**

Date Completed: 11/01/87
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 11/01/87
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: HI LINE PAINT MFG CO, INC
Facility address: 500 SALMAR AVE
CAMPBELL, CA 95008
EPA ID: CAD981377054
Mailing address: SALMAR AVE
CAMPBELL, CA 95008
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: HI LINE PAINT MFG CO,INC
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No

HI LINE PAINT MFG CO, INC (Continued) **1000285391**

Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002686246

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

O86 WNW 1/4-1/2 0.255 mi. 1349 ft. **HUBBARD AND RASKIN** **LUST** **S109285978**
500 SALMAR AVE **N/A**
CAMPBELL, CA 95008

Site 2 of 2 in cluster O

Relative: Higher

Actual: 193 ft.

LUST:

Region:	STATE
Global Id:	T0608591781
Latitude:	37.290668
Longitude:	-121.93914
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/11/2011
Lead Agency:	SAN FRANCISCO BAY RWQCB (REGION 2)
Case Worker:	UUU
Local Agency:	Not reported
RB Case Number:	43-1957
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	* Solvents
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608591781
Contact Type:	Regional Board Caseworker
Contact Name:	Regional Board (RB2)
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY ST SUITE 1400

HUBBARD AND RASKIN (Continued) **S109285978**

City: OAKLAND
Email: Not reported
Phone Number: Not reported

Status History:

Global Id: T0608591781
Status: Open - Site Assessment
Status Date: 03/21/1991

Global Id: T0608591781
Status: Completed - Case Closed
Status Date: 01/11/2011

Global Id: T0608591781
Status: Open - Inactive
Status Date: 03/21/1991

Global Id: T0608591781
Status: Open - Case Begin Date
Status Date: 03/21/1991

Regulatory Activities:

Global Id: T0608591781
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608591781
Action Type: ENFORCEMENT
Date: 08/24/1989
Action: Letter - Notice

Global Id: T0608591781
Action Type: Other
Date: 01/01/1950
Action: Leak Stopped

Global Id: T0608591781
Action Type: Other
Date: 01/01/1950
Action: Leak Discovery

L87 **LLOYD SQUARE SHOPPING CENTER** **SLIC** **S116381383**
WSW **501-533 EAST CAMPBELL AVENUE** **N/A**
1/4-1/2 **CAMPBELL, CA 95008**
0.273 mi.
1444 ft. **Site 5 of 5 in cluster L**

Relative:
Higher

Actual:
198 ft.

SLIC:

Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 04/22/2014
Global Id: T10000005853
Lead Agency: SAN FRANCISCO BAY RWQCB (REGION 2)
Lead Agency Case Number: Not reported
Latitude: 37.2876599

LLOYD SQUARE SHOPPING CENTER (Continued) **S116381383**

Longitude:	-121.9403514
Case Type:	Cleanup Program Site
Case Worker:	VAC
Local Agency:	Not reported
RB Case Number:	43S1174
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

P88 **MARTIN OIL STATION** **LUST** **U001600903**
NNW **851 E HAMILTON AVE** **HIST LUST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008** **HIST UST**
0.313 mi.
1653 ft. **Site 1 of 3 in cluster P**

Relative:
Lower

Actual:
174 ft.

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	07S1W26J01f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	2/5/1988
Pollution Characterization Began:	3/1/1988
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	07S1W26J01
Oversite Agency:	SCVWD
Date Listed:	1986-01-01 00:00:00
Closed Date:	1991-01-18 00:00:00

HIST UST:

Region:	STATE
Facility ID:	00000018856
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0005
Contact Name:	ED HAWKINS
Telephone:	4085599859
Owner Name:	REGENCY MONARCH DEV. CORP.
Owner Address:	1030 SOUTH WINCHESTER BL. #100
Owner City,St,Zip:	SAN JOSE, CA 95128

Tank Num:	001
Container Num:	1

MARTIN OIL STATION (Continued) **U001600903**

Year Installed:	1965
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	1/4 inches
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	#2
Year Installed:	1965
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	1/4 inches
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	#3
Year Installed:	1965
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Tank Construction:	1/4 inches
Leak Detection:	Stock Inventor

Tank Num:	004
Container Num:	#4
Year Installed:	1965
Tank Capacity:	00004000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	1/4" inches
Leak Detection:	Stock Inventor

Tank Num:	005
Container Num:	5
Year Installed:	1965
Tank Capacity:	00000550
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	1/4 inches
Leak Detection:	Stock Inventor

P89 **MARTIN OIL COMPANY** **HIST CORTESE** **S105026255**
NNW **851 HAMILTON** **N/A**
1/4-1/2 **SAN JOSE, CA 95128**
0.313 mi.
1653 ft. **Site 2 of 3 in cluster P**

Relative:
Lower

Actual:
174 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-0859

P90 NNW 1/4-1/2 0.313 mi. 1653 ft. | **STATION #**
851 E HAMILTON
CAMPBELL, CA 95008 | **LUST**
CA FID UST
SWEEPS UST | **S101624872**
N/A

Site 3 of 3 in cluster P

Relative: Lower

Actual: 174 ft.

LUST:

Region:	STATE
Global Id:	T0608500870
Latitude:	37.2947276691009
Longitude:	-121.934831142426
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/18/1991
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608500870
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0608500870
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Status History:

Global Id:	T0608500870
Status:	Completed - Case Closed
Status Date:	01/18/1991

Global Id:	T0608500870
Status:	Open - Case Begin Date
Status Date:	01/03/1985

Global Id:	T0608500870
Status:	Open - Site Assessment
Status Date:	02/05/1988

Global Id:	T0608500870

STATION # (Continued) **S101624872**

Status: Open - Site Assessment
Status Date: 03/01/1988

Regulatory Activities:
Global Id: T0608500870
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608500870
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0608500870
Action Type: ENFORCEMENT
Date: 03/11/1988
Action: Notice of Responsibility - #39515

Global Id: T0608500870
Action Type: RESPONSE
Date: 05/05/1988
Action: Other Report / Document

Global Id: T0608500870
Action Type: ENFORCEMENT
Date: 01/18/1991
Action: Closure/No Further Action Letter

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W26J01F
Date Closed: 01/18/1991
EDR Link ID: 07S1W26J01F

CA FID UST:
Facility ID: 43011490
Regulated By: UTNKA
Regulated ID: 00018856
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4085599859
Mail To: Not reported
Mailing Address: 1030 S WINCHESTER BLVD
Mailing Address 2: Not reported
Mailing City,St,Zip: CAMPBELL 95008
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

STATION # (Continued) **S101624872**

SWEEPS UST:

Status:	Not reported
Comp Number:	18856
Number:	Not reported
Board Of Equalization:	44-026301
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-018856-000001
Tank Status:	Not reported
Capacity:	12000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	LEADED
Number Of Tanks:	5

Status:	Not reported
Comp Number:	18856
Number:	Not reported
Board Of Equalization:	44-026301
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-018856-000002
Tank Status:	Not reported
Capacity:	12000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	18856
Number:	Not reported
Board Of Equalization:	44-026301
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-018856-000003
Tank Status:	Not reported
Capacity:	12000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	18856
Number:	Not reported
Board Of Equalization:	44-026301
Referral Date:	Not reported

STATION # (Continued) **S101624872**

Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-018856-000004
Tank Status:	Not reported
Capacity:	4000
Active Date:	Not reported
Tank Use:	UNKNOWN
STG:	PRODUCT
Content:	Not reported
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	18856
Number:	Not reported
Board Of Equalization:	44-026301
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-018856-000005
Tank Status:	Not reported
Capacity:	550
Active Date:	Not reported
Tank Use:	OIL
STG:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

Q91 **DELTA QUEEN CLASSIC CAR WASH** **LUST** **S101624847**
North **981 E HAMILTON AVE** **CA FID UST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008** **SWEEPS UST**
0.317 mi.
1674 ft. **Site 1 of 2 in cluster Q**

Relative:
Lower

Actual:
152 ft.

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	07S1W26J04F
Date Closed:	06/27/1996
EDR Link ID:	07S1W26J04F

CA FID UST:

Facility ID:	43005661
Regulated By:	UTNKA
Regulated ID:	00051082
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083772525
Mail To:	Not reported
Mailing Address:	871 E HAMILTON AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported

DELTA QUEEN CLASSIC CAR WASH (Continued) **S101624847**

Comments: Not reported
Status: Active

SWEEPS UST:
Status: Active
Comp Number: 51082
Number: 1
Board Of Equalization: 44-026320
Referral Date: 04-04-91
Action Date: 04-04-91
Created Date: 02-29-88
Owner Tank Id: 1
SWRCB Tank Id: 43-008-051082-000001
Tank Status: A
Capacity: 10000
Active Date: 04-04-91
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 4

Status: Active
Comp Number: 51082
Number: 1
Board Of Equalization: 44-026320
Referral Date: 04-04-91
Action Date: 04-04-91
Created Date: 02-29-88
Owner Tank Id: 2
SWRCB Tank Id: 43-008-051082-000002
Tank Status: A
Capacity: 10000
Active Date: 04-04-91
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 51082
Number: 1
Board Of Equalization: 44-026320
Referral Date: 04-04-91
Action Date: 04-04-91
Created Date: 02-29-88
Owner Tank Id: 3
SWRCB Tank Id: 43-008-051082-000003
Tank Status: A
Capacity: 10000
Active Date: 04-04-91
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 51082

DELTA QUEEN CLASSIC CAR WASH (Continued) **S101624847**

Number:	1
Board Of Equalization:	44-026320
Referral Date:	04-04-91
Action Date:	04-04-91
Created Date:	02-29-88
Owner Tank Id:	4
SWRCB Tank Id:	43-008-051082-000004
Tank Status:	A
Capacity:	10000
Active Date:	04-04-91
Tank Use:	M.V. FUEL
STG:	P
Content:	LEADED
Number Of Tanks:	Not reported

Q92
North
1/4-1/2
0.317 mi.
1674 ft.

DELTA QUEEN CAR WASH **LUST** **U001600863**
981 E HAMILTON AVE **HIST LUST** **N/A**
CAMPBELL, CA 95008 **HIST UST**

Site 2 of 2 in cluster Q

Relative:
Lower

Actual:
152 ft.

LUST:

Region:	STATE
Global Id:	T0608501960
Latitude:	37.294437
Longitude:	-121.934851
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/27/1996
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608501960
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Global Id:	T0608501960
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported

DELTA QUEEN CAR WASH (Continued) **U001600863**

Phone Number: Not reported

Status History:
Global Id: T0608501960
Status: Completed - Case Closed
Status Date: 06/27/1996

Global Id: T0608501960
Status: Open - Case Begin Date
Status Date: 05/18/1996

Regulatory Activities:
Global Id: T0608501960
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W26J04f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W26J04
Oversite Agency: SCVWD
Date Listed: 1996-06-27 00:00:00
Closed Date: 1996-06-27 00:00:00

HIST UST:
Region: STATE
Facility ID: 00000051082
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: ED MONGIOVI
Telephone: 4083712414
Owner Name: LARK AVE. CAR WASH INC.
Owner Address: 871 E. HAMILTON AVE.
Owner City,St,Zip: CAMPBELL, CA 95008

DELTA QUEEN CAR WASH (Continued) **U001600863**

Tank Num:	001
Container Num:	1
Year Installed:	1972
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	2
Year Installed:	1972
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	3
Year Installed:	1972
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	004
Container Num:	4
Year Installed:	1972
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

93
WSW
1/4-1/2
0.327 mi.
1728 ft.

WOLF PROPERTY
126 DILLON AVE
CAMPBELL, CA 95008

LUST **S101594651**
CA FID UST **N/A**
HIST LUST
SWEEPS UST

Relative:
Higher

Actual:
201 ft.

LUST:

Region:	STATE
Global Id:	T0608502343
Latitude:	37.285527
Longitude:	-121.941471
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	10/25/1997
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline

WOLF PROPERTY (Continued) **S101594651**

Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608502343
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Global Id:	T0608502343
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608502343
Status:	Completed - Case Closed
Status Date:	10/25/1997

Global Id:	T0608502343
Status:	Open - Case Begin Date
Status Date:	01/01/1996

Regulatory Activities:

Global Id:	T0608502343
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	07S1W35C04f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	Not reported
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

WOLF PROPERTY (Continued) **S101594651**

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	07S1W35C04F
Date Closed:	10/25/1997
EDR Link ID:	07S1W35C04F

CA FID UST:

Facility ID:	43012251
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083793832
Mail To:	Not reported
Mailing Address:	126 DILLON AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	07S1W35C04
Oversite Agency:	SCVWD
Date Listed:	1997-10-22 00:00:00
Closed Date:	1997-10-25 00:00:00

SWEEPS UST:

Status:	Active
Comp Number:	51089
Number:	2
Board Of Equalization:	Not reported
Referral Date:	06-15-93
Action Date:	01-21-94
Created Date:	04-04-91
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-051089-000001
Tank Status:	A
Capacity:	1000
Active Date:	06-15-93
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	1

R94 **CHEVRON U.S.A. INC.** **LUST** **S101624835**
North **1589 S BASCOM AVE** **CA FID UST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008** **HIST LUST**
0.347 mi. **CUPA Listings**
1830 ft. **Site 1 of 3 in cluster R** **SWEEPS UST**

Relative:
Lower

Actual:
176 ft.

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	07S1W26J02f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	1/11/1985
Pollution Characterization Began:	12/17/1992
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	2/12/1993

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	07S1W26J05f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	10/16/1996
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	07S1W26J02F
Date Closed:	01/30/1997
EDR Link ID:	07S1W26J02F

Region:	SANTA CLARA
SCVWD ID:	07S1W26J05F
Date Closed:	05/13/1999
EDR Link ID:	07S1W26J05F

CA FID UST:

Facility ID:	43000488
Regulated By:	UTNKA
Regulated ID:	00063044
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4083779850
Mail To:	Not reported

CHEVRON U.S.A. INC. (Continued) **S101624835**

Mailing Address: 1589 S BASCOM AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: CAMPBELL 95008
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W26J02
Oversite Agency: SCVWD
Date Listed: 1986-01-01 00:00:00
Closed Date: 1997-01-30 00:00:00

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W26J05
Oversite Agency: SCVWD
Date Listed: 1997-05-30 00:00:00
Closed Date: 1999-05-13 00:00:00

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2240
Program Description: GENERATES < 10 GAL/YR

SWEEPS UST:
Status: Active
Comp Number: 63044
Number: 9
Board Of Equalization: 44-026333
Referral Date: 08-13-93
Action Date: 01-27-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 63044
Number: Not reported
Board Of Equalization: 44-026333
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported

CHEVRON U.S.A. INC. (Continued) **S101624835**

Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-063044-000001
Tank Status: Not reported
Capacity: 7500
Active Date: Not reported
Tank Use: UNKNOWN
STG: PRODUCT
Content: Not reported
Number Of Tanks: 5

Status: Not reported
Comp Number: 63044
Number: Not reported
Board Of Equalization: 44-026333
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-063044-000002
Tank Status: Not reported
Capacity: 7500
Active Date: Not reported
Tank Use: UNKNOWN
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 63044
Number: Not reported
Board Of Equalization: 44-026333
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-063044-000003
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: UNKNOWN
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 63044
Number: Not reported
Board Of Equalization: 44-026333
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-063044-000004
Tank Status: Not reported
Capacity: 2000
Active Date: Not reported
Tank Use: UNKNOWN

CHEVRON U.S.A. INC. (Continued) **S101624835**

STG:	PRODUCT
Content:	Not reported
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	63044
Number:	Not reported
Board Of Equalization:	44-026333
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	43-008-063044-000005
Tank Status:	Not reported
Capacity:	550
Active Date:	Not reported
Tank Use:	UNKNOWN
STG:	WASTE
Content:	Not reported
Number Of Tanks:	Not reported

R95 **97870** **LUST** **U001600838**
North **1589 S BASCOM AVE** **HIST UST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008**
0.347 mi.
1830 ft. **Site 2 of 3 in cluster R**

Relative:
Lower

Actual:
176 ft.

LUST:

Region:	STATE
Global Id:	T0608500346
Latitude:	37.294629
Longitude:	-121.930855
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	05/13/1999
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608500346
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400
Global Id:	T0608500346

97870 (Continued) **U001600838**

Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608500346
Status:	Open - Case Begin Date
Status Date:	10/16/1996
Global Id:	T0608500346
Status:	Completed - Case Closed
Status Date:	05/13/1999
Global Id:	T0608500346
Status:	Open - Site Assessment
Status Date:	10/16/1996

Regulatory Activities:

Global Id:	T0608500346
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported
Global Id:	T0608500346
Action Type:	ENFORCEMENT
Date:	07/01/1998
Action:	Staff Letter - #21656
Global Id:	T0608500346
Action Type:	ENFORCEMENT
Date:	12/01/1998
Action:	Staff Letter - #21658
Global Id:	T0608500346
Action Type:	RESPONSE
Date:	08/15/1998
Action:	Soil and Water Investigation Workplan
Global Id:	T0608500346
Action Type:	RESPONSE
Date:	03/01/1999
Action:	Soil and Water Investigation Report

Region:	STATE
Global Id:	T0608502313
Latitude:	37.294748
Longitude:	-121.932116
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/30/1997
Lead Agency:	SANTA CLARA COUNTY LOP

97870 (Continued) **U001600838**

Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608502313
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0608502313
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Status History:

Global Id:	T0608502313
Status:	Open - Verification Monitoring
Status Date:	02/12/1993

Global Id:	T0608502313
Status:	Open - Site Assessment
Status Date:	12/17/1992

Global Id:	T0608502313
Status:	Completed - Case Closed
Status Date:	01/30/1997

Global Id:	T0608502313
Status:	Open - Case Begin Date
Status Date:	01/11/1985

Global Id:	T0608502313
Status:	Open - Site Assessment
Status Date:	01/11/1985

Regulatory Activities:

Global Id:	T0608502313
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

97870 (Continued) **U001600838**

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 10/29/1992
Action: Notice of Violation - #39516

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 03/01/1990
Action: Staff Letter - #21804

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 02/11/1992
Action: Staff Letter - #21809

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 02/24/1995
Action: Staff Letter - #21817

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 12/21/1995
Action: Staff Letter - #21823

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 05/24/1995
Action: Staff Letter - #21819

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 12/17/1992
Action: Staff Letter - #21811

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 11/12/1991
Action: Staff Letter - #21806

Global Id: T0608502313
Action Type: RESPONSE
Date: 03/18/1991
Action: Preliminary Site Assessment Report

Global Id: T0608502313
Action Type: RESPONSE
Date: 02/21/1992
Action: Preliminary Site Assessment Report

Global Id: T0608502313
Action Type: RESPONSE
Date: 05/24/1993
Action: Soil and Water Investigation Report

Global Id: T0608502313
Action Type: RESPONSE

97870 (Continued) **U001600838**

Date: 01/30/1996
Action: Monitoring Report - Quarterly

Global Id: T0608502313
Action Type: RESPONSE
Date: 10/30/1995
Action: Monitoring Report - Quarterly

Global Id: T0608502313
Action Type: RESPONSE
Date: 07/30/1995
Action: Monitoring Report - Quarterly

Global Id: T0608502313
Action Type: RESPONSE
Date: 01/30/1995
Action: Monitoring Report - Quarterly

Global Id: T0608502313
Action Type: RESPONSE
Date: 01/20/1993
Action: Soil and Water Investigation Report

Global Id: T0608502313
Action Type: RESPONSE
Date: 11/14/1991
Action: Soil and Water Investigation Workplan

Global Id: T0608502313
Action Type: RESPONSE
Date: 02/20/1990
Action: Soil and Water Investigation Workplan

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 07/01/1998
Action: Staff Letter - #21653

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 02/06/1990
Action: Staff Letter - #21802

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 05/05/1993
Action: Staff Letter - #21813

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 09/27/1995
Action: Staff Letter - #21821

Global Id: T0608502313
Action Type: ENFORCEMENT
Date: 11/29/1994
Action: Staff Letter - #21815

97870 (Continued) **U001600838**

Global Id: T0608502313
Action Type: RESPONSE
Date: 04/30/1995
Action: Monitoring Report - Quarterly

Global Id: T0608502313
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

HIST UST:
Region: STATE
Facility ID: 00000063044
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0005
Contact Name: CO BRANDED OUTLET-CHEVRON
Telephone: 4083779850
Owner Name: CHEVRON U.S.A. INC.
Owner Address: 575 MARKET
Owner City,St,Zip: SAN FRANCISCO, CA 94105

Tank Num: 001
Container Num: 1
Year Installed: 1963
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1963
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1963
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000250 unknown
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: 1963
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000170 unknown

97870 (Continued) **U001600838**

Leak Detection: Stock Inventor

Tank Num: 005
Container Num: 5
Year Installed: 1963
Tank Capacity: 00000550
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0000100 unknown
Leak Detection: Stock Inventor

R96 **CHEVRON** **HIST CORTESE** **S105026241**
North **1589 BASCOM** **CHMIRS** **N/A**
1/4-1/2 **SAN JOSE, CA 95008**
0.347 mi.
1830 ft. **Site 3 of 3 in cluster R**

Relative:
Lower

Actual:
176 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0289

CHMIRS:
OES Incident Number: '13-3429
OES notification: 06/06/2013
OES Date: Not reported
OES Time: Not reported
Incident Date: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
Special Studies 1: Not reported
Special Studies 2: Not reported
Special Studies 3: Not reported
Special Studies 4: Not reported
Special Studies 5: Not reported
Special Studies 6: Not reported
More Than Two Substances Involved?: Not reported
Resp Agncy Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported
Vehicle Make/year: Not reported
Vehicle License Number: Not reported
Vehicle State: Not reported
Vehicle Id Number: Not reported
CA/DOT/PUC/ICC Number: Not reported
Company Name: Not reported

CHEVRON (Continued) **S105026241**

Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Service Station
Cleanup By:	Station Personnel
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1900
Year:	2013
Agency:	Chevron
Incident Date:	6/5/2013
Admin Agency:	Santa Clara County Health Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Gasoline
Quantity Released:	0.5
BBLS:	Not reported
Cups:	Not reported
CUFT:	Not reported
Gallons:	Not reported
Grams:	Not reported
Pounds:	Not reported
Liters:	Not reported
Ounces:	Not reported
Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
Description:	Caller states substance released to concrete due to customer error. Caller states employees have conducted clean-up.

S97 **CORE ROEM DEVELOPMENT** **HIST CORTESE** **S103881241**
West **100 HARRISON** **LUST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008** **HIST LUST**
0.347 mi.
1830 ft. **Site 1 of 2 in cluster S**

Relative:
Higher

Actual:
198 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-2170

LUST:

Region:	STATE

CORE ROEM DEVELOPMENT (Continued) **S103881241**

Global Id:	T0608501994
Latitude:	37.2883121
Longitude:	-121.9424061
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/08/1999
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Heating Oil / Fuel Oil
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608501994
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Global Id:	T0608501994
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608501994
Status:	Open - Case Begin Date
Status Date:	01/01/1996

Global Id:	T0608501994
Status:	Completed - Case Closed
Status Date:	02/08/1999

Global Id:	T0608501994
Status:	Open - Site Assessment
Status Date:	05/01/1997

Regulatory Activities:

Global Id:	T0608501994
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

CORE ROEM DEVELOPMENT (Continued) **S103881241**

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	07S1W26P04f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	5/1/1997
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	07S1W26P04F
Date Closed:	02/08/1999
EDR Link ID:	07S1W26P04F

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	07S1W26P04
Oversite Agency:	SCVWD
Date Listed:	1997-06-06 00:00:00
Closed Date:	1999-02-08 00:00:00

S98 **NESTALGIA MOTORS** **HIST CORTESE** **S101303565**
West **126 HARRISON AVE** **LUST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008** **HIST LUST**
0.349 mi. **SWEEPS UST**
1843 ft. **Site 2 of 2 in cluster S**

Relative:
Higher

Actual:
198 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-1872

LUST:

Region:	STATE
Global Id:	T0608501794
Latitude:	37.288545
Longitude:	-121.9415
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	02/01/1996
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported

NESTALGIA MOTORS (Continued) **S101303565**

File Location: Stored electronically as an E-file
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0608501794
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608501794
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4089183400

Status History:
Global Id: T0608501794
Status: Open - Site Assessment
Status Date: 03/13/1994

Global Id: T0608501794
Status: Completed - Case Closed
Status Date: 02/01/1996

Global Id: T0608501794
Status: Open - Case Begin Date
Status Date: 01/01/1993

Regulatory Activities:
Global Id: T0608501794
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

Global Id: T0608501794
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608501794
Action Type: ENFORCEMENT
Date: 11/06/1995
Action: Notice of Responsibility - #39520

Region: STATE

NESTALGIA MOTORS (Continued) **S101303565**

Global Id:	T0608583883
Latitude:	37.288924
Longitude:	-121.942433
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	12/27/2000
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608583883
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0608583883
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Status History:

Global Id:	T0608583883
Status:	Open - Case Begin Date
Status Date:	05/26/2000

Global Id:	T0608583883
Status:	Completed - Case Closed
Status Date:	12/27/2000

Global Id:	T0608583883
Status:	Open - Site Assessment
Status Date:	06/01/2000

Regulatory Activities:

Global Id:	T0608583883
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0608583883

NESTALGIA MOTORS (Continued) **S101303565**

Action Type: ENFORCEMENT
Date: 10/26/2000
Action: Staff Letter - #21690

Global Id: T0608583883
Action Type: RESPONSE
Date: 10/27/2000
Action: Other Report / Document

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W26P03f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 3/13/1994
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W26P05f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 6/1/2000
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W26P03F
Date Closed: 02/01/1996
EDR Link ID: 07S1W26P03F

Region: SANTA CLARA
SCVWD ID: 07S1W26P05F
Date Closed: 12/27/2000
EDR Link ID: 07S1W26P05F

HIST LUST SANTA CLARA:
Region: SANTA CLARA

NESTALGIA MOTORS (Continued) **S101303565**

Region Code: 2
SCVWD ID: 07S1W26P03
Oversite Agency: SCVWD
Date Listed: 1994-10-31 00:00:00
Closed Date: 1996-02-01 00:00:00

Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W26P05
Oversite Agency: SCVWD
Date Listed: 2000-06-22 00:00:00
Closed Date: 2000-12-27 00:00:00

SWEEPS UST:
Status: Not reported
Comp Number: 934
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-000934-000001
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: LEADED
Number Of Tanks: 2

Status: Not reported
Comp Number: 934
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 43-008-000934-000002
Tank Status: Not reported
Capacity: 500
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

T99
NW
1/4-1/2
0.353 mi.
1865 ft.

SHELL
570 E HAMILTON AVE
CAMPBELL, CA 95008

LUST **S105126401**
HIST LUST **N/A**

Site 1 of 3 in cluster T

Relative:
Higher

Actual:
187 ft.

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	07S1W26K01f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	9/1/1998
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	07S1W26K01
Oversite Agency:	SCVWD
Date Listed:	1999-01-11 00:00:00
Closed Date:	2000-04-21 00:00:00

T100
NW
1/4-1/2
0.353 mi.
1865 ft.

HAMILTON AVENUE SHELL
570 E HAMILTON AV
CAMPBELL, CA 95008

LUST **S101594591**
CA FID UST **N/A**
CUPA Listings
SWEEPS UST

Site 2 of 3 in cluster T

Relative:
Higher

Actual:
187 ft.

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	07S1W26K01F
Date Closed:	04/21/2000
EDR Link ID:	07S1W26K01F

CA FID UST:

Facility ID:	43011259
Regulated By:	UTNKA
Regulated ID:	00067180
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	4088669404
Mail To:	Not reported
Mailing Address:	P O BOX
Mailing Address 2:	Not reported
Mailing City,St,Zip:	CAMPBELL 95008
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported

HAMILTON AVENUE SHELL (Continued) **S101594591**

Comments: Not reported
Status: Active

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2202
Program Description: GENERATES < 100 KG/YR

SWEEPS UST:
Status: Active
Comp Number: 67180
Number: 2
Board Of Equalization: 44-026336
Referral Date: 04-06-92
Action Date: 04-06-92
Created Date: 02-29-88
Owner Tank Id: 11820606-1-SRU
SWRCB Tank Id: 43-008-067180-000001
Tank Status: A
Capacity: 10000
Active Date: 04-06-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 4

Status: Active
Comp Number: 67180
Number: 2
Board Of Equalization: 44-026336
Referral Date: 04-06-92
Action Date: 04-06-92
Created Date: 02-29-88
Owner Tank Id: 2
SWRCB Tank Id: 43-008-067180-000002
Tank Status: A
Capacity: 10000
Active Date: 07-01-85
Tank Use: M.V. FUEL
STG: P
Content: LEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 67180
Number: 2
Board Of Equalization: 44-026336
Referral Date: 04-06-92
Action Date: 04-06-92
Created Date: 02-29-88
Owner Tank Id: 3
SWRCB Tank Id: 43-008-067180-000003
Tank Status: A
Capacity: 10000
Active Date: 07-01-85
Tank Use: M.V. FUEL

HAMILTON AVENUE SHELL (Continued) **S101594591**

STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Active
Comp Number:	67180
Number:	2
Board Of Equalization:	44-026336
Referral Date:	04-06-92
Action Date:	04-06-92
Created Date:	02-29-88
Owner Tank Id:	4
SWRCB Tank Id:	43-008-067180-000004
Tank Status:	A
Capacity:	10000
Active Date:	07-01-85
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	Not reported

T101
NW
1/4-1/2
0.353 mi.
1865 ft.

SHELL SERVICE STATION
570 E HAMILTON
CAMPBELL, CA

RCRA-SQG **1004677546**
FINDS **CAR000098707**
LUST
HAZNET

Site 3 of 3 in cluster T

Relative:
Higher

Actual:
187 ft.

RCRA-SQG:

Date form received by agency:	06/19/2001
Facility name:	SHELL SERVICE STATION
Facility address:	570 E HAMILTON S A P 135122 CAMPBELL, CA 95008
EPA ID:	CAR000098707
Mailing address:	P O BOX 2099 HOUSTON, TX 772522099
Contact:	SONDRA BIENVENU
Contact address:	P O BOX 2099 HOUSTON, TX 772522099
Contact country:	US
Contact telephone:	(713) 241-5036
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	SHELL OIL COMPANY
Owner/operator address:	P O BOX 2099 HOUSTON, TX 77252
Owner/operator country:	Not reported
Owner/operator telephone:	(713) 241-5036
Legal status:	Private

SHELL SERVICE STATION (Continued) **1004677546**

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D018
Waste name: BENZENE

Violation Status: No violations found

FINDS:

Registry ID: 110012213238

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

LUST:
Region: STATE

SHELL SERVICE STATION (Continued) **1004677546**

Global Id:	T0608502367
Latitude:	37.293964
Longitude:	-121.939922
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	04/21/2000
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608502367
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Global Id:	T0608502367
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608502367
Status:	Open - Case Begin Date
Status Date:	09/01/1998

Global Id:	T0608502367
Status:	Completed - Case Closed
Status Date:	04/21/2000

Global Id:	T0608502367
Status:	Open - Site Assessment
Status Date:	09/01/1998

Regulatory Activities:

Global Id:	T0608502367
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

SHELL SERVICE STATION (Continued) **1004677546**

HAZNET:

Year:	2009
Gepaid:	CAR000098707
Contact:	R HULL/ENV. REPORTING ANALYST
Telephone:	2818742224
Mailing Name:	Not reported
Mailing Address:	12700 NORTHBOROUGH DR 300G03
Mailing City,St,Zip:	HOUSTON, TX 770670000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.045
Facility County:	Santa Clara

Year:	2008
Gepaid:	CAR000098707
Contact:	R HULL/ENV. REPORTING ANALYST
Telephone:	2818742224
Mailing Name:	Not reported
Mailing Address:	12700 NORTHBOROUGH DR 300G03
Mailing City,St,Zip:	HOUSTON, TX 770670000
Gen County:	Not reported
TSD EPA ID:	CAD008302903
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.1275
Facility County:	Santa Clara

Year:	2008
Gepaid:	CAR000098707
Contact:	R HULL/ENV. REPORTING ANALYST
Telephone:	2818742224
Mailing Name:	Not reported
Mailing Address:	12700 NORTHBOROUGH DR 300G03
Mailing City,St,Zip:	HOUSTON, TX 770670000
Gen County:	Not reported
TSD EPA ID:	CAD008830290
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Tons:	0.0125
Facility County:	Santa Clara

Year:	2008
Gepaid:	CAR000098707
Contact:	R HULL/ENV. REPORTING ANALYST
Telephone:	2818742224
Mailing Name:	Not reported
Mailing Address:	12700 NORTHBOROUGH DR 300G03
Mailing City,St,Zip:	HOUSTON, TX 770670000
Gen County:	Not reported

SHELL SERVICE STATION (Continued) **1004677546**

TSD EPA ID:	CAD097030993
TSD County:	Not reported
Waste Category:	Alkaline solution without metals pH >= 12.5
Disposal Method:	Discharge To Sewer/Potw Or Npdes(With Prior Storage--With Or Without Treatment)
Tons:	0.68805
Facility County:	Santa Clara

Year:	2006
Gepaid:	CAR000098707
Contact:	R HULL/ENV. REPORTING ANALYST
Telephone:	2818742224
Mailing Name:	Not reported
Mailing Address:	12700 NORTHBOROUGH DR 300G03
Mailing City,St,Zip:	HOUSTON, TX 770670000
Gen County:	Not reported
TSD EPA ID:	WAD991281767
TSD County:	Not reported
Waste Category:	Not reported
Disposal Method:	Not reported
Tons:	0.22
Facility County:	Santa Clara

Click this hyperlink while viewing on your computer to access
8 additional CA_HAZNET: record(s) in the EDR Site Report.

---

102 **FIRE-MATIC SYSTEMS, INC.** **HIST CORTESE** **S103881260**
WSW **190 DILLON AVE** **LUST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008** **HIST LUST**
0.382 mi.
2019 ft.

Relative:
Higher

Actual:
203 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-1647

LUST:

Region:	STATE
Global Id:	T0608501598
Latitude:	37.2865420602228
Longitude:	-121.940785646439
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	11/06/1990
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

FIRE-MATIC SYSTEMS, INC. (Continued) **S103881260**

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608501598
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0608501598
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Status History:

Global Id:	T0608501598
Status:	Completed - Case Closed
Status Date:	11/06/1990

Global Id:	T0608501598
Status:	Open - Site Assessment
Status Date:	10/25/1990

Global Id:	T0608501598
Status:	Open - Case Begin Date
Status Date:	09/18/1989

Regulatory Activities:

Global Id:	T0608501598
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0608501598
Action Type:	ENFORCEMENT
Date:	11/13/1990
Action:	Notice of Responsibility - #39450

Global Id:	T0608501598
Action Type:	ENFORCEMENT
Date:	11/06/1990
Action:	Closure/No Further Action Letter

Global Id:	T0608501598
Action Type:	RESPONSE
Date:	07/09/1990
Action:	Other Report / Document

Global Id:	T0608501598

FIRE-MATIC SYSTEMS, INC. (Continued) **S103881260**

Action Type:	REMEDIATION
Date:	01/01/1950
Action:	Excavation

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	07S1W35C02f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	10/25/1990
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	07S1W35C02F
Date Closed:	11/06/1990
EDR Link ID:	07S1W35C02F

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	07S1W35C02
Oversite Agency:	SCVWD
Date Listed:	1990-01-01 00:00:00
Closed Date:	1990-11-06 00:00:00

U103 **WYATT PROPERTY** **LUST** **S102809806**
WSW **368 E CAMPBELL AVE** **HIST LUST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008**
0.403 mi.
2127 ft. **Site 1 of 2 in cluster U**

Relative:
Higher

Actual:
200 ft.

LUST:

Region:	STATE
Global Id:	T0608587417
Latitude:	37.286821
Longitude:	-121.943426
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	07/20/2001
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file

WYATT PROPERTY (Continued) **S102809806**

Potential Media Affect: Soil
Potential Contaminants of Concern: Waste Oil / Motor / Hydraulic / Lubricating
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0608587417
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608587417
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300
City: SAN JOSE
Email: Not reported
Phone Number: 4089183400

Status History:
Global Id: T0608587417
Status: Open - Case Begin Date
Status Date: 06/08/2001

Global Id: T0608587417
Status: Completed - Case Closed
Status Date: 07/20/2001

Regulatory Activities:
Global Id: T0608587417
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W35C05f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: Not reported
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported

WYATT PROPERTY (Continued) **S102809806**

Date Post Remedial Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W35C05
Oversite Agency: SCVWD
Date Listed: 2001-07-20 00:00:00
Closed Date: 2001-07-20 00:00:00

U104 **WYATT PROPERTY** **LUST** **S107997244**
WSW **368 EAST CAMPBELL AVE** **N/A**
1/4-1/2 **CAMPBELL, CA**
0.403 mi.
2127 ft. **Site 2 of 2 in cluster U**

Relative:
Higher

Actual:
200 ft.

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W35C05F
Date Closed: 07/20/2001
EDR Link ID: 07S1W35C05F

V105 **CAMPBELL CITY SERVICE CENTER** **LUST** **U001600899**
WSW **290 DILLON AVE** **HIST LUST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008** **HIST UST**
0.471 mi.
2486 ft. **Site 1 of 2 in cluster V**

Relative:
Higher

Actual:
205 ft.

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W35F01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported
Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 6/19/1989
Pollution Characterization Began: Not reported
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W35F01
Oversite Agency: SCVWD
Date Listed: 1989-01-01 00:00:00
Closed Date: 1999-01-07 00:00:00

HIST UST:
Region: STATE

CAMPBELL CITY SERVICE CENTER (Continued) **U001600899**

Facility ID:	00000023280
Facility Type:	Other
Other Type:	SERVICE YARD
Total Tanks:	0005
Contact Name:	ROBERT DIAZ, P.W. SUPT.
Telephone:	4088662145
Owner Name:	CITY OF CAMPBELL
Owner Address:	70 N. FIRST STREET
Owner City,St,Zip:	CAMPBELL, CA 95008

Tank Num:	001
Container Num:	01
Year Installed:	1969
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	None

Tank Num:	002
Container Num:	02
Year Installed:	1969
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	Pressure Test

Tank Num:	003
Container Num:	03
Year Installed:	1969
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Pressure Test

Tank Num:	004
Container Num:	04
Year Installed:	1969
Tank Capacity:	00000250
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Tank Construction:	Not reported
Leak Detection:	None

Tank Num:	005
Container Num:	05
Year Installed:	1970
Tank Capacity:	00000200
Tank Used for:	WASTE
Type of Fuel:	Not reported
Tank Construction:	4 inches
Leak Detection:	None

V106 WSW 1/4-1/2 0.471 mi. 2486 ft. | **CAMPBELL CITY SERVICE CEN**
290 DILLON
CAMPBELL, CA 95008

HIST CORTESE **S100234499**
LUST **N/A**

Site 2 of 2 in cluster V

Relative: Higher

Actual: 205 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-0240

LUST:

Region:	STATE
Global Id:	T0608500299
Latitude:	37.28534
Longitude:	-121.94082
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/07/1999
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608500299
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Global Id:	T0608500299
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608500299
Status:	Open - Case Begin Date
Status Date:	08/19/1988

Global Id:	T0608500299
Status:	Completed - Case Closed
Status Date:	01/07/1999

CAMPBELL CITY SERVICE CEN (Continued) **S100234499**

Global Id: T0608500299
Status: Open - Site Assessment
Status Date: 06/19/1989

Regulatory Activities:

Global Id: T0608500299
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608500299
Action Type: ENFORCEMENT
Date: 06/19/1989
Action: Notice of Responsibility - #39452

Global Id: T0608500299
Action Type: ENFORCEMENT
Date: 06/19/1989
Action: Staff Letter - #21491

Global Id: T0608500299
Action Type: ENFORCEMENT
Date: 07/10/1998
Action: Staff Letter - #21495

Global Id: T0608500299
Action Type: ENFORCEMENT
Date: 10/23/1998
Action: Staff Letter - #21497

Global Id: T0608500299
Action Type: RESPONSE
Date: 09/01/1989
Action: Soil and Water Investigation Workplan

Global Id: T0608500299
Action Type: RESPONSE
Date: 09/11/1998
Action: Soil and Water Investigation Workplan

Global Id: T0608500299
Action Type: RESPONSE
Date: 07/31/1997
Action: Other Report / Document

Global Id: T0608500299
Action Type: ENFORCEMENT
Date: 06/06/1997
Action: Staff Letter - #21493

Global Id: T0608500299
Action Type: RESPONSE
Date: 12/16/1998
Action: Soil and Water Investigation Report

Global Id: T0608500299
Action Type: REMEDIATION

CAMPBELL CITY SERVICE CEN (Continued) **S100234499**

Date: 01/01/1950
Action: Excavation

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W35F01F
Date Closed: 01/07/1999
EDR Link ID: 07S1W35F01F

---

107 WSW 1/4-1/2 0.479 mi. 2528 ft. | **ORCHARD CITY PLAZA**
300 ORCHARD CITY (307) DR
CAMPBELL, CA 95008 | **HIST CORTESE** **S101308929**
LUST **N/A**
HIST LUST

Relative: Higher

Actual: 203 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-1001

LUST:
Region: STATE
Global Id: T0608500998
Latitude: 37.287
Longitude: -121.9476
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 10/03/1995
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Stored electronically as an E-file
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0608500998
Contact Type: Regional Board Caseworker
Contact Name: ZSC
Organization Name: SAN FRANCISCO BAY RWQCB (REGION 2)
Address: 1515 CLAY STREET, SUITE 1400
City: OAKLAND
Email: Not reported
Phone Number: Not reported

Global Id: T0608500998
Contact Type: Local Agency Caseworker
Contact Name: UST CASE WORKER
Organization Name: SANTA CLARA COUNTY LOP
Address: 1555 Berger Drive, Suite 300

ORCHARD CITY PLAZA (Continued) **S101308929**

City: SAN JOSE
Email: Not reported
Phone Number: 4089183400

Status History:
Global Id: T0608500998
Status: Open - Site Assessment
Status Date: 10/16/1991

Global Id: T0608500998
Status: Completed - Case Closed
Status Date: 10/03/1995

Global Id: T0608500998
Status: Open - Case Begin Date
Status Date: 08/01/1989

Global Id: T0608500998
Status: Open - Site Assessment
Status Date: 08/01/1989

Regulatory Activities:
Global Id: T0608500998
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608500998
Action Type: ENFORCEMENT
Date: 08/30/1991
Action: Notice of Violation - #39489

Global Id: T0608500998
Action Type: RESPONSE
Date: 07/19/1989
Action: Other Report / Document

Global Id: T0608500998
Action Type: ENFORCEMENT
Date: 10/03/1995
Action: Closure/No Further Action Letter

Global Id: T0608500998
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

LUST REG 2:
Region: 2
Facility Id: Not reported
Facility Status: Case Closed
Case Number: 07S1W35C01f
How Discovered: Not reported
Leak Cause: Not reported
Leak Source: Not reported

ORCHARD CITY PLAZA (Continued) **S101308929**

Date Leak Confirmed: Not reported
Oversight Program: LUST
Prelim. Site Assesment Wokplan Submitted: Not reported
Preliminary Site Assesment Began: 8/1/1989
Pollution Characterization Began: 10/16/1991
Pollution Remediation Plan Submitted: Not reported
Date Remediation Action Underway: Not reported
Date Post Remedial Action Monitoring Began: Not reported

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W35C01F
Date Closed: 10/03/1995
EDR Link ID: 07S1W35C01F

HIST LUST SANTA CLARA:
Region: SANTA CLARA
Region Code: 2
SCVWD ID: 07S1W35C01
Oversite Agency: SCVWD
Date Listed: 1990-01-01 00:00:00
Closed Date: 1995-10-03 00:00:00

---

108 West 1/4-1/2 0.479 mi. 2531 ft. | **CAMPBELL CITY HALL**
70 1ST
CAMPBELL, CA 95008 | **HIST CORTESE** **S102426276**
LUST **N/A**
HIST LUST

Relative: Higher

Actual: 200 ft.

HIST CORTESE:
Region: CORTESE
Facility County Code: 43
Reg By: LTNKA
Reg Id: 43-0239

LUST:
Region: STATE
Global Id: T0608500298
Latitude: 37.287986
Longitude: -121.9439
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 02/26/1991
Lead Agency: SANTA CLARA COUNTY LOP
Case Worker: UST
Local Agency: SANTA CLARA COUNTY LOP
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Stored electronically as an E-file
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0608500298

CAMPBELL CITY HALL (Continued) **S102426276**

Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Global Id:	T0608500298
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608500298
Status:	Completed - Case Closed
Status Date:	02/26/1991

Global Id:	T0608500298
Status:	Open - Case Begin Date
Status Date:	06/08/1988

Global Id:	T0608500298
Status:	Open - Site Assessment
Status Date:	07/18/1988

Regulatory Activities:

Global Id:	T0608500298
Action Type:	Other
Date:	01/01/1950
Action:	Leak Reported

Global Id:	T0608500298
Action Type:	ENFORCEMENT
Date:	02/26/1991
Action:	Closure/No Further Action Letter

Global Id:	T0608500298
Action Type:	ENFORCEMENT
Date:	06/09/1989
Action:	Notice of Responsibility - #39519

Global Id:	T0608500298
Action Type:	RESPONSE
Date:	10/19/1987
Action:	Other Report / Document

Global Id:	T0608500298
Action Type:	RESPONSE
Date:	10/19/1987
Action:	Other Report / Document

CAMPBELL CITY HALL (Continued) **S102426276**

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	07S1W26P01f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	7/18/1988
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

LUST SANTA CLARA:

Region:	SANTA CLARA
SCVWD ID:	07S1W26P01F
Date Closed:	02/26/1991
EDR Link ID:	07S1W26P01F

HIST LUST SANTA CLARA:

Region:	SANTA CLARA
Region Code:	2
SCVWD ID:	07S1W26P01
Oversite Agency:	SCVWD
Date Listed:	1989-01-01 00:00:00
Closed Date:	1991-02-26 00:00:00

W109 **ROTTEN ROBBIE #03** **LUST** **S103881239**
NW **370 E HAMILTON AVE** **HIST LUST** **N/A**
1/4-1/2 **CAMPBELL, CA 95008**
0.497 mi.
2622 ft. **Site 1 of 3 in cluster W**

Relative:
Higher

Actual:
187 ft.

LUST REG 2:

Region:	2
Facility Id:	Not reported
Facility Status:	Case Closed
Case Number:	07S1W26L02f
How Discovered:	Not reported
Leak Cause:	Not reported
Leak Source:	Not reported
Date Leak Confirmed:	Not reported
Oversight Program:	LUST
Prelim. Site Assesment Wokplan Submitted:	Not reported
Preliminary Site Assesment Began:	7/30/1991
Pollution Characterization Began:	Not reported
Pollution Remediation Plan Submitted:	Not reported
Date Remediation Action Underway:	Not reported
Date Post Remedial Action Monitoring Began:	Not reported

HIST LUST SANTA CLARA:

Region:	SANTA CLARA

ROTTEN ROBBIE #03 (Continued) **S103881239**

Region Code: 2
SCVWD ID: 07S1W26L02
Oversite Agency: SCVWD
Date Listed: 1989-01-01 00:00:00
Closed Date: 2000-06-02 00:00:00

W110
NW
1/4-1/2
0.497 mi.
2622 ft.

ROTTEN ROBBIE #03
370 E HAMILTON AVE
CAMPBELL, CA 95008

Site 2 of 3 in cluster W

LUST **S101594457**
CA FID UST **N/A**
CUPA Listings
SWEEPS UST
CHMIRS

Relative:
Higher

Actual:
187 ft.

LUST:

Region:	STATE
Global Id:	T0608501136
Latitude:	37.2942
Longitude:	-121.94195
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/02/2000
Lead Agency:	SANTA CLARA COUNTY LOP
Case Worker:	UST
Local Agency:	SANTA CLARA COUNTY LOP
RB Case Number:	Not reported
LOC Case Number:	Not reported
File Location:	Stored electronically as an E-file
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0608501136
Contact Type:	Local Agency Caseworker
Contact Name:	UST CASE WORKER
Organization Name:	SANTA CLARA COUNTY LOP
Address:	1555 Berger Drive, Suite 300
City:	SAN JOSE
Email:	Not reported
Phone Number:	4089183400

Global Id:	T0608501136
Contact Type:	Regional Board Caseworker
Contact Name:	ZSC
Organization Name:	SAN FRANCISCO BAY RWQCB (REGION 2)
Address:	1515 CLAY STREET, SUITE 1400
City:	OAKLAND
Email:	Not reported
Phone Number:	Not reported

Status History:

Global Id:	T0608501136
Status:	Open - Case Begin Date
Status Date:	02/26/1988

Global Id:	T0608501136
Status:	Open - Site Assessment

ROTTEN ROBBIE #03 (Continued) **S101594457**

Status Date: 07/30/1991

Global Id: T0608501136
Status: Completed - Case Closed
Status Date: 06/02/2000

Regulatory Activities:
Global Id: T0608501136
Action Type: Other
Date: 01/01/1950
Action: Leak Reported

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 09/04/1991
Action: Notice of Responsibility - #39518

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 11/03/2000
Action: Staff Letter - #21687

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 01/20/1997
Action: Staff Letter - #21685

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 02/11/1992
Action: Staff Letter - #21668

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 03/25/1996
Action: Staff Letter - #21682

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 12/18/1995
Action: Staff Letter - #21680

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 09/11/1995
Action: Staff Letter - #21678

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 06/30/1995
Action: Staff Letter - #21676

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 05/03/1995
Action: Staff Letter - #21674

ROTTEN ROBBIE #03 (Continued) **S101594457**

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 12/16/1994
Action: Staff Letter - #21670

Global Id: T0608501136
Action Type: ENFORCEMENT
Date: 10/22/1991
Action: Staff Letter - #21664

Global Id: T0608501136
Action Type: RESPONSE
Date: 10/24/1991
Action: Soil and Water Investigation Workplan

Global Id: T0608501136
Action Type: RESPONSE
Date: 11/06/2000
Action: Other Report / Document

Global Id: T0608501136
Action Type: RESPONSE
Date: 02/03/1997
Action: Soil and Water Investigation Report

Global Id: T0608501136
Action Type: RESPONSE
Date: 04/05/1996
Action: Monitoring Report - Quarterly

Global Id: T0608501136
Action Type: RESPONSE
Date: 12/02/1995
Action: Monitoring Report - Quarterly

Global Id: T0608501136
Action Type: RESPONSE
Date: 10/12/1995
Action: Monitoring Report - Quarterly

Global Id: T0608501136
Action Type: RESPONSE
Date: 07/12/1995
Action: Other Report / Document

Global Id: T0608501136
Action Type: RESPONSE
Date: 05/05/1995
Action: Soil and Water Investigation Report

Global Id: T0608501136
Action Type: RESPONSE
Date: 12/19/1994
Action: Soil and Water Investigation Workplan

Global Id: T0608501136
Action Type: RESPONSE

ROTTEN ROBBIE #03 (Continued) **S101594457**

Date: 02/13/1992
Action: Soil and Water Investigation Report

Global Id: T0608501136
Action Type: REMEDIATION
Date: 01/01/1950
Action: Excavation

LUST SANTA CLARA:
Region: SANTA CLARA
SCVWD ID: 07S1W26L02F
Date Closed: 06/02/2000
EDR Link ID: 07S1W26L02F

CA FID UST:
Facility ID: 43001186
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4083783611
Mail To: Not reported
Mailing Address: 4250 WILLIAMS RD
Mailing Address 2: Not reported
Mailing City,St,Zip: CAMPBELL 95008
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

CUPA SANTA CLARA:
Region: SANTA CLARA
PE#: 2202
Program Description: GENERATES < 100 KG/YR

SWEEPS UST:
Status: Active
Comp Number: 51084
Number: 1
Board Of Equalization: Not reported
Referral Date: 04-04-91
Action Date: 04-04-91
Created Date: 04-04-91
Owner Tank Id: C-01
SWRCB Tank Id: 43-008-051084-000001
Tank Status: A
Capacity: 10000
Active Date: 04-04-91
Tank Use: M.V. FUEL
STG: P
Content: LEADED

ROTTEN ROBBIE #03 (Continued) **S101594457**

Number Of Tanks: 5

Status: Active
Comp Number: 51084
Number: 1
Board Of Equalization: Not reported
Referral Date: 04-04-91
Action Date: 04-04-91
Created Date: 04-04-91
Owner Tank Id: C-01
SWRCB Tank Id: 43-008-051084-000002
Tank Status: A
Capacity: 12000
Active Date: 04-04-91
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 51084
Number: 1
Board Of Equalization: Not reported
Referral Date: 04-04-91
Action Date: 04-04-91
Created Date: 04-04-91
Owner Tank Id: C-01
SWRCB Tank Id: 43-008-051084-000003
Tank Status: A
Capacity: 6000
Active Date: 04-04-91
Tank Use: M.V. FUEL
STG: P
Content: GASHOL
Number Of Tanks: Not reported

Status: Active
Comp Number: 51084
Number: 1
Board Of Equalization: Not reported
Referral Date: 04-04-91
Action Date: 04-04-91
Created Date: 04-04-91
Owner Tank Id: C-01
SWRCB Tank Id: 43-008-051084-000004
Tank Status: A
Capacity: 12000
Active Date: 04-04-91
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Status: Active
Comp Number: 51084
Number: 1
Board Of Equalization: Not reported

ROTTEN ROBBIE #03 (Continued) **S101594457**

Referral Date:	04-04-91
Action Date:	04-04-91
Created Date:	04-04-91
Owner Tank Id:	C-01
SWRCB Tank Id:	43-008-051084-000005
Tank Status:	A
Capacity:	6000
Active Date:	04-04-91
Tank Use:	M.V. FUEL
STG:	P
Content:	KEROSENE
Number Of Tanks:	Not reported

CHMIRS:

OES Incident Number:	98-2998
OES notification:	06/30/1998
OES Date:	Not reported
OES Time:	Not reported
Incident Date:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Responsible Party
Containment:	Not reported
What Happened:	Not reported

ROTTEN ROBBIE #03 (Continued) **S101594457**

Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1998
Agency:	Santa Clara Fire
Incident Date:	6/30/199812:00:00 AM
Admin Agency:	Santa Clara County Health Department
Amount:	Not reported
Contained:	Yes
Site Type:	Service Station
E Date:	Not reported
Substance:	gasoline
Quantity Released:	Not reported
BBLS:	0
Cups:	0
CUFT:	0
Gallons:	15
Grams:	0
Pounds:	0
Liters:	0
Ounces:	0
Pints:	0
Quarts:	0
Sheen:	0
Tons:	0
Unknown:	0
Evacuations:	0
Number of Injuries:	1
Number of Fatalities:	0
Description:	Controlled with absorbant, did not flow into any storm drains. Filter on line broke, wrong shutoff switch had been thrown.

W111
NW
1/4-1/2
0.498 mi.
2627 ft.

ROTTEN ROBBIE **HIST CORTESE** **S102436050**
370 HAMILTON **N/A**
CAMPBELL, CA

Site 3 of 3 in cluster W

Relative:
Higher

Actual:
188 ft.

HIST CORTESE:

Region:	CORTESE
Facility County Code:	43
Reg By:	LTNKA
Reg Id:	43-1146

112
West
1/2-1
0.753 mi.
3976 ft.

ARCO SERVICE STATION #6147 **Notify 65** **S100179012**
2015 WINCHESTER BOULEVARD **N/A**
CAMPBELL, CA 93040

Relative:
Higher

Actual:
199 ft.

Notify 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported

ARCO SERVICE STATION #6147 (Continued) **S100179012**

Discharge Date: Not reported
Incident Description: 93040

---

113 SSW 1/2-1 0.855 mi. 4514 ft. **PACIFIC AEROSPACE SERVICES** **ENVIROSTOR** **S108054470**
354 EAST MCGLINCEY LANE **N/A**
CAMPBELL, CA 95008

Relative: Higher

Actual: 219 ft.

ENVIROSTOR:

Facility ID:	60000368
Status:	Refer: RCRA
Status Date:	05/24/2007
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	1.25
NPL:	NO
Regulatory Agencies:	HWMP
Lead Agency:	HWMP
Program Manager:	Not reported
Supervisor:	Denise Tsuji
Division Branch:	Cleanup Berkeley
Assembly:	28
Senate:	15
Special Program:	EPA - PASI
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	EPA Grant
Latitude:	37.27564
Longitude:	-121.9428
APN:	412-31-012
Past Use:	METAL PLATING - CHROME, METAL PLATING - OTHER
Potential COC:	Under Investigation
Confirmed COC:	NONE SPECIFIED
Potential Description:	UE
Alias Name:	412-31-012
Alias Type:	APN
Alias Name:	60000368
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	10/24/2006
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

PACIFIC AEROSPACE SERVICES (Continued) **S108054470**

Facility ID:	71002130
Status:	Inactive - Needs Evaluation
Status Date:	06/20/2012
Site Code:	Not reported
Site Type:	Tiered Permit
Site Type Detailed:	Tiered Permit
Acres:	0.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Mark Piros
Supervisor:	Mark Piros
Division Branch:	Cleanup Berkeley
Assembly:	28
Senate:	15
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	37.27610
Longitude:	-121.9428
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	CAD000819730
Alias Type:	EPA Identification Number
Alias Name:	110024778114
Alias Type:	EPA (FRS #)
Alias Name:	71002130
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Count: 20 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
CAMPBELL	S113888533	DILLON AVENUE PROPERTY	230, 280 & 282 DILLON AVENUE	95008	SLIC
CAMPBELL	S111293092	UTILITIES FOR WEST CAMPBELL AVE WA	511 AND 555 W CAMPBELL AVE	95008	NPDES
CAMPBELL	S112837758	1X CAMPBELL UNION SCHOOL DISTRICT	CAMPBELL MIDDLE SCHOOL	95008	HAZNET
CAMPBELL	S112345540	CHAHAL ENTERPRISES	1533 CAMPBELL AV	95008	CUPA Listings
CAMPBELL	S112840994	CAMPBELL UNION SCHOOL DISTRICT	CAPRI SCHOOL	95008	HAZNET
CAMPBELL	S113748523	CAMPBELL HHG HOTEL DEVELOPMENT	655 CREEKSIDE WAY	95008	EMI
CAMPBELL	S112844395	ROSEMARY ELEMENTARY/CAMPBELL UNION	300 HAMILTON AVE	95008	HAZNET
CAMPBELL	1000337866	TESORO # 67058	921 W HAMILTON AVE	95008	LUST, CA FID UST, HIST LUST, HIST UST, SWEEPS UST
CAMPBELL	S112840995	CAMPBELL UNION SCHOOL DISTRICT	HAZELWOOD SCHOOL	95008	HAZNET
CAMPBELL	S112345972	JERRY WOODS ENTERPRISES	491 MCGLINCY LN 1 & 4	95008	CUPA Listings
CAMPBELL	S103723178	UNKNOWN	UNKNOWN UNION & RUE MONTA	95008	HIST CORTESE
CAMPBELL	1016428652	U-HAUL OF CAMPBELL	1266 WHITE OAKS AV		FINDS
CAMPBELL	S112833894	CAR LAND	3303 S WINCHESTER BL 2 & 3	95008	CUPA Listings
MOUNTAIN VIEW	S112345489	CA ARMY NTL GRD FIELD MAINT SH #38	230 RT JONES RD BLD 101	95126	CUPA Listings
SAN JOSE	S112346611	SCC FAF-COUNTY CENTER @ CHARCOT	2310 & 2314 N 1ST ST	95124	CUPA Listings
SAN JOSE	S100179166	THRIFTY OIL	545 ALMA	95125	HIST CORTESE, LUST, HIST LUST, Notify 65
SAN JOSE	S105512907	SAN JOSE WATER WORKS	1251 BASCOM AVE	95128	LUST, HIST LUST
SAN JOSE	S110731445	1270 CAMPBELL	1270 CAMPBELL AVE	95126	NPDES
SAN JOSE	1016352940	STREET VACATION AT TILLMAN AVE & P	STREET VACATION AT TILLMAN AVE	95126	US BROWNFIELDS, FINDS
SAN JOSE	S105026297	ALMADEN QUICKSILVER	UNKNOWN ALMADEN & HICKS R	95125	HIST CORTESE

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 78

Source: EPA
Telephone: N/A
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 01/28/2014
Number of Days to Update: 78

Source: EPA
Telephone: N/A
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: N/A
Date Made Active in Reports: 01/28/2014	Last EDR Contact: 07/08/2014
Number of Days to Update: 78	Next Scheduled EDR Contact: 10/20/2014
	Data Release Frequency: Quarterly

Federal CERCLIS list

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: 703-412-9810
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 05/29/2014
Number of Days to Update: 94	Next Scheduled EDR Contact: 09/08/2014
	Data Release Frequency: Quarterly

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/31/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 07/08/2013	Telephone: 703-603-8704
Date Made Active in Reports: 12/06/2013	Last EDR Contact: 07/08/2014
Number of Days to Update: 151	Next Scheduled EDR Contact: 10/20/2014
	Data Release Frequency: Varies

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 11/11/2013	Telephone: 703-412-9810
Date Made Active in Reports: 02/13/2014	Last EDR Contact: 05/29/2014
Number of Days to Update: 94	Next Scheduled EDR Contact: 09/08/2014
	Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 03/19/2014
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 116

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 06/05/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 03/19/2014
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 116

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 06/05/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 18

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/30/2013
Date Data Arrived at EDR: 10/01/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 66

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 07/03/2014
Next Scheduled EDR Contact: 07/14/2014
Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 2

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 05/20/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC: Statewide SLIC Cases
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 24

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 184

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/12/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 36

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 04/24/2014
Date Data Arrived at EDR: 04/25/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 53

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 04/22/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Semi-Annually

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 03/01/2013
Date Data Arrived at EDR: 03/01/2013
Date Made Active in Reports: 04/12/2013
Number of Days to Update: 42

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/06/2013
Date Data Arrived at EDR: 11/07/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 29

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/14/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 61

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/20/2014
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/27/2012
Date Data Arrived at EDR: 08/28/2012
Date Made Active in Reports: 10/16/2012
Number of Days to Update: 49

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 05/01/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 47

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

State and tribal registered storage tank lists

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 08/01/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 21

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 02/01/2013
Date Data Arrived at EDR: 05/01/2013
Date Made Active in Reports: 01/27/2014
Number of Days to Update: 271

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 04/24/2014
Date Data Arrived at EDR: 04/25/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 53

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 04/22/2014
Next Scheduled EDR Contact: 08/11/2014
Data Release Frequency: Semi-Annually

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/12/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 36

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/14/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 33

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Semi-Annually

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 05/01/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 47

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 04/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/07/2014
Date Data Arrived at EDR: 05/09/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 39

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 34

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/04/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 70

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 03/20/2014
Date Data Arrived at EDR: 04/01/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 77

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 07/03/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 25

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 07/03/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: No Update Planned

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 24

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/17/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 02/20/2014
Date Made Active in Reports: 03/27/2014
Number of Days to Update: 35

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: No Update Planned

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 25

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Quarterly

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 06/05/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 33

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/28/2014
Date Made Active in Reports: 03/20/2014
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 07/14/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 25

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: No Update Planned

Local Lists of Registered Storage Tanks

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009
Date Data Arrived at EDR: 09/23/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 28

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 06/11/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 04/01/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 105

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 02/04/2014
Date Data Arrived at EDR: 04/29/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 10

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/11/2014
Date Data Arrived at EDR: 03/13/2014
Date Made Active in Reports: 04/09/2014
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 08/06/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 02/28/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 55

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 01/24/2014
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 31

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 06/30/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 06/10/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 02/25/2014
Next Scheduled EDR Contact: 06/09/2014
Data Release Frequency: Varies

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 01/30/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 07/15/2014
Number of Days to Update: 132

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 06/06/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Semi-Annually

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/31/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 44

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Annually

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 09/29/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 64

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

SSTS: Section 7 Tracking Systems
Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 05/06/2014
Date Data Arrived at EDR: 05/16/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 10/09/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2013
Date Data Arrived at EDR: 07/17/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 107

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Annually

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 07/22/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 11/01/2013
Number of Days to Update: 91

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 06/05/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Quarterly

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/07/2014
Date Data Arrived at EDR: 07/10/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 18

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 07/10/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 11/18/2013
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 03/12/2014
Number of Days to Update: 13

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Quarterly

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 05/23/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 66

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 02/26/2013
Date Made Active in Reports: 04/19/2013
Number of Days to Update: 52

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Biennially

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 01/15/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/20/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/28/2014
Number of Days to Update: 8

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 05/20/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/30/2014
Date Data Arrived at EDR: 07/01/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 27

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List
The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 10/21/1993
Date Data Arrived at EDR: 11/01/1993
Date Made Active in Reports: 11/19/1993
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/17/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: No Update Planned

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/16/2013
Number of Days to Update: 35

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Annually

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 05/30/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 38

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/16/2013
Date Made Active in Reports: 08/26/2013
Number of Days to Update: 41

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 03/25/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 34

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Varies

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: N/A

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 06/04/2014
Date Data Arrived at EDR: 06/12/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 46

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 11/11/2011
Date Data Arrived at EDR: 05/18/2012
Date Made Active in Reports: 05/25/2012
Number of Days to Update: 7

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Varies

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 04/15/2013
Date Data Arrived at EDR: 07/03/2013
Date Made Active in Reports: 09/13/2013
Number of Days to Update: 72

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 23

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/17/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 8

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/01/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 2

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 05/19/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Varies

HWP: EnviroStor Permitted Facilities Listing
Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 05/28/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 05/28/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database
A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/14/2014
Date Data Arrived at EDR: 07/15/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 13

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/15/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Quarterly

COAL ASH DOE: Sleam-Electric Plan Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Varies

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/23/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 26

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information
All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 38

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 03/14/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 47

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 06/11/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/23/2013
Date Data Arrived at EDR: 11/06/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 30

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/23/2013
Date Data Arrived at EDR: 11/06/2013
Date Made Active in Reports: 12/06/2013
Number of Days to Update: 30

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 06/25/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR US Hist Auto Stat: EDR Exclusive Historic Gas Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR US Hist Cleaners: EDR Exclusive Historic Dry Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 15

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/30/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/12/2014
Number of Days to Update: 18

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 06/30/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List

Cupa Facility List

Date of Government Version: 07/23/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing

Cupa facility list.

Date of Government Version: 08/01/2013
Date Data Arrived at EDR: 08/02/2013
Date Made Active in Reports: 08/22/2013
Number of Days to Update: 20

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 07/02/2014
Date Data Arrived at EDR: 07/03/2014
Date Made Active in Reports: 07/30/2014
Number of Days to Update: 27

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 06/11/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 24

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 02/24/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 21

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 08/05/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 05/06/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 7

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 07/30/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 05/29/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 38

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 08/05/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 04/15/2014
Date Made Active in Reports: 05/01/2014
Number of Days to Update: 16

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 07/11/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 26

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 04/30/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 13

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List

Cupa facility list.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/14/2013
Number of Days to Update: 33

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 08/31/2010
Date Data Arrived at EDR: 09/01/2010
Date Made Active in Reports: 09/30/2010
Number of Days to Update: 29

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 05/12/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/28/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 06/20/2014
Number of Days to Update: 21

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 04/22/2014
Date Data Arrived at EDR: 04/24/2014
Date Made Active in Reports: 05/13/2014
Number of Days to Update: 19

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 03/31/2014
Date Data Arrived at EDR: 06/06/2014
Date Made Active in Reports: 07/17/2014
Number of Days to Update: 41

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/21/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 04/21/2014
Date Data Arrived at EDR: 04/22/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 27

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/21/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/30/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/07/2014
Date Data Arrived at EDR: 02/25/2014
Date Made Active in Reports: 03/25/2014
Number of Days to Update: 28

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/16/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 04/23/2014
Date Data Arrived at EDR: 04/25/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 27

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 02/25/2014
Date Data Arrived at EDR: 02/27/2014
Date Made Active in Reports: 04/14/2014
Number of Days to Update: 46

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/13/2014
Date Data Arrived at EDR: 03/27/2014
Date Made Active in Reports: 04/28/2014
Number of Days to Update: 32

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 06/27/2014
Number of Days to Update: 16

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 05/02/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 01/03/2014
Date Data Arrived at EDR: 01/09/2014
Date Made Active in Reports: 02/12/2014
Number of Days to Update: 34

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 07/02/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 05/29/2014
Date Made Active in Reports: 06/24/2014
Number of Days to Update: 26

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List
CUPA Facility List

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 06/27/2014
Number of Days to Update: 14

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 28

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 05/30/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/06/2013
Date Data Arrived at EDR: 11/07/2013
Date Made Active in Reports: 12/04/2013
Number of Days to Update: 27

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 07/30/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 05/22/2014
Number of Days to Update: 7

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/15/2014
Date Made Active in Reports: 05/28/2014
Number of Days to Update: 13

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/14/2014
Date Made Active in Reports: 05/21/2014
Number of Days to Update: 7

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/10/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 29

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 07/08/2014
Date Data Arrived at EDR: 07/11/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 17

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/23/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 04/15/2014
Date Data Arrived at EDR: 04/17/2014
Date Made Active in Reports: 05/09/2014
Number of Days to Update: 22

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/23/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 02/06/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 04/29/2014
Number of Days to Update: 21

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/11/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/05/2014
Date Data Arrived at EDR: 07/17/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 11

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/08/2014
Next Scheduled EDR Contact: 10/20/2014
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 05/30/2014
Date Data Arrived at EDR: 05/30/2014
Date Made Active in Reports: 07/07/2014
Number of Days to Update: 38

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/23/2013
Date Data Arrived at EDR: 09/24/2013
Date Made Active in Reports: 10/17/2013
Number of Days to Update: 23

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2013
Date Data Arrived at EDR: 11/19/2013
Date Made Active in Reports: 12/31/2013
Number of Days to Update: 42

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/22/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 06/04/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/24/2014
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/27/2014
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/20/2014
Date Data Arrived at EDR: 06/23/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 18

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/11/2014
Date Data Arrived at EDR: 06/13/2014
Date Made Active in Reports: 07/09/2014
Number of Days to Update: 26

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 04/03/2014
Date Data Arrived at EDR: 04/04/2014
Date Made Active in Reports: 05/01/2014
Number of Days to Update: 27

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/16/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 06/16/2014
Date Data Arrived at EDR: 06/19/2014
Date Made Active in Reports: 07/10/2014
Number of Days to Update: 21

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 06/02/2014
Date Data Arrived at EDR: 06/03/2014
Date Made Active in Reports: 06/23/2014
Number of Days to Update: 20

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 06/02/2014
Next Scheduled EDR Contact: 09/15/2014
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/12/2014
Date Data Arrived at EDR: 05/19/2014
Date Made Active in Reports: 05/28/2014
Number of Days to Update: 9

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 05/12/2014
Next Scheduled EDR Contact: 08/25/2014
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List

CUPA facility listing.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 05/28/2014
Date Made Active in Reports: 06/20/2014
Number of Days to Update: 23

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 06/10/2014
Date Data Arrived at EDR: 06/12/2014
Date Made Active in Reports: 06/20/2014
Number of Days to Update: 8

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 05/22/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/19/2014
Date Data Arrived at EDR: 06/26/2014
Date Made Active in Reports: 07/25/2014
Number of Days to Update: 29

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 06/13/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 01/02/2014
Date Made Active in Reports: 02/11/2014
Number of Days to Update: 40

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 07/03/2014
Date Made Active in Reports: 07/28/2014
Number of Days to Update: 25

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/26/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 06/09/2014
Date Data Arrived at EDR: 06/11/2014
Date Made Active in Reports: 07/17/2014
Number of Days to Update: 36

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 06/09/2014
Next Scheduled EDR Contact: 09/22/2014
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 05/16/2014
Date Data Arrived at EDR: 05/16/2014
Date Made Active in Reports: 06/13/2014
Number of Days to Update: 28

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 07/25/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 05/20/2014
Date Made Active in Reports: 05/27/2014
Number of Days to Update: 7

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/01/2014
Next Scheduled EDR Contact: 10/13/2014
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 05/16/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Quarterly

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 04/28/2014
Date Data Arrived at EDR: 04/30/2014
Date Made Active in Reports: 05/19/2014
Number of Days to Update: 19

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 07/28/2014
Next Scheduled EDR Contact: 11/10/2014
Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 05/27/2014
Date Data Arrived at EDR: 06/17/2014
Date Made Active in Reports: 07/11/2014
Number of Days to Update: 24

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/16/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 04/08/2014
Date Made Active in Reports: 05/05/2014
Number of Days to Update: 27

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 06/19/2014
Next Scheduled EDR Contact: 10/06/2014
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 05/19/2014
Date Data Arrived at EDR: 05/22/2014
Date Made Active in Reports: 06/19/2014
Number of Days to Update: 28

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 07/31/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 05/23/2014
Next Scheduled EDR Contact: 09/01/2014
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2011
Date Data Arrived at EDR: 07/19/2012
Date Made Active in Reports: 08/28/2012
Number of Days to Update: 40

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/17/2014
Next Scheduled EDR Contact: 10/27/2014
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 05/01/2014
Date Data Arrived at EDR: 05/07/2014
Date Made Active in Reports: 06/10/2014
Number of Days to Update: 34

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/07/2014
Next Scheduled EDR Contact: 11/17/2014
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 07/24/2013
Date Made Active in Reports: 08/19/2013
Number of Days to Update: 26

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/18/2014
Next Scheduled EDR Contact: 11/03/2014
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 06/21/2013
Date Made Active in Reports: 08/05/2013
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 05/27/2014
Next Scheduled EDR Contact: 09/08/2014
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/20/2014
Date Made Active in Reports: 08/07/2014
Number of Days to Update: 48

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 06/16/2014
Next Scheduled EDR Contact: 09/29/2014
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

STREET AND ADDRESS INFORMATION

© 2010 Tele Atlas North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.

GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

PRUNEYARD AT CAMPBELL
1875,1887,1901,1909, 1919,1995 & 1999 S. BASCOM AVENUE
CAMPBELL, CA 95008

TARGET PROPERTY COORDINATES

Latitude (North):	37.2887 - 37˚ 17' 19.32''
Longitude (West):	121.9332 - 121˚ 55' 59.52''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	594563.4
UTM Y (Meters):	4127229.0
Elevation:	187 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	37121-C8 SAN JOSE WEST, CA
Most Recent Revision:	1980

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

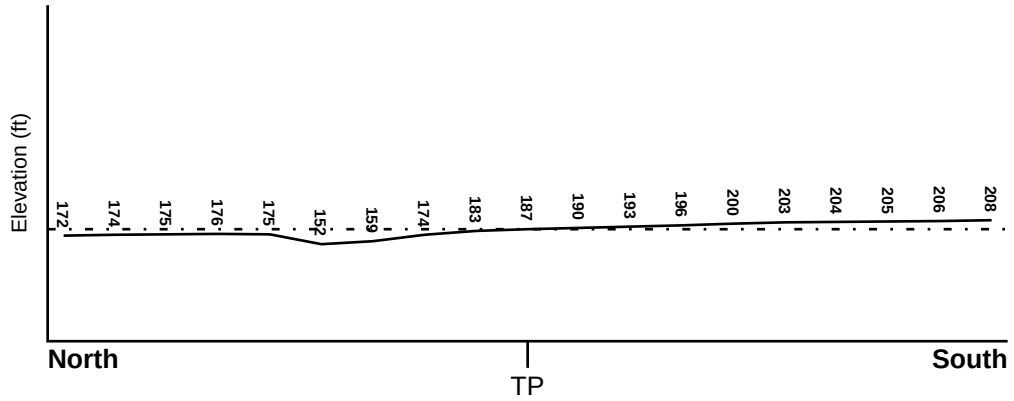
TOPOGRAPHIC INFORMATION

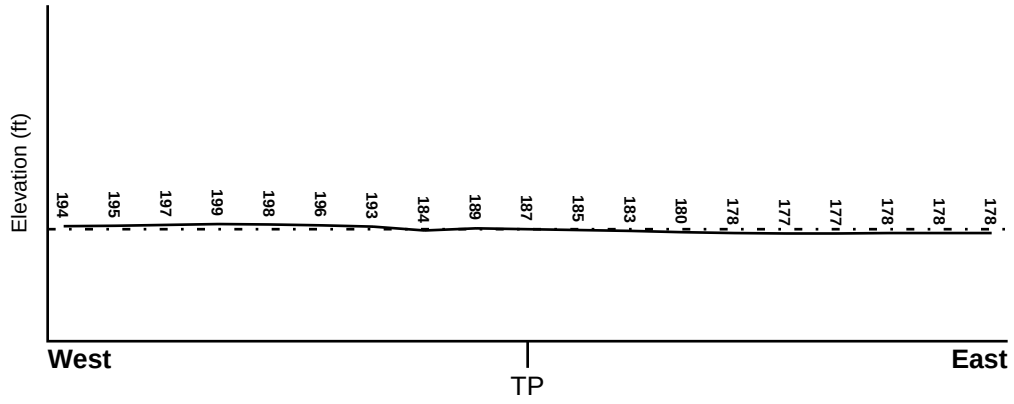
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NNW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 187 ft.

0 1/2 1 Miles

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
SANTA CLARA, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 06085C - FEMA DFIRM Flood data

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
SAN JOSE WEST	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Location Relative to TP:	1/4 - 1/2 Mile West
Site Name:	Noble Properties/Orchard Oak
Site EPA ID Number:	CAD981990021
Groundwater Flow Direction:	NNE, BUT MAY BE ALTERED BY LOCAL PUMPING.
Inferred Depth to Water:	100 feet to 130 feet.
Hydraulic Connection:	An aquitard that separates the surficial and lower aquifers is discontinuous or leaky in the vicinity of the site.
Sole Source Aquifer:	No information about a sole source aquifer is available
Data Quality:	Information is inferred in the CERCLIS investigation report(s)

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site--specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	BOTELLA
Soil Surface Texture:	clay loam
Hydrologic Group:	Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.
Soil Drainage Class:	Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	MODERATE
Depth to Bedrock Min:	> 60 inches
Depth to Bedrock Max:	> 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	9 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 0.60 Min: 0.20	Max: 7.30 Min: 5.60
2	9 inches	41 inches	silty clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 0.60 Min: 0.20	Max: 7.80 Min: 5.60
3	41 inches	76 inches	sandy clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Clayey sand.	Max: 0.60 Min: 0.20	Max: 7.80 Min: 5.60

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: No Other Soil Types

Surficial Soil Types: No Other Soil Types

Shallow Soil Types: No Other Soil Types

Deeper Soil Types: No Other Soil Types

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	USGS40000181948	1/8 - 1/4 Mile NW
2	USGS40000181945	1/8 - 1/4 Mile WNW
D15	USGS40000182010	1/2 - 1 Mile North
D16	USGS40000182011	1/2 - 1 Mile North

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

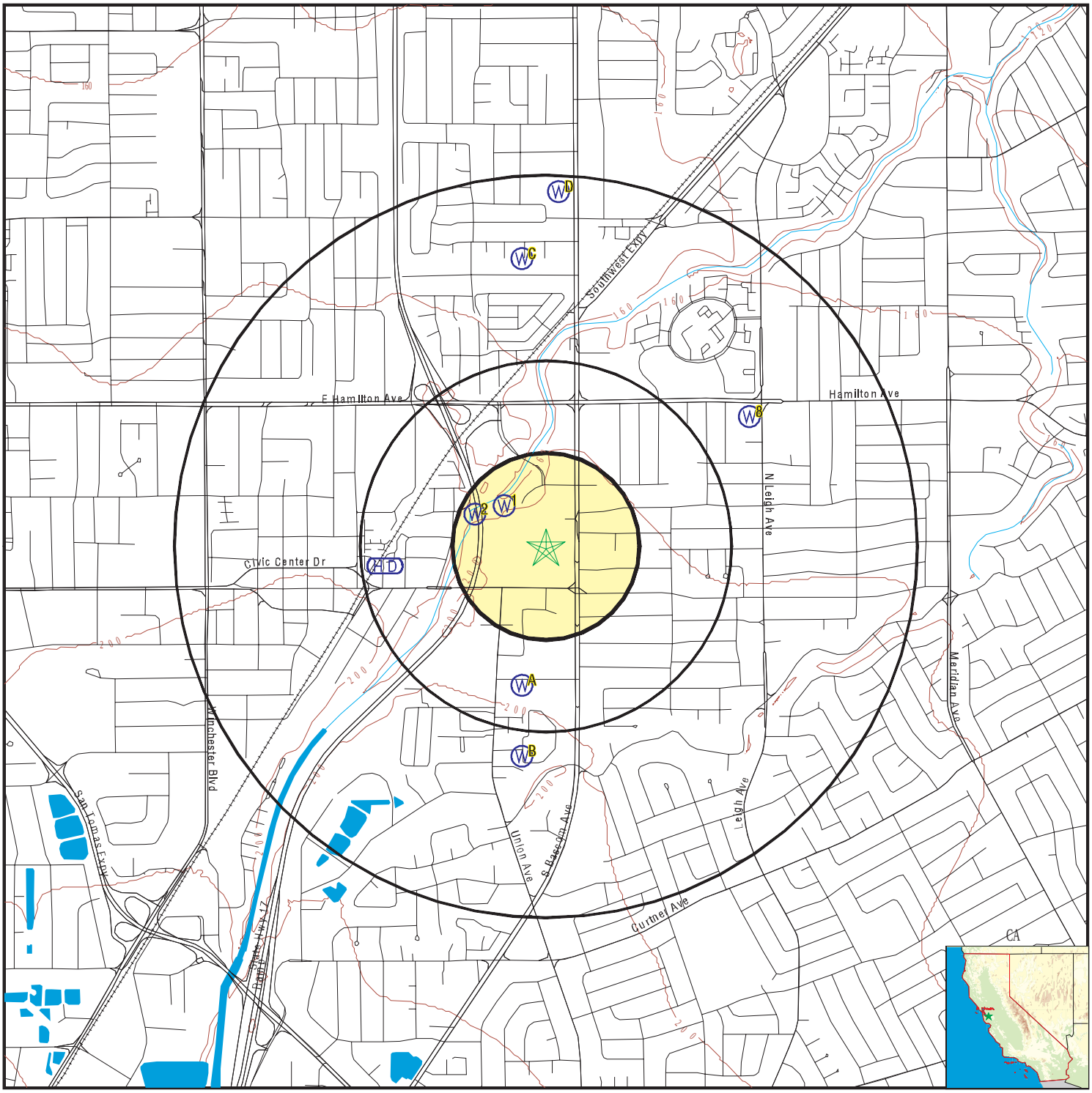
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A3	7793	1/4 - 1/2 Mile South
A4	7795	1/4 - 1/2 Mile South
A5	7813	1/4 - 1/2 Mile South
B6	7811	1/2 - 1 Mile South
B7	7812	1/2 - 1 Mile South
8	CADW50000028058	1/2 - 1 Mile ENE
C9	7784	1/2 - 1 Mile North
C10	7783	1/2 - 1 Mile North
C11	7782	1/2 - 1 Mile North
C12	7787	1/2 - 1 Mile North
C13	7786	1/2 - 1 Mile North
C14	7785	1/2 - 1 Mile North

PHYSICAL SETTING SOURCE MAP - 4031842.2s



County Boundary
Major Roads
Contour Lines
Earthquake Fault Lines
Earthquake epicenter, Richter 5 or greater
Water Wells
Public Water Supply Wells
Cluster of Multiple Icons

0 1/4 1/2 1 Miles

Groundwater Flow Direction
Indeterminate Groundwater Flow at Location
Groundwater Flow Varies at Location
Closest Hydrogeological Data
Oil, gas or related wells

N

SITE NAME:	Pruneyard At Campbell	CLIENT:	Cardno ATC #75
ADDRESS:	1875,1887,1901,1909, 1919,1995 & 1999 S. Bascom Avenue Campbell CA 95008	CONTACT:	Destiny Hazra
		INQUIRY #:	4031842.2s
LAT/LONG:	37.2887 / 121.9332	DATE:	August 08, 2014 7:04 pm

Copyright © 2014 EDR, Inc. © 2010 Tele Atlas Rel. 07/2009.

Map ID Direction Distance Elevation	Database	EDR ID Number
1 **NW** **1/8 - 1/4 Mile** **Lower**	**FED USGS**	**USGS40000181948**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-371725121560303		
Monloc name:	007S001W26R004M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.2902927
Longitude:	-121.935234	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	180
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	850
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

---

2 **WNW** **1/8 - 1/4 Mile** **Lower**	**FED USGS**	**USGS40000181945**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-371724121560802		
Monloc name:	007S001W26R003M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.2899594
Longitude:	-121.9366674	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	185
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		

Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	841
Welldepth units:	ft	Wellholedepth:	Not Reported
Wellholedepth units:	Not Reported		

Ground-water levels, Number of Measurements: 0

A3
South **CA WELLS** **7793**
1/4 - 1/2 Mile
Higher

Water System Information:

Prime Station Code:	07S/01W-26R02 M	User ID:	HEN
FRDS Number:	4310011078	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Standby Untreated
Source Lat/Long:	371700.0 1215600.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	RIDGLEY WELL 01 - STANDBY		
System Number:	4310011		
System Name:	San Jose Water Company		
Organization That Operates System:			
	1221 S. Bascom Avenue		
	San Jose, CA 95128		
Pop Served:	944000	Connections:	206890
Area Served:	SAN JOSE VICINITY		

A4
South **CA WELLS** **7795**
1/4 - 1/2 Mile
Higher

Water System Information:

Prime Station Code:	07S/01W-26R04 M	User ID:	HEN
FRDS Number:	4310011080	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Standby Untreated
Source Lat/Long:	371700.0 1215600.0	Precision:	Undefined
Source Name:	RIDGLEY WELL 03 - STANDBY		
System Number:	4310011		
System Name:	San Jose Water Company		
Organization That Operates System:			
	1221 S. Bascom Avenue		
	San Jose, CA 95128		
Pop Served:	944000	Connections:	206890
Area Served:	SAN JOSE VICINITY		

A5
South **CA WELLS** **7813**
1/4 - 1/2 Mile
Higher

Water System Information:

Prime Station Code:	07S/01W-35C03 M	User ID:	HEN
FRDS Number:	4310011047	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Raw
Source Lat/Long:	371700.0 1215600.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	FIRST STREET WELL 03		

System Number: 4310011
System Name: San Jose Water Company
Organization That Operates System:
1221 S. Bascom Avenue
San Jose, CA 95128
Pop Served: 944000 Connections: 206890
Area Served: SAN JOSE VICINITY

B6
South **CA WELLS** **7811**
1/2 - 1 Mile
Higher

Water System Information:

Prime Station Code:	07S/01W-35C01 M	User ID:	HEN
FRDS Number:	4310011045	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	371650.0 1215600.0	Precision:	1 Mile (One Minute)
Source Name:	FIRST STREET WELL 01 - DESTROYED		
System Number:	4310011		
System Name:	San Jose Water Company		
Organization That Operates System:			
	1221 S. Bascom Avenue		
	San Jose, CA 95128		
Pop Served:	944000	Connections:	206890
Area Served:	SAN JOSE VICINITY		

B7
South **CA WELLS** **7812**
1/2 - 1 Mile
Higher

Water System Information:

Prime Station Code:	07S/01W-35C02 M	User ID:	HEN
FRDS Number:	4310011046	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Destroyed
Source Lat/Long:	371650.0 1215600.0	Precision:	1 Mile (One Minute)
Source Name:	FIRST STREET WELL 02 - DESTROYED		
System Number:	4310011		
System Name:	San Jose Water Company		
Organization That Operates System:			
	1221 S. Bascom Avenue		
	San Jose, CA 95128		
Pop Served:	944000	Connections:	206890
Area Served:	SAN JOSE VICINITY		

8
ENE **CA WELLS** **CADW50000028058**
1/2 - 1 Mile
Lower

Latitude :	37.29377		
Longitude :	121.92325		
Site code:	372938N1219233W001	Casgem sta:	07S01W25L001M
Local well:	07S01W25L001	Casgem s 1:	Observation
County id:	43		
Basin cd:	2-9.02	Basin desc:	Santa Clara
Org unit n:	North Central Region Office	Site id:	CADW50000028058

C9
North
1/2 - 1 Mile
Lower

CA WELLS **7784**

Water System Information:

Prime Station Code:	07S/01W-23R04 M	User ID:	HEN
FRDS Number:	4310011103	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Untreated
Source Lat/Long:	371800.0 1215600.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	THREE MILE WELL 04		
System Number:	4310011		
System Name:	San Jose Water Company		
Organization That Operates System:			
	1221 S. Bascom Avenue		
	San Jose, CA 95128		
Pop Served:	944000	Connections:	206890
Area Served:	SAN JOSE VICINITY		
Sample Collected:	07-SEP-12	Findings:	0.75 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	05-DEC-12	Findings:	1.1 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	05-FEB-13	Findings:	0.76 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	11-JUN-13	Findings:	0.91 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	11-JUN-13	Findings:	3.2 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	11-SEP-13	Findings:	0.56 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	06-DEC-13	Findings:	0.68 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	13-MAR-14	Findings:	. 120. UG/L
Chemical:	IRON		
Sample Collected:	14-JUN-11	Findings:	0.94 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	14-JUN-11	Findings:	3.16 PCI/L
Chemical:	GROSS ALPHA		

Sample Collected:	14-JUN-11	Findings:	0.65 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	14-JUN-11	Findings:	0.19 PCI/L
Chemical:	GROSS ALPHA MDA95		
Sample Collected:	19-SEP-11	Findings:	0.71 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	12-DEC-11	Findings:	0.67 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	07-MAR-12	Findings:	0.74 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	01-MAY-12	Findings:	410. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	07-JUN-12	Findings:	440. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	07-JUN-12	Findings:	7.43
Chemical:	PH, LABORATORY		
Sample Collected:	07-JUN-12	Findings:	130. MG/L
Chemical:	ALKALINITY (TOTAL) AS CACO3		
Sample Collected:	07-JUN-12	Findings:	160. MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	07-JUN-12	Findings:	192. MG/L
Chemical:	HARDNESS (TOTAL) AS CACO3		
Sample Collected:	07-JUN-12	Findings:	52. MG/L
Chemical:	CALCIUM		
Sample Collected:	07-JUN-12	Findings:	15. MG/L
Chemical:	MAGNESIUM		
Sample Collected:	07-JUN-12	Findings:	18. MG/L
Chemical:	SODIUM		
Sample Collected:	07-JUN-12	Findings:	1.2 MG/L
Chemical:	POTASSIUM		
Sample Collected:	07-JUN-12	Findings:	34. MG/L
Chemical:	CHLORIDE		
Sample Collected:	07-JUN-12	Findings:	0.21 MG/L
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)		
Sample Collected:	07-JUN-12	Findings:	450. UG/L
Chemical:	IRON		
Sample Collected:	07-JUN-12	Findings:	1. UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	07-JUN-12	Findings:	290. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	07-JUN-12	Findings:	- 0.41
Chemical:	LANGELIER INDEX AT SOURCE TEMP.		
Sample Collected:	07-JUN-12	Findings:	9000. UG/L
Chemical:	CARBON DIOXIDE		

Sample Collected:	07-JUN-12	Findings:	0.44 NTU
Chemical:	TURBIDITY, LABORATORY		
Sample Collected:	07-JUN-12	Findings:	11.65
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)		
Sample Collected:	12-JUN-12	Findings:	2.7 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12-JUN-12	Findings:	2700. UG/L
Chemical:	NITRATE + NITRITE (AS N)		

C10
North **CA WELLS** **7783**
1/2 - 1 Mile
Lower

Water System Information:

Prime Station Code:	07S/01W-23R03 M	User ID:	HEN
FRDS Number:	4310011102	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Untreated
Source Lat/Long:	371800.0 1215600.0	Precision:	Undefined
Source Name:	THREE MILE WELL 03		
System Number:	4310011		
System Name:	San Jose Water Company		
Organization That Operates System:			
	1221 S. Bascom Avenue		
	San Jose, CA 95128		
Pop Served:	944000	Connections:	206890
Area Served:	SAN JOSE VICINITY		
Sample Collected:	07-NOV-11	Findings:	430. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	07-NOV-11	Findings:	7.71
Chemical:	PH, LABORATORY		
Sample Collected:	07-NOV-11	Findings:	120. MG/L
Chemical:	ALKALINITY (TOTAL) AS CACO3		
Sample Collected:	07-NOV-11	Findings:	150. MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	07-NOV-11	Findings:	182. MG/L
Chemical:	HARDNESS (TOTAL) AS CACO3		
Sample Collected:	07-NOV-11	Findings:	50. MG/L
Chemical:	CALCIUM		
Sample Collected:	07-NOV-11	Findings:	14. MG/L
Chemical:	MAGNESIUM		
Sample Collected:	07-NOV-11	Findings:	15. MG/L
Chemical:	SODIUM		
Sample Collected:	07-NOV-11	Findings:	1.1 MG/L
Chemical:	POTASSIUM		
Sample Collected:	07-NOV-11	Findings:	36. MG/L
Chemical:	CHLORIDE		

Sample Collected:	07-NOV-11	Findings:	0.15 MG/L
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)		
Sample Collected:	07-NOV-11	Findings:	0.69 UG/L
Chemical:	1,1-DICHLOROETHYLENE		
Sample Collected:	07-NOV-11	Findings:	1.8 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	07-NOV-11	Findings:	310. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	07-NOV-11	Findings:	- 0.17
Chemical:	LANGELIER INDEX AT SOURCE TEMP.		
Sample Collected:	07-NOV-11	Findings:	2.4 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	07-NOV-11	Findings:	3500. UG/L
Chemical:	CARBON DIOXIDE		
Sample Collected:	07-NOV-11	Findings:	0.29 NTU
Chemical:	TURBIDITY, LABORATORY		
Sample Collected:	07-NOV-11	Findings:	11.9
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)		
Sample Collected:	07-NOV-11	Findings:	530. UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	07-NOV-11	Findings:	0.36 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	07-NOV-11	Findings:	3.e-002 PCI/L
Chemical:	GROSS ALPHA MDA95		
Sample Collected:	15-NOV-12	Findings:	1.2 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	15-NOV-12	Findings:	2.5 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	13-NOV-13	Findings:	0.61 UG/L
Chemical:	1,1-DICHLOROETHYLENE		
Sample Collected:	13-NOV-13	Findings:	1.5 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	13-NOV-13	Findings:	2.6 MG/L
Chemical:	NITRATE (AS NO3)		

C11
North **CA WELLS** **7782**
1/2 - 1 Mile
Lower

Water System Information:

Prime Station Code:	07S/01W-23R02 M	User ID:	HEN
FRDS Number:	4310011101	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Untreated
Source Lat/Long:	371800.0 1215600.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	THREE MILE WELL 02		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

System Number: 4310011
System Name: San Jose Water Company
Organization That Operates System:
1221 S. Bascom Avenue
San Jose, CA 95128

Pop Served:	944000	Connections:	206890
Area Served:	SAN JOSE VICINITY		
Sample Collected:	12-DEC-11	Findings:	450. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	12-DEC-11	Findings:	7.5
Chemical:	PH, LABORATORY		
Sample Collected:	12-DEC-11	Findings:	140. MG/L
Chemical:	ALKALINITY (TOTAL) AS CACO3		
Sample Collected:	12-DEC-11	Findings:	160. MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	12-DEC-11	Findings:	185. MG/L
Chemical:	HARDNESS (TOTAL) AS CACO3		
Sample Collected:	12-DEC-11	Findings:	52. MG/L
Chemical:	CALCIUM		
Sample Collected:	12-DEC-11	Findings:	14. MG/L
Chemical:	MAGNESIUM		
Sample Collected:	12-DEC-11	Findings:	16. MG/L
Chemical:	SODIUM		
Sample Collected:	12-DEC-11	Findings:	1.2 MG/L
Chemical:	POTASSIUM		
Sample Collected:	12-DEC-11	Findings:	33. MG/L
Chemical:	CHLORIDE		
Sample Collected:	12-DEC-11	Findings:	0.12 MG/L
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)		
Sample Collected:	12-DEC-11	Findings:	0.89 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	12-DEC-11	Findings:	300. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	12-DEC-11	Findings:	- 0.4
Chemical:	LANGELIER INDEX AT SOURCE TEMP.		
Sample Collected:	12-DEC-11	Findings:	2.5 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	12-DEC-11	Findings:	6000. UG/L
Chemical:	CARBON DIOXIDE		
Sample Collected:	12-DEC-11	Findings:	0.1 NTU
Chemical:	TURBIDITY, LABORATORY		
Sample Collected:	12-DEC-11	Findings:	11.75
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)		
Sample Collected:	12-DEC-11	Findings:	570. UG/L
Chemical:	NITRATE + NITRITE (AS N)		

Sample Collected:	05-DEC-12	Findings:	0.62 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	05-DEC-12	Findings:	2.8 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05-DEC-12	Findings:	1.1 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	05-DEC-12	Findings:	1.8 PCI/L
Chemical:	GROSS ALPHA MDA95		
Sample Collected:	07-MAY-13	Findings:	430. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	07-MAY-13	Findings:	7.57
Chemical:	PH, LABORATORY		
Sample Collected:	07-MAY-13	Findings:	110. MG/L
Chemical:	ALKALINITY (TOTAL) AS CACO3		
Sample Collected:	07-MAY-13	Findings:	140. MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	07-MAY-13	Findings:	190. MG/L
Chemical:	HARDNESS (TOTAL) AS CACO3		
Sample Collected:	07-MAY-13	Findings:	50. MG/L
Chemical:	CALCIUM		
Sample Collected:	07-MAY-13	Findings:	16. MG/L
Chemical:	MAGNESIUM		
Sample Collected:	07-MAY-13	Findings:	17. MG/L
Chemical:	SODIUM		
Sample Collected:	07-MAY-13	Findings:	1.2 MG/L
Chemical:	POTASSIUM		
Sample Collected:	07-MAY-13	Findings:	38. MG/L
Chemical:	CHLORIDE		
Sample Collected:	07-MAY-13	Findings:	0.17 MG/L
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)		
Sample Collected:	07-MAY-13	Findings:	0.83 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	07-MAY-13	Findings:	310. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	07-MAY-13	Findings:	- 0.35
Chemical:	LANGELIER INDEX AT SOURCE TEMP.		
Sample Collected:	07-MAY-13	Findings:	2.9 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	07-MAY-13	Findings:	7000. UG/L
Chemical:	CARBON DIOXIDE		
Sample Collected:	07-MAY-13	Findings:	0.51 NTU
Chemical:	TURBIDITY, LABORATORY		
Sample Collected:	07-MAY-13	Findings:	11.72
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)		

Sample Collected:	07-MAY-13	Findings:	660. UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	09-DEC-13	Findings:	0.59 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	09-DEC-13	Findings:	2.9 MG/L
Chemical:	NITRATE (AS NO3)		

C12
North **CA WELLS** **7787**
1/2 - 1 Mile
Lower

Water System Information:

Prime Station Code:	07S/01W-23R08 M	User ID:	HEN
FRDS Number:	4310011106	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Untreated
Source Lat/Long:	371800.0 1215600.0	Precision:	Undefined
Source Name:	THREE MILE WELL 08		
System Number:	4310011		
System Name:	San Jose Water Company		
Organization That Operates System:			
	1221 S. Bascom Avenue		
	San Jose, CA 95128		
Pop Served:	944000	Connections:	206890
Area Served:	SAN JOSE VICINITY		
Sample Collected:	12-JAN-11	Findings:	150. UG/L
Chemical:	IRON		
Sample Collected:	17-OCT-11	Findings:	0.53 UG/L
Chemical:	1,1-DICHLOROETHYLENE		
Sample Collected:	17-OCT-11	Findings:	1.4 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	17-OCT-11	Findings:	2.6 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	06-DEC-11	Findings:	330. UG/L
Chemical:	IRON		
Sample Collected:	11-SEP-12	Findings:	8. UNITS
Chemical:	COLOR		
Sample Collected:	11-SEP-12	Findings:	450. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	11-SEP-12	Findings:	7.05
Chemical:	PH, LABORATORY		
Sample Collected:	11-SEP-12	Findings:	140. MG/L
Chemical:	ALKALINITY (TOTAL) AS CACO3		
Sample Collected:	11-SEP-12	Findings:	170. MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	11-SEP-12	Findings:	201. MG/L
Chemical:	HARDNESS (TOTAL) AS CACO3		

Sample Collected:	11-SEP-12	Findings:	55. MG/L
Chemical:	CALCIUM		
Sample Collected:	11-SEP-12	Findings:	15. MG/L
Chemical:	MAGNESIUM		
Sample Collected:	11-SEP-12	Findings:	17. MG/L
Chemical:	SODIUM		
Sample Collected:	11-SEP-12	Findings:	1.3 MG/L
Chemical:	POTASSIUM		
Sample Collected:	11-SEP-12	Findings:	34. MG/L
Chemical:	CHLORIDE		
Sample Collected:	11-SEP-12	Findings:	0.14 MG/L
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)		
Sample Collected:	11-SEP-12	Findings:	800. UG/L
Chemical:	IRON		
Sample Collected:	11-SEP-12	Findings:	200. UG/L
Chemical:	ALUMINUM		
Sample Collected:	11-SEP-12	Findings:	320. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	11-SEP-12	Findings:	- 0.74
Chemical:	LANGELIER INDEX AT SOURCE TEMP.		
Sample Collected:	11-SEP-12	Findings:	2.8 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	11-SEP-12	Findings:	21000. UG/L
Chemical:	CARBON DIOXIDE		
Sample Collected:	11-SEP-12	Findings:	5. NTU
Chemical:	TURBIDITY, LABORATORY		
Sample Collected:	11-SEP-12	Findings:	11.33
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)		
Sample Collected:	11-SEP-12	Findings:	620. UG/L
Chemical:	NITRATE + NITRITE (AS N)		
Sample Collected:	04-OCT-12	Findings:	1.1 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	04-OCT-12	Findings:	2.7 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	05-DEC-12	Findings:	200. UG/L
Chemical:	IRON		
Sample Collected:	16-JAN-13	Findings:	220. UG/L
Chemical:	IRON		
Sample Collected:	18-SEP-13	Findings:	130. UG/L
Chemical:	IRON		
Sample Collected:	07-OCT-13	Findings:	0.51 UG/L
Chemical:	1,1-DICHLOROETHYLENE		
Sample Collected:	07-OCT-13	Findings:	1.3 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		

Sample Collected:	07-OCT-13	Findings:	2.9 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	09-DEC-13	Findings:	150. UG/L
Chemical:	IRON		
Sample Collected:	10-JAN-14	Findings:	210. UG/L
Chemical:	IRON		

C13
North **CA WELLS** **7786**
1/2 - 1 Mile
Lower

Water System Information:

Prime Station Code:	07S/01W-23R07 M	User ID:	HEN
FRDS Number:	4310011105	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Untreated
Source Lat/Long:	371800.0 1215600.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	THREE MILE WELL 07		
System Number:	4310011		
System Name:	San Jose Water Company		
Organization That Operates System:			
	1221 S. Bascom Avenue		
	San Jose, CA 95128		
Pop Served:	944000	Connections:	206890
Area Served:	SAN JOSE VICINITY		
Sample Collected:	12-JAN-11	Findings:	4000. UG/L
Chemical:	IRON		
Sample Collected:	07-MAR-11	Findings:	0.68 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	07-MAR-11	Findings:	2.9 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	08-JUN-11	Findings:	0.66 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	29-SEP-11	Findings:	0.97 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	02-DEC-11	Findings:	0.75 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	07-MAR-12	Findings:	0.62 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	07-MAR-12	Findings:	2.8 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	16-JAN-13	Findings:	0.44 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	16-JAN-13	Findings:	0.84 PCI/L
Chemical:	GROSS ALPHA MDA95		
Sample Collected:	11-JUN-13	Findings:	0.26 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		

Sample Collected:	11-JUN-13	Findings:	0.95 PCI/L
Chemical:	GROSS ALPHA MDA95		
Sample Collected:	18-SEP-13	Findings:	0.58 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	18-SEP-13	Findings:	1.9 PCI/L
Chemical:	GROSS ALPHA MDA95		
Sample Collected:	07-OCT-13	Findings:	470. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	07-OCT-13	Findings:	7.19
Chemical:	PH, LABORATORY		
Sample Collected:	07-OCT-13	Findings:	130. MG/L
Chemical:	ALKALINITY (TOTAL) AS CACO3		
Sample Collected:	07-OCT-13	Findings:	160. MG/L
Chemical:	BICARBONATE ALKALINITY		
Sample Collected:	07-OCT-13	Findings:	183. MG/L
Chemical:	HARDNESS (TOTAL) AS CACO3		
Sample Collected:	07-OCT-13	Findings:	48. MG/L
Chemical:	CALCIUM		
Sample Collected:	07-OCT-13	Findings:	15. MG/L
Chemical:	MAGNESIUM		
Sample Collected:	07-OCT-13	Findings:	17. MG/L
Chemical:	SODIUM		
Sample Collected:	07-OCT-13	Findings:	44. MG/L
Chemical:	CHLORIDE		
Sample Collected:	07-OCT-13	Findings:	0.14 MG/L
Chemical:	FLUORIDE (F) (NATURAL-SOURCE)		
Sample Collected:	07-OCT-13	Findings:	160. UG/L
Chemical:	IRON		
Sample Collected:	07-OCT-13	Findings:	0.64 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	07-OCT-13	Findings:	340. MG/L
Chemical:	TOTAL DISSOLVED SOLIDS		
Sample Collected:	07-OCT-13	Findings:	- 0.71
Chemical:	LANGELIER INDEX AT SOURCE TEMP.		
Sample Collected:	07-OCT-13	Findings:	2.8 MG/L
Chemical:	NITRATE (AS NO3)		
Sample Collected:	07-OCT-13	Findings:	16000. UG/L
Chemical:	CARBON DIOXIDE		
Sample Collected:	07-OCT-13	Findings:	0.59 NTU
Chemical:	TURBIDITY, LABORATORY		
Sample Collected:	07-OCT-13	Findings:	11.39
Chemical:	AGGRSSIVE INDEX (CORROSIVITY)		
Sample Collected:	07-OCT-13	Findings:	640. UG/L
Chemical:	NITRATE + NITRITE (AS N)		

Sample Collected:	14-NOV-13	Findings:	0.26 PCI/L
Chemical:	GROSS ALPHA COUNTING ERROR		
Sample Collected:	14-NOV-13	Findings:	0.85 PCI/L
Chemical:	GROSS ALPHA MDA95		
Sample Collected:	09-DEC-13	Findings:	470. US
Chemical:	SPECIFIC CONDUCTANCE		
Sample Collected:	04-MAR-14	Findings:	. 0.67 UG/L
Chemical:	1,1,1-TRICHLOROETHANE		
Sample Collected:	04-MAR-14	Findings:	. 2.6 MG/L
Chemical:	NITRATE (AS NO3)		

C14
North **CA WELLS** **7785**
1/2 - 1 Mile
Lower

Water System Information:

Prime Station Code:	07S/01W-23R05 M	User ID:	HEN
FRDS Number:	4310011104	County:	Santa Clara
District Number:	05	Station Type:	WELL/AMBNT/MUN/INTAKE/SUPPLY
Water Type:	Well/Groundwater	Well Status:	Active Untreated
Source Lat/Long:	371800.0 1215600.0	Precision:	0.5 Mile (30 Seconds)
Source Name:	THREE MILE WELL 05		
System Number:	4310011		
System Name:	San Jose Water Company		
Organization That Operates System:			
	1221 S. Bascom Avenue		
	San Jose, CA 95128		
Pop Served:	944000	Connections:	206890
Area Served:	SAN JOSE VICINITY		

D15
North **FED USGS** **USGS40000182010**
1/2 - 1 Mile
Lower

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-371809121555502		
Monloc name:	007S001W23R005M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.3025591
Longitude:	-121.9330175	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	171
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from topographic map		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		

Aquifer type:	Not Reported		
Construction date:	Not Reported	Welldepth:	845
Welldepth units:	ft	Wellholedepth:	850
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

D16
North
1/2 - 1 Mile
Lower

FED USGS **USGS40000182011**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-371809121555601		
Monloc name:	007S001W23R003M		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	37.3025556
Longitude:	-121.9321389	Sourcemap scale:	24000
Horiz Acc measure:	.5	Horiz Acc measure units:	seconds
Horiz Collection method:	Global positioning system (GPS), uncorrected		
Horiz coord refsys:	NAD83	Vert measure val:	172
Vert measure units:	feet	Vertacc measure val:	2.5
Vert accmeasure units:	feet		
Vertcollection method:	Interpolated from digital elevation model (DEM)		
Vert coord refsys:	NGVD29	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19610929	Welldepth:	827
Welldepth units:	ft	Wellholedepth:	832
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95008	36	2

Federal EPA Radon Zone for SANTA CLARA County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 95008

Number of sites tested: 2

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.100 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Scanned Digital USGS 7.5' Topographic Map (DRG)
Source: United States Geologic Survey
A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW[R] Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Services (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

© 2010 Tele Atlas North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.

Appendix F

Aerial Photographs

Pruneyard At Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc
Campbell, CA 95008

Inquiry Number: 4031842.12
August 11, 2014

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

When delivered electronically by EDR, the aerial photo images included with this report are for ONE TIME USE ONLY. Further reproduction of these aerial photo images is prohibited without permission from EDR. For more information contact your EDR Account Executive.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report AS IS. Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2014 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

Date EDR Searched Historical Sources:

Aerial Photography August 11, 2014

Target Property:

1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc

Campbell, CA 95008

Year	***Scale***	***Details***	***Source***
1939	Aerial Photograph. Scale: 1"=500'	Flight Year: 1939	USGS
1948	Aerial Photograph. Scale: 1"=500'	Flight Year: 1948	USGS
1956	Aerial Photograph. Scale: 1"=500'	Flight Year: 1956	USGS
1968	Aerial Photograph. Scale: 1"=500'	Flight Year: 1968	USGS
1974	Aerial Photograph. Scale: 1"=500'	Flight Year: 1974 Best Copy Available from original source	USGS
1980	Aerial Photograph. Scale: 1"=500'	Flight Year: 1980	USGS
1993	Aerial Photograph. Scale: 1"=500'	/DOQQ - acquisition dates: 1993	USGS/DOQQ
1998	Aerial Photograph. Scale: 1"=500'	Flight Year: 1998 Best Copy Available from original source	USGS
2005	Aerial Photograph. Scale: 1"=500'	Flight Year: 2005	USDA/NAIP
2006	Aerial Photograph. Scale: 1"=500'	Flight Year: 2006	USDA/NAIP
2009	Aerial Photograph. Scale: 1"=500'	Flight Year: 2009	USDA/NAIP
2010	Aerial Photograph. Scale: 1"=500'	Flight Year: 2010	USDA/NAIP
2012	Aerial Photograph. Scale: 1"=500'	Flight Year: 2012	USDA/NAIP

INQUIRY #: 4031842.12
YEAR: 1939
= 500'
N
EDR

INQUIRY #: 4031842.12
YEAR: 1948
= 500'
N
EDR

INQUIRY #: 4031842.12
YEAR: 1956
= 500'
N
EDR

INQUIRY #: 4031842.12
YEAR: 1968
= 500'
N
EDR

INQUIRY #: 4031842.12
YEAR: 1974
= 500'
N
EDR

INQUIRY #: 4031842.12
YEAR: 1980
= 500'
N
EDR

INQUIRY #: 4031842.12
YEAR: 1993
= 500'
N
EDR

INQUIRY #: 4031842.12
YEAR: 2006
= 500'
N
EDR

INQUIRY #: 4031842.12
YEAR: 2009
= 500'
N
EDR

INQUIRY #: 4031842.12
YEAR: 2010
= 500'
N
EDR

INQUIRY #: 4031842.12
YEAR: 2012
= 500'
N
EDR

Appendix G

Historical Research Documentation

Pruneyard At Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc
Campbell, CA 95008

Inquiry Number: 4031842.6
August 08, 2014

The EDR Property Tax Map Report

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Property Tax Map Report

Environmental Data Resources, Inc.'s EDR Property Tax Map Report is designed to assist environmental professionals in evaluating potential environmental conditions on a target property by understanding property boundaries and other characteristics. The report includes a search of available property tax maps, which include information on boundaries for the target property and neighboring properties, addresses, parcel identification numbers, as well as other data typically used in property location and identification.

NO COVERAGE

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction orforecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2014 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

Pruneyard At Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc
Campbell, CA 95008

Inquiry Number: 4031842.3
August 08, 2014

Certified Sanborn® Map Report

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

8/08/14

Site Name:	**Client Name:**
Pruneyard At Campbell	Cardno ATC #75
1875, 1887, 1901, 1909, 1919,	6602 Owens Drive
Campbell, CA 95008	Pleasanton, CA 94588
EDR Inquiry # 4031842.3	Contact: Destiny Hazra

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Cardno ATC #75 were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Site Name:	Pruneyard At Campbell
Address:	1875, 1887, 1901, 1909, 1919, 1995, & 1999
City, State, Zip:	Campbell, CA 95008
Cross Street:	
P.O. #	NA
Project:	75438
Certification #	80F8-4659-BC78

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results
Certification # 80F8-4659-BC78

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ✔ Library of Congress
- ✔ University Publications of America
- ✔ EDR Private Collection

The Sanborn Library LLC Since 1866™

Limited Permission To Make Copies

Cardno ATC #75 (the client) is permitted to make up to FIVE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

Disclaimer - Copyright and Trademark notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2014 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

Pruneyard At Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Bascom Ave
Campbell, CA 95008

Inquiry Number: 4031842.5
August 08, 2014

The EDR-City Directory Abstract

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction orforecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2014 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1922 through 2013. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	Source	TP	Adjoining	Text Abstract	Source Image
2013	Cole Information Services	-	X	X	-
	Cole Information Services	X	X	X	-
2008	Cole Information Services	-	X	X	-
	Cole Information Services	X	X	X	-
2006	Haines Company, Inc.	-	-	-	-
2001	Haines Company, Inc.	-	X	X	-
	Haines Company, Inc.	X	X	X	-
2000	Haines & Company	-	-	-	-
1996	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1991	PACIFIC BELL WHITE PAGES	-	X	X	-
	PACIFIC BELL WHITE PAGES	X	X	X	-
1986	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1985	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1982	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1980	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1978	R. L. Polk & Co.	-	-	-	-
1975	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1974	R. L. Polk & Co.	-	X	X	-
	R. L. Polk & Co.	X	X	X	-
1970	R. L. Polk & Co.	-	X	X	-
	R. L. Polk & Co.	X	X	X	-
1968	R. L. Polk & Co.	-	-	-	-
1966	R. L. Polk & Co.	-	-	-	-
1965	R. L. Polk & Co.	-	-	-	-
1964	R. L. Polk Co.	-	-	-	-
1963	Pacific Telephone	-	X	X	-
1962	R. L. Polk & Co.	-	-	-	-
1960	R. L. Polk & Co.	-	-	-	-
1957	Pacific Telephone	-	X	X	-
	R. L. Polk Co.	-	X	X	-
1955	R.L. Polk and Co Publishers	-	-	-	-
1950	R. L. Polk Co.	-	-	-	-
1946	R.L. Polk	-	-	-	-
1945	R. L. Polk & Co.	-	-	-	-
1942	R.L. Polk	-	-	-	-
1940	R. L. Polk & Co.	-	-	-	-
1936	R. L. Polk & Co.	-	-	-	-
1935	R. L. Polk & Co. of California	-	-	-	-
1931	R. L. Polk & Co.	-	-	-	-
1930	R. L. Polk & Co. of California	-	-	-	-
1926	R. L. Polk Co.	-	-	-	-
1925	R. L. Polk & Co.	-	-	-	-
1922	R. L. Polk Co.	-	-	-	-

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Bascom Ave
Campbell, CA 95008

FINDINGS DETAIL

Target Property research detail.

BASCOM AVE

1901 BASCOM AVE

Year	Uses	Source
1985	DAVENPORT RON	Pacific Bell
	VOGELGESANG JOHN J ATTY GROGAN VOGELGESANG & VON DIOSZEGHY	Pacific Bell
1980	Equitable Variable Life Insurance Co	Pacific Telephone
1975	WATSON WM E WATSON TEDESCO SANGUINETTI & ALPHONSE	Pacific Telephone

BASCOM AVE S

1875 BASCOM AVE S

Year	Uses	Source
1996	+ 119 SWENSENS ICE	Pacific Bell
	+ 160 CHABOT GALLERY	Pacific Bell
	+ 165 LISAS TEA TREASURES	Pacific Bell
	+ 250 POLLO REY	Pacific Bell
	+ 300 ART CENTER THE	Pacific Bell
	+ 760 TEG PARADIGM	Pacific Bell
	100 U A PRUNEYARD CINEMA I	Pacific Bell
	105 BOSWELLS	Pacific Bell
	110 DR FRED SLATER AND ASSOCIATES	Pacific Bell
	112 CAMPBELL COFFEE ROASTING CO	Pacific Bell
	116 MAIL BOXES ETC	Pacific Bell
	134 JUST HONEYMOONS	Pacific Bell
	150 SPORTS FEVER	Pacific Bell
	152 MRS FIELDS COOKIES	Pacific Bell
	162 UNIQUE EYEWEAR	Pacific Bell
	180 GUIDOS RESTAURANT	Pacific Bell
	2400 MARTHAS BANCUETS	Pacific Bell

FINDINGS

Year	Uses	Source
1996	2440 WEBCOR BUILDERS	Pacific Bell
	380 PRESIDENT TUXEDO	Pacific Bell
	380 TRUDYS	Pacific Bell
	380 TRUDYS BRIDES	Pacific Bell
	420 TRADER JOES	Pacific Bell
	440 LE BOULANGER INC	Pacific Bell
	440 PATRICK JAMES	Pacific Bell
	470 JARDIN DE PARFUM	Pacific Bell
	510 MARSHALLS	Pacific Bell
	520 CLASSY NAILS	Pacific Bell
	530 BODY BASICS	Pacific Bell
	535 SWEET CONNECTION	Pacific Bell
	540 PHOTO MASTER	Pacific Bell
	650 SALON RACHE	Pacific Bell
	BARBECUES GALORE CORPORATE OFFICES	Pacific Bell
	BARNES & NOBLE BOOKSTORE	Pacific Bell
	CONTEMPORARY FASHIONS	Pacific Bell
	CREAM YOGURT & SANDWICHES	Pacific Bell
	DEPARTMENT STORES	Pacific Bell
	EL BURRO	Pacific Bell
	FOR YOUR EYES ONLY	Pacific Bell
	GABI JEWELS	Pacific Bell
	HOLLYWOOD VIDEO	Pacific Bell
	KYOTO PALACE	Pacific Bell
	MENS ROOM BARBER SHOP	Pacific Bell
	POOL PATIO N THINGS	Pacific Bell
	PURVEYOR TO GENTLEMEN	Pacific Bell
1974	Pruneyard Shopping Center The	R. L. Polk & Co.
1970	Under Constn	R. L. Polk & Co.

1887 BASCOM AVE S

Year	Uses	Source
1996	OUTBACK STEAKHOUSE	Pacific Bell

1901 BASCOM AVE S

Year	Uses	Source
1996	+ 1060 WEISS GROUP	Pacific Bell
	+ 1150 BIOSAFE	Pacific Bell

FINDINGS

Year	Uses	Source
1996	+ 220 PRESENTING SOLUTIONS	Pacific Bell
	+ 220 SUNSTAR NETWORK FUNDING	Pacific Bell
	100 FOUR STAR TRAVEL	Pacific Bell
	1005 BRADBURY	Pacific Bell
	1050 FELLOWS & SUTTON	Pacific Bell
	1100 VOGELGESANG JOHN J	Pacific Bell
	1140 SESSIONWARE INC	Pacific Bell
	1150 UNIVERSAL EXPORT LIMITED INC	Pacific Bell
	1160 GRAY & ASSOCIATES	Pacific Bell
	1180 MLSG INC	Pacific Bell
	1190 ADSPEX	Pacific Bell
	1190 LEL INVESTMENT	Pacific Bell
	1190 PLEMONS GRANT PHD	Pacific Bell
	1190 WEINTRAUB JOSEPH MD	Pacific Bell
	1200 HOFVENDAHL RUSSELL L	Pacific Bell
	1200 WATSON & ALPHONSE	Pacific Bell
	1220 AJLOUNY EDWARD N	Pacific Bell
	1220 VASIL JOHN G	Pacific Bell
	1225 NATIONAL	Pacific Bell
	1240 ASAP APPRAISALS	Pacific Bell
	1240 FUKASAWA JOHN K	Pacific Bell
	1310 PACIFIC NETSOFT INC	Pacific Bell
	1325 BOWMAN STEVEN W	Pacific Bell
	1325 SMITH DAVID L	Pacific Bell
	1330 MULLINIX	Pacific Bell
	1390 FIRST COMPASS INVESTMENTS INC	Pacific Bell
	1400 PETERSEN & ASSOCIATES	Pacific Bell
	1414 GERHARDT JOHN S	Pacific Bell
	1440 MAIN STREET ATHLETIC CLUBS	Pacific Bell
	1440 MENTOR CAPITAL	Pacific Bell
	1495 RICE GEORGE B	Pacific Bell
	1500 METRO TRAFFIC CONTROL INC	Pacific Bell
	1525 JAB SOFTWARE INC	Pacific Bell
	1525 QUEST SEARCH ASSOCIATES INC	Pacific Bell
	1530 SANDERS BUD	Pacific Bell
	1530 SANDERS WILFRED L	Pacific Bell
	1550 ODOWD THOMAS J	Pacific Bell
	1550 PACIFIC HORIZON INVESTMENT	Pacific Bell

FINDINGS

Year	Uses	Source
1996	1580 BOSTICK L WAYNE CPA	Pacific Bell
	1580 JANELLO JOHN M CPA	Pacific Bell
	1580 PINNACLE GROUP THE	Pacific Bell
	1600 FIRST PORTFOLIO MORTGAGE	Pacific Bell
	1625 SPARRY & CO	Pacific Bell
	220 WAGNER MARC HOLMES CPA	Pacific Bell
	280 BANCA FINANCIAL GROUP	Pacific Bell
	280 CACERES & CACERES REAL ESTATE	Pacific Bell
	300 WESTERN STAFF SERVICES	Pacific Bell
	325 APOGEE SOFTWARE	Pacific Bell
	333 STARDUST TECHNOLOGIES INC	Pacific Bell
	333 TRANSACT	Pacific Bell
	625 FOURNIER	Pacific Bell
	630 HUSON EUROPEAN	Pacific Bell
	701 CHAMBER OF	Pacific Bell
	800 MICROWARE SYSTEMS CORP	Pacific Bell
	850 BROKER ONE MORTGAGE	Pacific Bell
	ASSETS UNLIMITED	Pacific Bell
	ATTORNEY AT LAW	Pacific Bell
	BASCOM AV S	Pacific Bell
	CERTIFIED PUBLIC ACCOUNTANT	Pacific Bell
	COMMERCE OF UNITED STATES	Pacific Bell
	COMMERCIAL REAL ESTATE CO	Pacific Bell
	Contd 680 ZYREL INC	Pacific Bell
	CREATIVE BENEFITS CALIFORNIA	Pacific Bell
	F+ 1410 HARWARD JON P	Pacific Bell
	FIRESTONE FINANCIAL	Pacific Bell
	HUNTER INVESTMENT GROUP	Pacific Bell
	LACKOVIC THOMAS & ASSOCIATES	Pacific Bell
	MANAGEMENT GROUP INC THE	Pacific Bell
	MARKETING SOLUTIONS INC	Pacific Bell
	MCDERMOTT & LAMB CPAS	Pacific Bell
	WILCOX RONALD ATTORNEY AT LAW	Pacific Bell
1974	A I M Financial Service ins agcy taxes r e	R. L. Polk & Co.
	All Points Insurance & Investments Inc	R. L. Polk & Co.
	Allen Associates real eat	R. L. Polk & Co.
	Baker & Gifford lwyrs	R. L. Polk & Co.
	Bamburg Marvin A Architects	R. L. Polk & Co.

FINDINGS

Year	Uses	Source
1974	Beasley Donald E Investment Services	R. L. Polk & Co.
	Berris Geo A lwyr	R. L. Polk & Co.
	Borg Warner Acceptance Corp finance co	R. L. Polk & Co.
	Borg Warner Corp Northern Calif Region finance co	R. L. Polk & Co.
	Brower Wm F acct	R. L. Polk & Co.
	California Computer Systems data proc	R. L. Polk & Co.
	California Computer Systems data processing service	R. L. Polk & Co.
	California Pacific Insurance Services Of San Jose	R. L. Polk & Co.
	Canzano Anthony Real Estate	R. L. Polk & Co.
	Carty & Patrick lwyrs	R. L. Polk & Co.
	Chemical Div agricultural marketing	R. L. Polk & Co.
	Combined Financial Corp	R. L. Polk & Co.
	Eleven Thirty Eight Associates	R. L. Polk & Co.
	Equitable Life Assurance Society Of The US ins co	R. L. Polk & Co.
	Ethicon Inc physician & hosp supplies dlrs	R. L. Polk & Co.
	Farley Carl W Real Estate Coun	R. L. Polk & Co.
	Federal Bureau Of Investigation	R. L. Polk & Co.
	Financial Research & Management Corp financial consultants	R. L. Polk & Co.
	First Pacific Investment Properties real est	R. L. Polk & Co.
	Four Star Travel travel agcy	R. L. Polk & Co.
	General Electric Advertising Sales Promotions adv agcy	R. L. Polk & Co.
	Gerhardt John S lwyr	R. L. Polk & Co.
	Grischy E Wm lwyr	R. L. Polk & Co.
	Grogan Vogelgesang Von Dioszeghy & Wasaner lwyrs	R. L. Polk & Co.
	H M S Development Inc bldg contr	R. L. Polk & Co.
	Hoffinann La Roche Inc Roche	R. L. Polk & Co.
	Info Office Products	R. L. Polk & Co.
	K & F Insurance Associates Inc	R. L. Polk & Co.
	Kasolas Geo C lwyr	R. L. Polk & Co.
	Keelan Edward lwyr	R. L. Polk & Co.
	Landon Realty	R. L. Polk & Co.
	Mac Donald Douglas lwyr	R. L. Polk & Co.
	Mary Kay Cosmetics	R. L. Polk & Co.
	Maxwell Property Management Inc real est	R. L. Polk & Co.

FINDINGS

Year	Uses	Source
1974	Maxwell Property Management real est	R. L. Polk & Co.
	Maxwell Realty real est	R. L. Polk & Co.
	Mc Donald Arch lwyr	R. L. Polk & Co.
	Medical Business Systems Inc bus sup	R. L. Polk & Co.
	Meridian Properties Inc real eat	R. L. Polk & Co.
	New York Life Insurance Co genl ins	R. L. Polk & Co.
	No Return	R. L. Polk & Co.
	Oppenheim M D & Co accountants	R. L. Polk & Co.
	Pacific Mutual Life Insurance Co	R. L. Polk & Co.
	Pacific Telephone Co Investigation Dept	R. L. Polk & Co.
	Pearlman & Bose lwyrs	R. L. Polk & Co.
	Pride Properties real eat	R. L. Polk & Co.
	Provident Mutual Life Insurance Co ins co	R. L. Polk & Co.
	Rosenthal Pearl M acct	R. L. Polk & Co.
	Royal Globe Insurance Co	R. L. Polk & Co.
	S C & W Financial Corp	R. L. Polk & Co.
	Sebastians Restaurant	R. L. Polk & Co.
	Security Pruneyard & Towers	R. L. Polk & Co.
	Selective Financial Systems	R. L. Polk & Co.
	Seran William & Associates real est	R. L. Polk & Co.
	Singer Co sew mach	R. L. Polk & Co.
	Smith James A real est	R. L. Polk & Co.
	Staff Builders Temporary Personnel Service emp agcy	R. L. Polk & Co.
	STREET CONTINUED Stevens Fabrics	R. L. Polk & Co.
	Sunray Homes bldg contr	R. L. Polk & Co.
	Swan Joe Public Relations	R. L. Polk & Co.
	Teachers Management & Investment Corp investment brokers	R. L. Polk & Co.
	Title Insurance & Trust Co	R. L. Polk & Co.
	Towers & Pruneyard Management Ofcs	R. L. Polk & Co.
	Towers The ofc bldg	R. L. Polk & Co.
	United Calif Bank mtge loans	R. L. Polk & Co.
	United California Mortgage Div	R. L. Polk & Co.
	Vacant	R. L. Polk & Co.
	Vintage Investment Properties real estate	R. L. Polk & Co.
	Volt Instant Personnel Temporary Help Service emp agcy	R. L. Polk & Co.
	Walters Mona & Co Realtors	R. L. Polk & Co.

FINDINGS

Year	Uses	Source
1974	Watson Tedesco Sanguinetti And Alphonse lwyrs	R. L. Polk & Co.
	Western Girl Inc emp agcy	R. L. Polk & Co.
	Westlands Bank Info Ofc	R. L. Polk & Co.
	Wheels & Deals Inc used car dirs	R. L. Polk & Co.
	Wilson Clair real eat	R. L. Polk & Co.
	Yegge L R Co genl bldg contr	R. L. Polk & Co.
1970	Equitable Life Assurance Co	R. L. Polk & Co.

1995 BASCOM AVE S

Year	Uses	Source
1996	PRUNEYARD INN	Pacific Bell

1999 BASCOM AVE S

Year	Uses	Source
1996	+1999 FREETEL COMMUNICATIONS	Pacific Bell
	1010 HOMER & PHILLIPS	Pacific Bell
	1020 PALYN GOULD GROUP	Pacific Bell
	1030 SOUTHEX EXHIBITIONS INC	Pacific Bell
	1040 A & A ENGINEERING	Pacific Bell
	1050 DAVID POWELL INC	Pacific Bell
	1078 DOUGLAS BETH & ASSOCIATES	Pacific Bell
	200 WILSON WILLIAM & ASSOCIATES	Pacific Bell
	210 BANCBOSTON MORTGAGE CORP	Pacific Bell
	230 INNOVEX MORTGAGE INC	Pacific Bell
	350 WALLOATA INC	Pacific Bell
	400 CHORUS SYSTEMS	Pacific Bell
	400 SILICON ENGINEERING	Pacific Bell
	450 TIVOLI SYSTEMS INC	Pacific Bell
	900 GE CAPITAL ASSURANCE	Pacific Bell
	905 ASI	Pacific Bell
	925 RIEUSSET CORP	Pacific Bell
	928 MONEYLINE MORTGAGEINC	Pacific Bell
	950 LAJALA & ASSOCIATES	Pacific Bell
	950 WESTERN STATES MACHINERY CORP	Pacific Bell
	A LAW CORPORATION	Pacific Bell
	ADVANCE DRILLING CO	Pacific Bell
	ADVANCED CONCEPTS	Pacific Bell
	ALLIED PROFESSIONALS	Pacific Bell

FINDINGS

Year	Uses	Source
1996	AMERICAN EXPRESS	Pacific Bell
	BASCOM AV S	Pacific Bell
	BERG OROSKY SONY	Pacific Bell
	BICC BRAND REX	Pacific Bell
	BRUCH DENNIS	Pacific Bell
	CHINESE AMERICAN	Pacific Bell
	Contd	Pacific Bell
	D E FREY & COMPANY INC	Pacific Bell
	DATANET	Pacific Bell
	EIS INTERNATIONAL	Pacific Bell
	EXPERSOFT CORPORATION	Pacific Bell
	FERTITTA & ASSOCIATES INC	Pacific Bell
	FINANCIAL ADVISORS INC	Pacific Bell
	GEORGE YOUNG & ASSOCIATES	Pacific Bell
	GOLDEN CALIFORNIA TITLE COMPANY	Pacific Bell
	HALSEY ENTERPRISES	Pacific Bell
	HERITAGE REAL ESTATE	Pacific Bell
	HO BUSINESS CENTERS	Pacific Bell
	HORNBERGER ENGINEERING	Pacific Bell
	HUNT & ASSOCIATES INS SERVICE INC	Pacific Bell
	IET INTELLIGENT ELECTRONICS	Pacific Bell
	INTERFIRST	Pacific Bell
	INTERNET SOLUTIONS	Pacific Bell
	INVESTIGATIONS	Pacific Bell
	J & J FOOD SERVICE	Pacific Bell
	JENSONS LAW OFFICES	Pacific Bell
	LAW OFFICES OF STEVE ZAVONNICK	Pacific Bell
	LAZER DATA	Pacific Bell
	MALLONEE & ASSOCIATES	Pacific Bell
	MCCARTHY & CO	Pacific Bell
	MEDSTAT GROUP	Pacific Bell
	NATIONAL SERVICES	Pacific Bell
	NETWORK FUNDING GROUP	Pacific Bell
	NORWEST MORTGAGE	Pacific Bell
	PHILLIPS L M S	Pacific Bell
	PROPERTY MANAGEMENT	Pacific Bell
	PRUNE MASON MCDUFFIE REAL ESTATE	Pacific Bell
	SANDY ADAMS	Pacific Bell

FINDINGS

Year	Uses	Source
1996	STAR TECHNOLOGIES	Pacific Bell
	STAVELEY & ASSOCIATES	Pacific Bell
	TAMCO	Pacific Bell
	TEN 01D	Pacific Bell
	TRADING DESK THE	Pacific Bell
	TRIQUINT SEMICONDUCTOR	Pacific Bell
	US DATA	Pacific Bell
	VALUE MORTGAGE SERVICES BRANCH	Pacific Bell
	VISIONSOFT	Pacific Bell
	YETTICK KEITH	Pacific Bell
1974	Industrial Indemnity Co mktg	R. L. Polk & Co.
	Pruneyard Towers II ofc bldg	R. L. Polk & Co.
	Standard Oil Company Of Calif	R. L. Polk & Co.
	Trans America Insurance Group	R. L. Polk & Co.
	Vacant	R. L. Polk & Co.

S B ASCOM AVE

1999 S B ASCOM AVE

Year	Uses	Source
1991	SUMMA FOUR INC-NETWORK SYSTEMS DIV	PACIFIC BELL WHITE PAGES

S BASCOM AVE

1875 S BASCOM AVE

Year	Uses	Source
2013	AA LOCKSMITH 24 HOUR EMERGENCY INC	Cole Information Services
	AFTER HOURS FORMAL WEAR	Cole Information Services
	ALLIEDBARTON SECURITY SERVICES	Cole Information Services
	APERTURE ACADEMY	Cole Information Services
	ARTEMIS CATE	Cole Information Services
	BANKERS NETWORK CORP	Cole Information Services
	BARBEQUES GALORE	Cole Information Services
	BARNES & NOBLE	Cole Information Services
	BOSWELLS	Cole Information Services
	BUCA DI BEPPO	Cole Information Services
	CBS ADMINISTRATORS	Cole Information Services
	CHASE	Cole Information Services

FINDINGS

Year	Uses	Source
2013	CLASSY NAILS	Cole Information Services
	COFFEE SOCIETY	Cole Information Services
	COLD STONE CREAMERY	Cole Information Services
	EL BURRO	Cole Information Services
	EVERGREEN LANDSCAPING	Cole Information Services
	GEMCRAFT	Cole Information Services
	HOBEES RESTAURANT	Cole Information Services
	LE BOULANGER INC	Cole Information Services
	MARSHALLS	Cole Information Services
	MASSAGE ENVY	Cole Information Services
	MENS WEARHOUSE	Cole Information Services
	MIMIS HAIRDRESSING	Cole Information Services
	PACIFIC CATCH	Cole Information Services
	PATXI PIZZA	Cole Information Services
	PENINSULA BEAUTY	Cole Information Services
	POOL PATIO N THINGS	Cole Information Services
	PRUNEYARD CUSTOM TAILOR	Cole Information Services
	PRUNEYARD SHOPPING CENTER THE	Cole Information Services
	RHEE BEVERE PHOTOGRAPHY	Cole Information Services
	ROCK BOTTOM RESTAURANTS	Cole Information Services
	SALON RACHE	Cole Information Services
	SLATER FREDERICK E OD	Cole Information Services
	SPORTS FEVER	Cole Information Services
	SUPINKO	Cole Information Services
	TANDOORI OVEN	Cole Information Services
	TESSORAS BARRADIVINO	Cole Information Services
	TOGOS	Cole Information Services
	TRADER JOES	Cole Information Services
	TRUDYS BRIDES & SPECIAL OCCASIONS	Cole Information Services
	UNIQUE EYEWEAR	Cole Information Services
	VISISTAT INC	Cole Information Services
	WIRELESS STORE INC VERIZON WIRELESS	Cole Information Services
	XIPPS	Cole Information Services
2008	ADVANCED ROOFING TECHNIQUES	Cole Information Services
	AFTER HOURS FORMAL WEAR	Cole Information Services
	BANKERS NETWORK CORP OF AMERICA	Cole Information Services
	BARBEQUES GALORE CORP	Cole Information Services
	BARNES & NOBLE	Cole Information Services

FINDINGS

Year	Uses	Source
2008	BAY AREA LOAN SIGNING SERVICES	Cole Information Services
	BOSWELLS	Cole Information Services
	BOX2 TECHNOLOGIES LLC	Cole Information Services
	BUCA DI BEPPO	Cole Information Services
	CA PRUNEYARD LTD PARTNERSHIP	Cole Information Services
	CAFE ARTERNIS	Cole Information Services
	CAL PAC COMPACTOR	Cole Information Services
	CAMERA CINEMAS	Cole Information Services
	CBS ADMINISTRATORS LLC	Cole Information Services
	CLASSY NAILS 3	Cole Information Services
	COAST ANESTHESIA	Cole Information Services
	COFFEE SOCIETY AT PRU	Cole Information Services
	COLD STONE CREAMERY	Cole Information Services
	CU FINANCIAL PARTNERS LLC	Cole Information Services
	D L DENNISON CONSULTING	Cole Information Services
	DR FRED SLATER & ASSOCIATES	Cole Information Services
	EMI	Cole Information Services
	EXECUTIVE EXCHANGE CO	Cole Information Services
	FINANCIAL TITLE CO	Cole Information Services
	FRED SLATER OD	Cole Information Services
	FREDERICK E SLATER OD	Cole Information Services
	GABI JEWELS	Cole Information Services
	GEMCRAFT & DIAMONDS	Cole Information Services
	GUY GRAHAM COMPUTING	Cole Information Services
	HIGH MARGIN PRODUCTS	Cole Information Services
	HOBBIES RESTAURANT	Cole Information Services
	HOLLYWOOD VIDEO	Cole Information Services
	INTERTRADE TECHNOLOGIES INC	Cole Information Services
	KILOHANA MARTIAL ARTS ASSOCIATION	Cole Information Services
	KING CAPITAL LIC COFFEE SOCIETY	Cole Information Services
	KOGER DESIGN INC	Cole Information Services
	KYOTO PALACE JAPANESE STEAKHOUSE	Cole Information Services
	LEFT AT ALBUQUERQUE	Cole Information Services
	LISAS TEA TREASURES	Cole Information Services
	LIVE TECH NOW	Cole Information Services
	LORIS BOUTIQUE	Cole Information Services
	LRC COMMUNICATIONS	Cole Information Services
	MARSHALLS DEPARTMENT STORES	Cole Information Services

FINDINGS

Year	Uses	Source
2008	MERIONES PUBLISHING LLC	Cole Information Services
	NAMETHISVIDEO PRODUCTIONS	Cole Information Services
	NETTAXI COM INC	Cole Information Services
	NOTEABLE INVESTMENTS LLC	Cole Information Services
	PACIFIC WEST VENDING LLC	Cole Information Services
	PENINSULA BEAUTY SUPPLY	Cole Information Services
	PHOTO MASTER	Cole Information Services
	PIZZA MY HEART	Cole Information Services
	PLATEAU BUILDING GROUP INC	Cole Information Services
	PRIME RETAIL INC	Cole Information Services
	PRUNEYARD FLOWERS & GIFTS	Cole Information Services
	ROCK BOTTOM BREWERY	Cole Information Services
	SALAZARCRANE & ASSOCIATES	Cole Information Services
	SALON RACHE	Cole Information Services
	SANDY MANNINI EXECUTOR STAFFING	Cole Information Services
	SOUTH BAY TICKETS	Cole Information Services
	SUGAR BUTTER FLOUR	Cole Information Services
	TANDOORI OVEN	Cole Information Services
	TRADER JOES	Cole Information Services
	TRAJECTORY	Cole Information Services
	TRUDYS BRIDES	Cole Information Services
	UNIQUE EYEWEAR	Cole Information Services
	WELLS FARGO	Cole Information Services
	WMC MORTGAGE CORP	Cole Information Services
	YAGYU JIN K	Cole Information Services
	ZYNG ASIAN GRILL	Cole Information Services
2001	ART CENTER THE	Haines Company, Inc.
	ARVARAK	Haines Company, Inc.
	BARBEOUESGALORE	Haines Company, Inc.
	BARNES & NOBLE BOOKSTORE	Haines Company, Inc.
	BAYVIEW ENVIRONMENTAL SERVICES	Haines Company, Inc.
	BOSWELLS	Haines Company, Inc.
	BUCA DI BEPPO	Haines Company, Inc.
	CAMPBELL COFFEE CO	Haines Company, Inc.
	CELLULAR ONESTORE	Haines Company, Inc.
	CHABOTGALLERY	Haines Company, Inc.
	CHANTILLY LINGERIE	Haines Company, Inc.
	CLASSY NAILS	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2001	EL BURRO	Haines Company, Inc.
	EXECUTIVE EXCHANGE CO	Haines Company, Inc.
	EXECUTIVE REAL PROPERTY SERVS	Haines Company, Inc.
	EXECUTIVE TRANSACTION SERVICES	Haines Company, Inc.
	FINANCL TITLE CO	Haines Company, Inc.
	HOBEES RESTAURANT	Haines Company, Inc.
	HOLLYWOODHIDEO	Haines Company, Inc.
	JARDINDEPARFUM	Haines Company, Inc.
	JOHNNY ROCKETS	Haines Company, Inc.
	PRUNEYARD	Haines Company, Inc.
	THEPRUNEYARD	Haines Company, Inc.
1991	AVA S WIG FASHIONS	PACIFIC BELL WHITE PAGES
	Avas Wig Fashions	PACIFIC BELL WHITE PAGES
	Barbeques Galore	PACIFIC BELL WHITE PAGES
	BERRYHILL LTD	PACIFIC BELL WHITE PAGES
	BOOKSELLERS E	PACIFIC BELL WHITE PAGES
	BOSWELL S	PACIFIC BELL WHITE PAGES
	Boswells	PACIFIC BELL WHITE PAGES
	California Collectors Gallery	PACIFIC BELL WHITE PAGES
	Campbell Coffee Roasting Co	PACIFIC BELL WHITE PAGES
	CAMPBELL COFFEE ROASTING CO CAMPBELLL 559 80	PACIFIC BELL WHITE PAGES
	COMPLIMENTS OF CAMPBELL	PACIFIC BELL WHITE PAGES
	El Burro	PACIFIC BELL WHITE PAGES
	FOR YOUR E YE S ON LY	PACIFIC BELL WHITE PAGES
	FOR YOUR EYES ONLY	PACIFIC BELL WHITE PAGES
	Foxmoor Casuals	PACIFIC BELL WHITE PAGES
	GING JEE RESTAURANT	PACIFIC BELL WHITE PAGES
	GOLDMAN S	PACIFIC BELL WHITE PAGES
	Goldmans	PACIFIC BELL WHITE PAGES
	ME N S ROOM	PACIFIC BELL WHITE PAGES
	MENS ROOM	PACIFIC BELL WHITE PAGES
	Mrs Fields Cookies I	PACIFIC BELL WHITE PAGES
	MUSIC BOX SHOP THE	PACIFIC BELL WHITE PAGES
	Nyssen Jan 00	PACIFIC BELL WHITE PAGES
	PHOTO MASTER	PACIFIC BELL WHITE PAGES
	Pool Patio n Things	PACIFIC BELL WHITE PAGES
	PRUN E YARD S HOPPIN G CE N TE R THE	PACIFIC BELL WHITE PAGES
	Pruneyard	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1991	PRUNEYARD SHOPPING CENTER THE	PACIFIC BELL WHITE PAGES
	Pruneyard The Shopping Center	PACIFIC BELL WHITE PAGES
	PRUNEYARD THE-SHOPPING CENTER	PACIFIC BELL WHITE PAGES
	S PORTS FAN THE	PACIFIC BELL WHITE PAGES
	SPORTS FAN THE	PACIFIC BELL WHITE PAGES
	Sweet Connection	PACIFIC BELL WHITE PAGES
	TAN CITY	PACIFIC BELL WHITE PAGES
	TRUDY S	PACIFIC BELL WHITE PAGES
	TRUDY S BRIDAL	PACIFIC BELL WHITE PAGES
	TRUDY S CONTEMPORARY FASHIONS	PACIFIC BELL WHITE PAGES
	TRUDY S TUXEDO JUNCTION	PACIFIC BELL WHITE PAGES
	Trudys	PACIFIC BELL WHITE PAGES
	Trudys Contemporary Fashions	PACIFIC BELL WHITE PAGES
	Trudys Tuxedo Junction	PACIFIC BELL WHITE PAGES
	Tuxedo Junction	PACIFIC BELL WHITE PAGES
1986	ABC JUNIOR BOOTERY	Pacific Bell
	AT & T COMPANY Telephone Sales Billing Leasing Repair	Pacific Bell
	AT& T COMPANY Telephone Sales Billing Leasing Repair	Pacific Bell
	AVAS WIG FASHIONS	Pacific Bell
	BEYOND THE REEF Pruneyard Shopping Center @Campbell@	Pacific Bell
	Boswells	Pacific Bell
	Brix International	Pacific Bell
	El Burro	Pacific Bell
	Foxmoor Casuals	Pacific Bell
	Galatea Imports	Pacific Bell
	Gatschet Mike Dr OD	Pacific Bell
	GING JEE RESTAURANT	Pacific Bell
	Lady In Lace	Pacific Bell
	Louanna Shop	Pacific Bell
	MARTHAS VINEYARD	Pacific Bell
	MENS ROOM	Pacific Bell
	Pacific National Travel	Pacific Bell
	POOL PATIO	Pacific Bell
	Pruneyard Phone Center Store	Pacific Bell
	PRUNEYARD SHOPPING CENTER THE	Pacific Bell
	Pruneyard The Shopping Center	Pacific Bell
	Pygmalion Inc	Pacific Bell

FINDINGS

Year	Uses	Source
1986	Retail Store	Pacific Bell
	Storables	Pacific Bell
	Tan City	Pacific Bell
	Unique Eyewear	Pacific Bell
	GATSCHET MIKE DR OD	Pacific Telephone
	PATRICK JAMES MENS SHOP	Pacific Telephone
	PRUNEYARD THE SHOPPING CENTER	Pacific Telephone
1985	ABC JUNIOR BOOTERY	Pacific Bell
	AVA S WIG FASHIONS	Pacific Bell
	BEYONDTHE REEF PRUNEYARD SHOPPING CENTER CAMPBELL	Pacific Bell
	BOSWELL S	Pacific Bell
	EL BURRO	Pacific Bell
	FOOD VILLA INC STORE NO 4	Pacific Bell
	GALATEA IMPORTS	Pacific Bell
	GALATEA TRAVEL	Pacific Bell
	GATSCHET MIKE DR OD	Pacific Bell
	GING JEE RESTAURANT	Pacific Bell
	LADY IN LACE	Pacific Bell
	LOUANNA SHOP	Pacific Bell
	MARK FENWICK SHOP	Pacific Bell
	MARTHA S VINEYARD	Pacific Bell
	MEN S ROOM	Pacific Bell
	MUSIC BOX SHOP	Pacific Bell
	POOL PATION THINGS	Pacific Bell
	PRESTIGE PETITES PRUNEYARD	Pacific Bell
	Pruneyard The Shopping Center	Pacific Bell
	PRUNEYARD THE-SHOPPING CENTER	Pacific Bell
	PYGMALION INC	Pacific Bell
	TUXEDO JUNCTION TRUDY S	Pacific Bell
1982	Pruneyard The Shopping Center	Pacific Telephone
1980	ABC JUNIOR BOOTERY	Pacific Telephone
	BEYOND THE REEF Pruneyard Shopping Center Campbell	Pacific Telephone
	Boot Hook	Pacific Telephone
	Boswells	Pacific Telephone
	CON LIQUORI WINE & SPIRITS	Pacific Telephone
	Crocker Banking Card To Report Lost Card	Pacific Telephone
	Designs In Glass	Pacific Telephone

FINDINGS

Year	Uses	Source
1980	El Burro	Pacific Telephone
	Eleganza	Pacific Telephone
	Fields Mrs Chocolate Chippery	Pacific Telephone
	PELLINORES RESTAURANT	Pacific Telephone
	POOL PATIO N THINGS	Pacific Telephone
	Pruneyard Center Office	Pacific Telephone
	Pruneyard Wine & Spirits	Pacific Telephone
	Retail Store	Pacific Telephone
1975	ABC JUNIOR BOOTERY	Pacific Telephone
	BOOT HOOK	Pacific Telephone
	CAMPBELL PRUNCYARD CENTER OFFICE CAMPBEL	Pacific Telephone
	EL BURRO	Pacific Telephone
	LE BEAU MONDE	Pacific Telephone
	MARK FENWICK SHOP	Pacific Telephone
	MEN S ROOM	Pacific Telephone
	PERRONE S	Pacific Telephone
	POOL N PATIO CHRISTMAS THINGS	Pacific Telephone
	POOL PATIO N THINGS	Pacific Telephone

1887 S BASCOM AVE

Year	Uses	Source
2013	OUTBACK STEAKHOUSE	Cole Information Services
2008	OUTBACK STEAKHOUSE	Cole Information Services
2001	OUTBACK STEAKHOUSE	Haines Company, Inc.

1901 S BASCOM AVE

Year	Uses	Source
2013	3P EQUITY PARTNERS	Cole Information Services
	A CRIMES ATTORNEY	Cole Information Services
	AICHI STEEL CORP	Cole Information Services
	AMERIMACH FIRST MORTGAGE	Cole Information Services
	ANDREW MINKER AMERIPRISE FINANCIAL	Cole Information Services
	APPLEONE	Cole Information Services
	ASSETS UNLIMITED	Cole Information Services
	BAY AREA EQUITY GROUP	Cole Information Services
	BEAT THE TRAFFIC	Cole Information Services
	BRADY KUTTNER MARLEEN ESTATE ATTORNE	Cole Information Services

FINDINGS

Year	Uses	Source
2013	BRASSFIELD ENTERPRISES	Cole Information Services
	BROADCAST PRODUCTION GROUP	Cole Information Services
	BUSINESS TEAM	Cole Information Services
	CALIFORNIA CREATIVE BENEFITS	Cole Information Services
	CALIFORNIA SECURED FUNDING	Cole Information Services
	CARLYLE MORTG	Cole Information Services
	CEDERA SOFTWARE	Cole Information Services
	CENTURY 21 ALPHA	Cole Information Services
	CLARITY CONSULTANTS	Cole Information Services
	CONDREY JON FALSE	Cole Information Services
	COPPERBURTON INC	Cole Information Services
	ENLUME INC	Cole Information Services
	EQUITY OFFICE	Cole Information Services
	FINANCIAL STAFFING GROUP	Cole Information Services
	FIRST PRIORITY FINANCIAL	Cole Information Services
	FUKASAWA JOHN K ATTORNEY AT LAW	Cole Information Services
	GRAPHON CORPORATION	Cole Information Services
	GUARANTEED RATE	Cole Information Services
	HAWORTH BRADSHAW STALLKNECHT & BARBE	Cole Information Services
	HAWS CONSULTING GROUP	Cole Information Services
	INFOONE	Cole Information Services
	JOHN GERHARDT ATTORNEY	Cole Information Services
	JOHN M JANELLO CPA	Cole Information Services
	KEVIN LANG AMERIPRISE FINANCIAL SE	Cole Information Services
	LACKOVIC THOMAS & ASSOCIATES	Cole Information Services
	LAJALA & ASSOCIATES	Cole Information Services
	LAWSON & ASSOCIATES	Cole Information Services
	LEVIN YESSAIAN STATE FARM INSURANC	Cole Information Services
	LIFETIME TENNIS	Cole Information Services
	LLPTON LAW OFFICESDOUGLAS R UPTON A	Cole Information Services
	MOVARIS	Cole Information Services
	NAME REAL CAPITAL ANALYTICS INC	Cole Information Services
	NELSON & COMPANY	Cole Information Services
	NELSON GARY D ASSOCIATES INC	Cole Information Services
	NELSON STAFFING	Cole Information Services
	NELSON TECHNOLOGY	Cole Information Services
	NESCO RESOURCE	Cole Information Services

FINDINGS

Year	Uses	Source
2013	ONLINE TECHNICAL SERVICES	Cole Information Services
	PASSWORDBANK	Cole Information Services
	PETER JUNG AMERIPRISE FINANCIAL SE	Cole Information Services
	PETERSEN & ASSOCIATES	Cole Information Services
	PRATT & ASSOCIATES	Cole Information Services
	REDWOOD CTO	Cole Information Services
	RICHARD WOO AMERIPRISE FINANCIAL S	Cole Information Services
	RPM MORTGAGE	Cole Information Services
	SILICON VALLEY FOUNDATION	Cole Information Services
	SOHU COM	Cole Information Services
	STAFFING SOLUTIONS	Cole Information Services
	STRATEGIC GLOBAL INVESTMENTS	Cole Information Services
	TIANMA MICRO ELECTRONICS USA	Cole Information Services
	TIANMA MIRCO ELECTRONICS	Cole Information Services
	TURTLE BEACH	Cole Information Services
	UNIVERSAL EXPORT LIMITED INC	Cole Information Services
2008	A CRIMES ATTORNEY	Cole Information Services
	AMERICAN FIRST REALTORS INC	Cole Information Services
	AMERIPRISE FINANCIAL	Cole Information Services
	ANADIGM INC	Cole Information Services
	ARDNEK ENTERPRISE	Cole Information Services
	ARGONAUT WINDOW & DOOR INC	Cole Information Services
	ASSETS UNLIMITED INC	Cole Information Services
	BANCA FINANCIAL GROUP	Cole Information Services
	BEN ABSALOM	Cole Information Services
	BOB BROOKS BUSINESS BROKER	Cole Information Services
	BPG WORLDWIDW	Cole Information Services
	BTI GROUP	Cole Information Services
	BUSINESS TEAM	Cole Information Services
	CALIFORNIA CREATIVE BENEFITS	Cole Information Services
	CALIFORNIA EMERGENCY PHYS MEDICAL	Cole Information Services
	CARLYLE MORTGAGE INC	Cole Information Services
	CENTURY 21 ALPHA	Cole Information Services
	CLARITY CONSULTANT	Cole Information Services
	CMOS MICRO DEVICE INC	Cole Information Services
	COPPER BURTON INC	Cole Information Services
	CREATIVE SCIENCE SYSTEMS INC	Cole Information Services
	DANIEL J LAWSON	Cole Information Services

FINDINGS

Year	Uses	Source
2008	DERHARDT LAW FIRM	Cole Information Services
	FIRST PORTFOLIO	Cole Information Services
	FIRST PRIORITY FINANCIAL	Cole Information Services
	GEORGE C KASOLAS	Cole Information Services
	GRANT PLEMONS PHD	Cole Information Services
	HADICAR RADIATOR LLC	Cole Information Services
	HAWORTH BRADSHAW STALLKNECHT & BARBE	Cole Information Services
	HAWS CONSULTING GROUP INC	Cole Information Services
	HUMAN RESOURCES MANAGEMENT	Cole Information Services
	INFINET ENTERPRISE CORP	Cole Information Services
	INFO ONE	Cole Information Services
	INTELLECTUAL PROPERTY LAW OFFICE	Cole Information Services
	IPLO	Cole Information Services
	ITREZZO INC	Cole Information Services
	JEAN G ASHTON ATTORNEY AT LAW	Cole Information Services
	JOHN K LAW OFFICE OF FUKASAWA	Cole Information Services
	JOHN M JANELLO CPA	Cole Information Services
	KEVIN C LANG	Cole Information Services
	KRAMER PROJECT DEVELOPMENT CO INC	Cole Information Services
	LAJALA & ASSOCIATES	Cole Information Services
	LAMP 1 ASSOCIATES INC	Cole Information Services
	LAW OFFICE OF JOHN K FUKASAWA	Cole Information Services
	LAW OFFICES OF SCOTT J SAGARIA	Cole Information Services
	LAWRENCE T SUTTON INC	Cole Information Services
	LAWSON & ASSOCIATES	Cole Information Services
	MARC HOLMES WAGNER CPA	Cole Information Services
	MARLEEN BRADY KUTTNER ESTATE ESQ	Cole Information Services
	MOVARIS	Cole Information Services
	NDSP CORP	Cole Information Services
	ONLINE TECHNICAL SERVICES INC	Cole Information Services
	PACIFIC NETSOFT INC	Cole Information Services
	PATRIOT INVESTIGATIVE GROUP	Cole Information Services
	PERSONAL INJURY CRIMINAL DEFENSE LLP	Cole Information Services
	PETERSEN & ASSOCS	Cole Information Services
	PETRIS & VASIL A LAW CORP	Cole Information Services
	PRATT & ASSOCIATES	Cole Information Services
	QUEST SEARCH ASSOCIATES	Cole Information Services

FINDINGS

Year	Uses	Source
2008	RAYMOND HAWS INC	Cole Information Services
	REDWOOD TECHNOLOGIES INC	Cole Information Services
	ROCKLIFFE	Cole Information Services
	ROCKLIFFE SYSTEMS INC	Cole Information Services
	SOHU COM	Cole Information Services
	STRATEGIC GLOBAL INVESTMENT SERVICES	Cole Information Services
	SUNSTAR NETWORK FUNDING	Cole Information Services
	SUNSTAR REALTY	Cole Information Services
	SYSTEMS AMERICA INC	Cole Information Services
	TEXTURE & COLOR	Cole Information Services
	THE ALPHA GROUP	Cole Information Services
	TOM LACKOVIC ASSOCIATES	Cole Information Services
	TRAVEL INSIDERS	Cole Information Services
	TRAVELINSIDERS	Cole Information Services
	UNIVERSAL EXPORT LIMITED	Cole Information Services
	VALYD INC	Cole Information Services
	WADE FINANCIAL ADVISORY INC	Cole Information Services
	ZYZZX EQUITIES CORP	Cole Information Services
2001	A CRIMES ATTORNEY	Haines Company, Inc.
	ALPHONSEH TATTY	Haines Company, Inc.
	ASHTONJEANGATTY	Haines Company, Inc.
	ASI SOLUTIONS INC	Haines Company, Inc.
	ASPENTECHNOLOGY	Haines Company, Inc.
	ASSETS UNLIMITED	Haines Company, Inc.
	BPG WORLDWIDE	Haines Company, Inc.
	THETOWERS	Haines Company, Inc.
1991	A SPECIAL OCCASION INC	PACIFIC BELL WHITE PAGES
	Alphonse Harold T Watson Tedesco & Alphonse i attys	PACIFIC BELL WHITE PAGES
	AMERICAN SOIL TESTING INC	PACIFIC BELL WHITE PAGES
	Apadana Development Corp	PACIFIC BELL WHITE PAGES
	ASHTON JEAN G ATTY	PACIFIC BELL WHITE PAGES
	Azizi Associates	PACIFIC BELL WHITE PAGES
	BERRIS GEORGE J ATTY	PACIFIC BELL WHITE PAGES
	BOW MAN S TE VE N WATTY	PACIFIC BELL WHITE PAGES
	BOWMAN STEVEN Watty	PACIFIC BELL WHITE PAGES
	Broadcast Production Group	PACIFIC BELL WHITE PAGES
	BROADCAST PRODUCTION GROUP CAMPBELLL 559 63	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1991	BROKERS WEST INSURANCE AGENCY	PACIFIC BELL WHITE PAGES
	BUS IN E S S CON S ULTAN TS MARCOIN HALADW ALA & AS S OCIATE S	PACIFIC BELL WHITE PAGES
	BUSINESS CONSULTANTS MARCOIN HALADWALA & ASSOCIATES	PACIFIC BELL WHITE PAGES
	Buttyan Edward uocatrnl consltnt	PACIFIC BELL WHITE PAGES
	Cal West Financial	PACIFIC BELL WHITE PAGES
	CAL-WEST FINANCIAL	PACIFIC BELL WHITE PAGES
	CALIFORN IA MORTGAGE FIN AN CIAL S E RVICE S IN C	PACIFIC BELL WHITE PAGES
	CALIFORNIA MORTGAGE FINANCIAL SERVICES INC	PACIFIC BELL WHITE PAGES
	Campbell Corp Office	PACIFIC BELL WHITE PAGES
	CENTURY SAVINGS	PACIFIC BELL WHITE PAGES
	Certified Personnel	PACIFIC BELL WHITE PAGES
	CERTIFIED PERSONNEL SERVICES	PACIFIC BELL WHITE PAGES
	Chamber Of Commerce Of United States Membership	PACIFIC BELL WHITE PAGES
	CHAMBER OF COMMERCE OF UNITED STATES-MEMBERSHIP	PACIFIC BELL WHITE PAGES
	COMPUTE R S KILLS CE N TE R	PACIFIC BELL WHITE PAGES
	COMPUTER SKILLS CENTER	PACIFIC BELL WHITE PAGES
	CORPORATE AUTOMATION GROUP THE	PACIFIC BELL WHITE PAGES
	de Vencenzi Associates	PACIFIC BELL WHITE PAGES
	Develvest	PACIFIC BELL WHITE PAGES
	EICHHORN IMPORTS	PACIFIC BELL WHITE PAGES
	EQUITABLE LIFE INSURANCE CO OF IOWA	PACIFIC BELL WHITE PAGES
	FE LLOW S & S UTTON ATTYS	PACIFIC BELL WHITE PAGES
	FELLOWS & SUTTON attys	PACIFIC BELL WHITE PAGES
	Financial Services California Mortgage Inc	PACIFIC BELL WHITE PAGES
	First Compass Securities Inc	PACIFIC BELL WHITE PAGES
	FIRST PORTFOLIO MORTGAGE	PACIFIC BELL WHITE PAGES
	FOUR STAR TRAVEL	PACIFIC BELL WHITE PAGES
	GALE PEGGY PARALEGAL	PACIFIC BELL WHITE PAGES
	GE MORTGAGE INSURANCE	PACIFIC BELL WHITE PAGES
	GE RHARDT JOL HN SA TY	PACIFIC BELL WHITE PAGES
	GERHARDT JOl HN Sa ty	PACIFIC BELL WHITE PAGES
	GERHARDTJOHNS	PACIFIC BELL WHITE PAGES
	Gifford Jas Matty	PACIFIC BELL WHITE PAGES
	Gray & Associates	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1991	HANNON T PATRICK ATTY	PACIFIC BELL WHITE PAGES
	HARW ARD JON PATTY	PACIFIC BELL WHITE PAGES
	HARWARD JON Patty	PACIFIC BELL WHITE PAGES
	Hawkins Thomas R & Associates	PACIFIC BELL WHITE PAGES
	HENIEN INVESTMENTS	PACIFIC BELL WHITE PAGES
	Henien Youssef ccim	PACIFIC BELL WHITE PAGES
	JMH A DEVELOPMENT CORP	PACIFIC BELL WHITE PAGES
	KA S O LMA S	PACIFIC BELL WHITE PAGES
	LE L INVESTMENT	PACIFIC BELL WHITE PAGES
	LEL Investment	PACIFIC BELL WHITE PAGES
	Leon Associates Insurance Inc	PACIFIC BELL WHITE PAGES
	LEON ASSOCIATES INSURANCE INC CAMPBELLL 559 903	PACIFIC BELL WHITE PAGES
	MAIN O ROGE R L ATTY	PACIFIC BELL WHITE PAGES
	MULL INKS COMMERCIAL REAL ESTATE CO	PACIFIC BELL WHITE PAGES
	NAVICO INC	PACIFIC BELL WHITE PAGES
	NEINCHEL NORMAN REALTOR	PACIFIC BELL WHITE PAGES
	Oveyssi Michael	PACIFIC BELL WHITE PAGES
	OVisco Inc	PACIFIC BELL WHITE PAGES
	Plemons Grant Ph D	PACIFIC BELL WHITE PAGES
	POLYPLAN INC	PACIFIC BELL WHITE PAGES
	Pruneyard Towers I & II	PACIFIC BELL WHITE PAGES
	PRUNEYARD-TOWERS I & II	PACIFIC BELL WHITE PAGES
	QUEST CONSULTANTS INTERNAT I	PACIFIC BELL WHITE PAGES
	Rahimi Ben	PACIFIC BELL WHITE PAGES
	Rosenthal Pearl CPA	PACIFIC BELL WHITE PAGES
	S UTTON LAW RE N CE T A PROFE S S ION AL CORPORATION ATTYS	PACIFIC BELL WHITE PAGES
	SANDERS DIAMONDS INTERNATIONAL	PACIFIC BELL WHITE PAGES
	SEBASTIANSRESTAURANT	PACIFIC BELL WHITE PAGES
	SIEMENS MEMORY PRODUCTS	PACIFIC BELL WHITE PAGES
	SURPLUS TECHNOLOGIES	PACIFIC BELL WHITE PAGES
	SUTTON LAWRENCET A PROFESSIONAL CORPORATION attys	PACIFIC BELL WHITE PAGES
	Tech Start	PACIFIC BELL WHITE PAGES
	The Towers Pruneyard Office	PACIFIC BELL WHITE PAGES
	THE TOWERS-PRUNEYARD OFFICE	PACIFIC BELL WHITE PAGES
	TOWERS EXECUTIVE SUITES	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1991	UN IFIE D CON S UME R LE N DIN G S E RVICE S IN C	PACIFIC BELL WHITE PAGES
	UNIFIED	PACIFIC BELL WHITE PAGES
	VAS IL JOHN G ATTY	PACIFIC BELL WHITE PAGES
	VASIL JOHN G atty	PACIFIC BELL WHITE PAGES
	Vogelgesang John J	PACIFIC BELL WHITE PAGES
	von Dioszeghy Adam	PACIFIC BELL WHITE PAGES
	Vonderwerth James T	PACIFIC BELL WHITE PAGES
	WAGNER MARC HOLMES CPA	PACIFIC BELL WHITE PAGES
	Watson Tedesco & Alphonse attys	PACIFIC BELL WHITE PAGES
	WATSON WM E WATSON TEDESCO & ALPHONSE ATTYS	PACIFIC BELL WHITE PAGES
	WESSELIUS SHARON L ATTY	PACIFIC BELL WHITE PAGES
1986	Amqute Computer Corp Sales Office	Pacific Bell
	Arco Durethene Plastics	Pacific Bell
	Automation Electronics Corp	Pacific Bell
	Bartolome Tito	Pacific Bell
	BERRIS & FUKASAWA	Pacific Bell
	Berris George J atty	Pacific Bell
	BOWMAN STEVEN W atty	Pacific Bell
	Breuner Pevarnick Development	Pacific Bell
	Buttyan Edward vocatnl consltnt	Pacific Bell
	CALIFORNIA FIRST FINANCIAL	Pacific Bell
	California Mortgage	Pacific Bell
	CARDIFF AVIATION	Pacific Bell
	Casey John	Pacific Bell
	Certified Flexstaff Temporary Personnel Service	Pacific Bell
	CERTIFIED TEMPORARY PERSONNEL SERVICE	Pacific Bell
	Chamber Of Commerce Of United StatesMembership	Pacific Bell
	Chastain Capital	Pacific Bell
	Clients Realty Inc	Pacific Bell
	Compserv	Pacific Bell
	Computer Skills Center	Pacific Bell
	D R Financial	Pacific Bell
	Davenport Ron	Pacific Bell
	de Vencenzi Associates	Pacific Bell
	Developmental Learning Center Tutoring	Pacific Bell

FINDINGS

Year	Uses	Source
1986	Di Salvo J L Broker Developer	Pacific Bell
	Diamond Source The	Pacific Bell
	District Office	Pacific Bell
	DIVORCE ASSISTANCE SERVICE INC	Pacific Bell
	Dozier John & Associates	Pacific Bell
	Elder Randolph CLU	Pacific Bell
	Elfar Ed apprsr	Pacific Bell
	EQUITABLE LIFE ASSURANCE SOCIE OF THE UNITED STATES Agency	Pacific Bell
	Equitable Variable Life Insurance Co	Pacific Bell
	Europlan Inc	Pacific Bell
	EVUCO	Pacific Bell
	Exclusives	Pacific Bell
	EXECUTIVE REALTY SERVICES	Pacific Bell
	Executive Secretarial Service	Pacific Bell
	Exotech Inc	Pacific Bell
	FELLOWS & SUTTON attys	Pacific Bell
	Fellows Edward M atty	Pacific Bell
	Financial Services	Pacific Bell
	FUKASAWA JOHN K atty	Pacific Bell
	Gallen Adjusters Inc	Pacific Bell
	Garden City Real Estate	Pacific Bell
	General Electric Mortgage Ins Companies	Pacific Bell
	GERHARDT JOHN S atty	Pacific Bell
	Ghiai Development Corporation	Pacific Bell
	Graphon Corporation	Pacific Bell
	Grischy & Krenzel attys	Pacific Bell
	GRISCHY E WM atty	Pacific Bell
	Grogan Thos J	Pacific Bell
	Hansen & Shapiro	Pacific Bell
	Harris Peter P atty	Pacific Bell
	Harward Jon P	Pacific Bell
	Harward Maino & Sutton attys	Pacific Bell
	Henien Investments	Pacific Bell
	Henien Youssef ccim	Pacific Bell
	HOME SERVICE ASSOCIATES	Pacific Bell
	Horizon Mortgage Co Inc	Pacific Bell
	I Pride Properties	Pacific Bell
	Ink Rehabilitation Services	Pacific Bell

FINDINGS

Year	Uses	Source
1986	Institute For Information Management	Pacific Bell
	JMH A Development Corp	Pacific Bell
	KASOLAS GEORGE C atty	Pacific Bell
	Kennedy Paul M Agency	Pacific Bell
	Kraft Robert W Pruneyard Towers @Campbell@	Pacific Bell
	Lindenbaum Lionel E ri est	Pacific Bell
	Lund Peter	Pacific Bell
	MAINO ROGER L atty	Pacific Bell
	Morrison Chuck	Pacific Bell
	Morrow Marva EA	Pacific Bell
	Mrs Fields Cookies	Pacific Bell
	National Properties	Pacific Bell
	Ncneal Gary	Pacific Bell
	Oberst William E & Associates	Pacific Bell
	Ofc	Pacific Bell
	Pasby Robert	Pacific Bell
	PETRIS & VASIL attys	Pacific Bell
	Pinto John V Realtor	Pacific Bell
	Preferred Interest Consortium	Pacific Bell
	Pride Air Sales Office	Pacific Bell
	Pruneyard	Pacific Bell
	Pruneyard Towers I & II	Pacific Bell
	Rice George B atty	Pacific Bell
	Robert A Roberts counseling services	Pacific Bell
	Rooney Mark	Pacific Bell
	Rosenthal Pearl CPA	Pacific Bell
	Royal Insurance	Pacific Bell
	SASS Systems And Software Support	Pacific Bell
	SCRANTON	Pacific Bell
	SEBASTIANS RESTAURANT	Pacific Bell
	Shackleford & Associates	Pacific Bell
	Simonsen P realtor	Pacific Bell
	Smith Ed	Pacific Bell
	Southlea Co The	Pacific Bell
	Stewart David	Pacific Bell
	Tatm Group The	Pacific Bell
	Tedesco Vincent N Watson Tedesco & Alphonse attys	Pacific Bell

FINDINGS

Year	Uses	Source
1986	The Towers Pruneyard Office	Pacific Bell
	Towers I & It Office Buildings	Pacific Bell
	Vagelgesang John J	Pacific Bell
	VASIL JOHN G	Pacific Bell
	VASIL JOHN G atty	Pacific Bell
	Vogel Morvin	Pacific Bell
	Von der Porten Michael & Elaine	Pacific Bell
	von Dioszeghy	Pacific Bell
	Wagner Marc Holmes CPA	Pacific Bell
	Watson Tedesco & Alphonse attys	Pacific Bell
	Watson Wm E Watson Tedesco & Alphonse attys	Pacific Bell
	VASIL JOHN G ATTY	Pacific Telephone
	VON DER PORTEN MICHAEL & ELAINE	Pacific Telephone
1985	800 REALTORS INC	Pacific Bell
	A F S MORTGAGE CO	Pacific Bell
	ADVANCED MICROPROCESSOR INSTRUMENTS	Pacific Bell
	ALPHONSE HAROLD T WATSON TEDESCO & ALPHONSE ATTYS	Pacific Bell
	ALPS SYSTEMS	Pacific Bell
	ANTAYA DON INSURANCE	Pacific Bell
	ARCO DURETHENE PLASTICS	Pacific Bell
	AUTOMATED LANGUAGE PROCESSING SYSTEMS	Pacific Bell
	AUTOMATION ELECTRONICS CORP	Pacific Bell
	BARTOLOME TITO	Pacific Bell
	BERRIS & FUKASAWA	Pacific Bell
	BERRIS GEORGE J	Pacific Bell
	BOWMAN STEVEN W ATTY	Pacific Bell
	BUTTYAN EDWARD VOCATNL CONSLTNT	Pacific Bell
	CALIFORNIA FIRST FINANCIAL	Pacific Bell
	CAMPBELL INN	Pacific Bell
	CARDIFF AVIATION	Pacific Bell
	CASEY JOHN	Pacific Bell
	CERTIFIED FLEXSTAFF TEMPORARY PERSONNEL SERVICE	Pacific Bell
	CERTIFIED TEMPORARY PERSONNEL SERVICE	Pacific Bell
	CHAMBER OF COMMERCE OF UNITED STATES MEMBERSHIP	Pacific Bell

FINDINGS

Year	Uses	Source
1985	CHASTAIN CAPITAL	Pacific Bell
	CHAUNCEY CAROLINE LPT BIOFEEDBACK	Pacific Bell
	CUSTOM SECURITY INC	Pacific Bell
	D R FINANCIAL	Pacific Bell
	DE VENCENZI ASSOCIATES	Pacific Bell
	DI SALVO J L BROKER-DEVELOPER	Pacific Bell
	DIVORCE ASSISTANCE SERVICE	Pacific Bell
	DOSSIER JOHN & ASSOCIATES	Pacific Bell
	E ITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES AGENCIES	Pacific Bell
	EDA DEVELOPEMENT INVESTMENT CO	Pacific Bell
	EICHHORN IMPORTS	Pacific Bell
	ELDER RANDOLPH C LU	Pacific Bell
	ELFAR ED APPRSR	Pacific Bell
	EQUITABLE VARIABLE LIFE INSURANCE CO	Pacific Bell
	EUROPLAN INC	Pacific Bell
	EVLICO	Pacific Bell
	EXECUTIVE REALTY SERVICES	Pacific Bell
	EXECUTIVE SECRETARIAL SERVICE	Pacific Bell
	EXOTECH INC	Pacific Bell
	FEDERAL BUREAU OF INVESTIGATION	Pacific Bell
	FELLOWS & SUTTON ATTYS	Pacific Bell
	FELLOWS EDWARD M ATTY	Pacific Bell
	FINANCIAL SERVICES	Pacific Bell
	FIRST CITY FEDERAL	Pacific Bell
	FOUR STAR DATA	Pacific Bell
	FOUR STAR TRAVEL	Pacific Bell
	GARDEN CITY REAL ESTATE	Pacific Bell
	GENERAL ELECTRIC MORTGAGE INS COMPANIES	Pacific Bell
	GERHARDT JOHN S ATTY	Pacific Bell
	GHIAI DEVELOPIENT CORPORATION	Pacific Bell
	GRAPHON CORPORATION	Pacific Bell
	GRAY GLEN & ASSOCIATES	Pacific Bell
	GRISCHY E W M ATTY	Pacific Bell
	GROGAN THOS J ATTY GROGAN VOGELGESANG & VON DIOSZEGHY	Pacific Bell
	GROGAN VOGELGESANG & VON DIOSZEGHY ATTYS	Pacific Bell

FINDINGS

Year	Uses	Source
1985	HANSEN & SHAPIRO	Pacific Bell
	HAORWARD MAINO & SUTTON ATTYS	Pacific Bell
	HARRIS PETER P ATTY	Pacific Bell
	HARWARD JON P	Pacific Bell
	HOME FEDERAL SAVINGS AND LOAN ASSN OF - SAN FRANCISCO	Pacific Bell
	HORIZON NORTGAGE CO INC	Pacific Bell
	INK REHABILITATION SERVICES	Pacific Bell
	JMH A DEVELOPMENT CORP	Pacific Bell
	KASOLAS GEORGE C ATTY CAMPBELL	Pacific Bell
	KENNEDY PAUL M AGENCY	Pacific Bell
	KIMBERLY NURSES	Pacific Bell
	KRAFT ROBERT W	Pacific Bell
	KRENZEL JESSE ATTORNEY AT LAW	Pacific Bell
	LINDENBAUM LIONEL E RI EST	Pacific Bell
	LUND PETER	Pacific Bell
	MAINO ROGER L ATTY	Pacific Bell
	MANUFACTURING & CDNSULTING SERVICES INC	Pacific Bell
	MHI CORRUGATING MACHINERY CO	Pacific Bell
	MORRISON CHUCK	Pacific Bell
	MORROW MARVA EA	Pacific Bell
	MRS FIELDS COOKIES PNTWARD C	Pacific Bell
	NCNEAL GARY	Pacific Bell
	OVISCO	Pacific Bell
	PASBY ROBERT	Pacific Bell
	PETRIS & VASIL ATTYS CAMPBELL	Pacific Bell
	PIC	Pacific Bell
	PINTO JOHN V REALTOR	Pacific Bell
	POLYPLAN INC	Pacific Bell
	PREFERRED INTEREST CONSORTIUM	Pacific Bell
	PRIDE PROPERTIES	Pacific Bell
	PRUDENTIAL INSURANCE COMPANY OF AMERICA THE	Pacific Bell
	PRUNEYARD-TOWERS I & 11	Pacific Bell
	RICE GOORGE B ATTY	Pacific Bell
	ROBERT A ROBERTS COUNSELING SERVICES	Pacific Bell
	ROONEY MARK	Pacific Bell
	ROSENTHAL PEARL CPA	Pacific Bell

FINDINGS

Year	Uses	Source
1985	ROYAL INSURANCE	Pacific Bell
	ROYAL PACIFIC INSURANCE SERVICES	Pacific Bell
	S D ASSOCIATES	Pacific Bell
	SASS SYSTEMS AND SOFTWARE SUPPORT	Pacific Bell
	SCRANTON LAW FIRM	Pacific Bell
	SEBASTIAN S RESTAURANT	Pacific Bell
	SEBASTIANS RESTAURANT	Pacific Bell
	SHACKLEFORD & ASSOCIATES	Pacific Bell
	SIMONSEN P REALTOR	Pacific Bell
	SMITH NICHOLS J INVESTIGATION	Pacific Bell
	STEWART DAVID	Pacific Bell
	SUTTON LAWRENCE T A PROFESSIONAL CORPORATION	Pacific Bell
	SUTTON LAWRENCE T A PROFESSIONAL CORPORATION ATLTYS	Pacific Bell
	TATM GROUP THE	Pacific Bell
	TEDESCO VINCENT N WATSON TEDESCO & ALPHONSE ATTYS	Pacific Bell
	TELTONE CORP	Pacific Bell
	TICOR TITLE INSURANCE	Pacific Bell
	TOWERS EXECUTIVE SUITE	Pacific Bell
	TOWERS I & II OFFICE BUILDINGS	Pacific Bell
	TRAVIS FINANCIAL INC MOTELS	Pacific Bell
	VASIL JOHN G PETRIS & VASIL ATTYS CAMPBELL	Pacific Bell
	VOGEL NORVIN	Pacific Bell
	Vogelgesang John J atty	Pacific Bell
	VON DIOSZEGHY ADAM ATTY GROGAN VOGELGESANG & VON DIOSZEGHY	Pacific Bell
	WAGNER MARC HOLMES CPA	Pacific Bell
	WATSON TEDESCO & ALPHONSE ATTYS	Pacific Bell
	WATSON WM E WATSON TEDESCO S ALPHONSE ATTYS	Pacific Bell
	WESTERN REGIONAL INVESTMENTS INC	Pacific Bell
	WESTERN STATES MACHINERY CORP	Pacific Bell
	ZENK HONORE K ATTY	Pacific Bell
	ZOLLER WILLIAM G ATTY	Pacific Bell
1982	Campbell	Pacific Telephone
	Fidelity Source Discount Brokerage	Pacific Telephone

FINDINGS

Year	Uses	Source
1982	NEW YORK LIFE INSURANCE COMPANY e Operal Sales Offices	Pacific Telephone
	von Dioszeghy	Pacific Telephone
	Vonderach Thos	Pacific Telephone
1980	Adams Dick ins	Pacific Telephone
	Advance Financial Planning	Pacific Telephone
	Aresco Inc	Pacific Telephone
	ASSOCIATED CAPITOL INVESTMENTS	Pacific Telephone
	Automation Sales Company Inc	Pacific Telephone
	Bartolome Tito	Pacific Telephone
	Berris & Fukasawa	Pacific Telephone
	BOWMAN STEVEN W atty	Pacific Telephone
	Bradley Burke W Jr Petris Vasil & Bradley attys	Pacific Telephone
	Buttyan Edward vocatni consltnt	Pacific Telephone
	C R Industries	Pacific Telephone
	California Teachers Services Inc	Pacific Telephone
	Campbell	Pacific Telephone
	Casey John	Pacific Telephone
	Catlett Duerner & Associates Inc	Pacific Telephone
	CERTIFIED FLEXSTAFF TEMPORARY PERSONNEL SERVICE	Pacific Telephone
	Communi Cable Co	Pacific Telephone
	Controlex	Pacific Telephone
	Controlex Buyers Guide	Pacific Telephone
	cosn Diosozeghy	Pacific Telephone
	Cutlass Corp The	Pacific Telephone
	D ANGELO PATRICK J CPA	Pacific Telephone
	de Voncenzi Personnel Services	Pacific Telephone
	De Witt Betty	Pacific Telephone
	Devencenzi Geo H	Pacific Telephone
	Dynamic Technology	Pacific Telephone
	Educators Tax & Financial Service	Pacific Telephone
	Elfar Ed apprsr	Pacific Telephone
	Epperson Roger L Realtor	Pacific Telephone
	EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES Agency	Pacific Telephone
	Equitable Variable Life Insurance Co	Pacific Telephone
	Evans A Christine	Pacific Telephone
	EVLICO	Pacific Telephone

FINDINGS

Year	Uses	Source
1980	FARMERS INSURANCE GROUP	Pacific Telephone
	FEDERAL BUREAU OF INVESTIGATION	Pacific Telephone
	FIDELITY BROKERAGE SERVICES INC	Pacific Telephone
	FOUR STAR TRAVEL	Pacific Telephone
	Freedom Alarm	Pacific Telephone
	Garden City Real Estate	Pacific Telephone
	Grogan Thos J atty	Pacific Telephone
	Grogan Thos J atty Grogan Vogelgesang &	Pacific Telephone
	Grundy Frederick L	Pacific Telephone
	Harward & Sullivan Inc	Pacific Telephone
	Harward Jon P	Pacific Telephone
	Hometown Realty	Pacific Telephone
	Jason Raymond B CPA	Pacific Telephone
	Kasolas Geo C atty	Pacific Telephone
	Kennedy Paul M Agency	Pacific Telephone
	Kraft Sandra atty Grogan Vogelgenang &	Pacific Telephone
	Krenzel Jesse atty	Pacific Telephone
	Levy S Inc	Pacific Telephone
	Mac Donald Arch	Pacific Telephone
	Mac Donald Douglas B atty	Pacific Telephone
	MANUFACTURERS TRUST DEEDS OF CALIFORNIA	Pacific Telephone
	Margolati Development Co Inc	Pacific Telephone
	Minoli Donald L	Pacific Telephone
	Narron James New York life Insurance Company	Pacific Telephone
	New Era Industries Inc	Pacific Telephone
	Omni Security Systems	Pacific Telephone
	Pacific Plan	Pacific Telephone
	Papadakis H N atty	Pacific Telephone
	Paul M Kennedy Agency	Pacific Telephone
	PIONEER FEDERAL SAVINGS & LOAN ASSOCIATION	Pacific Telephone
	Pride Properties	Pacific Telephone
	PRUDENTIAL INSURANCE COMPANY OF AMEIRICA THE District Agencies Offices	Pacific Telephone
	Pruneyard Towers I & II	Pacific Telephone
	Real Estate World	Pacific Telephone
	Richards Steven Real Estate Broker	Pacific Telephone

FINDINGS

Year	Uses	Source
1980	Rodoni Ray New York Life Insuraincr Company	Pacific Telephone
	rogansi Vogelgesang & von Dioszeghy attys	Pacific Telephone
	Rooney Mark	Pacific Telephone
	RYDEN FRAZER AGENCY	Pacific Telephone
	San Jose Agency	Pacific Telephone
	Sanguinetti Richard B Watson Tedesco Sangulnetti &Alphonse	Pacific Telephone
	SAUNDERS JAMES AGENCY	Pacific Telephone
	SEBASTIANS RESTAURANT	Pacific Telephone
	Seifert Ron ins	Pacific Telephone
	SIERRA BAY REALTORS	Pacific Telephone
	SPERRY REMINGTON OFFICE SYSTEMS	Pacific Telephone
	STAFF BUILDERS HEALTH CARE SERVICES	Pacific Telephone
	Sullivan James M	Pacific Telephone
	T N A Construction Development Inc	Pacific Telephone
	Tiddy Doug Realtqr	Pacific Telephone
	TITLE INSURANCE AND TOUST Con Mrd The Towers Pruneyard Office	Pacific Telephone
	TOWERS EXECUTIVE SUITE	Pacific Telephone
	U S Army Reserve Area Organizational Maintenance	Pacific Telephone
	Vasil John G Petris Vasil & Bradley attys /	Pacific Telephone
	Vasona Associates Inc	Pacific Telephone
	Vogelgesang John J atty	Pacific Telephone
	Von Der Worth Karen	Pacific Telephone
	von Dioszeghy	Pacific Telephone
	W S Rupp & Associates	Pacific Telephone
	Watson Tedesco Sanguinetti & Alphonse	Pacific Telephone
	Watson Wm E Watson Tedesco Sanguinetti & Alphonse	Pacific Telephone
1975	ALL POINTS INSURANCE & INVESTMENTS INC	Pacific Telephone
	ALPHONSE HAROLD T WATSON TEDESCO SANGUINETTI & ALPHONSE	Pacific Telephone
	BELL GEORGE P & ASSOCIATES	Pacific Telephone
	BERRIS GEORGE J ATTY	Pacific Telephone
	BORG WARNER ACCEPTANCE CORP	Pacific Telephone
	BRYSKI REALTY	Pacific Telephone
	CAHNERS PUBLISHING CO	Pacific Telephone

FINDINGS

Year	Uses	Source
1975	CHADBOURNE OTTO W CLU & ASSOCIATES	Pacific Telephone
	CIG COMPUTER PRODUCTS	Pacific Telephone
	CONN ROBT L & ASSOCIATES	Pacific Telephone
	COVINGTON GROUP INC	Pacific Telephone
	COX WM M COMNMERCIAL REAL ESTATE	Pacific Telephone
	DALEY COOLIDGE & CO	Pacific Telephone
	EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES	Pacific Telephone
	ESCAPE RL EST	Pacific Telephone
	EXECUDEX SAN JOSE INC	Pacific Telephone
	FASHION CONSPIRACY	Pacific Telephone
	FEDERAL BUREAU OF INVESTIGATION	Pacific Telephone
	FINANCIAL SITE SEARCH INC	Pacific Telephone
	GENERAL ELECTRIC ADVERTISING AND SALES PROMOTION OPERATION	Pacific Telephone
	GERHARDT JOHN S ATTY	Pacific Telephone
	GRISCHY EWWM ATTY	Pacific Telephone
	GROGAN THOS J ATTY GROGAN VOGELGESANG VON DIOSZEGHY & WASSNER	Pacific Telephone
	GROGAN VOGELGESANG VON DIOSZEGHY & WASSNER ATTYS	Pacific Telephone
	GRUNDY FREDERICK L CAMPBELL	Pacific Telephone
	HALY THOS H	Pacific Telephone
	HARWARD JON P	Pacific Telephone
	HARWARD SULLIVAN & WADE	Pacific Telephone
	HIGHLAND PROPERTIES	Pacific Telephone
	INTERNATIONAL COMMUNICATIONS CORP	Pacific Telephone
	INTERNATIONAL RESOURCES	Pacific Telephone
	INVESTORS EXCHANGE	Pacific Telephone
	JOBBERY AGENCY THE	Pacific Telephone
	JOHNSON JAS D CPA	Pacific Telephone
	JOHNSON SECRETARIAL SERVICE	Pacific Telephone
	KASOLAS GEORGE C PETRIS & VASIL ATTYS	Pacific Telephone
	KATOPOTHIS & ASSOCIATES	Pacific Telephone
	KENDREE AGENCY	Pacific Telephone
	KENDREE IJ R JR CLU	Pacific Telephone
	KENNEDY GEORGE NEW YORK LIFE INSURANCE COIR TPANY	Pacific Telephone

FINDINGS

Year	Uses	Source
1975	LEWIS & ASSOCIATES	Pacific Telephone
	LEWIS ROBERT L ATTY	Pacific Telephone
	MAC DONALD ARCH	Pacific Telephone
	MANTLE J KENNETH INS NEW YORK LIFE INSURANCE COMPANY	Pacific Telephone
	MAXWELL IVAN FE MAXWELL PROPERTY MANAGEMENT INC	Pacific Telephone
	ME NEAL GEORGE H CLU	Pacific Telephone
	NARRON JAMES NEW YORK LIFE INSURANCE COMPANY	Pacific Telephone
	NEW YORK LIFE INSURANCE COMPANY GENERAL SALES OFFICES CAMPBELL GENERAL OFFI	Pacific Telephone
	NEW YORK LIFE INSURANCE COMPANY General Sales Offices Campbell General Office	Pacific Telephone
	OPPENHEIM M D & COMPANY	Pacific Telephone
	PACIFIC MUTIJAL	Pacific Telephone
	PETRIS & VASIL ATTYS CAMPBELL	Pacific Telephone
	PETRIS NICHOLAS C PETRIS&VASIL ATTYS	Pacific Telephone
	PIONEER FEDERAL SAVINGS & LOAN ASSOCIATION THE TOWERS-PRUNEYARD CMI	Pacific Telephone
	PRECISION INSTRUMENT CO	Pacific Telephone
	PRIDE PROPERTIES	Pacific Telephone
	QUACKENBUSH WILLIAM C ATTY AT LAW	Pacific Telephone
	QUACKENBUSH WILLIAM C ATTYATLAW	Pacific Telephone
	QUANTEX	Pacific Telephone
	REALTY INVESTMENT PLANNING INC	Pacific Telephone
	REALTY RESOURCE ENTERPRISES	Pacific Telephone
	REAP J W & ASSOCIATES INC	Pacific Telephone
	REX WM S CPA	Pacific Telephone
	ROYAL-GLOBE INSURANCE COMPANIES	Pacific Telephone
	SANGUINETTI & ALPHONSE	Pacific Telephone
	SEBASTIAN S RESTAURANT	Pacific Telephone
	SELECTIVE FINANCIAL SYSTEMS	Pacific Telephone
	SENTINEL PLAN	Pacific Telephone
	SHAW ARTHUR J & CO	Pacific Telephone
	SIERRA-BAY REALTORS	Pacific Telephone
	STRESSTEK CORPORATION	Pacific Telephone
	SULLIVAN JAMES M	Pacific Telephone

FINDINGS

Year	Uses	Source
1975	SUNNENBERG DAVE INS BRKR	Pacific Telephone
	T M I EQUITIES INC	Pacific Telephone
	TEDESCO VINCRNT N WATSON TERLESCO SANGUINETTI & ALPHONSE	Pacific Telephone
	THE TOWERS-PRUNEYARD OFFICE	Pacific Telephone
	TIDBALL VOLNEY J ATTY	Pacific Telephone
	TIMESAVER S TEMPORARY PERSONNEL	Pacific Telephone
	TOWERS EXECUTIVE SUITE	Pacific Telephone
	TOWERS OFFICE BUILDING	Pacific Telephone
	UNITED URBAN DEVELOPMENT CORP	Pacific Telephone
	UNIVERSITY COMPUTING CO	Pacific Telephone
	VERZANI HAL ALL POINTS INSURANCE & INVESTMENTS INC	Pacific Telephone
	VIP REALTORS INC	Pacific Telephone
	VOGELGESANIG JOHN J ATTY GROGAN VOGELGESANIQ VON DIOSZEGHY & WASSNER	Pacific Telephone
	VOLT INSTANT PERSONNEL	Pacific Telephone
	VONDCRWERTH FRANK MRS	Pacific Telephone
	WADE MARLENE C	Pacific Telephone
	WASSNER KENNETH B ATTY GROGAN VOGELGESANG VON DIOSZEGHY & WASSNER	Pacific Telephone
	WATSON TEDESCO SANGUINETTI & ALPHONSE	Pacific Telephone
	WESTERN GIRL SEE WESTERN TEMPORARY SERVICES INC	Pacific Telephone
	WESTERN MEN DIVISION	Pacific Telephone
	WESTERN RESEARCH SERVICE	Pacific Telephone
	YEGGE L R CO	Pacific Telephone
	ZAHNER DARYL R NEW YORK LIFE INSURANCE COMPANY	Pacific Telephone

1919 S BASCOM AVE

Year	Uses	Source
2001	COMPOWARE CORPORATION	Haines Company, Inc.

1995 S BASCOM AVE

Year	Uses	Source
2013	PRUNEYARD PLAZA HOTEL	Cole Information Services
	THE PRUNEYARD PLAZA HOTEL RESERVAT	Cole Information Services
2008	PRUNEYARD INN THE	Cole Information Services

FINDINGS

Year	Uses	Source
2001	PRUNEYARDINN	Haines Company, Inc.
1991	Cardiff Hotels	PACIFIC BELL WHITE PAGES
	PRUN E YARD IN N	PACIFIC BELL WHITE PAGES

1999 S BASCOM AVE

Year	Uses	Source
2013	A+ AUTO GLASS	Cole Information Services
	APOGEE SOFTWARE	Cole Information Services
	APPLIED WAVE RESEARCH INC	Cole Information Services
	BANK OF AMERICA	Cole Information Services
	BANK OF THE WEST	Cole Information Services
	BARRINGER INSURANCE BROKERS INC	Cole Information Services
	CHEE HEW AMERIPRISE FINANCIAL SERV	Cole Information Services
	CHRIS STAPLETON AMERIPRISE FINANCI	Cole Information Services
	COMMERCIAL RESIDENTIAL REAL ESTATE	Cole Information Services
	CONNIE CAN AMERIPRISE FINANCIAL SE	Cole Information Services
	DE WINTER ASSOCIATES	Cole Information Services
	DIMITAR KOTOV AMERIPRISE FINANCIAL	Cole Information Services
	DONALD SIBBITT AMERIPRISE FINANCIA	Cole Information Services
	FINAMORE REALTY	Cole Information Services
	FOURNIER MCDERMOTT & LAMB CPAS	Cole Information Services
	GARY CRUFF AMERIPRISE FINANCIAL SE	Cole Information Services
	GLOBAL VOICE & DATA	Cole Information Services
	HQ PRUNEYARD	Cole Information Services
	HRN SERVICES	Cole Information Services
	HUNG T VU AMERIPRISE FINANCIAL SER	Cole Information Services
	HUSON EUROPEAN	Cole Information Services
	KOSTIGEN & ASSOCIATES	Cole Information Services
	MASON JACKSON H JR	Cole Information Services
	MASON JACKSON H JR ATTORNEY	Cole Information Services
	MASONMCDUFFIE MORTGAGE CORPORATION	Cole Information Services
	OPTIENCE CORP	Cole Information Services
	OSI ENGINEERING	Cole Information Services
	PARKER NAOMI	Cole Information Services
	PRUNEYARD FINANCIAL GROUP INC	Cole Information Services
	PRUNEYARD GARAGE	Cole Information Services
	RCA GLOBAL	Cole Information Services

FINDINGS

Year	Uses	Source
2013	REAL CAPITAL ANALYTICS INC	Cole Information Services
	REGUS	Cole Information Services
	ROBERT W CLELAND AMERIPRISE FINANC	Cole Information Services
	SAMIRIAN CHEMICALS	Cole Information Services
	SENIOR CARE OUTREACH INC	Cole Information Services
	SENJU COMTEK CORP	Cole Information Services
	SEQUOIA WORLDWIDE	Cole Information Services
	UNITED STATES GOVERNMENT	Cole Information Services
	WADDELL & REED	Cole Information Services
	WAGNERBLECHER PATENT ATTORNEYS	Cole Information Services
	WEALTH DESIGN LLC	Cole Information Services
	WILLIAMS TAX SERVICE	Cole Information Services
	YOUNG & ASSOCIATES	Cole Information Services
	YOUSSEF HEIDI ATTORNEY AT LAW	Cole Information Services
2008	7 DAY LOAN SERVICE	Cole Information Services
	ACS SERVICES	Cole Information Services
	ADM INTERNATIONAL INC	Cole Information Services
	AGILE ACCESS CONTROL INC	Cole Information Services
	ALLIED CAPITAL LOANS	Cole Information Services
	AMERIPRISE FINANCIAL	Cole Information Services
	ANA SEMI INC	Cole Information Services
	APOGEE SOFTWARE INC	Cole Information Services
	APPLIED WAVE RESEARCH INC	Cole Information Services
	ATRATIVA INC	Cole Information Services
	BANK OF AMERICA NA	Cole Information Services
	BARBACCIA MANAGEMENT CO	Cole Information Services
	BARRINGER INSURANCE BROKERS	Cole Information Services
	BOB MILLER & ASSOCIATES	Cole Information Services
	BUSINESS INTELLIGENCE SOLUTIONS	Cole Information Services
	CAL COAST FINANCIAL CORP	Cole Information Services
	CALIFORNIA PAYROLL	Cole Information Services
	CALIFORNIA SECURED FUNDING	Cole Information Services
	CAMERON PARK GROUP LLC	Cole Information Services
	CIROND CORP	Cole Information Services
	COMMERCIAL RESIDENTIAL REAL ESTATE	Cole Information Services
	COMSYS	Cole Information Services
	CONCEPTS WEST INC	Cole Information Services

FINDINGS

Year	Uses	Source
2008	CONGRESS UNITED STATES	Cole Information Services
	COSMO COMMUNICATION USA CORP	Cole Information Services
	D C FINANCIAL SERVICE	Cole Information Services
	DATABASE MARKETING SOLUTIONS	Cole Information Services
	DENKA SEIKEN USA INC	Cole Information Services
	DIVERSIFIED CAPITAL FUNDING	Cole Information Services
	ENCINA INVESTMENT GROUP INC	Cole Information Services
	ESEARCHNET COM LLC	Cole Information Services
	FINAMORE REALTY	Cole Information Services
	FINANCIALCIRCUIT COM INC	Cole Information Services
	FODEN CHERYL & ASSOCIATES	Cole Information Services
	FOURNIER MC DERMOTT & LAMB LP	Cole Information Services
	GARRY W WILLIAMS EA	Cole Information Services
	GEORGE C FRASER III	Cole Information Services
	GEORGE L BOZZO ATTORNEY CPA	Cole Information Services
	GREYSTONE FINANCIAL INC	Cole Information Services
	HALSEY ENTERPRISES	Cole Information Services
	HONDA MIKE CONGRESSMAN 15TH DIST	Cole Information Services
	HORNBERGER ENGINEERING	Cole Information Services
	HOUSING4TEACHERS LLC	Cole Information Services
	HUSON EUROPEAN MEDICAL LLC	Cole Information Services
	ITA CAPITAL INC	Cole Information Services
	IZOR PAUL H ATTORNEY AT LAW	Cole Information Services
	KAPOW TECHNOLOGIES INC	Cole Information Services
	LABAHIA REALTY	Cole Information Services
	LAMPROS & ROBERTS CONSULTING	Cole Information Services
	LAW OFFICE OF MARY K SIMPSON	Cole Information Services
	LAW OFFICE OF NAOMI PARKER	Cole Information Services
	LAW OFFICES OF MARSHALL ROBBELOTH AN	Cole Information Services
	MAPICS INC	Cole Information Services
	MARDEN EDWARDS INC	Cole Information Services
	MARVIN REAL ESTATE LOANS	Cole Information Services
	MARY DONE	Cole Information Services
	MCBRIDE SYSTEMS	Cole Information Services
	MONEYWORLD SALES MORTGAGES	Cole Information Services
	NATIONAL BUSINESS CONSULTANTS	Cole Information Services
	NESCO RESOURCE	Cole Information Services
	OAKMONT MORTGAGE	Cole Information Services

FINDINGS

Year	Uses	Source
2008	OPTIENCE CORP	Cole Information Services
	PC NERD	Cole Information Services
	PLAYPHONE INC	Cole Information Services
	PROMERIO INC	Cole Information Services
	PRUNEYARD FINANCIAL GROUP	Cole Information Services
	REAL CAPITAL ANALYTICS	Cole Information Services
	RNM LLC	Cole Information Services
	ROB CLELAND CFP	Cole Information Services
	SAMIRIAN CHEMICALS INC	Cole Information Services
	SGP VENTURES	Cole Information Services
	STORM FRONT SERVICES	Cole Information Services
	STRATUS REAL ESTATE	Cole Information Services
	STRIDE & ASSOCIATES INC	Cole Information Services
	TIFFANY MARBLE MOLDS INTERNATIONAL I	Cole Information Services
	TIMOTHY BERESKY	Cole Information Services
	USDATA CORP	Cole Information Services
	VENTURI TECHNOLOGY PARTNERS	Cole Information Services
	VIRTRANS OWN SMART INVESTMENTS	Cole Information Services
	WADDELL & REED INC	Cole Information Services
	WARM SPRINGS MORTGAGE	Cole Information Services
	WELLS FARGO FINANCIAL CA INC	Cole Information Services
	WELLS FARGO HOME MORTGAGE	Cole Information Services
	WILLIAMS TAX SERVICE	Cole Information Services
	WM FINANCIAL	Cole Information Services
2001	2020 INVESTMENT GROUP	Haines Company, Inc.
	ABBOTT BRIAN R PHD	Haines Company, Inc.
	ACCUSORTSYSTEMS	Haines Company, Inc.
	ADVANCE DRILLING CO	Haines Company, Inc.
	AMER EXPRESS FINANCIAL ADVISOR	Haines Company, Inc.
	API	Haines Company, Inc.
	APOGEESOFTWARE	Haines Company, Inc.
	BANKWST BRANCH	Haines Company, Inc.
	BARRINGER INSURANCE BROKERS	Haines Company, Inc.
	BICCBRANOREX	Haines Company, Inc.
	BOZZOGEORGEL ATTORNEY AT LAW	Haines Company, Inc.
	BRADBURY MANAGEMENT GROUP	Haines Company, Inc.
	BROWN DIANEM LAW OFFICES OF	Haines Company, Inc.
	BRUCH DENNIS	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2001	BUTLERWILLIAMM ATTYATLAW	Haines Company, Inc.
	CA SECURED FUNDING	Haines Company, Inc.
	CENTURION TECHNOLOGIES	Haines Company, Inc.
	CHASE CYNTHIA L ATTY	Haines Company, Inc.
	CHAVEZTHEODORE ATTY	Haines Company, Inc.
	CLEARWATER GROUP	Haines Company, Inc.
	COMNTYCOLLEGE FOUNDATION	Haines Company, Inc.
	DEFREY&COMPANY INC	Haines Company, Inc.
	DIVINECAREGROUP INC	Haines Company, Inc.
	ELGATOSOFTWARE LLC	Haines Company, Inc.
	FERTITTA&ASSOCINC	Haines Company, Inc.
	FI AMERICA BANCORP	Haines Company, Inc.
	FINAMORE REALTY	Haines Company, Inc.
	FINANCLTITLE CO	Haines Company, Inc.
	FIRESTONEFINANCIAL GROUP	Haines Company, Inc.
	FODEN CHERYLOASSOCIATES	Haines Company, Inc.
	FOURNIER MCDERMOTT&LAMB CPAS	Haines Company, Inc.
	FOX VOCATIONAL SERVICES	Haines Company, Inc.
	GILLTIMOTHYLAW OFFICES	Haines Company, Inc.
	GOLDEN GATETECHNOLOGIES	Haines Company, Inc.
	GOLDEN PACIFIC FINANCIAL	Haines Company, Inc.
	HALSEY ENTERPRISES	Haines Company, Inc.
	HERITAGEREAL ESTATE	Haines Company, Inc.
	HL FINANCIAL TDI	Haines Company, Inc.
	HORNBERGER ENGINEERING	Haines Company, Inc.
	HOTHAUS TECHNOLOGIES	Haines Company, Inc.
	HQ GLOBAL WORKPLACES	Haines Company, Inc.
	HRN SERVICES	Haines Company, Inc.
	HUNT & ASSOCIATES	Haines Company, Inc.
	HUNT ENTERPRISES	Haines Company, Inc.
	HUNTP MICHAELCL	Haines Company, Inc.
	HUSONEUROPEAN	Haines Company, Inc.
	INNOVEX MORTGAGE INC	Haines Company, Inc.
	INTERFIRST	Haines Company, Inc.
	IZOR PAULH ATTY	Haines Company, Inc.
	KANEKTIONS	Haines Company, Inc.
	KINGREBECCAATTY	Haines Company, Inc.
	KWANASIA	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2001	LAMBGEOFREYCPA	Haines Company, Inc.
	LENOREYEAMANS TRUST	Haines Company, Inc.
	MAHANWILLIAMO ATTY AT LAW	Haines Company, Inc.
	MALLONEEOASSOCIATES	Haines Company, Inc.
	MANAGEOECONOMICS FOR DOCTORS	Haines Company, Inc.
	MARATHONTECHNOLOGIES CORP	Haines Company, Inc.
	MASONJACKSONHJR ATTY	Haines Company, Inc.
	MCBRIDE ROBERT CP	Haines Company, Inc.
	MCBRIDE SYSTEMS	Haines Company, Inc.
	MILLENNIA FUNDING	Haines Company, Inc.
	MILLER BOB&ASSOCIATES	Haines Company, Inc.
	MILLER RLTAX SERVICE	Haines Company, Inc.
	NATL SERVICES	Haines Company, Inc.
	NORTH CORPORATION USA	Haines Company, Inc.
	OAKMONTMORTGAGE	Haines Company, Inc.
	ONYXSOFTWARE CORP	Haines Company, Inc.
	OUTHINK	Haines Company, Inc.
	PAC INTERNATIONAL LTD	Haines Company, Inc.
	PARKERNAOMIATTY	Haines Company, Inc.
	PETRICK&ASSOCIATES	Haines Company, Inc.
	PHILIPS LMS	Haines Company, Inc.
	PRUNEYARD FINANCIAL GROUP	Haines Company, Inc.
	PRUNEYARDDASCTSLP	Haines Company, Inc.
	PRUNYARO SHOPPING CENTER THE	Haines Company, Inc.
	PULSEMDCORP	Haines Company, Inc.
	REMINGTON INTERNATL	Haines Company, Inc.
	RITELIMKCORP	Haines Company, Inc.
	SECURITYDYNAMICS	Haines Company, Inc.
	SIERSEMANCCPA	Haines Company, Inc.
	SOBOLESKICECELIAATTYATLAW	Haines Company, Inc.
	SOUTHRN PACIFIC BANK	Haines Company, Inc.
	SOUTREXEXHIBTNINC	Haines Company, Inc.
	SPECTOR BARBARA ATTY	Haines Company, Inc.
	SPECTOR LAW FIRM	Haines Company, Inc.
	STAVELEY ASSOCIATES	Haines Company, Inc.
	TDI INC	Haines Company, Inc.
	TEN10	Haines Company, Inc.
	THE TOWERS 2	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2001	THORSCH PRODUCTIONS	Haines Company, Inc.
	TIFFANYMARBLE MOLDS	Haines Company, Inc.
	TIVOLI SYSTEMS INC	Haines Company, Inc.
	TKO	Haines Company, Inc.
	TWIN PICK RACK SYSTEMS	Haines Company, Inc.
	TWOBYFOUR	Haines Company, Inc.
	VALUEMORTGAGE SERVICES BRANCH	Haines Company, Inc.
	VIEWSONICCORP	Haines Company, Inc.
	VISIONSOPT	Haines Company, Inc.
	WARM SPRINGS MORTGAGE	Haines Company, Inc.
	WDF FINANCIAL GROUP	Haines Company, Inc.
	WESTIN ENGINEERING INC	Haines Company, Inc.
	WESTRN STATES MACH	Haines Company, Inc.
	WILSON CORNERSTONE PROPERTIES	Haines Company, Inc.
	WINSTON MARKETING & COMMNCTN	Haines Company, Inc.
1991	ACCOUNT WORLD BUSINESS SERVICES	PACIFIC BELL WHITE PAGES
	ACCOUNTWORLD BUSINESS SERVICES	PACIFIC BELL WHITE PAGES
	Advance Drilling	PACIFIC BELL WHITE PAGES
	ADVANCE SOIL TECHNOLOGY	PACIFIC BELL WHITE PAGES
	AME RICAN IN TE RN ATION AL COMPAN IE S	PACIFIC BELL WHITE PAGES
	AMERICAN INTERNATIONAL COMPANIES	PACIFIC BELL WHITE PAGES
	Applications Unlimited	PACIFIC BELL WHITE PAGES
	BANKING OFFICES (CONTD)	PACIFIC BELL WHITE PAGES
	Banking Offices Contd San Jose Contd	PACIFIC BELL WHITE PAGES
	Berwick & Homer	PACIFIC BELL WHITE PAGES
	BERWICK & HOMER CAMPBELLL 286 628	PACIFIC BELL WHITE PAGES
	BLOOM EDWARD I ATTY	PACIFIC BELL WHITE PAGES
	Bo Enterprises	PACIFIC BELL WHITE PAGES
	BORRISON DIANE INSURANCE SERVICES	PACIFIC BELL WHITE PAGES
	Bowen & Wilkerson attys	PACIFIC BELL WHITE PAGES
	Bowen Chas H atty	PACIFIC BELL WHITE PAGES
	BROW N DIAN E MATTY	PACIFIC BELL WHITE PAGES
	BROWN DIANE Matty	PACIFIC BELL WHITE PAGES
	Business Focus Inc	PACIFIC BELL WHITE PAGES
	BUSINESS SOLUTIONS	PACIFIC BELL WHITE PAGES
	Byte Magazine	PACIFIC BELL WHITE PAGES
	CACC	PACIFIC BELL WHITE PAGES
	Campbell Branch	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1991	Cayman Systems Inc West Coast Division	PACIFIC BELL WHITE PAGES
	CHINESE AMERICAN CHAMBER OF COMMERCE	PACIFIC BELL WHITE PAGES
	Clinton Electronics Corp	PACIFIC BELL WHITE PAGES
	CONNECTICUT MUTUAL INSURANCE	PACIFIC BELL WHITE PAGES
	Convergent Captiol Corp	PACIFIC BELL WHITE PAGES
	DAREGALLNE	PACIFIC BELL WHITE PAGES
	Dataram Corp	PACIFIC BELL WHITE PAGES
	Di Salvo J L Broker Developer	PACIFIC BELL WHITE PAGES
	DI SALVO J L BROKER-DEVELOPER	PACIFIC BELL WHITE PAGES
	DORCICH LOUIS RARCHT	PACIFIC BELL WHITE PAGES
	Estern Peter A Law Office	PACIFIC BELL WHITE PAGES
	ESTRADA & ASSOCIATES	PACIFIC BELL WHITE PAGES
	Fertitta & Associates Inc	PACIFIC BELL WHITE PAGES
	FIDELITY INVESTMENTS	PACIFIC BELL WHITE PAGES
	Fraser & Associates	PACIFIC BELL WHITE PAGES
	GEORGE YOUNG & ASSOCIATES	PACIFIC BELL WHITE PAGES
	GOVERNMENT FUNDING CORP	PACIFIC BELL WHITE PAGES
	GOVERNMENT HOME LOAN PROGRAM	PACIFIC BELL WHITE PAGES
	GREATER SANTA CLARA DEVELOPMENT CORP	PACIFIC BELL WHITE PAGES
	H LFinancial Resources	PACIFIC BELL WHITE PAGES
	H LFINANCIAL RESOURCES CAMPBELLL 371 76	PACIFIC BELL WHITE PAGES
	HOFMAN DAVID	PACIFIC BELL WHITE PAGES
	Hofmann David J	PACIFIC BELL WHITE PAGES
	HOMER UOYD W-A PROFESSIONAL CORP	PACIFIC BELL WHITE PAGES
	HORNBERGER ENGINEERING	PACIFIC BELL WHITE PAGES
	HS C DEVELOPMENT	PACIFIC BELL WHITE PAGES
	HSC Development	PACIFIC BELL WHITE PAGES
	HUN T& AS S OCIATE S IN S S E RVICE IN C	PACIFIC BELL WHITE PAGES
	HUNT ASSOCIATES INS SERVICE INC	PACIFIC BELL WHITE PAGES
	Hunt Enterprises Inc	PACIFIC BELL WHITE PAGES
	HUNT P MICHAEL CLU HUNT & ASSOCIATES SERVICE INC	PACIFIC BELL WHITE PAGES
	I INDUSTRIAL INDEMNITY INS CO	PACIFIC BELL WHITE PAGES
	IZOR PAUL H ATTORNEY AT LAW	PACIFIC BELL WHITE PAGES
	Klein Mark S atty	PACIFIC BELL WHITE PAGES
	LA ALA STEPHEN E	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1991	La Jala Edward J	PACIFIC BELL WHITE PAGES
	LAJALA& AS S OCIATE S	PACIFIC BELL WHITE PAGES
	LAJALA& ASSOCIATES	PACIFIC BELL WHITE PAGES
	Leonard Dawson B atty	PACIFIC BELL WHITE PAGES
	LEXTEL INC	PACIFIC BELL WHITE PAGES
	Loan America Appraisal Service	PACIFIC BELL WHITE PAGES
	LOAN AMERICA MORTGAGE	PACIFIC BELL WHITE PAGES
	Mallonee & Associates	PACIFIC BELL WHITE PAGES
	Mc Graw Hil Magazines	PACIFIC BELL WHITE PAGES
	MC GRAW-HIL MAGAZINES	PACIFIC BELL WHITE PAGES
	MC MILLAN LEONARD & MERTES INDUSTRIAL INDEMNITY INS CO	PACIFIC BELL WHITE PAGES
	Mc Vicker & Assoc	PACIFIC BELL WHITE PAGES
	MC VICKER & ASSOC CAMPBELLL 371 20	PACIFIC BELL WHITE PAGES
	Mertes Martin W atty	PACIFIC BELL WHITE PAGES
	MERTES MARTIN W ATTY CAMPBELLL 377 H	PACIFIC BELL WHITE PAGES
	MINCRON S BC CORPORATION	PACIFIC BELL WHITE PAGES
	Mincron SBC Corporation	PACIFIC BELL WHITE PAGES
	Minnesota Valley Engineering	PACIFIC BELL WHITE PAGES
	MITSUBISHI KASEI CO	PACIFIC BELL WHITE PAGES
	Morelan Associates Inc Architects	PACIFIC BELL WHITE PAGES
	MVE CRYOENICS	PACIFIC BELL WHITE PAGES
	MVECryoenics	PACIFIC BELL WHITE PAGES
	Nugent Douglas G atty	PACIFIC BELL WHITE PAGES
	OPTIGRAPHICS CORP	PACIFIC BELL WHITE PAGES
	PACIFIC NEWS BUREAU	PACIFIC BELL WHITE PAGES
	Paramount Mortgage	PACIFIC BELL WHITE PAGES
	PETERSEN RON & ASSOCIATE	PACIFIC BELL WHITE PAGES
	Philips Geoffrey W	PACIFIC BELL WHITE PAGES
	Pruneyard Towers Office	PACIFIC BELL WHITE PAGES
	PVB & Associates	PACIFIC BELL WHITE PAGES
	RAM NET CORP	PACIFIC BELL WHITE PAGES
	RE LOCATION	PACIFIC BELL WHITE PAGES
	RELOCATION	PACIFIC BELL WHITE PAGES
	S TE IN BOCK PHILLIPM	PACIFIC BELL WHITE PAGES
	SEQUOIA PROPERTIES	PACIFIC BELL WHITE PAGES
	Shapiro Westman & Lund De Luca Certified Rehabilitation Counselors	PACIFIC BELL WHITE PAGES
	SMITH DAVID L ATTORNEY AT LAW	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1991	Standard & Poors Mc Graw Hill Magazines I	PACIFIC BELL WHITE PAGES
	STANDARD & POORS MC GRAW-HILL MAGAZINES I	PACIFIC BELL WHITE PAGES
	Steinbock Phillip M	PACIFIC BELL WHITE PAGES
	STEINBOCK PHILLIPM	PACIFIC BELL WHITE PAGES
	Strizek O Ted P I	PACIFIC BELL WHITE PAGES
	Tac Temps	PACIFIC BELL WHITE PAGES
	TENSWORTH PATRICIA A ATTY	PACIFIC BELL WHITE PAGES
	Transamerica Insurance Group	PACIFIC BELL WHITE PAGES
	UN IFIE D CON S UME R LE N DIN G S E RVICE S IN C	PACIFIC BELL WHITE PAGES
	UNIFIED	PACIFIC BELL WHITE PAGES
	Uniform Printing & Supply Inc	PACIFIC BELL WHITE PAGES
	W E S TE RN TE MPORARY S E RVICE S IN C	PACIFIC BELL WHITE PAGES
	WADDENGREGORY VDDSA PROFESSIONAL CORPORATION	PACIFIC BELL WHITE PAGES
	Wade & Associates	PACIFIC BELL WHITE PAGES
	WESTERN MARKETING SERVICES	PACIFIC BELL WHITE PAGES
	Western States Machinery Corp	PACIFIC BELL WHITE PAGES
	WESTERN STATES MACHINERY CORP CAMPBELLL 377 646	PACIFIC BELL WHITE PAGES
	WESTERN TEMPORARY SERVICES INC	PACIFIC BELL WHITE PAGES
	Wilkerson James T atty	PACIFIC BELL WHITE PAGES
	WILKINS ROY INSURANCE	PACIFIC BELL WHITE PAGES
	Wilson Monte R atty	PACIFIC BELL WHITE PAGES
	ZAJAC DESIGN STUDIO	PACIFIC BELL WHITE PAGES
	ZEMAITISINC	PACIFIC BELL WHITE PAGES
	Zenith	PACIFIC BELL WHITE PAGES
	ZENITH CAMPBELL	PACIFIC BELL WHITE PAGES
1986	A 1 ANSWERING EXCHANGE	Pacific Bell
	A 1 SECRETARIAL AND WORD PROCESSING SERVICE	Pacific Bell
	A I Answering Exchange	Pacific Bell
	American International Companies	Pacific Bell
	Arcology Builders Inc	Pacific Bell
	BAILIE SCHOOL OF BROADCAST	Pacific Bell
	Barnes Douglas P A Professional Law Corporation	Pacific Bell
	Berwick & Homer	Pacific Bell
	Bowen Charles H atty	Pacific Bell

FINDINGS

Year	Uses	Source
1986	Byler Del ins agt	Pacific Bell
	Cahill Victoria Steininger & Cahill Law Offices	Pacific Bell
	California Microelectronic System	Pacific Bell
	CHECK ENTERPRISES	Pacific Bell
	CIGMA FINANCIAL SERVICES	Pacific Bell
	Citizen America Corporation	Pacific Bell
	City Mortgage Services Inc Wholesale	Pacific Bell
	COMPANY RETAIL	Pacific Bell
	CREEKSIDE DEVELOPMENT CO	Pacific Bell
	Cubicomp Corporation	Pacific Bell
	David R Finch Inc	Pacific Bell
	Enborg Louis T Insurance Inc	Pacific Bell
	Equitable Life Insurance Co Of Iowa	Pacific Bell
	Executive Detail Service	Pacific Bell
	FERTi TTA & ASSOCIATES INC	Pacific Bell
	Fidelity Brokerage Services Inc	Pacific Bell
	FIDELITY INVESf MENTS	Pacific Bell
	Financial Procurement Services Inc	Pacific Bell
	Finch & Bowen attys	Pacific Bell
	Finch David R atty	Pacific Bell
	Forstrom Randall P	Pacific Bell
	Forsure Lammco Business Center Inc	Pacific Bell
	Fraser George C III agency mgr	Pacific Bell
	Gawlick Fred A Home Life Insurance Company f 01	Pacific Bell
	Geisha Marketing	Pacific Bell
	Gillis Sheilal	Pacific Bell
	GRIFFITH W S & CO INC	Pacific Bell
	H L FINANCIAL GROUP INC	Pacific Bell
	Heupel Financial & Insurance Services	Pacific Bell
	HOME LIFE INSURANCE COMPANY OF NEW YORK	Pacific Bell
	Homer Lloyd W A Professional Corp	Pacific Bell
	Hunsicker Wm R	Pacific Bell
	Hunt & Associates	Pacific Bell
	Hunt Denise	Pacific Bell
	Hunt P Michael CLU Hunt & Associates	Pacific Bell
	I Hunsinger Suzanne E	Pacific Bell
	I Hunt Enterprises Inc	Pacific Bell

FINDINGS

Year	Uses	Source
1986	Imperial Savings	Pacific Bell
	In Control Systems	Pacific Bell
	INDUSTRIAL INDEMNITY CO	Pacific Bell
	Industrial Underwriters	Pacific Bell
	Information Storage Inc	Pacific Bell
	Interstep	Pacific Bell
	intertel Corporation	Pacific Bell
	Ison Mary K	Pacific Bell
	Lammco Business Center Inc	Pacific Bell
	Lammco Financier	Pacific Bell
	Leland West Insurance Brokers Inc	Pacific Bell
	Mailing Addr	Pacific Bell
	Mallonee R L &1 Associates Inc	Pacific Bell
	Mc Mahan Hal ins agt	Pacific Bell
	MCM Financial	Pacific Bell
	Mincron SBC Corporation	Pacific Bell
	Mission Insurance Companies	Pacific Bell
	Mountain South Corp	Pacific Bell
	MVE Cryogenics	Pacific Bell
	New York	Pacific Bell
	Pacific Guardian Life Insurance Company Ltd	Pacific Bell
	Pacific News Bureau	Pacific Bell
	Payne James C CLU	Pacific Bell
	Personal Care Health Services Corp	Pacific Bell
	PSI World Seminars	Pacific Bell
	Referral Realty Relocation	Pacific Bell
	Roberts Jason	Pacific Bell
	Siemens Memory Products	Pacific Bell
	Signal	Pacific Bell
	Special Occasion	Pacific Bell
	Steininger & Cahill Law Offices	Pacific Bell
	Stelninger Ronald atty	Pacific Bell
	Swiss International	Pacific Bell
	Temmerman Robert E Jr atty	Pacific Bell
	Tops Business Forms	Pacific Bell
	Turnkey Distribution	Pacific Bell
	Unicad Inc	Pacific Bell
	Western States Machinery Corp	Pacific Bell

FINDINGS

Year	Uses	Source
1986	Wolf Jerry S atty	Pacific Bell
	Zitel	Pacific Bell
	BOWEN CHARLES H ATTY	Pacific Telephone
	EQUITABLE LIFE INSURANCE CO OF IOWA	Pacific Telephone
1985	0 CONNOR MARY E GLASPY ELLIOTT CREECH MC MAHON ROTH &REED ATTYS	Pacific Bell
	A-1 ANSWERING EXCHANGE	Pacific Bell
	A-1 SECRETARIAL AND WORD PROCESSING SERVICE	Pacific Bell
	AMERICAN INTERNATIONAL COMPANIES	Pacific Bell
	AMOCO FINANCIAL SERVICE	Pacific Bell
	ARCOLOGY BUILDERS INC	Pacific Bell
	BAILIE SCHOOL OF BROADCAST	Pacific Bell
	BANK OF THE WEST	Pacific Bell
	BANK OF THE WEST ADMINISTRATIVE DEPARTMENTS	Pacific Bell
	BARNES DOUGLAS P-A PROFESSIONAL LAW CORPORATION	Pacific Bell
	BERWICK & HOMER	Pacific Bell
	BOWEN CHARLES H ATTY	Pacific Bell
	Bowen Chas H atty	Pacific Bell
	BURNS THOMAS GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	BYLER DEL INSAGT	Pacific Bell
	CALIFORNIA PROPERTIES INVESTMENT CO	Pacific Bell
	CHECK ENTERPRISES	Pacific Bell
	CHRISTENSEN GRAIG ATTY	Pacific Bell
	CIGNA FINANCIAL SERVICES	Pacific Bell
	CITIZEN AMERICA CORPORATION	Pacific Bell
	CITY MORTGAGE SERVICES INC	Pacific Bell
	CITY MORTGAGE SERVICESLNC-WHOLESALE	Pacific Bell
	COAST COUNTY SECURITIES INC	Pacific Bell
	COMPUTER SKILLS CENTER	Pacific Bell
	CONNECTICUT GENL LIFE INS	Pacific Bell
	CREECH RANDALL C GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	CREEKSIDE DEVELOPMENTCO I	Pacific Bell
	CRS GROUP INC THE	Pacific Bell

FINDINGS

Year	Uses	Source
1985	CUBICOMP CORPORATION	Pacific Bell
	DARRIGO DEVELOPMENT & INVESTMENT INC	Pacific Bell
	DAVID R FINCH INC	Pacific Bell
	DE KELAITA ROBERT STEININGER & DE KELAITA LAW OFFICES	Pacific Bell
	DIGITAL EQUIPMENT CORPORATION	Pacific Bell
	ELLIOTT JOHN W GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	ELLIOTT THOMAS A GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	ENBORG LOUIS T INSURANCE INC	Pacific Bell
	ENERGY IMAGES	Pacific Bell
	EQUITABLE LIFE INSURANCE CO OF IOWA L	Pacific Bell
	FERTITTA & ASSOCIATES INC	Pacific Bell
	FIDELITY BROKERAGE SERVICES INC	Pacific Bell
	FIDELITY INVESTMENTS	Pacific Bell
	FINCH DAVID R ATTY	Pacific Bell
	FINCH& BOWEN ATTYS	Pacific Bell
	FRASER GEORGE C III AGENCY MGR	Pacific Bell
	GAWLICK FRED A HOME LIFE INSURANCE COMPANY OF NEW YORK	Pacific Bell
	GILBERT LEE ANN GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	GILLIS SHEILA L	Pacific Bell
	GLASPY DAVID M GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	GLASPY THOMAS C GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	H L FINANCIAL GROUP INC	Pacific Bell
	HAWKINS DENNIS PACIFIC CONSULTING	Pacific Bell
	HENIEN INVESTMENTS	Pacific Bell
	HILLYARD MARY KIRK GLASPY ELLIOTT CREECH MC MAHON ROTH &REED ATTYS	Pacific Bell
	HOME LIFE INSURANCE COMPANY OF NEW YORK	Pacific Bell

FINDINGS

Year	Uses	Source
1985	HOMER LLOYD W ROBIDOUX & HOMER A PROFESSIONAL CORP	Pacific Bell
	HUNDLEY RICHARD W	Pacific Bell
	HUNT & ASSOCIATES	Pacific Bell
	HUNT ENTERPRISES INC	Pacific Bell
	HUNT P MICHAEL CLU HUNT & ASSOCIATES	Pacific Bell
	INDUSTRIAL UNDERWRITERS	Pacific Bell
	ISON MARY K	Pacific Bell
	KERCKHOFF A JASON GLASPY ELLIOTT CREECH MC MAHON ROTH & READ ATTYS	Pacific Bell
	LAMMCO FINANCIER	Pacific Bell
	LEVY STEVEN R GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	MACIAS LLENE BRKR	Pacific Bell
	MALLONEE R L & ASSOCIATES INC	Pacific Bell
	MC MAHAN HAL INS AGT	Pacific Bell
	MC MAHON TERRENCE P GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	MINCRON SBC CORPORATION	Pacific Bell
	MISSION INSURANCE COMPANIES	Pacific Bell
	MONEY CONCEPTS	Pacific Bell
	MVE CRYOGENICS	Pacific Bell
	NATIONAL SALES GROUP	Pacific Bell
	NDUSTRIAL INDEMNITY CO	Pacific Bell
	NUNLEY CHAS W GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	PACIFIC CONSULTING	Pacific Bell
	PACIFIC GUARDIAN LIFE INSURANCE COMPANY LTD	Pacific Bell
	PACIFIC MUTUAL INS	Pacific Bell
	PAYNE JAMES C CLU	Pacific Bell
	PAYNE JIM INSAGT	Pacific Bell
	PERSONAL CARE HEALTH SERVICES CORP	Pacific Bell
	PHIPPS GREG A GLASPY ELLIOTT CREOCH MC MAHON ROTHT & REED ATTYS	Pacific Bell
	Pruneyard Towers Branch	Pacific Bell

FINDINGS

Year	Uses	Source
1985	REED CHARLES R GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	RIVETTE KEVIN G GLASPY ELLIOTT CREECH MC MAHON ROTH & REED ATTYS	Pacific Bell
	ROBIDOUX & HOMER-A PROFESSIONAL CORPORATION	Pacific Bell
	RON BLILIE SCHOOL OF BROADCAST	Pacific Bell
	SIEMENS MCIL O PRODUCTS	Pacific Bell
	SOFTWEAR RESEARCH CORPORATION	Pacific Bell
	ST&VEN J GLASPY ELLI PTT CREECH MC MAHON ROTH & REED ETTYS	Pacific Bell
	STEININGER & DE KELAITA LAW OFFICES	Pacific Bell
	STEINNGER RONALD ATTY	Pacific Bell
	TEMMERMAN ROBERT E JR ATTY	Pacific Bell
	Transamerica Insurance Group	Pacific Bell
	UECKER TIMOTHY ATTY	Pacific Bell
	WOLF JERRY S ATTY	Pacific Bell
1982	Bowen Charles H atty	Pacific Telephone
	CHUBS PACIFIC INDEMNITY GROUP	Pacific Telephone
	Equitable Life Insurance Co Of tows	Pacific Telephone
	EQUJITABLE HOME LOAN	Pacific Telephone
1980	ADVANCED PROGRAM DESIGNS	Pacific Telephone
	Aetna Insurance Company Cravens Dargan & Company	Pacific Telephone
	Auto Vest Inc	Pacific Telephone
	AUTOMOTIVE INSURANCE COMPANY	Pacific Telephone
	Bohn Jas Connecticut Geni Life Ins	Pacific Telephone
	Bowen Charles H atty	Pacific Telephone
	Bowen Chas H atty	Pacific Telephone
	Byler Leonard Del CLU	Pacific Telephone
	C I Transportation	Pacific Telephone
	Campbell J Clayton Connecticut Gen I life Ins	Pacific Telephone
	Carr Reo CLU Connecticut Gen I Life Ins	Pacific Telephone
	Commercial Insurance Agencies Inc	Pacific Telephone
	Community Industries	Pacific Telephone
	Cravens Dargan & Company	Pacific Telephone
	Creech Randall C Glaspy & Rice attys	Pacific Telephone
	CRUM & FORSTER INSURANCE COMPANIES	Pacific Telephone

FINDINGS

Year	Uses	Source
1980	David R Finch inc	Pacific Telephone
	Diel L atty	Pacific Telephone
	Elliott John W Gtasny & Rice attys	Pacific Telephone
	Equitable Life Insurance Co Of Iowa	Pacific Telephone
	Ericlcson Mark A anty Finch David R Inc A Professional Law Corp	Pacific Telephone
	Ferguson Ben E Connecticut Genl Life Ins	Pacific Telephone
	Fielder John T	Pacific Telephone
	Finch David R Inc A Professional Law Corp	Pacific Telephone
	Fiume & Steininger Law Offices	Pacific Telephone
	Flume Augustus J atty	Pacific Telephone
	Frank Virginia M Connecticut Gen I Life Ins	Pacific Telephone
	Fraser George C Iii agency mgr	Pacific Telephone
	Gla Spy&Rice atlys	Pacific Telephone
	GREAT WEST LIFE ASSURANCE CO	Pacific Telephone
	Home Life Insurance Company Of New York	Pacific Telephone
	Homer Lloyd W Robidoux & Homer a professional corp	Pacific Telephone
	Hunt & Associates	Pacific Telephone
	INDUSTRIAL INDEMNITY C 7	Pacific Telephone
	Industrial Underwriters	Pacific Telephone
	Mauro Fay Ramsey atty	Pacific Telephone
	MISSION INSURANCE COMPANIES	Pacific Telephone
	PREMIER INS CO	Pacific Telephone
	QUALITY DISTRIBUTIGg OF CALIFORNIIA	Pacific Telephone
	See Industrial Indemnity Co	Pacific Telephone
	SELECTIVE FINANCIAL SYSTEMS	Pacific Telephone
	Small Business Management Co Inc	Pacific Telephone
	Sun Loved Produce	Pacific Telephone
	Tennant Robt J anny	Pacific Telephone
	Toste Phillip Connecticut GDnl life las	Pacific Telephone
	TRANSAMERICA INSURANCE GROUP	Pacific Telephone
	Walton Dale Conciecticut Genl life Ins	Pacific Telephone
	Wilkinson Roy Home Life Insurance Company Of New York	Pacific Telephone
1975	ADVANCE PLANNING CORPORATION	Pacific Telephone
	AETNA INSURANCE COMPANY-CRAVENS DARGAN & COMPANY	Pacific Telephone
	AUTOMOTIVE INSURANCE COMPANY	Pacific Telephone
	CARBORUNDUM CO CAMPBELL	Pacific Telephone

FINDINGS

Year	Uses	Source
1975	CASTELLO RAYMOND V FINCH CASTELLO & TENNANT ATTYS	Pacific Telephone
	Chubb Pacific Indemnity Group	Pacific Telephone
	CHUBB-PACIFIC INDEMNITY GROUP	Pacific Telephone
	CITY INSURANCE COMPANY	Pacific Telephone
	CRAVENS DARGAN & COMPANY	Pacific Telephone
	CRUM & FORSTER INSURANCE COMPANIES SEE INDUSTRIAL INDEMNITY CO	Pacific Telephone
	FINCH CASTELLO & TENNANT ATTYS	Pacific Telephone
	FINCH DAVID R FINCH CASTELLO&TENNANT ATTYS	Pacific Telephone
	FIRST-WILLOW OFFICE	Pacific Telephone
	HOME INSURANCE CO	Pacific Telephone
	HUGHES CARALISA P ATTY	Pacific Telephone
	HUGHES THOMAS R ATTY	Pacific Telephone
	IDEX CORPORATION	Pacific Telephone
	INDUSTRIAL UNDERWRITERS	Pacific Telephone
	LIGGETT & MYERS INC	Pacific Telephone
	PREMIER INS CO	Pacific Telephone
	SALINAS	Pacific Telephone
	SAUER BARBARA M ATTY	Pacific Telephone
	SMITH MICHAEL P FINCH CASTELLO & TENNANT ATTYS	Pacific Telephone
	Stations	Pacific Telephone
	TRANSAMERICA INSURANCE COMPANY	Pacific Telephone
	TRANSAMERICA INSURANCE GROUP	Pacific Telephone
	ZURICH-AMERICAN INSURANCE COMPANIES	Pacific Telephone

S BOCOM AVE

1901 S BOCOM AVE

Year	Uses	Source
1980	Johnson James D CPA	Pacific Telephone

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

@CAMPBELL@

906 @CAMPBELL@

Year	Uses	Source
1986	MONROE & ASSOCIATES P O Oox	Pacific Bell

BARBANO AVE

15 BARBANO AVE

Year	Uses	Source
2001	ANELLOSalvalore	Haines Company, Inc.
1963	Boussie Lloyd K	Pacific Telephone
1957	NOLET HENRY E	Pacific Telephone

19 BARBANO AVE

Year	Uses	Source
2001	VANOERZanden	Haines Company, Inc.
1963	Costa Manuel L	Pacific Telephone

9 BARBANO AVE

Year	Uses	Source
1957	C JOS J	Pacific Telephone

BARBANO AVE E

15 BARBANO AVE E

Year	Uses	Source
1974	Cliver Philip	R. L. Polk & Co.

19 BARBANO AVE E

Year	Uses	Source
1974	Costa Manuel M	R. L. Polk & Co.

9 BARBANO AVE E

Year	Uses	Source
1974	Wiltshire Geo	R. L. Polk & Co.

FINDINGS

BARBANO DR

15 BARBANO DR

Year	Uses	Source
1957	Nolet Henry E	R. L. Polk Co.

BARBARA 1513 PETERSEN AVE

8 BARBARA 1513 PETERSEN AVE

Year	Uses	Source
1980	Glary David R	Pacific Telephone
	Clary And Company	Pacific Telephone

BARBARA 316 ESCUELA AVE

1 BARBARA 316 ESCUELA AVE

Year	Uses	Source
1982	Kennedy Bruce	Pacific Telephone

BARBARA AVE

17 BARBARA AVE

Year	Uses	Source
1957	MOORE CHESTER H LO	Pacific Telephone

8 BARBARA AVE

Year	Uses	Source
1986	EMPRINGHAM DON	Pacific Telephone

BASCOM AVE

1845 BASCOM AVE

Year	Uses	Source
1975	SHIMIZU BRUCE W	Pacific Telephone

BASCOM AVE S

1845 BASCOM AVE S

Year	Uses	Source
1996	24 A Huang Tony	Pacific Bell
	25 C Alvestad N G	Pacific Bell
	27 A Monlux Haleh	Pacific Bell

FINDINGS

Year	Uses	Source
1996	27 B Fountain Jeff	Pacific Bell
	28 C Gentile E	Pacific Bell
	29 B Habtemariam Genet	Pacific Bell
	31 A King Martin W	Pacific Bell
	358 Larsen Craig	Pacific Bell
	37 C Pravos Luisa E	Pacific Bell
	1 A Alexander Charles	Pacific Bell
	2 C Jimenez Martin	Pacific Bell
	3 C Beins Gerard C	Pacific Bell
	4 A Rosa Nicholas A	Pacific Bell
	6 A Baillie William	Pacific Bell
	7 A Feldman Jay	Pacific Bell
	8 B Gonzales Anthony S	Pacific Bell
	9 B Simi David	Pacific Bell
	15 C Daley Betty	Pacific Bell
	19 A Miller Don L	Pacific Bell
	218 Ohnoki Jon	Pacific Bell
	21 C Pellot Maria	Pacific Bell
1974	Aloha Apartments	R. L. Polk & Co.
	la Chroniater Denver	R. L. Polk & Co.
	lb Vacant lc N Heathcote Robt	R. L. Polk & Co.
	a N 1Ion George	R. L. Polk & Co.
	b Yowell Olive	R. L. Polk & Co.
	c N Golden Lee M	R. L. Polk & Co.
	a Beck David	R. L. Polk & Co.
	b Benson Delbert	R. L. Polk & Co.
	c Kohnke Robt F	R. L. Polk & Co.
	a Nazemi Goodarz	R. L. Polk & Co.
	b N Sherlock Francis	R. L. Polk & Co.
	c N Czuba Heidi J	R. L. Polk & Co.
	a N Perry J L	R. L. Polk & Co.
	b N Bodaghkani Arjang	R. L. Polk & Co.
	c N Co Wgan Arthur	R. L. Polk & Co.
	a N Donahue John M	R. L. Polk & Co.
	b Vacant	R. L. Polk & Co.
	c N Rogers Gayl	R. L. Polk & Co.
	a N Parrish J	R. L. Polk & Co.
	b Vacant	R. L. Polk & Co.

FINDINGS

Year	Uses	Source
1974	c Gardner Gayle	R. L. Polk & Co.
	a N Ewis Rene	R. L. Polk & Co.
	b N Harwell Greg	R. L. Polk & Co.
	c N Taber Charles	R. L. Polk & Co.
	a Douglas Raymond H	R. L. Polk & Co.
	b N Wilson D W	R. L. Polk & Co.
	c N Thawley James	R. L. Polk & Co.
	a N Johnson Ronald K	R. L. Polk & Co.
	b N Rubalcaba J A	R. L. Polk & Co.
	I Oc Vacant	R. L. Polk & Co.
	IIa Vacant Iib Luke Robt G	R. L. Polk & Co.
	Iie Lorenz Scarlette	R. L. Polk & Co.
	a Vacant	R. L. Polk & Co.
	b N OConnell Terrence	R. L. Polk & Co.
	c Spera Margt Mrs	R. L. Polk & Co.
	a Krepps James G	R. L. Polk & Co.
	b Vacant	R. L. Polk & Co.
	c Hogue Gertrude I	R. L. Polk & Co.
	a Vacant	R. L. Polk & Co.
	b N Gillis Renate R	R. L. Polk & Co.
	c N Best W E	R. L. Polk & Co.
	a N Donahue M P	R. L. Polk & Co.
	c N Mc Freeley M	R. L. Polk & Co.
	a N Bowen L J	R. L. Polk & Co.
	b N Mc Corkle Pame	R. L. Polk & Co.
	c Lewis Gordon	R. L. Polk & Co.
	a N Green Philip F	R. L. Polk & Co.
	b N Gordon Michl R	R. L. Polk & Co.
	c Kinoshita Adao S	R. L. Polk & Co.
	a N Purcell Bernice	R. L. Polk & Co.
	b Mc Cormick Warren	R. L. Polk & Co.
	c Fitzgerald Allan T	R. L. Polk & Co.
	a N Garcia Paul	R. L. Polk & Co.
	b Greif Terry J	R. L. Polk & Co.
	c N Bundesen Milton J	R. L. Polk & Co.
	a N Greaves R F	R. L. Polk & Co.
	b N Uribe D G	R. L. Polk & Co.
	c N Chase P T	R. L. Polk & Co.

FINDINGS

Year	Uses	Source
1974	a N De Luca Robert J	R. L. Polk & Co.
	b N Schneider Robert	R. L. Polk & Co.
	c N Paine Mary	R. L. Polk & Co.
	a Jensen Jack	R. L. Polk & Co.
	b N Rives D L	R. L. Polk & Co.
	c Beasleigh Diane	R. L. Polk & Co.
	a Dunbar Betty	R. L. Polk & Co.
	b N Cole Sandy	R. L. Polk & Co.
	c N Powel J L	R. L. Polk & Co.
	a Farrell Elaine Mrs	R. L. Polk & Co.
1970	la Larsen Ruth	R. L. Polk & Co.
	b Self Pat	R. L. Polk & Co.
	c Martin Fred Jr	R. L. Polk & Co.
	a Me Daniel Charles W	R. L. Polk & Co.
	b Larson Dave	R. L. Polk & Co.
	c Owen Mary C Mrs	R. L. Polk & Co.
	a Galeria Wilbur	R. L. Polk & Co.
	Adalberts Beatti	R. L. Polk & Co.
	c Stumhaffer Darden R	R. L. Polk & Co.
	a Huxtable Charles R	R. L. Polk & Co.
	b Vacant	R. L. Polk & Co.
	c Mecca Marlyn G	R. L. Polk & Co.
	a Vacant	R. L. Polk & Co.
	b Montarbo Don	R. L. Polk & Co.
	c Vacant	R. L. Polk & Co.
	a Ruehl Alan	R. L. Polk & Co.
	b Tabachia Myron	R. L. Polk & Co.
	c Me Kay Leonard	R. L. Polk & Co.
	a Miller Clark	R. L. Polk & Co.
	b Zompo V Del	R. L. Polk & Co.
	c Fischer Steven	R. L. Polk & Co.
	a Silva Gilbert	R. L. Polk & Co.
	b Lee Donald C	R. L. Polk & Co.
	c Shepard Geo	R. L. Polk & Co.
	a Burnett Jim	R. L. Polk & Co.
	b Ostad Gary	R. L. Polk & Co.
	e Reinert Montew	R. L. Polk & Co.
	a Boots Donald F	R. L. Polk & Co.

FINDINGS

Year	Uses	Source
1970	b Werstler Sharon A	R. L. Polk & Co.
	c Vaden Charles	R. L. Polk & Co.
	a Spangenberg Rod	R. L. Polk & Co.
	b Knew John	R. L. Polk & Co.
	c Vacant	R. L. Polk & Co.
	a Vacant	R. L. Polk & Co.
	b Vacant	R. L. Polk & Co.
	c Curlett John	R. L. Polk & Co.
	b Me Carthy Eliz	R. L. Polk & Co.
	c Brown Larry	R. L. Polk & Co.
	b Vacant	R. L. Polk & Co.
	c Pickford J Vernal	R. L. Polk & Co.
	b Flores Aldoph	R. L. Polk & Co.
	c Jensen Greta	R. L. Polk & Co.
	b Wuollet Dennis	R. L. Polk & Co.
	c Spedding Madeline	R. L. Polk & Co.
	b Streich Otto	R. L. Polk & Co.
	c Yeghaian Kathy	R. L. Polk & Co.
	b Brindos Raymond	R. L. Polk & Co.
	c Vaughn Pat	R. L. Polk & Co.
	b Elfren Lois	R. L. Polk & Co.
	c Baden Jerome	R. L. Polk & Co.
	STREET CONTINUED	R. L. Polk & Co.
	Aloha Apartments	R. L. Polk & Co.
	Ia Williams Ruth	R. L. Polk & Co.
	Ib Collins John Ic Germann Kurt	R. L. Polk & Co.
	a Pleasant Barbara	R. L. Polk & Co.
	b Yowell Olive	R. L. Polk & Co.
	c Mehner Arth	R. L. Polk & Co.
	a Silva Edwin	R. L. Polk & Co.
	b Vacant	R. L. Polk & Co.
	S BASCOM AV C Contd	R. L. Polk & Co.
	c Biggs Charlotte	R. L. Polk & Co.
	a Vacant	R. L. Polk & Co.
	b Bertanolli Vic	R. L. Polk & Co.
	c Samudio Tony	R. L. Polk & Co.
	a Liby Kenneth	R. L. Polk & Co.
	c Lane Robt	R. L. Polk & Co.

FINDINGS

Year	Uses	Source
1970	a Lyvas Aramonmo	R. L. Polk & Co.
	b Vacant	R. L. Polk & Co.
	c Petersen Gary	R. L. Polk & Co.
	a Jordan Lee	R. L. Polk & Co.
	b Valencih John	R. L. Polk & Co.
	c Gardner Gayle	R. L. Polk & Co.
	a Avery Robt	R. L. Polk & Co.
	b Hauck James	R. L. Polk & Co.
	c Wright James	R. L. Polk & Co.
	a Vacant	R. L. Polk & Co.
	b Norick Richd	R. L. Polk & Co.
	c Vacant	R. L. Polk & Co.
	a Hinnenkamp Gene	R. L. Polk & Co.
	b Kempf Kenneth	R. L. Polk & Co.
	c Croley John lla Meizlisch Mollie	R. L. Polk & Co.
	Luke Robt G	R. L. Polk & Co.
	lic Lorenz Scarlette	R. L. Polk & Co.
	a Vacant	R. L. Polk & Co.
	b Gray Carrol D	R. L. Polk & Co.
	c Nitenson Silvia	R. L. Polk & Co.
	a Me Intyre Mary J Mrs	R. L. Polk & Co.
	b Shipley Joanne	R. L. Polk & Co.
	c Mellow Michelle	R. L. Polk & Co.
	a Bish Brian	R. L. Polk & Co.
	b Osterlund John	R. L. Polk & Co.
	c Chivington Leon	R. L. Polk & Co.
	a Carmeren Robt L	R. L. Polk & Co.
	c Eaton Judy	R. L. Polk & Co.
	a Derickson R B	R. L. Polk & Co.
	b Thomas Ralph H	R. L. Polk & Co.
	c Braur Norman H	R. L. Polk & Co.
	a Perez Billy	R. L. Polk & Co.
	b Castro Joe	R. L. Polk & Co.
	c Kinoshita Adao	R. L. Polk & Co.
	a Schaeffer Dani	R. L. Polk & Co.
	b Me Collum Ralph	R. L. Polk & Co.
	c Srogus Charles	R. L. Polk & Co.
	a Gray Jim C	R. L. Polk & Co.

Year	Uses	Source
1970	b Greif Terry	R. L. Polk & Co.
	c Barry Thos	R. L. Polk & Co.

1860 BASCOM AVE S

Year	Uses	Source
1996	4 RELIANCE COMPUTER SOLUTIONS	Pacific Bell
	2 ON THE WAY TRAVEL	Pacific Bell
	BASCOM AV S	Pacific Bell
1974	STREET CONTINUED	R. L. Polk & Co.
	Office Building	R. L. Polk & Co.
	Allstate Realtors	R. L. Polk & Co.
	First American Title Guaranty Co	R. L. Polk & Co.
	Vacant	R. L. Polk & Co.
	Vacant	R. L. Polk & Co.
	Dale Carnegie Courses ach	R. L. Polk & Co.
	Vacant	R. L. Polk & Co.
	Anchor Gerald L iwyr	R. L. Polk & Co.
1970	Office Building	R. L. Polk & Co.
	Wilson Clair Realtor	R. L. Polk & Co.
	Vacant	R. L. Polk & Co.

1900 BASCOM AVE S

Year	Uses	Source
1996	TOWER RECORDS VIDEO BOOKS	Pacific Bell
	TOWER RECORDS VIDEO BOOKS	Pacific Bell

1920 BASCOM AVE S

Year	Uses	Source
1974	Vacant	R. L. Polk & Co.
1970	No Return	R. L. Polk & Co.

1940 BASCOM AVE S

Year	Uses	Source
1996	WIENERSCHNITZEL	Pacific Bell
1974	Der Weinerschnitzel restr	R. L. Polk & Co.
1970	Der Weinerschnitzel restr	R. L. Polk & Co.

1950 BASCOM AVE S

Year	Uses	Source
1974	Taco Joes restr	R. L. Polk & Co.

FINDINGS

Year	Uses	Source
1970	Taco Joes restr	R. L. Polk & Co.

1970 BASCOM AVE S

Year	Uses	Source
1974	Ks Tire & Brake Center gas sta	R. L. Polk & Co.
1970	Keiths Tire & Brake Center gas sta	R. L. Polk & Co.

1976 BASCOM AVE S

Year	Uses	Source
1996	CARLS JR	Pacific Bell

1980 BASCOM AVE S

Year	Uses	Source
1970	Action Realty	R. L. Polk & Co.

1982 BASCOM AVE S

Year	Uses	Source
1970	Stringfellow Kenneth	R. L. Polk & Co.
	Stringfellow Realty	R. L. Polk & Co.

1984 BASCOM AVE S

Year	Uses	Source
1970	No Return	R. L. Polk & Co.

1986 BASCOM AVE S

Year	Uses	Source
1970	Rose Hugh	R. L. Polk & Co.

1988 BASCOM AVE S

Year	Uses	Source
1970	Bergman Wade	R. L. Polk & Co.

1990 BASCOM AVE S

Year	Uses	Source
1970	Kelley Darrell	R. L. Polk & Co.

1992 BASCOM AVE S

Year	Uses	Source
1970	Vacant	R. L. Polk & Co.

FINDINGS

2029 BASCOM AVE S

Year	Uses	Source
1996	PRUNEYARD SHELL	Pacific Bell
1974	Pruneyard Shell serv station	R. L. Polk & Co.
1970	Vacant	R. L. Polk & Co.

CAMPBELL AVE E

866 CAMPBELL AVE E

Year	Uses	Source
1996	TOGOS EATERY	Pacific Bell

880 CAMPBELL AVE E

Year	Uses	Source
1996	LYNN TAYLOR	Pacific Bell
	COLORCRAFT LABORATORIES	Pacific Bell
	203 CRAZYMAN DESIGN	Pacific Bell
	203 MORELAN ASSOCIATES INC	Pacific Bell
	102 STAR NAILS	Pacific Bell
	102 HYDE LINDA HAIR DESIGNS BY	Pacific Bell
	102 CUTT N LOOSE	Pacific Bell
	102 CUTTN LOOSE	Pacific Bell
	103 FOTOCOMP TYPOGRAPHERS	Pacific Bell
	104 JEET & ASSOCIATES	Pacific Bell
	201 SCHURE ALEXANDER	Pacific Bell
	H ATTORNEY AT LAW	Pacific Bell
	202 SAY WHAT SOFTWARE	Pacific Bell
	202 CROWLEY COMMUNICATIONS	Pacific Bell
	202 PACIFIC NEWS BUREAU	Pacific Bell

900 CAMPBELL AVE E

Year	Uses	Source
1996	MTC PROPERTY MANAGEMENT	Pacific Bell
	2 SLEEK TRAVEL CONCEPTS	Pacific Bell

950 CAMPBELL AVE E

Year	Uses	Source
1996	DEVELOPMENT SERVICES	Pacific Bell
	CONSTRUCTION	Pacific Bell

FINDINGS

980 CAMPBELL AVE E

Year	Uses	Source
1996	HICKRY PIT ORIGINAL THE	Pacific Bell
1970	Peps Sooperb Sooper gro	R. L. Polk & Co.

CAMPISI WAY

901 CAMPISI WAY

Year	Uses	Source
2013	ELLER TREACY MFT PSYCHOTHERAPY	Cole Information Services
	MILLIKEN PAMELA MFT	Cole Information Services
	SARATOGA MANAGEMENT COMPANY	Cole Information Services
	STEWART TITLE	Cole Information Services
	HEALTH ADVOCATES LLC	Cole Information Services
	HILDRETH & ASSOCIATES	Cole Information Services
	ABINGDON BUSINESS CAPITAL	Cole Information Services
	ARMSFRONG BEA MFT PSYCHOTHERAPY	Cole Information Services
	AMERICAN FINANCIAL NETWORK INC	Cole Information Services
	LEFEVRE JOSEPH MFT PSYCHOTHERAPY	Cole Information Services
	MRL INDUSTRIES	Cole Information Services
	PENINSULA MORTGAGE GROUP	Cole Information Services
	ATTENTION & ACHIEVEMENT CENTER	Cole Information Services
	MCFARLAND JUDY MFT PSYCHOTHERAPY	Cole Information Services
	CARESOUTH HOMECARE PROFESSIONALS	Cole Information Services
	AMERIPRISE FINANCIAL	Cole Information Services
	CIRIMELLI RICHARD G CPA	Cole Information Services
	ARAO JOHN T CPA	Cole Information Services
	PAMELA MILLIKEN MFT PSYCHOTHERAPY	Cole Information Services
	DRAGOMIR FIDUCIARY SERVICES INC	Cole Information Services
	HILDRETH HOWARD CPA	Cole Information Services
	LAND COUNSEL INC	Cole Information Services
	MACHT3 ENGINEERING	Cole Information Services
2008	HILDRETH ALLEN & ASSOCIATES LLP	Cole Information Services
	CEDAR FINANCIAL WHOLESALE	Cole Information Services
	RICHARD G CIRIMELLI CPA	Cole Information Services
	AMERICAN FAMILY FUNDING CORP	Cole Information Services

FINDINGS

Year	Uses	Source
2008	HOWARD W HILDRETH CPA	Cole Information Services
	REFERRAL REALTY	Cole Information Services
	PERISHO TOMBOR RAMIREZ	Cole Information Services
	ALLIANCE TITLE CO INC	Cole Information Services
2001	BUILDING	Haines Company, Inc.
	ACCESSBANC	Haines Company, Inc.
	MORTGAGE ALL CAL TITLE CD	Haines Company, Inc.
	ALLIANCETITLE	Haines Company, Inc.
	COMPANY AMER FAMILY FUNONG	Haines Company, Inc.
	AMERINEX	Haines Company, Inc.
	BICKNELL&SWEET	Haines Company, Inc.
	BROWN JAMES	Haines Company, Inc.
	CASTASMBLY 24TH	Haines Company, Inc.
	CEDAR FINANCIAL	Haines Company, Inc.
	CEDAR MORTGAGE CO	Haines Company, Inc.
	CREATIVE STRATEGIES	Haines Company, Inc.
	CUNNEENJIM	Haines Company, Inc.
	ASSEMBLYMN 24 D 1ST FILLER KAYCPA	Haines Company, Inc.
	HILDRETH HOWARD	Haines Company, Inc.
	CPA LOOMIS HOWARD JR	Haines Company, Inc.
	CPA PERISHOTOMBOR	Haines Company, Inc.
	LOOMIS&RAMIREZ RAMIREZ LUIS R CPA	Haines Company, Inc.
	REFERRAL REALTY	Haines Company, Inc.
	r SOLUTIONS BY WILSON	Haines Company, Inc.
	TOMBOR DONNA CPA	Haines Company, Inc.
1996	CUNNEEN JIM	Pacific Bell
	ASSEMBLYMAN 24TH DISTRICT	Pacific Bell
	CHILD DEVELOPMENT INC	Pacific Bell
	ALL CAL TITLE CO TITLE DIVISION	Pacific Bell
	ALL CAL TITLE COMPANY	Pacific Bell
	140 MARKETING CONCEPTS	Pacific Bell
	140 1ST FEDERAL PROPERTIES	Pacific Bell
	140 COTTAGE GREEN DEVELOPMENT CORP	Pacific Bell
	140 CHANDLER WILSON	Pacific Bell
	200 HILDRETH HOWARD W	Pacific Bell
	205 STARNET	Pacific Bell
	CALIFORNIA STAR PROPERTIES	Pacific Bell

FINDINGS

Year	Uses	Source
1996	205 CEDAR MORTGAGE CO	Pacific Bell
	222 HORIZON APPRAISAL SERVICE	Pacific Bell
	CAMPISI WY	Pacific Bell
	Contd	Pacific Bell
	245 SPHERE	Pacific Bell
	INFORMATION SERVICES INC THE	Pacific Bell
	245 AMERICAN FAMILY FUNDING CORP	Pacific Bell
	+ 340 OPTIMA SALES INC	Pacific Bell
	350 JUST LOANS INC	Pacific Bell
	370 SORCI TOM INS BROKERAGE	Pacific Bell
	370 PALLACE JOHN G INSURANCE	Pacific Bell
1991	Continuing Development Inc	PACIFIC BELL WHITE PAGES
	Corporate Image Builders	PACIFIC BELL WHITE PAGES
	Devries CR	PACIFIC BELL WHITE PAGES
	de Vries & Co	PACIFIC BELL WHITE PAGES
	Educational Data Systems Inc	PACIFIC BELL WHITE PAGES
	EHLENBERGER BARBARA MALMFCC	PACIFIC BELL WHITE PAGES
	Encore Systems	PACIFIC BELL WHITE PAGES
	First Funding Corp	PACIFIC BELL WHITE PAGES
	Gordon George EA	PACIFIC BELL WHITE PAGES
	Heenan Virginia M Ph D	PACIFIC BELL WHITE PAGES
	JUST LOANS INC	PACIFIC BELL WHITE PAGES
	Pacifica Broadcasting Sales Co	PACIFIC BELL WHITE PAGES
	Plep Gary LCSW	PACIFIC BELL WHITE PAGES
	Sharma & Associates	PACIFIC BELL WHITE PAGES
	Terra Residential Center Office	PACIFIC BELL WHITE PAGES
	A L WILLIAMS INSURANCE SERVICE INC	PACIFIC BELL WHITE PAGES
	A L W ILLIAMS IN S URAN CE S E RVICE S IN C CAMPBELL	PACIFIC BELL WHITE PAGES
	A LWILLIAMS TOWNSEND ASSOCIATES	PACIFIC BELL WHITE PAGES
	CAMPBELL OFFICE CENTER CAMPBELLL 559 48	PACIFIC BELL WHITE PAGES
	CHAU HUNG A L WILLIAMS ASSOCIATES	PACIFIC BELL WHITE PAGES
	HILDRETH HOWARD W CPA	PACIFIC BELL WHITE PAGES
	ALWilliams An Tran & Associates	PACIFIC BELL WHITE PAGES
	A L WILLIAMS INSURANCE SERVICES INC Campbell	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1991	AL Williams Lan Nguyen & Associates	PACIFIC BELL WHITE PAGES
	A L Williams Thomas Luu & Associates	PACIFIC BELL WHITE PAGES
	Allen Jack CPA	PACIFIC BELL WHITE PAGES
	Best Tax Services	PACIFIC BELL WHITE PAGES
	Buxton Mary LCSW	PACIFIC BELL WHITE PAGES
	C&H REALTY & INVESTMENTS	PACIFIC BELL WHITE PAGES
	Campbell Office Center	PACIFIC BELL WHITE PAGES
	Conte Joseph A CPA	PACIFIC BELL WHITE PAGES
	ALWILLIAMS AN TRAN & ASSOCIATES	PACIFIC BELL WHITE PAGES
	AL WILLIAMS LAN NGUYEN & ASSOCIATES	PACIFIC BELL WHITE PAGES
	A L WILLIAMS THOMAS LUU & ASSOCIATES	PACIFIC BELL WHITE PAGES
	ALLEN JACK CPA	PACIFIC BELL WHITE PAGES
	BEST TAX SERVICES	PACIFIC BELL WHITE PAGES
	BUXTON MARY LCS W	PACIFIC BELL WHITE PAGES
	C&H RE ALTY & IN VE S TME N TS	PACIFIC BELL WHITE PAGES
	CHILD DEVELOPMENT CENTERS	PACIFIC BELL WHITE PAGES
	CHILD DEVELOPMENT INC	PACIFIC BELL WHITE PAGES
	CONTE JOSEPH A CPA	PACIFIC BELL WHITE PAGES
	CONTINUING DEVELOPMENT INC	PACIFIC BELL WHITE PAGES
	CORPORATE IMAGE BUILDERS	PACIFIC BELL WHITE PAGES
	DEVRIES CR	PACIFIC BELL WHITE PAGES
	EDUCATIONAL DATA SYSTEMS INC	PACIFIC BELL WHITE PAGES
	E HLE N BE RGE R BARBARA MALMFCC	PACIFIC BELL WHITE PAGES
	ELECON BUSINESS SERVICES	PACIFIC BELL WHITE PAGES
	ENCORE SYSTEMS	PACIFIC BELL WHITE PAGES
	FIRST FUNDING CORP	PACIFIC BELL WHITE PAGES
	GORDON GEORGE E A	PACIFIC BELL WHITE PAGES
	HEENAN VIRGINIA M PH D	PACIFIC BELL WHITE PAGES
	JUS T LOAN S IN C	PACIFIC BELL WHITE PAGES
	KITAJI ROBERT A & ASSOCIATES	PACIFIC BELL WHITE PAGES
	PACIFICA BROADCASTING SALES CO	PACIFIC BELL WHITE PAGES
	PLEP GARY LCS W	PACIFIC BELL WHITE PAGES
	SHARMA & ASSOCIATES	PACIFIC BELL WHITE PAGES
	SORCI TOM INS BROKERAGE	PACIFIC BELL WHITE PAGES
	TERRA RESIDENTIAL CENTER OFFICE	PACIFIC BELL WHITE PAGES
	A L Williams Insurance Service Inc	PACIFIC BELL WHITE PAGES
	A LWilliams Townsend Associates	PACIFIC BELL WHITE PAGES

Year	Uses	Source
1991	Chau Hung A L Williams Associates	PACIFIC BELL WHITE PAGES
	Child Development Centers	PACIFIC BELL WHITE PAGES
	Child Development Inc	PACIFIC BELL WHITE PAGES
	Elecon Business Services	PACIFIC BELL WHITE PAGES
	Hildreth Howard W CPA	PACIFIC BELL WHITE PAGES
	Kitaji Robert A & Associates	PACIFIC BELL WHITE PAGES
	Sorci Tom Ins Brokerage	PACIFIC BELL WHITE PAGES
1986	Allen John M CPA	Pacific Bell
	CONTINENTAL LAND TITLE	Pacific Bell
	First Funding Corp	Pacific Bell
	Hildreth & Allen CPA	Pacific Bell
	Hidreth Howard WCPA	Pacific Bell
1985	CONTINENTAL LAND TITLE MAIN OFFICE	Pacific Bell

E CAMPBELL AVE

827 E CAMPBELL AVE

Year	Uses	Source
2001	SMITH Phyllis	Haines Company, Inc.

841 E CAMPBELL AVE

Year	Uses	Source
2001	KAKU Stanley	Haines Company, Inc.

853 E CAMPBELL AVE

Year	Uses	Source
2001	FRYJohn	Haines Company, Inc.

866 E CAMPBELL AVE

Year	Uses	Source
2013	THAI ORCHID THAI CUISINE II	Cole Information Services
2008	TOGOS	Cole Information Services
	THAI ORCHID	Cole Information Services
2001	COBLER Michael TOGOS EATERY	Haines Company, Inc.
1991	Togos Of Campbell	PACIFIC BELL WHITE PAGES
	TOGO S OF CAMPBELL	PACIFIC BELL WHITE PAGES
1986	t	Pacific Bell
	Tognetti Gene	Pacific Bell
1985	TOGO S EATERY	Pacific Bell

FINDINGS

Year	Uses	Source
1975	TOGO S	Pacific Telephone

867 E CAMPBELL AVE

Year	Uses	Source
2001	ZILLER Jason	Haines Company, Inc.

880 E CAMPBELL AVE

Year	Uses	Source
2013	IMPACT FINANCIAL MANAGEMENT LLC	Cole Information Services
	SVPM	Cole Information Services
	CASEY SHERI MA CCCSLP	Cole Information Services
	STAR NAILS	Cole Information Services
	OPTIMAL HEALTH CHIROPRACTIC	Cole Information Services
	CIRCARTA GROUP	Cole Information Services
	SCHURE ALEXANDER LAW OFFICES OF	Cole Information Services
	MASTERS PHOTOGRAPHY	Cole Information Services
	THE SKIN CLINIC	Cole Information Services
	KULMAN TAMARYN MS CCCSLP	Cole Information Services
	CREATIVE COMMUNICATION FOR KIDS	Cole Information Services
	HERNANDEZ JOE G ARCHITECTS AIA	Cole Information Services
	MONTAGE HAIR DESIGN	Cole Information Services
	SILICON VALLEY CYCLING CENTER	Cole Information Services
2008	OPTIMAL HEALTH CHIROPRACTIC	Cole Information Services
	CREATIVE COMMUNICATION FOR KIDS	Cole Information Services
	TAMARYN KULMAN MS CCC SLP	Cole Information Services
	SCHURE ALEXANDER H ATTORNEY AT LAW	Cole Information Services
	YORK KERI AT MONTAGE	Cole Information Services
2001	BUILDING	Haines Company, Inc.
	ALEXANDER H SCHURE	Haines Company, Inc.
	ATTYATLAW	Haines Company, Inc.
	AMER MOBILE SOUND 408 55 B 6455	Haines Company, Inc.
	BRIDALSERVICE	Haines Company, Inc.
	COLORCRAFT	Haines Company, Inc.
	LABORATORIES CROWLEY	Haines Company, Inc.
	COMMNCTNS FOTOCOMP	Haines Company, Inc.
	TYPOGRAPHERS HERNANDEZJOEG	Haines Company, Inc.
	ARCHITECTS AIA LYNN TAYLOR	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2001	MANIJEH	Haines Company, Inc.
	MASTERS	Haines Company, Inc.
	PHOTOGRAPH STUDIO MCCAYLLOYDA	Haines Company, Inc.
	MONTAGE HAIR	Haines Company, Inc.
	DESIGN MORELAN	Haines Company, Inc.
	PAC NEWS BUREAU	Haines Company, Inc.
	SCHURE A H ATTY LAW	Haines Company, Inc.
	SEMICONDUCTOR	Haines Company, Inc.
	DEVICES STAR NAILS	Haines Company, Inc.
	YORKKERI	Haines Company, Inc.
1991	ENEXIM	PACIFIC BELL WHITE PAGES
	FOCUS GRAPHICS	PACIFIC BELL WHITE PAGES
	DJs Restaurant	PACIFIC BELL WHITE PAGES
	O s A Cut Above	PACIFIC BELL WHITE PAGES
	Enexim	PACIFIC BELL WHITE PAGES
	Focus Graphics	PACIFIC BELL WHITE PAGES
1986	Sandall Bud	Pacific Bell
	Summaria Robert ins	Pacific Bell
	BRIDAL SERVICE	Pacific Bell
	Campbell Mini Market	Pacific Bell
	Fine Design	Pacific Bell
	GIOCONDI REPORTING SERVICES	Pacific Bell
	Haberman Marc ins	Pacific Bell
	Lizette court reprtrs	Pacific Bell
	Lynn Taylor	Pacific Bell
	Mancuso Sterling & Woodside	Pacific Bell
	MASTERS PHOTOGRAPHY STUDIO	Pacific Bell
	Nor Cal Professional Insurance Brokers Inc	Pacific Bell
	ONOFRIEMr O VICTOR ins & securities brkr	Pacific Bell
1985	BRIDAL SERVICE	Pacific Bell
	MASTERS PHOTOGRAPHY STUDIO	Pacific Bell
	BRIDAL SERVICE	Pacific Bell
	COLOR CRAFT LABORATORIES 2	Pacific Bell
	LA MODA FOR HAIR	Pacific Bell
	MASTER S PHOTOGRAPHY STUDIO	Pacific Bell
	PRICE ROBERT A INSURANCE	Pacific Bell
	VINOD KAMBO BRIDAL SERVICE	Pacific Bell

FINDINGS

Year	Uses	Source
1980	BRIDAL SEIRVICE	Pacific Telephone
	MASTERS PHOTOGRAPHY STUDIO	Pacific Telephone
	BRIDAL SERVICE	Pacific Telephone
1975	MASTER S PHOTOGRAPHY STUDIO	Pacific Telephone
	A-B CATERERS	Pacific Telephone
	BRIDAL SERVICE	Pacific Telephone
	VINOD KABHAL BRLDAL SERV ICE	Pacific Telephone

881 E CAMPBELL AVE

Year	Uses	Source
2001	SHUANGNOc R SUNDARJI Flyaz	Haines Company, Inc.

891 E CAMPBELL AVE

Year	Uses	Source
2001	ESEACORP	Haines Company, Inc.
	SCHUL 2 Eckhard J	Haines Company, Inc.

900 E CAMPBELL AVE

Year	Uses	Source
2013	NOODLE & BOO	Cole Information Services
	NET POLARITY	Cole Information Services
2008	SLEEK TRAVEL CONCEPTS	Cole Information Services
	ERICKSON MARK	Cole Information Services
	NOODLE & BOO	Cole Information Services
	MTC RESTAURANT GROUP INC	Cole Information Services
2001	COBLER Michael MTC MANAGEMENT	Haines Company, Inc.
	MTC WHOLESALE	Haines Company, Inc.
	SLEEK TRAVEL	Haines Company, Inc.
	CONCPT TOGOS EATERY INC	Haines Company, Inc.
1991	MTC Property Management	PACIFIC BELL WHITE PAGES
	Administrative Office	PACIFIC BELL WHITE PAGES
	MTC PROPERTY MANAGEMENT	PACIFIC BELL WHITE PAGES
	MTCMANAGEMENT	PACIFIC BELL WHITE PAGES
	SLEEK TRAVEL CONCEPTS	PACIFIC BELL WHITE PAGES
	TOGO S E ATE RY	PACIFIC BELL WHITE PAGES
	TOGOS EATERY	PACIFIC BELL WHITE PAGES
	INVITING IDEAS	PACIFIC BELL WHITE PAGES
	Sleek Travel Concepts	PACIFIC BELL WHITE PAGES
1986	Osgar Tom Construction	Pacific Bell

Year	Uses	Source
1986	Sleek Travel Concepts	Pacific Bell
	Tognetti Gene	Pacific Bell
	i Administrative Office	Pacific Bell
	Wyse Technology Northwestern Regional Office	Pacific Bell
1985	PROMOTIONAL IMAGES INC	Pacific Bell
	CASE REAL REALTY	Pacific Bell
	TOGO S EATERY	Pacific Bell
	WYSE TECHNOLOGY NORTHWESTERN REGIONAL OFFICE	Pacific Bell

905 E CAMPBELL AVE

Year	Uses	Source
2001	BOZOKI George	Haines Company, Inc.

921 E CAMPBELL AVE

Year	Uses	Source
2001	ROBINSJohn FW	Haines Company, Inc.

931 E CAMPBELL AVE

Year	Uses	Source
2001	SCHUL 2 Eckhard J	Haines Company, Inc.
	RYDERL	Haines Company, Inc.

950 E CAMPBELL AVE

Year	Uses	Source
2001	ENT SERVICES	Haines Company, Inc.
	CONSTRN&DEVELOPM	Haines Company, Inc.
1991	American Title Insurance San Jose Offices	PACIFIC BELL WHITE PAGES
	AMERICAN TITLE INSURANCE	PACIFIC BELL WHITE PAGES

961 E CAMPBELL AVE

Year	Uses	Source
2001	WELDONJack	Haines Company, Inc.

973 E CAMPBELL AVE

Year	Uses	Source
2001	Di NKELACKERJames	Haines Company, Inc.

980 E CAMPBELL AVE

Year	Uses	Source
2013	HICKRY PIT ORIGINAL THE	Cole Information Services
2008	GTO SERVICES INC	Cole Information Services
	THE ORIGINAL HICKRY PIT	Cole Information Services
2001	THE ORIGINAL HICKRYPIT	Haines Company, Inc.
	HICKRYPIT HICKRY PITORIGINAL	Haines Company, Inc.
	EMIL VILLAS ORGNL	Haines Company, Inc.
	XXXX	Haines Company, Inc.
1991	HICK RY PIT EMIL VILLA S THE ORIGINAL	PACIFIC BELL WHITE PAGES
	VILLA S EMIT HICK RY PIT RESTAURANT	PACIFIC BELL WHITE PAGES
	Villas Emit Hick Ry Pit Restaurant	PACIFIC BELL WHITE PAGES
	Hick Ry Pit Emil Villas The Original	PACIFIC BELL WHITE PAGES
1986	Emi Villas The Original Hick Ry Pit	Pacific Bell
	Hick Ry Pit Emil Villas The Original	Pacific Bell
	Villas Emil Hick Ry Pit Restaurant	Pacific Bell
1985	EMIL VILLA S THE ORIGINAL HICK RY PIT	Pacific Bell
	VILLA S EMIL HICK RY PIT RESTAURANT	Pacific Bell
	HICK RY PIT EMIL VILLA S THE ORIGINAL	Pacific Bell
1975	HERFY S HAMBURGER HOUSE	Pacific Telephone
	HERFY S HAMBURGER HOUSE (CONTD)	Pacific Telephone
1963	Peps Sooperb Sooper	Pacific Telephone

985 E CAMPBELL AVE

Year	Uses	Source
2001	BROWN Rob I Wallace	Haines Company, Inc.

999 E CAMPBELL AVE

Year	Uses	Source
2001	MOOREWayne	Haines Company, Inc.

E FEWTRELL DR

1030 E FEWTRELL DR

Year	Uses	Source
1963	Gil Belgins Auto Service	Pacific Telephone
	BELGIN GIL AUTO SERVICE	Pacific Telephone

FINDINGS

FEWTRELL DR

1030 FEWTRELL DR

Year	Uses	Source
2001	XXXX	Haines Company, Inc.
1970	Belgin Gil Auto Service auto repr	R. L. Polk & Co.

MC BAIN AVE

1031 MC BAIN AVE

Year	Uses	Source
1975	NUNES M M	Pacific Telephone

S BASCAM AVE S

1932 S BASCAM AVE S

Year	Uses	Source
1980	Ohio National Life Insurance Co	Pacific Telephone

S BASCOM AVE

01901 S BASCOM AVE

Year	Uses	Source
1975	STEVENS FASHION FABRICS	Pacific Telephone

1830 S BASCOM AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.
1986	Jeffon Imports	Pacific Bell
	Finearts Oriental Furniture & Arts	Pacific Bell
1985	FINEARTS ORIENTAL FURNITURE & ARTS	Pacific Bell
1980	STEREO PLUS INC	Pacific Telephone

1840 S BASCOM AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.
1991	SCHROEDER S	PACIFIC BELL WHITE PAGES
	Schroeders	PACIFIC BELL WHITE PAGES
1986	Schroeders	Pacific Bell
1985	SCHROEDER S	Pacific Bell
1980	PANT FARM THE	Pacific Telephone

FINDINGS

1845 S BASCOM AVE

Year	Uses	Source
2013	B T PROPERTIES	Cole Information Services
2008	B FRANCIS HANDYMAN SERVICES	Cole Information Services
	PIZZA MY HEART	Cole Information Services
	HOUSING INDUSTRY FOUNDATION	Cole Information Services
	GARCIAS	Cole Information Services
2001	AMON	Haines Company, Inc.
	AMONAedra Thomas	Haines Company, Inc.
	BECHE Lrcmesh	Haines Company, Inc.
	BECHE Sahle BLASSER Wi	Haines Company, Inc.
	BLOOD K	Haines Company, Inc.
	CHAPMAN Pamela S	Haines Company, Inc.
	DALEY Betty	Haines Company, Inc.
	DSOKYAmr A	Haines Company, Inc.
	DYER Eric K	Haines Company, Inc.
	FELDMANJay	Haines Company, Inc.
	GONZALESAnihony S	Haines Company, Inc.
	GRAYS	Haines Company, Inc.
	GRYBAGlenda	Haines Company, Inc.
	HABTEMARIAM Genel HUANGTony	Haines Company, Inc.
	KINGMartin W	Haines Company, Inc.
	LORENZScarlett	Haines Company, Inc.
	MASKENadr	Haines Company, Inc.
	MILLER Don L	Haines Company, Inc.
	MILLS Theresa	Haines Company, Inc.
	MILLS Theresa	Haines Company, Inc.
	NAVESJason E 408 559 N NGUYEN Stephanie K	Haines Company, Inc.
	NIKPEYAres	Haines Company, Inc.
	NOURIEMichelle 40 EB	Haines Company, Inc.
	OHNOKI Jon	Haines Company, Inc.
	PARKERSteve	Haines Company, Inc.
	PRAVOS Monica SEVILLAJUllo W	Haines Company, Inc.
	SIMI David	Haines Company, Inc.
	SOARESVlcor J	Haines Company, Inc.
	TENKok	Haines Company, Inc.
	THOMASAman	Haines Company, Inc.
	THOMASAudra	Haines Company, Inc.
	VICARI Michael J	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2001	WARNER Sara J	Haines Company, Inc.
	APARTMENTS	Haines Company, Inc.
1991	CHRISTENSEN A L	PACIFIC BELL WHITE PAGES
	Christensen A L	PACIFIC BELL WHITE PAGES
	Gentilet	PACIFIC BELL WHITE PAGES
	Guiney JT	PACIFIC BELL WHITE PAGES
	HAYES WILLIAM	PACIFIC BELL WHITE PAGES
	JANESEPAR F	PACIFIC BELL WHITE PAGES
	KUCICH IVAN	PACIFIC BELL WHITE PAGES
	LORENZ S	PACIFIC BELL WHITE PAGES
	MASKE NADIA	PACIFIC BELL WHITE PAGES
	MC CLURE EARL	PACIFIC BELL WHITE PAGES
	MONTEIL DA	PACIFIC BELL WHITE PAGES
	NELSON ERIC R	PACIFIC BELL WHITE PAGES
	OHANOKI JON	PACIFIC BELL WHITE PAGES
	SIMI DAVID	PACIFIC BELL WHITE PAGES
	VERBRIDGE BOB	PACIFIC BELL WHITE PAGES
	ALVESTAD N G	PACIFIC BELL WHITE PAGES
	BAXTER THTOM	PACIFIC BELL WHITE PAGES
	BEINS GERARD C	PACIFIC BELL WHITE PAGES
	BREMKAMP TERRY JR	PACIFIC BELL WHITE PAGES
	BRENNAN THEODORE	PACIFIC BELL WHITE PAGES
	BRIGNONI ABRAHAM & JACKIE	PACIFIC BELL WHITE PAGES
	BRINGELSON DEAN L	PACIFIC BELL WHITE PAGES
	BRYNSVOLD ANN	PACIFIC BELL WHITE PAGES
	CACKLER TODD	PACIFIC BELL WHITE PAGES
	DE NARDO LOUIS	PACIFIC BELL WHITE PAGES
	ETO TERRY	PACIFIC BELL WHITE PAGES
	FLETCHER ROBERT S	PACIFIC BELL WHITE PAGES
	HANDLER ROBERT	PACIFIC BELL WHITE PAGES
	GENTILET	PACIFIC BELL WHITE PAGES
	GIBSON DAN	PACIFIC BELL WHITE PAGES
	GUINEY JT	PACIFIC BELL WHITE PAGES
	KILLEN ARTHEA	PACIFIC BELL WHITE PAGES
	MATTHEWS BRENT	PACIFIC BELL WHITE PAGES
	MAER JG	PACIFIC BELL WHITE PAGES
	Alvestad NG	PACIFIC BELL WHITE PAGES
	Baxter THTom	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1991	Beins Gerard C	PACIFIC BELL WHITE PAGES
	Bremkamp Terry Jr	PACIFIC BELL WHITE PAGES
	Brennan Theodore	PACIFIC BELL WHITE PAGES
	Brignoni Abraham & Jackie	PACIFIC BELL WHITE PAGES
	Bringelson Dean L	PACIFIC BELL WHITE PAGES
	Brynsvold Ann	PACIFIC BELL WHITE PAGES
	Cackler Todd	PACIFIC BELL WHITE PAGES
	Daley B Davis	PACIFIC BELL WHITE PAGES
	i Daley Betty	PACIFIC BELL WHITE PAGES
	De Nardo Louis	PACIFIC BELL WHITE PAGES
	den Arend M	PACIFIC BELL WHITE PAGES
	Eto Terry	PACIFIC BELL WHITE PAGES
	Fletcher Robert S	PACIFIC BELL WHITE PAGES
	Hayes William	PACIFIC BELL WHITE PAGES
	Janesepar F	PACIFIC BELL WHITE PAGES
	Kucich Ivan	PACIFIC BELL WHITE PAGES
	Lorenz S	PACIFIC BELL WHITE PAGES
	Maske Nadia	PACIFIC BELL WHITE PAGES
	Mc Clure Earl	PACIFIC BELL WHITE PAGES
	Miller Don L	PACIFIC BELL WHITE PAGES
	Miller J G	PACIFIC BELL WHITE PAGES
	Monteil DA	PACIFIC BELL WHITE PAGES
	Nelson Eric R	PACIFIC BELL WHITE PAGES
	Simi David	PACIFIC BELL WHITE PAGES
	Verbridge Bob	PACIFIC BELL WHITE PAGES
1986	Adams David	Pacific Bell
	Alvestad N G	Pacific Bell
	Azouri Samia	Pacific Bell
	Barbanell Norm	Pacific Bell
	Baxter T H Tom	Pacific Bell
	Beins Gerard C	Pacific Bell
	Bennett Gary & Kelly	Pacific Bell
	Bermudes J	Pacific Bell
	Bringelson Dean L	Pacific Bell
	Carl eill A	Pacific Bell
	Crawfdrd C D	Pacific Bell
	DAmbrosio Nick	Pacific Bell
	d Ambrosio Robyn	Pacific Bell

FINDINGS

Year	Uses	Source
1986	Davis Linda L	Pacific Bell
	Denardo M S	Pacific Bell
	den Arend M	Pacific Bell
	den Arend M	Pacific Bell
	Denardo M S	Pacific Bell
	Foster Gisela	Pacific Bell
	Gentile E	Pacific Bell
	Green Philip F	Pacific Bell
	Howey Sean M	Pacific Bell
	Jesseman L	Pacific Bell
	Killen Arthea	Pacific Bell
	Kucich Ivan	Pacific Bell
	Lorenz S	Pacific Bell
	Maske Nadia	Pacific Bell
	Matthews Brent	Pacific Bell
	Monteil DA	Pacific Bell
	Ohnoki Jon	Pacific Bell
	Ovink M	Pacific Bell
	Peterson Mary	Pacific Bell
	Power GR	Pacific Bell
	Ramezani Nahid	Pacific Bell
	Rose Frances	Pacific Bell
	Seaulus Phil	Pacific Bell
	Saultz M	Pacific Bell
	Shimlzu Bruce W	Pacific Bell
	Smith Catherine	Pacific Bell
	Stall Dan	Pacific Bell
	Tsumura Darren	Pacific Bell
	Ulmer William R	Pacific Bell
	Vriethoff Charles	Pacific Bell
	White E R	Pacific Bell
	Yowell Olive	Pacific Bell
1985	ADAMS DAVID	Pacific Bell
	ALVESTAD N G	Pacific Bell
	ANIS MEDHAT S	Pacific Bell
	AZOURI SAMIA	Pacific Bell
	BARBANELL NORM	Pacific Bell
	BEDROSSIAN BEDROS	Pacific Bell

FINDINGS

Year	Uses	Source
1985	BEINS GERARD C	Pacific Bell
	BERMUDES J	Pacific Bell
	BRINGELSON DEAN L	Pacific Bell
	CARL NELL A	Pacific Bell
	CRAIG RICHARD & JANICE	Pacific Bell
	CRAWFORD C D	Pacific Bell
	DAMBROSIOM ROBIN E	Pacific Bell
	DAVIS LINDA L	Pacific Bell
	DEN AREND M	Pacific Bell
	DEN AREND M	Pacific Bell
	FOSTER GISELA	Pacific Bell
	GENTILE E	Pacific Bell
	GIDDINGS S	Pacific Bell
	GIORDANO MARIO A	Pacific Bell
	GREEN PHILIP F	Pacific Bell
	HUTCHINSON DEE & VERNE	Pacific Bell
	JENSEN G	Pacific Bell
	JESSEMAN L	Pacific Bell
	KATO KELLY	Pacific Bell
	KILLEN ARTHEA	Pacific Bell
	KUCICH FRANK M	Pacific Bell
	KUCICH IVAN	Pacific Bell
	LANGENDORF G F	Pacific Bell
	LORENZ S	Pacific Bell
	MASKE NADIA	Pacific Bell
	MASTERS RONALD	Pacific Bell
	MATTHEWS BRENT	Pacific Bell
	MC FEELEY M A	Pacific Bell
	OHNOKI JON	Pacific Bell
	OVINK M	Pacific Bell
	PETERSON MARY	Pacific Bell
	POWER R	Pacific Bell
	RYDSTROM C W	Pacific Bell
	SCOTT JOHN & SANDRA	Pacific Bell
	SHIMIZU BRUCE W	Pacific Bell
	SIMI DAVID	Pacific Bell
	STALL DAN	Pacific Bell
	TUILLIO REGINA	Pacific Bell

FINDINGS

Year	Uses	Source
1985	VRIETHOFF CHARLES	Pacific Bell
	YOWELL OLIVE	Pacific Bell
	BAXTER T H TOM	Pacific Bell
	HEDRICK ALBERT L	Pacific Bell
	SAULUS PHIL	Pacific Bell
	ULMER WILLIAM R	Pacific Bell
	WHITE E R	Pacific Bell
1980	Atanoos Ashoor	Pacific Telephone
	Attebury Ricky L	Pacific Telephone
	i Attia Abdu	Pacific Telephone
	Azouri Samia	Pacific Telephone
	Badri R	Pacific Telephone
	Baxter T H Tom	Pacific Telephone
	Bedrosslan Karekine	Pacific Telephone
	Burks Robert E	Pacific Telephone
	Cesena J	Pacific Telephone
	Colvin Fred R	Pacific Telephone
	Trempetter Mrs	Pacific Telephone
	Vrtethotf Willy	Pacific Telephone
	Barker James J	Pacific Telephone
	Barker d Jas consltng engnr	Pacific Telephone
	Beins Gerard C	Pacific Telephone
	Herpanda J M	Pacific Telephone
	Lorenz S	Pacific Telephone
	Naske Nadia	Pacific Telephone
	Maske Eduviges	Pacific Telephone
	Otal Silverio	Pacific Telephone
	Pag Gretchen	Pacific Telephone
	Placeres Pedro Jr	Pacific Telephone
	Foster Henry C	Pacific Telephone
	Gayetty I	Pacific Telephone
	Gentile E	Pacific Telephone
	Goldberg Andrew J	Pacific Telephone
	Grba C Nicholas A	Pacific Telephone
	Jensen G	Pacific Telephone
	Kiadeh Mansur	Pacific Telephone
	Killen Gerard F X	Pacific Telephone
	Langendorf G F	Pacific Telephone

FINDINGS

Year	Uses	Source
1980	Levit Ilya	Pacific Telephone
	Lewis Alvin V	Pacific Telephone
	Mc Feeley M A	Pacific Telephone
	Mel Zedek Georgio H	Pacific Telephone
	Morrine Ralph	Pacific Telephone
	Nielson David	Pacific Telephone
	Ohaioki Jbn	Pacific Telephone
	Ortega Henry	Pacific Telephone
	Palicke Elssa	Pacific Telephone
	Prudhel C R	Pacific Telephone
	Ramig Fred	Pacific Telephone
	Rose Frances	Pacific Telephone
	Rose Kathy M	Pacific Telephone
	Schaefer K	Pacific Telephone
	Shimizu Bruce W	Pacific Telephone
	Swinford O E	Pacific Telephone
	Tullio Regina	Pacific Telephone
	Von Pinnon Thomas	Pacific Telephone
	White E R	Pacific Telephone
	Wise D A	Pacific Telephone
	Wooden Rick D	Pacific Telephone
	Yowell Olive	Pacific Telephone
1975	MITCHELL STEVEN L	Pacific Telephone
	MORIN JAS E	Pacific Telephone
	MOTRONI YVONNE	Pacific Telephone
	OLSEN JAS W	Pacific Telephone
	OZBOLT KATHY	Pacific Telephone
	PAINE MICHAEL S	Pacific Telephone
	PELLEMELER GREG	Pacific Telephone
	PICKFORD J VERNAL	Pacific Telephone
	RIDEOUT L	Pacific Telephone
	ROSARIO FELIX	Pacific Telephone
	ROSE FRANCES	Pacific Telephone
	SCOTT DOUGLAS H	Pacific Telephone
	SHERLOCK FRANK	Pacific Telephone
	ARMENDARIZ HERMAN	Pacific Telephone
	AZOURI SAMIA	Pacific Telephone
	BARDEN J L	Pacific Telephone

FINDINGS

Year	Uses	Source
1975	BAXTER T H TOM	Pacific Telephone
	BELTON R BRUCE	Pacific Telephone
	BLYSTONE F L	Pacific Telephone
	BROOKE R	Pacific Telephone
	CARR ERVIN D	Pacific Telephone
	CHRISTENSEN RICHARD J	Pacific Telephone
	COLLIGAN ARTHUR	Pacific Telephone
	CRANE K C	Pacific Telephone
	DOYLE LOUIS	Pacific Telephone
	FITZGERALD ALLEN TOBY	Pacific Telephone
	FOSTER HENRY C	Pacific Telephone
	GAYETTY W	Pacific Telephone
	GILBERT CAROL	Pacific Telephone
	GRAVES WM L	Pacific Telephone
	GREEN PHILIP F	Pacific Telephone
	HAYES G	Pacific Telephone
	HILL JEFFREY S	Pacific Telephone
	HINKLE STEVE	Pacific Telephone
	HOFFMAN JEROLD	Pacific Telephone
	HOGUE G	Pacific Telephone
	JOHNSON RONALD K	Pacific Telephone
	KAMRAR JOHN J	Pacific Telephone
	KEITH DAVE	Pacific Telephone
	KI MOTO KERRY	Pacific Telephone
	KOHNKE ROBT F	Pacific Telephone
	LARSON M	Pacific Telephone
	LEWIS ALVIN V	Pacific Telephone
	ME FRELEY M A	Pacific Telephone
	KLLNGAMAN F K	Pacific Telephone
	KUCICH IVAN	Pacific Telephone
	LEWIS GORDON	Pacific Telephone
	LIM BRUCE	Pacific Telephone
	ORR CHAS	Pacific Telephone
	TIGAN M	Pacific Telephone
	VRIETHOFF WILLY	Pacific Telephone
	WALLER V L	Pacific Telephone
	WOODS JEFF	Pacific Telephone
	YASUKOCHI MARILYN	Pacific Telephone

FINDINGS

Year	Uses	Source
1975	YE GHOIAN KATHY M	Pacific Telephone
	YOWELL OLIVE	Pacific Telephone
	ZEISS D	Pacific Telephone
1963	Garguile Dominic	Pacific Telephone

1854 S BASCOM AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.

1860 S BASCOM AVE

Year	Uses	Source
2013	MAIDPRO CAMPBELL CA	Cole Information Services
	MAIDPRO CAMPBELL CA	Cole Information Services
	LAND CASA SERVICES	Cole Information Services
	BILINGUAL SERVICES	Cole Information Services
2008	TOTAL INSIGHT CHIROPRACTIC	Cole Information Services
	APUS MARKETING SOLUTIONS INC	Cole Information Services
	BILINGUAL SERVICES	Cole Information Services
	THE SKIN CLINIC	Cole Information Services
	ATLANTIC FINANCIAL MORTGAGE	Cole Information Services
	WISESHORE INFORMATION SERVICES	Cole Information Services
	THE STAGING EXPERTS	Cole Information Services
	MAIDPRO	Cole Information Services
2001	KITCHELLCEM	Haines Company, Inc.
	MOTHERS N DEED	Haines Company, Inc.
	PACTHRIFT&LOANS	Haines Company, Inc.
	PLANNING SHOWCASE	Haines Company, Inc.
	PROVIDENT PAYDAY LOANS	Haines Company, Inc.
	ZAMANI Michael	Haines Company, Inc.
1991	CAMES INSURANCE ASSOCIATES	PACIFIC BELL WHITE PAGES
	PERALEZ FRANK TEST	PACIFIC BELL WHITE PAGES
	CARMES ON THE WAY TRAVEL	PACIFIC BELL WHITE PAGES
	KING LORRALNETRAL AGCY	PACIFIC BELL WHITE PAGES
	WELCH RONALD R TAX RETURN PREPARATION	PACIFIC BELL WHITE PAGES
	Cames Insurance Associates	PACIFIC BELL WHITE PAGES
	Carmes On The Way Travel	PACIFIC BELL WHITE PAGES
	Peralez Frank test	PACIFIC BELL WHITE PAGES
	Welch Ronald R tax return preparation	PACIFIC BELL WHITE PAGES

FINDINGS

Year	Uses	Source
1986	Coast To Coast Properties	Pacific Bell
	Coast To Coast Properties VIII	Pacific Bell
	Coast To Coast Properties VIII	Pacific Bell
	Creston Oaks Arabian	Pacific Bell
	Home Equity Loan Plan	Pacific Bell
	Leedom Larry G Coasl To Coast Properties	Pacific Bell
	North American Funding	Pacific Bell
	Owen Dan E Coast To Coast Properties	Pacific Bell
1985	COAST TO COAST PROPERTIES	Pacific Bell
	COAST TO COAST PROPERTIES VIII	Pacific Bell
	COAST TO COAST PROPERTIES VIII	Pacific Bell
	CRESTON OAKS ARABIAN	Pacific Bell
	EVIENTH TIM COAST TO COAST PROPERTIES	Pacific Bell
	HOME EQUITY LOAN PLAN	Pacific Bell
	LEEDOM LARRY G COAST TO COAST PROPERTIES	Pacific Bell
	OWEN DAN E COAST TO COAST PROPERTIES	Pacific Bell
	REAL ESTATE WORLD	Pacific Bell
	REAL ESTATE WORLD NO VIII	Pacific Bell
	SOUTH SHORE MORTGAGE	Pacific Bell
	NORTH AMERICAN FUNDING	Pacific Bell
1980	Anchor Gerald L anty	Pacific Telephone
	Cassidy John P atty at law	Pacific Telephone
	ALLSTATE REALTORS	Pacific Telephone
	Administration	Pacific Telephone
	ALLSTATE REALTORS	Pacific Telephone
	ALLSTATE REALTORS	Pacific Telephone
	ALLSTATE REALTORS	Pacific Telephone
	ALLSTATE REALTORS	Pacific Telephone
1975	ADMINISTRATION	Pacific Telephone
	ADMINISTRATION	Pacific Telephone
	ADMINISTRATION	Pacific Telephone
	ADMINISTRATION	Pacific Telephone
	ADMINISTRATION	Pacific Telephone
	ADMINISTRATION	Pacific Telephone
	ADMINISTRATION	Pacific Telephone
	ADMINISTRATION	Pacific Telephone

FINDINGS

Year	Uses	Source
1975	ANCHOR GERALD L ATTY	Pacific Telephone

1870 S BASCOM AVE

Year	Uses	Source
2013	POOL PATIO & MORE	Cole Information Services
2008	POOL PATIO & M	Cole Information Services
	POOL PATIO N THINGS	Cole Information Services
1975	LUMBERJACK XMAS TREES	Pacific Telephone
1963	Nolan Joan	Pacific Telephone
	Nolan Jas M Jr	Pacific Telephone

1871 S BASCOM AVE

Year	Uses	Source
2013	LOCKSMITH 24 HOUR EMERGENCY INC	Cole Information Services

1900 S BASCOM AVE

Year	Uses	Source
2008	MTS INC	Cole Information Services
2001	TOWER RECORDS	Haines Company, Inc.
1991	TOW E R RE CORDS-VIDE O RECORDS	PACIFIC BELL WHITE PAGES
	Records	PACIFIC BELL WHITE PAGES
	TOWER RECORDS VIDEO	PACIFIC BELL WHITE PAGES
1986	Tower Records	Pacific Bell
	Tower Tapes	Pacific Bell
1985	TOWER RECORDS	Pacific Bell
	LAMMCO BUSINESS CENTER INC	Pacific Bell
	FORSURE-LAMMCO BUSINESS CENTER INC	Pacific Bell
	COMMERCIAL FINANCIAL INSTITUTE	Pacific Bell
	CONTRACTORS LICENSE INSTITUTE EXECUTIVE OFFICES	Pacific Bell
1975	TOWER RECORDS	Pacific Telephone

1902 S BASCOM AVE

Year	Uses	Source
2013	PET FOOD EXPRESS	Cole Information Services
2001	Hi STED 7 Norran	Haines Company, Inc.

FINDINGS

1907 S BASCOM AVE

Year	Uses	Source
2013	LAW OFFICE OF WENDELL J JONES	Cole Information Services

1910 S BASCOM AVE

Year	Uses	Source
1985	TOWER TAPES	Pacific Bell
1980	Watson Kay J	Pacific Telephone
1975	TOWER TAPES	Pacific Telephone

1911 S BASCOM AVE

Year	Uses	Source
1980	DEVELOPMENT	Pacific Telephone
	MASLESA SAM REAL ESTATE &	Pacific Telephone

1919 S BASCOM AVE

Year	Uses	Source
2013	FARZANA SULTANA AMERIPRISE FINANCI	Cole Information Services
	YOUSENDIT INC	Cole Information Services
	ALTOS DESIGN AUTOMATION	Cole Information Services
	US BANK	Cole Information Services
2008	STATE FARM INSURANCE	Cole Information Services
	AMERICAN EXPRESS FINANCIAL ADVISORS	Cole Information Services

1920 S BASCOM AVE

Year	Uses	Source
2008	M T S	Cole Information Services
	TOWER RECORDS VIDEO BOOKS	Cole Information Services
1991	TOWER	PACIFIC BELL WHITE PAGES
	TOW E R RE CORDS-VIDE O RECORDS	PACIFIC BELL WHITE PAGES
1986	Tower Ticketron	Pacific Bell
	Tower Video	Pacific Bell
1985	TOWER POSTERS & PLANTS	Pacific Bell
1975	TOWER POSTERS	Pacific Telephone

1930 S BASCOM AVE

Year	Uses	Source
2013	MEDHI VANDI	Cole Information Services
	JEREMY UENO	Cole Information Services
	CRAIG DALLY	Cole Information Services

FINDINGS

Year	Uses	Source
2013	MARCUS KAL	Cole Information Services
	SMILE NOW DENTAL	Cole Information Services
	A CHIROPRACTIC	Cole Information Services
	HO KAREN DDS	Cole Information Services
1991	VALLE Y TITLE COMPANZ	PACIFIC BELL WHITE PAGES
	VALLEY TITLE COMPANY	PACIFIC BELL WHITE PAGES
	Campbell Branch	PACIFIC BELL WHITE PAGES
1986	ACT Program The	Pacific Bell
	Chun Mel Developement Corp	Pacific Bell
	Coastal Financial Service	Pacific Bell
	Duvall Vee LMFCC	Pacific Bell
	Heritage Financial Inc	Pacific Bell
	Permata Development Group US Inc	Pacific Bell
	VALLEY TITLE COMPANY	Pacific Bell
	Campbell Branch	Pacific Bell
1985	VALLEY TITLE COMPANY	Pacific Bell
	COASTAL MORTGAGE SERVICE	Pacific Bell
	HERITAGE FINANCIAL INC	Pacific Bell
	HAUMESSER JAMES ATTY	Pacific Bell
1982	Cambridge Thermionic Corp	Pacific Telephone
1980	Mac Ivor Thos J atoy	Pacific Telephone
	Bryant Bureau	Pacific Telephone
	Hildreth Howard	Pacific Telephone
	IHildreth Howard W CPA	Pacific Telephone
	Schneck Thomas Jr atty	Pacific Telephone
1975	MAC IVOR THOS J ATTY	Pacific Telephone
	HARVEY JOHN E	Pacific Telephone
	COOKE JAMES M ATTY	Pacific Telephone

1932 S BASCOM AVE

Year	Uses	Source
1991	BACKMAN CHIROPRACTIC	PACIFIC BELL WHITE PAGES
	JAMESON DAVID A DC	PACIFIC BELL WHITE PAGES
	Backman Chiropractic	PACIFIC BELL WHITE PAGES
	Nationwide	PACIFIC BELL WHITE PAGES
	NATIONWIDE	PACIFIC BELL WHITE PAGES
	Jameson David A DC	PACIFIC BELL WHITE PAGES
1986	Russell Medical Inc	Pacific Bell
1985	MC GEE MICHAEL W INS	Pacific Bell

FINDINGS

Year	Uses	Source
1985	ROTHSCHILD HELENE LICENSED MARRIAGE FAMILY & CHILD JOH COUNSLR	Pacific Bell
	WOOD LROBERT ATTY	Pacific Bell
	MAC IVOR THOS J ATTY	Pacific Bell
	HILDRETH HOWARD W CPA	Pacific Bell
	CREATIVE THERAPY	Pacific Bell
	ALLEN JOHN M CPA	Pacific Bell
	INSTITUTE FOR CREATIVE THERAPY	Pacific Bell
1982	University Securities Corp	Pacific Telephone
1980	Werba Alan CPA	Pacific Telephone
	Reinhardt & Associates	Pacific Telephone
	MCGEE MICHAEll W ins	Pacific Telephone
1975	METROPOLITAN EDUCATIONAL ENTERPRISES	Pacific Telephone

1940 S BASCOM AVE

Year	Uses	Source
2013	LIL DOG BIG DOG	Cole Information Services
2008	WIENERSCHNITZEL	Cole Information Services
2001	BANDONIEva	Haines Company, Inc.
	WIENERSCHNITZEL	Haines Company, Inc.
1991	Wienerschnitzel No 170	PACIFIC BELL WHITE PAGES
	WIENERSCHNITZEL NO 170	PACIFIC BELL WHITE PAGES
1986	Wienerschnitzel	Pacific Bell
1985	WIENERSCHNITZEL	Pacific Bell
1980	Wienerschnitzel	Pacific Telephone

1950 S BASCOM AVE

Year	Uses	Source
2008	TACO BRAVO	Cole Information Services

1976 S BASCOM AVE

Year	Uses	Source
2013	BAJA FRESH MEXICAN GRILL	Cole Information Services
2008	BAJA FRESH MEXICAN GRILL	Cole Information Services
1991	CAMPBELL	PACIFIC BELL WHITE PAGES
	Campbell	PACIFIC BELL WHITE PAGES
1986	Campbell	Pacific Bell
1985	CARL S JR	Pacific Bell
1980	Campbell	Pacific Telephone

FINDINGS

1978 S BASCOM AVE

Year	Uses	Source
2001	CARLSJR	Haines Company, Inc.

1980 S BASCOM AVE

Year	Uses	Source
1963	Stringfellow Realty	Pacific Telephone
	Stringfellow Kenneth	Pacific Telephone
	HOUSTON REALTY AGCY	Pacific Telephone

1981 S BASCOM AVE

Year	Uses	Source
1991	GROGAN THOMAS J ATTY	PACIFIC BELL WHITE PAGES
	Grogan Thomas J atty	PACIFIC BELL WHITE PAGES
1980	Mantle J Kenneth ins New York Life Insurance Company	Pacific Telephone
	Alphonse	Pacific Telephone

1990 S BASCOM AVE

Year	Uses	Source
2001	XXXX	Haines Company, Inc.
1985	UDDENBERG LAURA L GLASPY ELLIOTT CREECH MCMAHON ROTH & REED ATTYS	Pacific Bell

2029 S BASCOM AVE

Year	Uses	Source
2013	PRUNEYARD SHELL	Cole Information Services
	PRUNEYARD AUTO REPAIR	Cole Information Services
2008	ALOHA AUTO CARE	Cole Information Services
	SHELL SERVICE STATIONS	Cole Information Services
2001	SHELL SV STA	Haines Company, Inc.
	PRUNEYARD SHELL	Haines Company, Inc.
1991	SHELL SERVICE STATIONS	PACIFIC BELL WHITE PAGES
	PRUNEYARD SHELL	PACIFIC BELL WHITE PAGES
	Pruneyard Shell	PACIFIC BELL WHITE PAGES
	Shell Service Stations Campbell	PACIFIC BELL WHITE PAGES
	PRUN E YARD S HE LL	PACIFIC BELL WHITE PAGES
1985	PRUNEYARD SHELL	Pacific Bell
1963	ROBERTS UNION SERVICE STN	Pacific Telephone

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched	Address Not Identified in Research Source
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Bascom Ave	2006, 2000, 1978, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched	Address Not Identified in Research Source
01901 S BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1 BARBARA 316 ESCUELA AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1030 E FEWTRELL DR	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1030 FEWTRELL DR	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1031 MC BAIN AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
15 BARBANO AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
15 BARBANO AVE E	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
15 BARBANO DR	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
17 BARBARA AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1830 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1991, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1840 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
1845 BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1845 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1845 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1845 S BASCOM AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1854 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1860 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1860 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1860 S BASCOM AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1870 S BASCOM AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1870 S BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1871 S BASCOM AVE	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
19 BARBANO AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
19 BARBANO AVE E	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1900 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1900 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1900 S BASCOM AVE	2013, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1902 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
1902 S BASCOM AVE	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1907 S BASCOM AVE	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1910 S BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1982, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1911 S BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1919 S BASCOM AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1920 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1920 S BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1920 S BASCOM AVE	2013, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1930 S BASCOM AVE	2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1930 S BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1932 S BASCAM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1932 S BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1940 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1940 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1940 S BASCOM AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1950 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1950 S BASCOM AVE	2013, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
1970 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1976 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1976 S BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1976 S BASCOM AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1978 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1980 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1980 S BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1981 S BASCOM AVE	2013, 2008, 2006, 2001, 2000, 1996, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1982 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1984 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1986 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1988 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1990 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1990 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
1992 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
2029 BASCOM AVE S	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
2029 S BASCOM AVE	2013, 2008, 2006, 2000, 1996, 1986, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
2029 S BASCOM AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
8 BARBARA 1513 PETERSEN AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
8 BARBARA AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
827 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
841 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
853 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
866 CAMPBELL AVE E	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
866 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
866 E CAMPBELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
867 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
880 CAMPBELL AVE E	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
880 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
880 E CAMPBELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
881 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
891 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
9 BARBANO AVE	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
9 BARBANO AVE E	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
900 CAMPBELL AVE E	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
900 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
900 E CAMPBELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
901 CAMPISI WAY	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
901 CAMPISI WAY	2013, 2008, 2006, 2000, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
905 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
906 @CAMPBELL@	2013, 2008, 2006, 2001, 2000, 1996, 1991, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
921 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
931 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
950 CAMPBELL AVE E	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
950 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
961 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
973 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
980 CAMPBELL AVE E	2013, 2008, 2006, 2001, 2000, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
980 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1982, 1980, 1978, 1974, 1970, 1968, 1966, 1965, 1964, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
980 E CAMPBELL AVE	2006, 2001, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922
985 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

FINDINGS

Address Researched	Address Not Identified in Research Source
999 E CAMPBELL AVE	2013, 2008, 2006, 2000, 1996, 1991, 1986, 1985, 1982, 1980, 1978, 1975, 1974, 1970, 1968, 1966, 1965, 1964, 1963, 1962, 1960, 1957, 1955, 1950, 1946, 1945, 1942, 1940, 1936, 1935, 1931, 1930, 1926, 1925, 1922

Pruneyard At Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc
Campbell, CA 95008

Inquiry Number: 4031842.4
August 08, 2014

EDR Historical Topographic Map Report

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topographic Map Report

Environmental Data Resources, Inc.s (EDR) Historical Topographic Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topographic Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the early 1900s.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

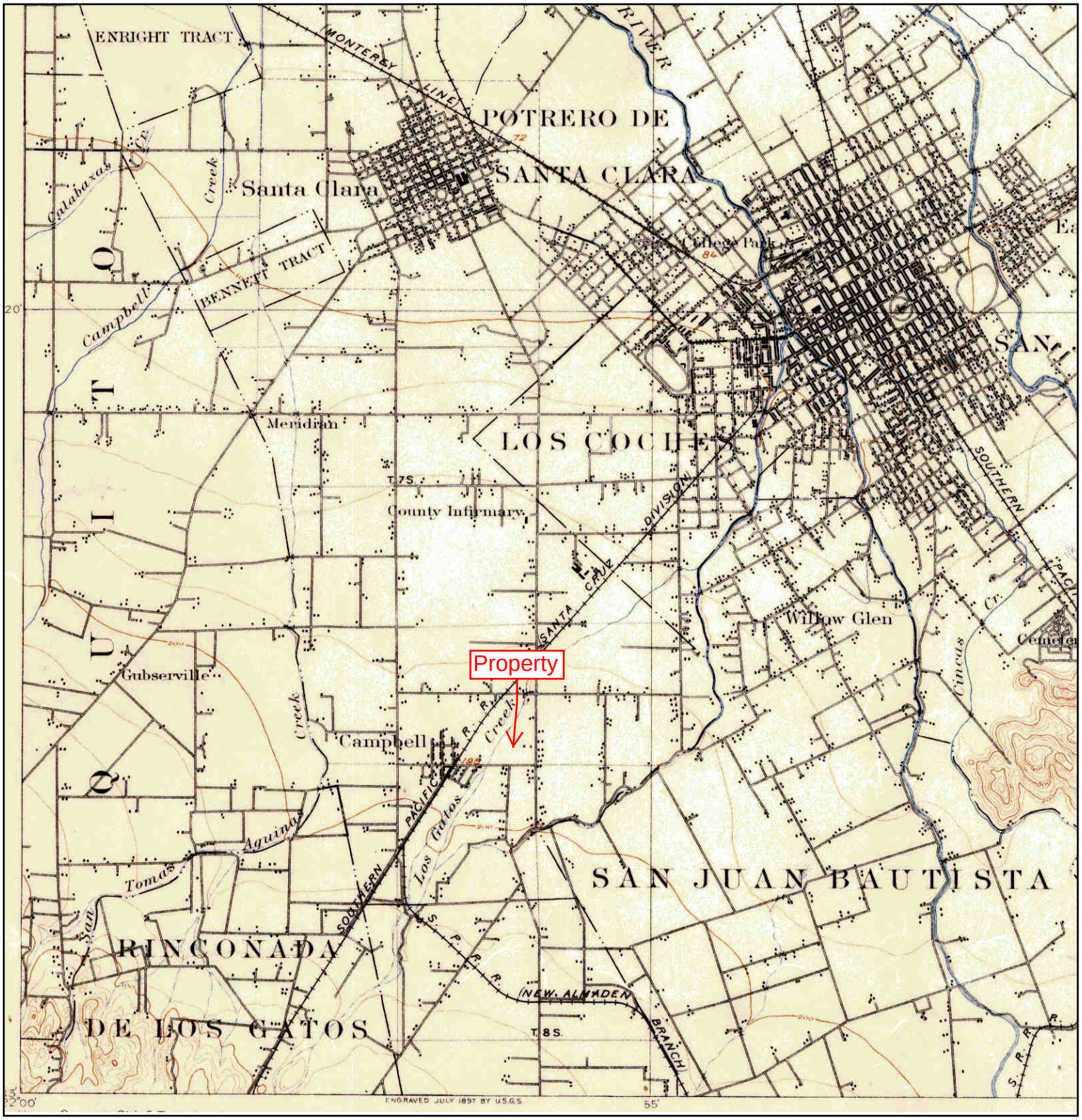
Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report AS IS. Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2014 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

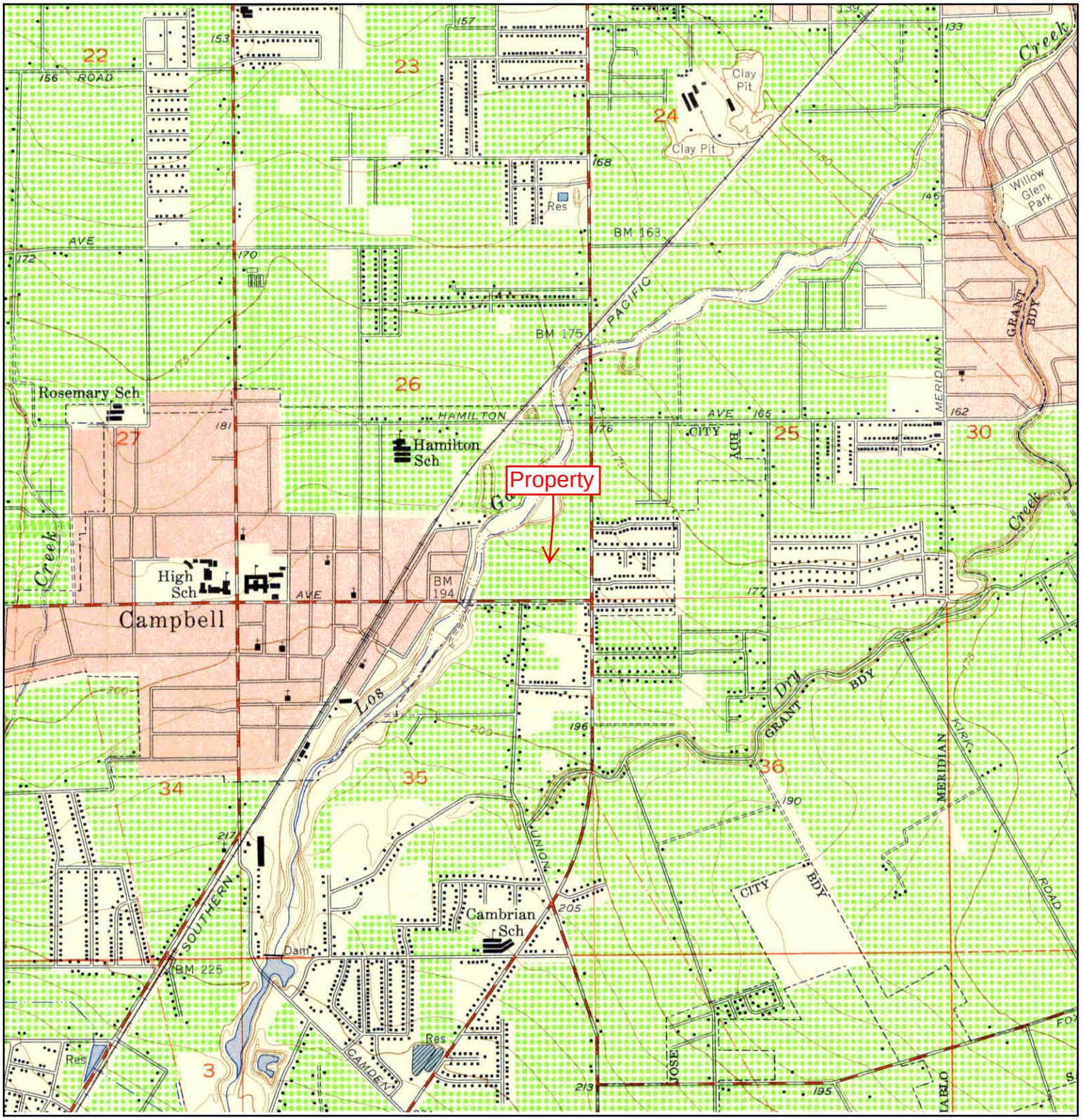
EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

Historical Topographic Map



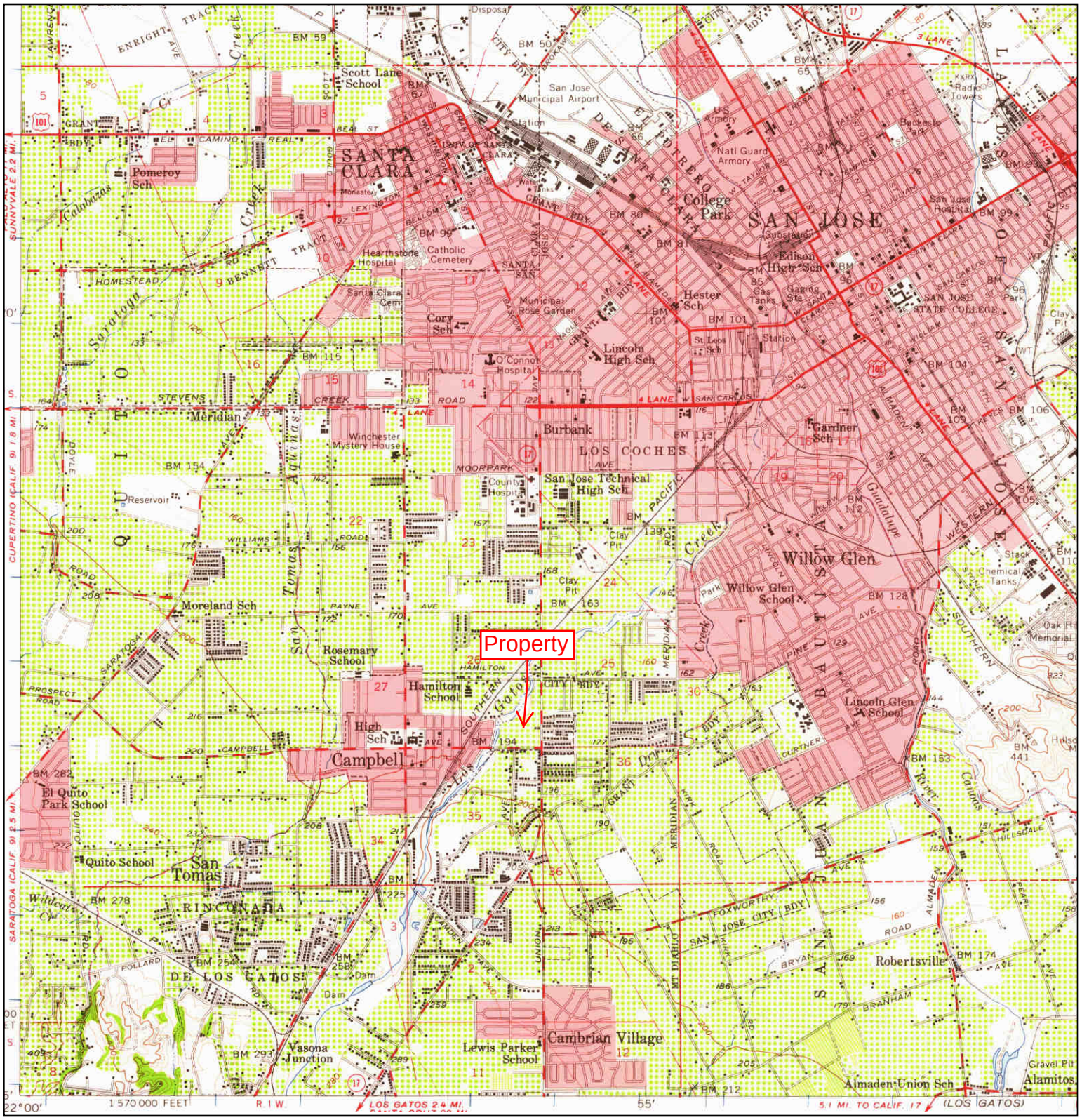
N	TARGET QUAD NAME: SAN JOSE MAP YEAR: 1899 SERIES: 15 SCALE: 1:62500	SITE NAME: Pruneyard At Campbell ADDRESS: 1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc Campbell, CA 95008 LAT/LONG: 37.2887 / -121.9332	CLIENT: Cardno ATC #75 CONTACT: Destiny Hazra INQUIRY#: 4031842.4 RESEARCH DATE: 08/08/2014

Historical Topographic Map



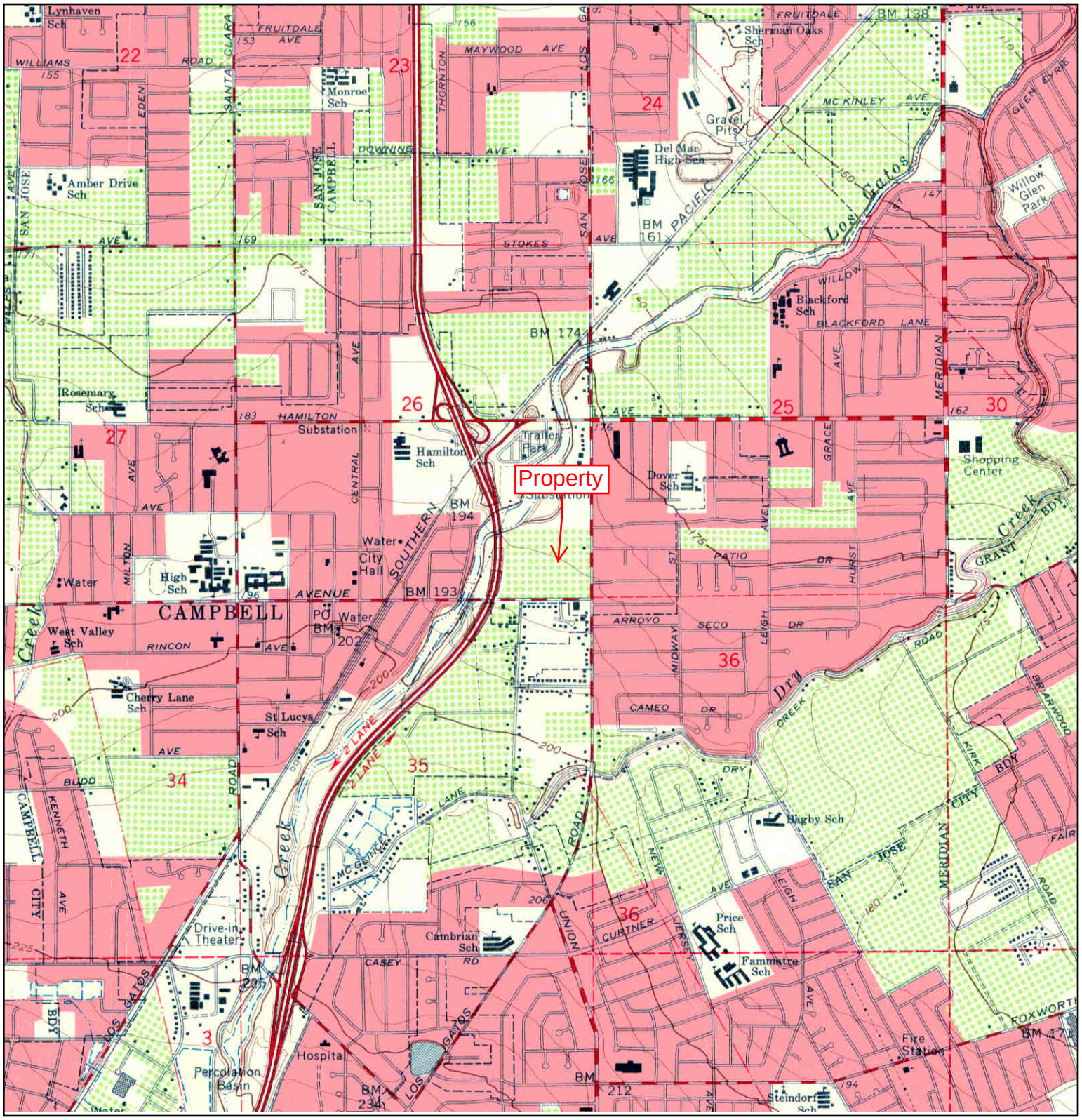
N	**TARGET QUAD** NAME: SAN JOSE WEST MAP YEAR: 1953 SERIES: 7.5 SCALE: 1:24000	SITE NAME: Pruneyard At Campbell ADDRESS: 1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc Campbell, CA 95008 LAT/LONG: 37.2887 / -121.9332	CLIENT: Cardno ATC #75 CONTACT: Destiny Hazra INQUIRY#: 4031842.4 RESEARCH DATE: 08/08/2014

Historical Topographic Map



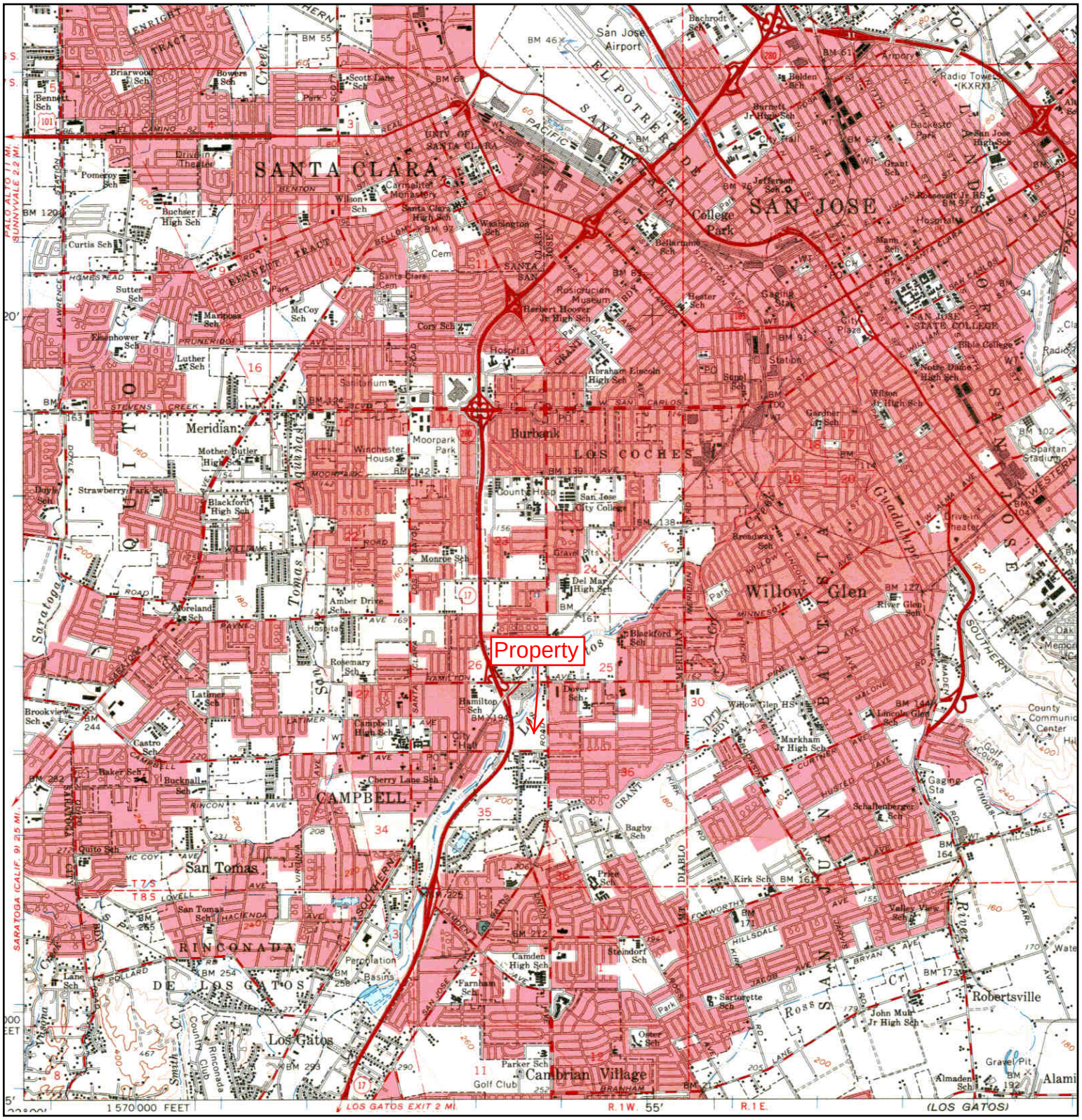
N	TARGET QUAD NAME: SAN JOSE MAP YEAR: 1953 SERIES: 15 SCALE: 1:62500	SITE NAME: Pruneyard At Campbell ADDRESS: 1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc Campbell, CA 95008 LAT/LONG: 37.2887 / -121.9332	CLIENT: Cardno ATC #75 CONTACT: Destiny Hazra INQUIRY#: 4031842.4 RESEARCH DATE: 08/08/2014

Historical Topographic Map



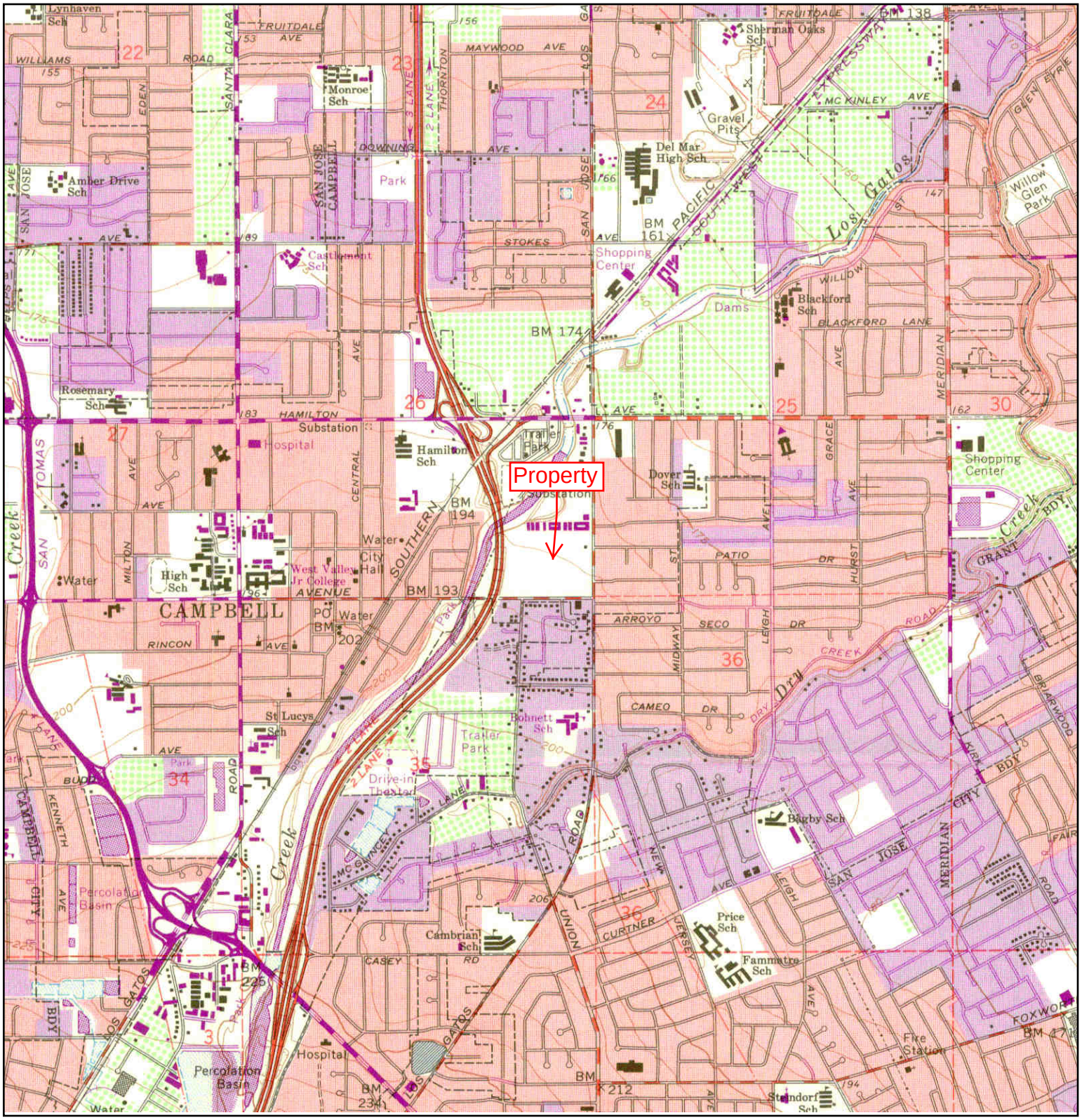
N	TARGET QUAD NAME: SAN JOSE WEST MAP YEAR: 1961 SERIES: 7.5 SCALE: 1:24000	SITE NAME: Pruneyard At Campbell ADDRESS: 1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc Campbell, CA 95008 LAT/LONG: 37.2887 / -121.9332	CLIENT: Cardno ATC #75 CONTACT: Destiny Hazra INQUIRY#: 4031842.4 RESEARCH DATE: 08/08/2014

Historical Topographic Map



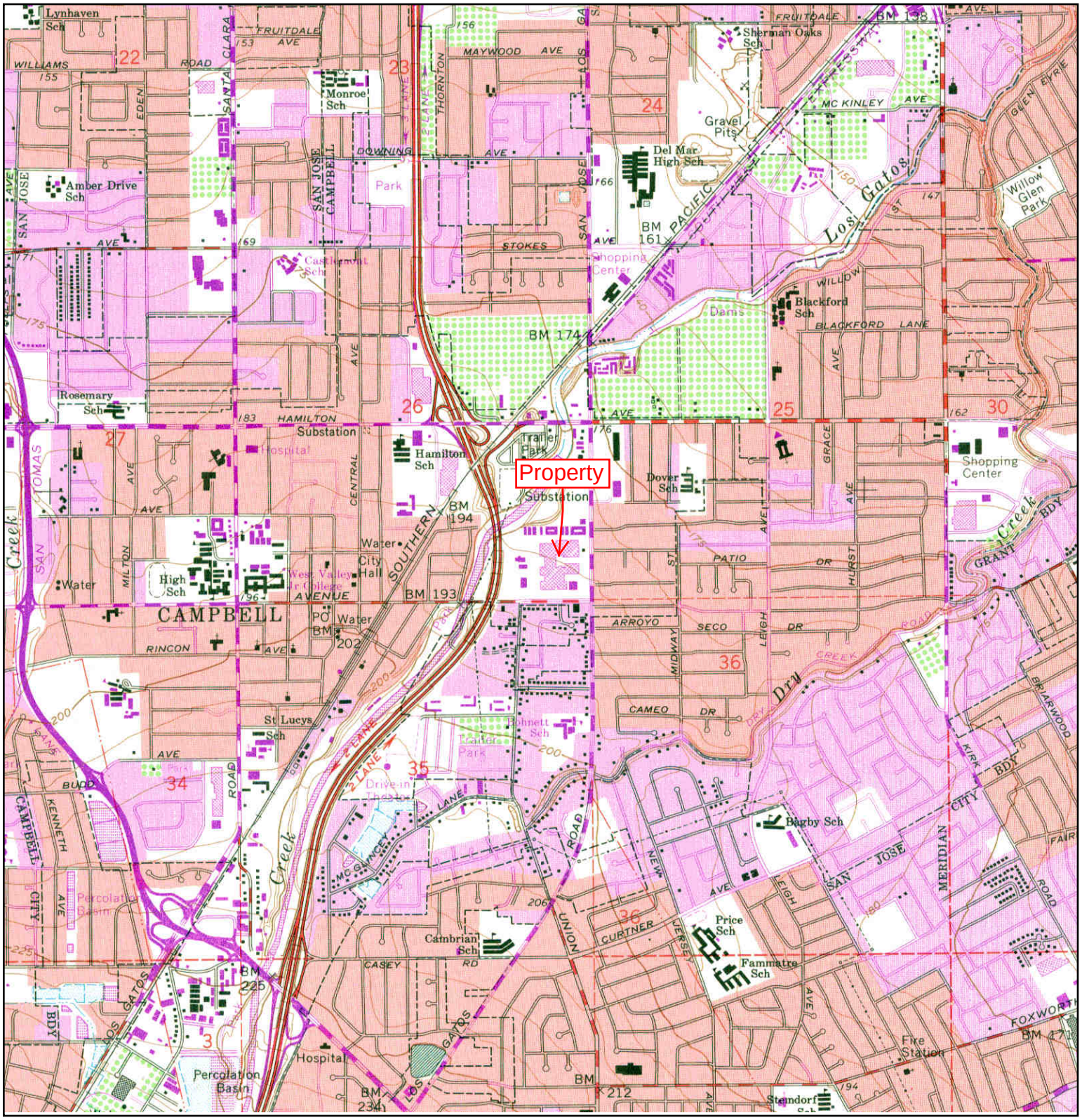
N	TARGET QUAD NAME: SAN JOSE MAP YEAR: 1961 SERIES: 15 SCALE: 1:62500	SITE NAME: Pruneyard At Campbell ADDRESS: 1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc Campbell, CA 95008 LAT/LONG: 37.2887 / -121.9332	CLIENT: Cardno ATC #75 CONTACT: Destiny Hazra INQUIRY#: 4031842.4 RESEARCH DATE: 08/08/2014

Historical Topographic Map



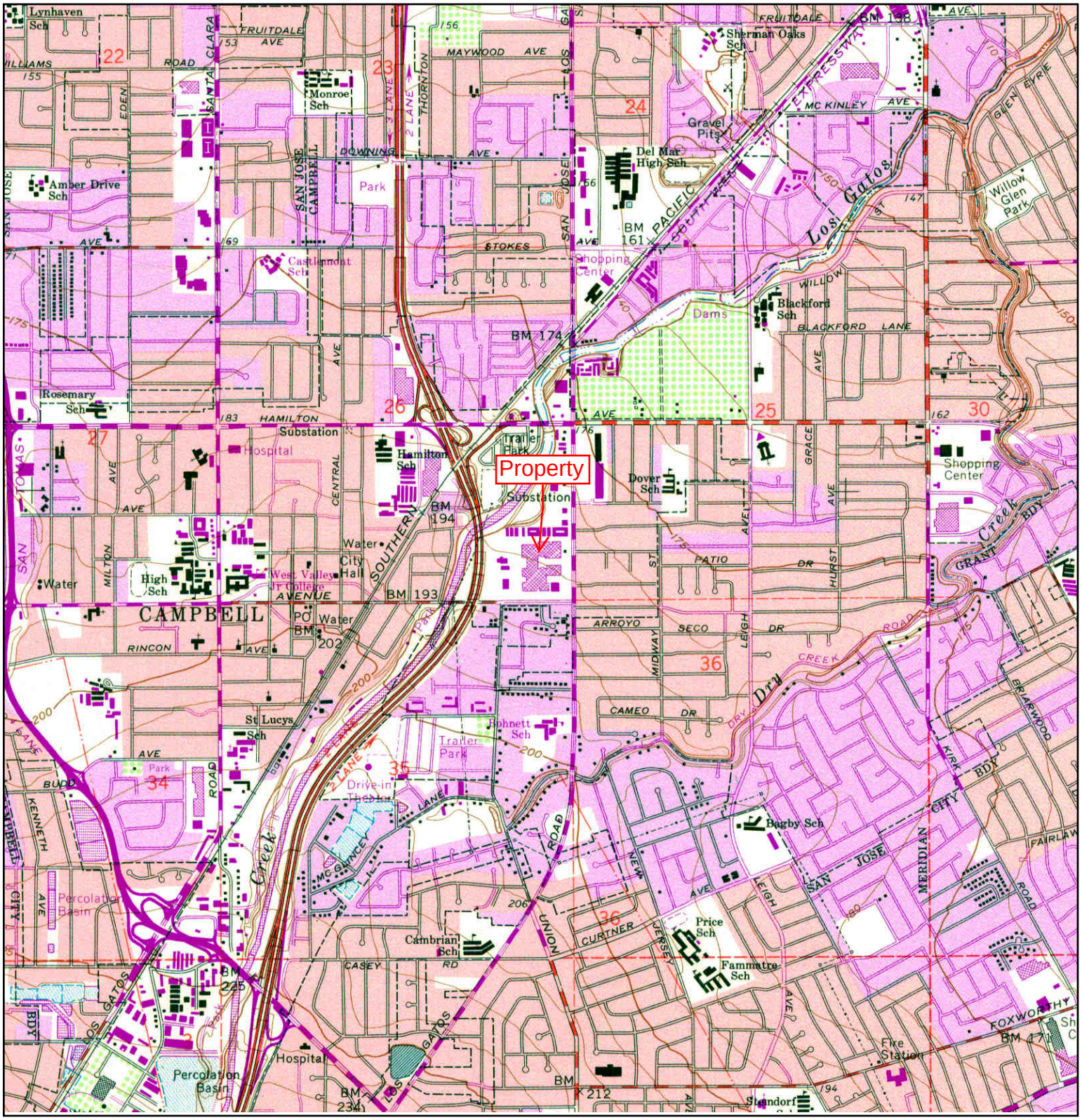
N	TARGET QUAD NAME: SAN JOSE WEST MAP YEAR: 1968 PHOTOREVISED FROM :1961 SERIES: 7.5 SCALE: 1:24000	SITE NAME: Pruneyard At Campbell ADDRESS: 1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc Campbell, CA 95008 LAT/LONG: 37.2887 / -121.9332	CLIENT: Cardno ATC #75 CONTACT: Destiny Hazra INQUIRY#: 4031842.4 RESEARCH DATE: 08/08/2014

Historical Topographic Map



N	**TARGET QUAD** NAME: SAN JOSE WEST MAP YEAR: 1973 PHOTOREVISED FROM :1961 SERIES: 7.5 SCALE: 1:24000	SITE NAME: Pruneyard At Campbell ADDRESS: 1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc Campbell, CA 95008 LAT/LONG: 37.2887 / -121.9332	CLIENT: Cardno ATC #75 CONTACT: Destiny Hazra INQUIRY#: 4031842.4 RESEARCH DATE: 08/08/2014

Historical Topographic Map



N	TARGET QUAD NAME: SAN JOSE WEST MAP YEAR: 1980 PHOTOREVISED FROM :1961 SERIES: 7.5 SCALE: 1:24000	SITE NAME: Pruneyard At Campbell ADDRESS: 1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc Campbell, CA 95008 LAT/LONG: 37.2887 / -121.9332	CLIENT: Cardno ATC #75 CONTACT: Destiny Hazra INQUIRY#: 4031842.4 RESEARCH DATE: 08/08/2014

Pruneyard At Campbell
1875,887,1901,1909,1919,1995,& 999 S. Bascom
Campbell, CA 95008

Inquiry Number: 4031842.14
August 08, 2014

The EDR Multi-Tenant

Retail Facility® Report

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Multi-Tenant Retail Facility ® Report

Environmental Data Resources, Inc.'s (EDR) Multi-Tenant Retail Facility Report is a screening report designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. The EDR Multi-Tenant Retail Facility Report includes a search and abstract of multiple reasonably ascertainable standard historical sources. The Report provides information including tenants and other occupants.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction orforecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2013 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

Target Property
Pruneyard At Campbell
1875,887,1901,1909,1919,1995,& 999
Campbell, CA 95008

Year	Occupant(s)
1957	Address Not Listed
1958	Address Not Listed
1959	Address Not Listed
1960	Address Not Listed
1961	Address Not Listed
1962	Address Not Listed
1963	Address Not Listed
1964	Address Not Listed
1965	Address Not Listed
1966	Address Not Listed
1967	Address Not Listed
1968	Address Not Listed
1969	Resource Not Available
1970	Address Not Listed
1971	BANK OF AMER PLUM TREE HEALTH WAX HUT CANDLES & GIFTS FOODS MALATESTAS FASHIONS LEATHERIQUE COOK BOOK LA CHEMISE LADIES DR CARD CAROUSEL FRED SLATER OPT JOHN PRIOR MENS THE UPSTAIRS LADIES RESTAURANT PRUNE YARD CINEMAS HANNAHS PIE SHOP EL BURRO MEXICAN
1972	ELEGANCE BOUTIQUE THE WINERY RESTAURANT WESLEYS FLORIST

Year	Occupant(s)
1972	BUMBLEBERRY PIES
	THE COMPANY GIFTS
	DR SLATER OPT
	ABC JUNIOR BOOTERY
	FOOD PALACE GIFTS
	NO 1
	LYDIAS KNIT & STITCH
	TED WEAVER MENS & WOMENS
	EVELYNS JEWELRY
	THE SPOTTED ZEBRA
	BEYOND THE REEF MENS & WOMENS
	BOOKS
	LEATHERIQUE MENS & WOMENS
	MALATESTAS WOMENS
	NO 2
	THE WAX HUT
	ELEGANCE UNLIMITED
	LOUANNA WOMENS
	PERRONES COCKTAIL
	LOUNGE
	EL BURRO RESTAURANT
	THE SHOE SHACK
	THE BOOT HOOK
	THE UPSTART CROW & CO
	THE GARRET RESTAURANT
	BANK OF AMERICA
	FOUR STAR TRAVEL
	TED WEAVER MENS
	BURNS BOOTERY
	PARISIAN DELICATESSEN
	THE COOK BOOK
	CROCKER NATIONAL BANK
	JEWELS BY JACQUE CON LIQUORI
	THE MENS ROOM BARBER SHOP
	TIM PAN GALLEY
	THE CARD CAROUSEL
	UNITED ARTISTS - 1 2 & ZZZZZ
	JOHN PRIOR MENS
	THE UPSTAIRS WOMENS
	STEVENS FABRICS
1973	THE UPSTAIRS WOMENS
	THE GARRET RESTAURANT NO
	THE COOK BOOK
	TED WEAVER MENS & WOMENS
	THE SHOE SHACK
	THE BOOT HOOK
	ABC JUNIOR BOOTERY
	PARISIAN DELICATESSEN
	THE CARD CAROUSEL
	THE SPOTTED ZEBRA
	TED WEAVER MENS
	1
	ELEGANCE BOUTIQUE
	2
	CROCKER NATIONAL BANK
	BUMBLEBERRY PIES
	PERRONES COCKTAIL LOUNGE
	WESLEYS FLORIST
	THE WINERY RESTAURANT
	THE UPSTART CROW & CO
	OR SLATER OPT
	BANK OF AMERICA
	JOHN PRIOR MENS
	STEVENS FABRICS
	THE COMPANY GIFTS

Year	Occupant(s)
1973	EL BURRO RESTAURANT
	FOUR STAR TRAVEL
	MALATESTAS WOMENS
	LOUANNA WOMENS
	TIM PAN GALLEY
	BEYOND THE REEF MENS & WOMENS
	EVELYNS JEWELRY
	LEALHERIQUE MENS & WOMENS
	JEWELS BY JACQUE CON LIQUORI
	LYDIAS KNIT & STITCH
	BOOKS
	BURNS BOOLERY
	ELEGANCE UNLIMITED
	FOOD PALACE GIFTS
	THE WAX HUT
	THE MENS ROOM BARBER SHOP
	UNITED ARTISTS -1 2 & 3
1974	THE UPSTAIRS WOMENS
	DR SLATER OPT
	LITTLE DAISY MISS & JR
	LOUANNA WOMENS
	THE CARD CAROUSEL
	THE MENS ROOM BARBER SHOP
	EDELWEISS CANDIES
	INNERSPACE ENVIRONMENTS
	POOL PATIO N THINGS
	TAQUERIA TIZOC RESTAURANT
	PALACIO DE ARTESANIAS ZZZZZ
	JOHN PRIOR MENS
	STEVENS FABRICS
	THE COMPANY GIFTS
	THE GARRET RESTAURANT NO
	GABI JEWELS
	SEBASTIANS RESTAURANT & COCKTAIL LOUNGE
	BEYOND THE REEF WOMENS
	BANK OF AMERICA
	THE PLUM TREE RESTAURANT
	NINA B WOMENS COMMON SCENTS
	LEATHERIQUE MENS & WOMENS
	THE UPSTART CROW & CO
	CROCKER NATIONAL BANK
	LADY MADONNA WOMENS
	MISS
	THE BRUYERE SHOPPE TOBACCONIST
	FOXMOOR CASUALS WOMENS
	BETHS BATH BOUTIQUE
	CHOCOLATE SOUP CHILDRENS
	RIAS SHOES WOMENS
	STOUGHS GIFTS
	WOMENS
	THE SHOE SHACK
	LYDIAS KNIT & STITCH
	UNITED ARTISTS - 1 2 & 3
	DORO JEWELRY
	EL BURRO RESTAURANT
	THINKER TOYS
	WESLEYS FLORIST
	1
	ADDIE RAYMOND WOMENS
	CAMERAS ETC
	LE BEAU MONDE WOMENS
	PAOLOS RESTAURANT
	STANS SPORTS
	FASHION CONSPIRACY WOMENS
	THE OUTLOOK RESTAURANT

Year	Occupant(s)
1974	TIN PAN GALLEY
	PERRONES COCKTAIL LOUNGE
	JEWELS BY JACQUE CON LIQUONRI
	FOOD VILLA
	BOOKS
	2
	FOUR STAR TRAVEL
	PATRICK JAMES MENS
	DAISYBUG WOMENS
	ELEGANCE UNLIMITED
	BUMBLEBERRY PIES
	FIRST NATIONAL BANK OF SJ
	THE BOOT HOOK
	ELEGANCE BOUTIQUE
	PARISIAN DELICATESSEN
	THE COOK BOOK
	BURNS BOOTERY
	ABC JUNIOR BOOTERY
	THE OLD WORLD CLOCK & CUTLERY SHOPPE
1975	LADY & SIR J
	THE UPSTART CROW & CO
	MISS
	DAISYBUG WOMENS
	CENTURION WOMENS
	CHRISTINA SHOES WOMENS
	BOOKS
	UNITED ARTISTS - 1 2 & 3
	FOXMOOR CASUALS WOMENS
	LE BEAU MONDE WOMENS
	TAQUERIA TIZOC RESTAURANT
	THE BOOT HOOK
	PARISIAN DELICATESSEN
	THE COOK BOOK
	THE OUTLOOK RESTAURANT
	ADDIE RAYMOND WOMENS
	MARK FENWICK WOMENS
	DORO JEWELRY
	EL BURRO RESTAURANT
	SEBASTIANS RESTAURANT & COCKTAIL LOUNGE
	ABC JUNIOR BOOTERY
	TIN PAN GALLEY
	PERRONES COCKTAIL LOUNGE
	LYDIAS KNIT & STITCH
	EDELWEISS CANDIES
	SCANLAN IMPORTS GIFTS
	THE COMPANY GIFTS
	FASHION CONSPIRACY WOMENS
	LADY MADONNA WOMENS
	LITTLE DAISY MISS & JR
	BEYOND THE REEF WOMENS
	BANK OF AMERICA
	FOOD VILLA
	POOL PATIO N THINGS
	NINA B WOMENS
	PIONEER FED S & L
	ELEGANCE UNLIMITED
	LOUANNA WOMENS
	1
	BUMBLEBERRY PIES
	CAMERAS ETC
	STANS SPORTS
	TRUDYS WOMENS
	SWENSENS ICE CREAM
	FACTORY
	JOHN PRIOR MENS

Year	Occupant(s)
1975	ELEGANCE BOUTIQUE
	CROCKER NATIONAL BANK
	DR SLATER OPT
	FOUR STAR TRAVEL
	BETHS BATH BOUTIQUE
	GABI JEWELS
	RIAS SHOES WOMENS
	STOUGHS GIFTS
	THE BRUYERE SHOPPE TOBACCONIST
	WESLEYS FLORIST
	JEWELS BY JACQUE CON LIQUORI
	THE MENS ROOM BARBER SHOP
	THE OLD WORLD CLOCK & CUTLERY SHOPPE
	THE UPSTAIRS WOMENS
	STEVENS FABRICS
	THE GARRET RESTAURANT NO
	2
	THINKER TOYS
	CHOCOLATE SOUP CHILDRENS
	PATRICK JAMES MENS
	THE CARD CAROUSEL
	INNERSPACE ENVIRONMENTS
	FIRST NATIONAL BANK OF SJ
	PAOLOS RESTAURANT
1976	BANK OF AMERICA
	CAMERAS ETC
	EDELWEISS CANDIES
	FIRST NATIONAL BANK OF SJ
	STANS SPORTS
	TAQUERIA TIZOC RESTAURANT
	SCANLAN IMPORTS GIFTS
	SWENSENS ICE CREAM
	WESLEYS FLORIST
	BUMBLEBERRY PIES
	DAISYBUG WOMENS
	ELEGANCE BOUTIQUE
	THE UPSTART CROW & CO
	STEVENS FABRICS
	PARISIAN DELICATESSEN
	EL BURRO RESTAURANT
	THE GARRET RESTAURANT NO
	THE COOK BOOK
	THE MENS ROOM BARBER
	UNITED ARTISTS - 1 2 & 3
	THE OLD WORLD CLOCK & CUTLERY SHOPPE
	LOUANNA WOMENS
	THINKER TOYS
	FOUR STAR TRAVEL
	GABI JEWELS
	MISS
	PATRICK JAMES MENS
	THE OUTLOOK RESTAURANT
	PIONEER FED S & L
	LADY MADONNA WOMENS
	PAOLOS RESTAURANT
	CHRISTINA SHOES WOMENS
	1
	CROCKER NATIONAL BANK SHOP DR SLATER OPT
	JOHN PRIOR MENS
	THE UPSTAIRS WOMENS
	POOL PATIO N THINGS
	FACTORY
	THE CARD CAROUSEL
	CHOCOLATE SOUP CHILDRENS
	PANTS N STUFF MENS

Year	Occupant(s)
1976	LADY & SIR J
	2
	FOXMOOR CASUALS WOMENS
	MARK FENWICK WOMENS
	PRIVATE STOCK MENS
	HORIZON TRAVEL SVC
	ABC JUNIOR BOOTERY
	JEWELS BY JACQUE CON LIQUORI
	STOUGHS GIFTS
	ADDIE RAYMOND WOMENS
	THE COMPANY GIFTS
	FOOD VILLA
	BEYOND THE REEF WOMENS
	TIN PAN GALLEY
	BETHS BATH BOUTIQUE
	FASHION CONSPIRACY WOMENS
	RIAS SHOES WOMENS
	CHABQT ART GALLERIES
	DORO JEWELRY
	THE BRUYERE SHOPPE TOBACCONIST
	SEBASTIANS RESTAURANT & COCKTAIL LOUNGE
	THE BOOT HOOK
	BOOKS
	TRUDYS WOMENS
	NINA B WOMENS
	ELEGANCE UNLIMITED
	PERRONES COCKTAIL LOUNGE
	LITTLE DAISY MISS & JR
	CENTURION WOMENS
1977	Address Not Listed
1978	Address Not Listed
1979	Address Not Listed
1980	Address Not Listed
1981	Address Not Listed
1982	Address Not Listed
1983	Address Not Listed
1984	Address Not Listed
1985	Address Not Listed
1986	Address Not Listed
1987	Address Not Listed
1988	Address Not Listed
1989	OUTLOOK THE
	PATRICK JAMES GENTLEMENS FOOTWEAR
	PATRICK JAMES HER CLASSIC COLLECTION
	STORABLES
	FOOD VILLA
	FUJIYA JAPANESE RESTAURANT
	GRODINS
	JARDIN DE PARFUMRN
	MARTHAS VINEYARD
	CHICAGO HOFFBRAU
	HOME YARDAGE

Year	Occupant(s)
1989	MENS ROOM BARBER SHOP THE
	OSHMANS SPORTING GOODS
	UPSTART CROW COFFEE HOUSE
	TRUDYS WOMENS
	PATRICK JAMES MENS
	ABC JUNIOR BOOTERY
	BANK OF THE WEST
	EL BURRO RESTAURANT
	LAGENCE MODELS TALENT AGENCY
	BONSALLS SHOES
	MARLENES
	SEBASTIANS RESTAURANT
	TRUDYS BRIDAL
	MOVIES TO GO
	COMPANY THE
	UNIQUE EYEWEAR
	UPSTART CROW THE
	AT&T PHONE CENTER
	BROOKS CAMERAS
	FAMOLARE BY RJ SHOES
	GABI JEWELS
	MRS FIELDS COOKIES
	ROBERT JOHN FOOTWEAR
	MUSIC BOX THE
	ADDIE RAYMOND WOMENS
	EDELWEISS CANDIES
	GALATEA
	TERRACE & REGINOS DISCO THE
	BETHS BATH BOUTIQUE
	DR SLATER OPT
	JEWELS BY JACQUES
	SWENSENS ICE CREAM
	BAKE N SERVE BOUTIQUE
	CARD CAROUSEL THE
	EILURERO RESTAURANT
	FOOD VILLA MARKET
	PRESTIGE PETITES
	BEYOND THE REEF WOMENS
	TITLE INSURANCE & TRUST
	AVAS WIG FASHIONS
	BANK OF AMERICA
	COOK BOOK THE
	SPORTS FAN
	SALVATORES FOR HAIR
	SINGER SEWING CENTER
	UNITED ARTISTS THEATRE
	BOSWELLS COCKTAIL LOUNGE
	BRUYERE SHOPPE THE
	FOXMOOR
	GARRET RESTAURANT THE
	CHABOT GALLERIES
	CROCKER NATIONAL BANK
	FOUR STAR TRAVEL
	LIVINGSTONS
	TRUDYS FORMAL WEAR
	POOL PATIO N THINGS
	VINCENTS
	TIN PAN GALLEY
1990	UNITED ARTISTS THEATRE
	ADDIE RAYMOND WOMENS
	CHABOT GALLERIES
	MUSIC BOX THE
	PATRICK JAMES MENS
	BRUYERE SHOPPE THE
	CROCKER NATIONAL BANK

Year	Occupant(s)
1990	FOUR STAR TRAVEL
	HOME YARDAGE
	MENS ROOM BARBER SHOP THE
	TRUDYS WOMENS
	JARDIN DE PARFUM
	OUTLOOK THE
	PRESTIGE PETITES
	TITLE INSURANCE & TRUST
	UNIQUE EYEWEAR
	UPSTART CROW THE
	CHICAGO HOFFBRAU
	COMPANY THE
	FUJIYA JAPANESE RESTAURANT
	GALATEA
	LIVINGSTONS
	TRUDYS FORMAL WEAR
	BROOKS CAMERAS
	FOOD VILLA
	JEWELS BY JACQUES
	LAGENCE MODELS TALENT AGENCY
	MARTHAS VINEYARD
	SALVATORES FOR HAIR
	TERRACE & REGINOS DISCO THE
	AVAS WIG FASHIONS
	BONSALLS SHOES
	DR SLATER OPT
	BEYOND THE REEF WOMENS
	FAMOLARE BY RJ SHOES
	GARRET RESTAURANT THE
	PATRICK JAMES GENTLEMENS FOOTWEAR
	AT&T PHONE CENTER
	BANK OF THE WEST
	MRS FIELDS COOKIES
	OSHMANS SPORTING GOODS
	SEBASTIANS RESTAURANT
	UPSTART CROW COFFEE HOUSE
	VINCENTS
	MOVIES TO GO
	PATRICK JAMES HER CLASSIC COLLECTION
	SINGER SEWING CENTER
	EDELWEISS CANDIES
	FOXMOOR CASUALS
	GABI JEWELS
	MARLENES
	POOL PATIO N THINGS
	SPORTS FAN
	GRODINS
	STORABLES
	BANK OF AMERICA
	BETHS BATH BOUTIQUE
	CARD CAROUSEL THE
	ABC JUNIOR BOOTERY
	BAKE N SERVE BOUTIQUE
	BOSWELLS COCKTAIL LOUNGE
	EL BURRO RESTAURANT
	FOOD VILLA MARKET
	ROBERT JOHN FOOTWEAR
	SWENSENS ICE CREAM
	TIN PAN GALLEY
	TRUDYS BRIDAL
	COOK BOOK THE
	EILURERO RESTAURANT
1991	UNITED ARTISTS THEATRE
	BRUYERE SHOPPE THE
	POOL PATIO N THINGS

Year	Occupant(s)
1991	SEBASTIANS RESTAURANT
	SALVATORES FOR HAIR
	UPSTART CROW THE
	DR SLATER OPT
	COMPANY THE
	GRODINS
	SWENSENS ICE CREAM
	EL BURRO RESTAURANT
	MUSIC BOX THE
	PATRICK JAMES HER CLASSIC COLLECTION
	BONSALLS SHOES
	BROOKS CAMERAS
	BAKE N SERVE BOUTIQUE
	CHABOT GALLERIES
	CROCKER NATIONAL BANK
	GALATEA
	JARDIN DE PARFUM
	MENS ROOM BARBER SHOP THE
	MRS FIELDS COOKIES
	OSHMANS SPORTING GOODS
	TRUDYS BRIDAL
	TRUDYS WOMENS
	GABI JEWELS
	HOME YARDAGE
	TERRACE & REGINOS DISCO THE TIN PAN GALLEY
	CARD CAROUSEL THE
	FOUR STAR TRAVEL
	MARLENES
	SPORTS FAN
	JEWELS BY JACQUES
	AVAS WIG FASHIONS
	CHICAGO HOFFBRAU
	EILURERO RESTAURANT
	FAMOLARE BY RJ SHOES
	EDELWEISS CANDIES
	FUJIYA JAPANESE RESTAURANT
	UPSTART CROW COFFEE HOUSE
	GARRET RESTAURANT THE
	LAGENCE MODELS TALENT AGENCY
	OUTLOOK THE
	PATRICK JAMES GENTLEMENS FOOTWEAR
	PRESTIGE PETITES
	UNIQUE EYEWEAR
	BANK OF AMERICA
	FOOD VILLA MARKET
	ABC JUNIOR BOOTERY
	BEYOND THE REEF WOMENS
	VINCENTS
	LIVINGSTONS
	MOVIES TO GO
	TRUDYS FORMAL WEAR
	ROBERT JOHN FOOTWEAR
	FOXMOOR CASUALS
	PATRICK JAMES MENS
	SINGER SEWING CENTER
	STORABLES
	TITLE INSURANCE & TRUST
	AT&T PHONE CENTER
	ADDIE RAYMOND WOMENS
	BANK OF THE WEST
	BOSWELLS COCKTAIL LOUNGE
	FOOD VILLA
	MARTHAS VINEYARD
	BETHS BATH BOUTIQUE
	COOK BOOK THE

Year	Occupant(s)
1992	ADORNME
	COMPLIMENTS
	MENS ROOM BARBER SHOP THE MOVIES TO GO
	MRS FIELDS COOKIES
	TRUDYS BRIDAL
	TRUDYS WOMENS
	EL BURRO RESTAURANT
	PHOTOMASTER
	ROCKWOOD
	TRUDYS FORMAL WEAR
	SUDS N SATIN
	BROILERS GARDEN
	NISO CASTLE RESTAURANT
	FOOD VILLA MARKET
	BANK OF AMERICA
	BOSWELLS COCKTAIL LOUNGE
	CARD CAROUSEL
	GARRET RESTAURANT THE
	SPORTS FAN
	BOOKSELLERS
	CLASSY NAILS
	UNITED ARTISTS THEATRE
	BONSALLS SHOES
	CHABOT GALLERIES
	PATRICK JAMES MENS
	RACHE
	BANK OF THE WEST
	CECILIA
	STRINGS
	TAN RITE
	UNIQUE EYEWEAR
	PRUNEYARD INN
	CALIFORNAI COLLECTORS
	DR SLATER OPT
	FOR YOUR EYES ONLY
	OSHMANS SPORTING GOODS
	BANYAN II
	CAMPBELL COFFEE ROASTING CO
	PATRICK JAMES GENTLEMENS FOOTWEAR
	WELLS FARGO NATIONAL BANK
	PATRICK JAMES HER CLASSIC COLLECTION
	POOL PATIO N THINGS
	JARDIN DE PARFUM
	PROCTORS
	SWENSENS ICE CREAM
	COOK BOOK THE
	GABI JEWELS
	SWEET CONNECTION
1993	FOOD VILLA
	MRS FIELDS COOKIES
	OSHMANS SPORTING GOODS
	CAMPBELL COFFEE ROASTING CO
	COOK BOOK THE
	NISO CASTLE RESTAURANT
	UNITED ARTISTS THEATRE
	DR STATER OPT
	MENS ROOM BARBER SHOP THE MOVIES TO GO
	POOL PATIO N THINGS
	CECILIA
	EL BURRO RESTAURANT
	PRUNEYARD INN
	SPORTS FAN
	SWENSENS ICE CREAM
	GARRET RESTAURANT THE

Year	Occupant(s)
1993	PATRICK JAMES MENS
	TRUDYS BRIDAL
	TRUDYS WOMENS
	WELLS FARGO BANK
	JARDIN DE PARFUM
	STRINGS
	SWEET CONNECTION
	TRUDYS FORMAL WEAR
	BANK OF AMERICA
	CARD CAROUSEL
	SUDS N SATIN
	BANYAN II
	PHOTOMASTER
	ADORNME
	BONSALLS SHOES
	CALIFORNAI COLLECTORS
	PATRICK JAMES HER CLASSIC COLLECTION
	RACHE
	BOOKSELLERS
	BROILERS GARDEN
	TAN RITE
	BOSWELLS COCKTAIL LOUNGE
	CHABOT GALLERIES
	COMPLIMENTS
	FOR YOUR EYES ONLY
	PATRICK JAMES GENTLEMENS FOOTWEAR
	BANK OF THE WEST
	CLASSY NAILS
	GABI JEWELS
	PROCTORS
	ROCKWOOD
	UNIQUE EYEWEAR
1994	BOSWELLS
	EL BURRO RESTAURANT
	SPORTS FAN
	TAN RITE
	DR SLATER OPT
	TRUDYS
	CALIFORNIA COLLECTORS
	THE MENS ROOM
	PHOTORNASTER
	BANYAN II
	PATRICK JAMES
	BONSALLS SHOES
	JARDIN DE PARFUM
	MRS FIELDS COOKIES
	VOGUE ALLEY
	GABI JEWELS
	BROILERS GARDEN
	MARTHAS RESTAURANT & CAFE
	MOVIES TO GO
	POOL PATIO N THINGS
	MARSHALLS
	PRUNEYARD INN
	CLASSY NAILS
	WELLS FARGO BANK
	UNITED ARTISTS THEATRE
	BANK OF AMERICA
	MAIL BOXES ETC
	RACHE SALON
	CAMPBELL COFFEE ROASTING CO
	CECILIA
	FOR YOUR EYES ONLY
	GING JEE
	KYOTO PALACE

Year	Occupant(s)
1994	SAN JOSE MERCURY NEWS
	STRINGS
	SWENSENS ICE CREAM
	CARD CAROUSEL
	SWEET CONNECTION
	UNIQUE EYEWEAR
	BOOKSELLERS
1995	UNITED ARTISTS THEATRE
	CALIFORNIA COLLECTORS
	EL BURRO RESTAURANT
	MRS FIELDS COOKIES
	PHOTOMASTER
	UNIQUE EYEWEAR
	MOVIES TO GO
	PRUNEYARD INN
	CARD CAROUSEL
	SPORTS FAN
	DR SLATER OPT
	THE MENS ROOM
	RACHE SALON
	TAN RITE
	WELLS FARGO BANK
	BANYAN II
	PATRICK JAMES
	CECILIA
	FOR YOUR EYES ONLY
	POOL PATIO N THINGS
	VOGUE ALLEY
	BANK OF AMERICA
	CLASSY NAILS
	MAILRT BOXES ETC
	TRUDYS
	BOSWELLS
	GABI JEWELS
	JARDIN DE PARFUM
	SWEET CONNECTION
	CAMPBELL COFFEE ROASTING CO
	GING JEE
	KYOTO PALACE
	MARSHALLS
	BONSALLS SHOES
	BROILERS GARDEN
	MARTHAS RESTAURANT & CAFE
	SAN JOSE MERCURY NEWS
	SWENSENS ICE CREAM
	BOOKSELLERS
	STRINGS
1996	JARDIN DE PARFUM
	PHOTOMASTER
	RACHE SALON
	WEBS FARGO BANK
	STRINGS
	PRUNEYARD INN
	THE MENS ROOM
	DR SLATER OPT
	BANK OF AMERICA
	EL BURRO RESTAURANT
	SPORTS FAN
	SWEET CONNECTION
	TRUDYS
	UNITED ARTISTS THEATRE
	BOOKSELLERS
	CECILIA
	SAN JOSE MERCURY NEWS

Year	Occupant(s)
1996	SWENSENS ICE CREAM
	GABI JEWELS
	MRS FIELDS COOKIES
	TAN RITE
	BROILERS GARDEN
	BONSALLS SHOES
	CARD CAROUSEL
	MAIL BOXES ETC
	CAMPBELL COFFEE ROASTING CO
	FOR YOUR EYES ONLY
	KYOTO PALACE
	MOVIES TO GO
	POOL PATIO N THINGS
	BOSWELLS
	CALIFORNIA COLLECTORS
	CLASSY NAILS
	UNIQUE EYEWEAR
	GING JEE
	PATRICK JAMES
	VOGUE ALLEY
	MARSHALLS
	BANYAN II
	MARTHAS RESTAURANT & CAFE
1997	JARDIN DE PARFUM
	MAIL BOXES ETC
	FOR YOUR EYES ONLY
	TRUDYS
	RACHE SALON
	SWEET CONNECTION
	TAN RITE
	BROILERS GARDEN
	DR SLATER OPTICAL
	SWENSENS ICE CREAM
	GABI JEWELS
	THE MENS ROOM
	MRS FIELDS COOKIES
	CAMPBELL COFFEE ROASTING CO
	MOVIES TO GO
	PATRICK JAMES
	MARSHALLS
	CARD CAROUSEL
	PHOTO MASTER
	CECILIA
	SAN JOSE MERCURY NEWS
	UNITED ARTISTS THEATRE
	EL BURRO RESTAURANT
	SPORTS FAN
	UNIQUE EYEWEAR
	WELLS FARGO BANK
	BOOK SELLER
	POOL PATIO N THINGS
	VOGUE ALLEY
	BAMES & NOBLE SUPERSTORE
	BONSALLS SHOES
	BOSWELLS
	PRUNEYARD INN
	BANK OF AMERICA
	CALIFORNIA COLLECTORS
	CLASSY NAILS
	BANYAN II
	GING JEE
	MARTHAS RESTAURANT & CAFE
	STRINGS
	KYOTO PALACE

Year	Occupant(s)
1998	GABI JEWELS
	BARNES & NOBLE SUPERSTORE
	PHOTO MASTER
	CAMPBELL COFFEE ROASTING CO
	CHABOT GALLERIES
	DR SLATER OPTOMETRIST
	PATRICK JAMES
	BARBEQUES GALORE
	BOSWELLS
	FOUR STAR TRAVEL
	GUIDES RISTORANTE
	SPORTS FEVER
	PAPER PARADE
	UNIQUE EYEWEAR
	BANK OF AMERICA
	HOLLYWOOD VIDEO
	JARDIN DE PARFUM
	FOR YOUR EYES ONLY
	ROCK BOTTOM BREWERY
	TRUDYS BRIDES
	PRUNEYARD INN
	UNITED ARTISTS THEATRE
	CLASSY NAILS
	EL BURRO RESTAURANT
	CAMPBELL HISTORICAL MUSEUM STORE
	JOHNNY ROCKETS THE ORIGINAL HAMBURGER
	POOL PATIO N THINGS
	SALON RACHE
	PRESIDENT TUXEDO
	RUTHERFORD BOLEN GROUP
	SWENSENS ICE CREAM
	JUST HONEYMOONS
	THE MENS ROOM
	WELLS FARGO BANK
	TRADER JOES
	KYOTO PALACE
	MRS FIELDS COOKIES
	SWEET CONNECTION
	BODY BASICS
	LE BOULANGER
	OUTBACK STEAKHOUSE
	MARSHALLS
	MAIL BOXES ETC
1999	CLASSY NAILS
	FOUR STAR TRAVEL
	LEFT AT ALBEQUERQUE
	MAIL BOXES ETC
	SALON RACHE
	LE BOULANGER
	TRUDYS BRIDES
	CAMPBELL HISTORICAL MUSEUM STORE
	POOL PATIO N THINGS
	DR SLATER OPTOMETRIST
	RUTHERFORD BOLEN GROUP
	EL BURRO RESTAURANT
	PHOTO MASTER
	JOHNNY ROCKETS THE ORIGINAL HAMBURGER
	THE MENS ROOM
	POLILO REY
	TERRA NOVA
	KYOTO PALACE
	SWEET CONNECTION
	HOLLYWOOD VIDEO
	JUST ONEYMOONS

Year	Occupant(s)
1999	SPORTS FEVER
	GUIDOS RISTORANTE
	BARNES & NOBLE SUPERSTORE
	BANK OF AMERICA
	GABI JEWELS
	PATRICK JAMES
	BARBEQUES GALORE
	UNIQUE EYEWEAR
	BODY BASICS
	PAPER PARADE
	ROCK BOTTOM BREWERY
	MARSHALLS
	LISAS TEA TREASURES
	OUTBACK STEAKHOUSE
	BOSWELLS
	CAMPBELL COFFEE ROASTING CO
	CHABOT GALLERIES
	TRADER JOES
	JARDIN DE PARFUM
	MRS FIELDS COOKIES
	PRUNEYARD INN
	UNITED ARTISTS THEATRE
	FOR YOUR EYES ONLY
	PRESIDENT TUXEDO
	SWENSENS ICE CREAM
	WELLS FARGO BANK
2000	FOUR STAR TRAVEL
	MRS FIELDS COOKIES
	PRESIDENT TUXEDO
	TERRA NOVA
	TRUDYS BRIDES
	A TOUCH OF ENGLAND FLORIST
	BANK OF WEST
	UNIQUE EYEWEAR
	DISTINCT DIAMOND DESIGNERS
	LISAS TEA TREASURES
	DR SLATER OPTOMETRIST
	BARNES & NOBLE SUPERSTORE
	BOSWELLS
	CHABOT GALLERIES
	RUTHERFORD BOLEN GROUP
	SPORTS FEVER
	HOBEES
	KYOTO PALACE
	MARSHALLS
	TRADER JOES
	POLIO REY
	GOLDEN CALIFORNIA TITLE
	JUST HONEYMOONS
	LE BOULANGER
	OUTBACK STEAKHOUSE
	POOL PATIO N THINGS
	BANK OF AMERICA
	BARBEQUES GALORE
	BODY BASICS
	UNITED ARTISTS THEATRE
	BARNES & NOBLE CAFE
	PAPER PARADE
	SALON RACHE
	SWEET CONNECTION
	THE MENS ROOM
	WRAP WORKS
	MAIL BOXES ETC
	ROCK BOTTOM BREWERY
	EL BURRO RESTAURANT

Year	Occupant(s)
2000	PATRICK JAMES
	SWENSENS ICE CREAM
	WELLS FARGO BANK
	FOR YOUR EYES ONLY
	GABI JEWELS
	PRUNEYARD INN
	CAMPBELL COFFEE ROASTING CO CELLULAR ONE
	WESTERN STAFFING SERVICES
	HOLLYWOOD VIDEO
	JOHNNY ROCKETS THE ORIGINAL HAMBURGER
	PRUNE YARD INN
	BUCA DI BEPPO
	CLASSY NAILS
	JARDIN DE PARFUM
	LEFT AT ALBEQUERQUE
2001	SPORTS FEVER
	WELLS FARGO BANK
	DR SLATER OPTOMETRIST
	SWEET CONNECTION
	TERRA NOVA
	MARSHALLS
	BARNES & NOBLE CAFE
	PRUNE YARD INN
	RUTHERFORD BOLEN GROUP
	FOR YOUR EYES ONLY
	SALON RACHE
	HOLLYWOOD VIDEO
	LISAS TEA TREASURES
	PATRICK JAMES
	KYOTO PALACE
	LEFT AT ALBEQUERQUE
	MRS FIELDS COOKIES
	PRESIDENT TUXEDO
	UNIQUE EYEWEAR
	CHABOT GALLERIES
	GOLDEN CALIFORNIA TITLE
	LE BOULANGER
	WRAP WORKS
	BUCA DI BEPPO
	MAIL BOXES ETC
	POLIO REY
	CAMPBELL COFFEE ROASTING CO CELLULAR ONE
	THE MENS ROOM
	HOBEES RESTAURANT
	POOL PATIO N THINGS
	BANK OF AMERICA
	BARBEQUES GALORE
	CLASSY NAILS
	WESTERN STAFFING SERVICES
	OUTBACK STEAKHOUSE
	SWENSENS ICE CREAM
	JARDIN DE PARFUM
	PAPER PARADE
	BARNES & NOBLE SUPERSTORE
	TRADER JOES
	A TOUCH OF ENGLAND FLORIST
	BOSWELLS
	JUST HONEYMOONS
	TRUDYS BRIDES
	BODY BASICS
	GABI JEWELS
	ROCK BOTTOM BREWERY
	BANK OF WEST
	DISTINCT DIAMOND DESIGNERS
	EL BURRO RESTAURANT

Year	Occupant(s)
2001	FOUR STAR TRAVEL
	JOHNNY ROCKETS THE ORIGINAL HAMBURGER
2002	WELLS FARGO BANK
	BARBEQUES GALORE
	CAMPBELL COFFEE ROASTING CO
	DISTINCT DIAMOND DESIGNERS
	KYOTO PALACE
	SALON RACHE
	WESTERN STAFFING SERVICES
	FOR YOUR EYES ONLY
	JARDIN DE PARFUM
	THE MENS ROOM
	TRUDYS BRIDES
	POLIO REY
	BOSWELLS DISCOUNT PARTY SUPPLIES
	CELLULAR ONE
	DR SLATER OPTOMETRIST
	POOL PATIO N THINGS
	WRAP WORKS
	HOLLYWOOD VIDEO
	LEFT AT ALBEQUERQUE
	MAIL BOXES ETC
	MRS FIELDS COOKIES
	BODY BASICS
	GABI JEWELS
	LISAS TEA TREASURES
	OUTBACK STEAKHOUSE
	PATRICK JAMES
	RUTHERFORD BOLEN GROUP
	SWENSENS ICE CREAM
	EL BURRO RESTAURANT
	ROCK BOTTOM BREWERY
	SWEET CONNECTION
	BARNES & NOBIE
	BANK OF WEST
	HOBEES RESTAURANT
	FOUR STAR TRAVEL
	TRADER JOES
	A TOUCH OF ENGLAND FLORIST
	JOHNNY ROCKETS THE ORIGINAL HAMBURGER
	SPORTS FEVER
	CHABOT GALLERIES
	PAPER PARADE
	TERRA NOVA
	BUCA DI BEPPO
	JUST HONEYMOONS
	LE BOULANGER
	BANK OF AMERICA
	GOLDEN CALIFORNIA TITLE
	M ARSHALLS
	CLASSY NAILS
	PRUNEYARD INN
	PRESIDENT TUXEDO
	UNIQUE EYEWEAR
2003	CELLULAR ONE
	GABI JEWELS
	HOBEES RESTAURANT
	WELLS FARGO BANK
	EL BURRO RESTAURANT
	FOUR STAR TRAVEL
	TRUDYS BRIDES
	BARBEQUES GALORE
	KYOTO PALACE
	MAIL BOXES ETC

Year	Occupant(s)
2003	ROCK BOTTOM BREWERY
	JARDIN DE PARFUM
	LE BOULANGER
	BARNES & NOBLE
	TRADER JOES
	CLASSY NAILS
	RUTHERFORD BOLEN GROUP
	UNIQUE EYEWEAR
	JOHNNY ROCKETS THE ORIGINAL HAMBURGER
	DR SLATER OPTOMETRIST
	BANK OF AMERICA
	PRESIDENT TUXEDO
	TERRA NOVA
	LISAS TEA TREASURES
	MARSHALLS
	A TOUCH OF ENGLAND FLORIST
	BANK OF WEST
	BODY BASICS
	FOR YOUR EYES ONLY
	POOL PATIO N THINGS
	CAMPBELL COFFEE ROASTING CO
	POLIO REY
	SALON RACHE
	THE MENS ROOM
	PATRICK JAMES
	BOSWELLS DISCOUNT PARTY SUPPLIES
	PRUNE YARD INN
	SWENSENS ICE CREAM
	DISTINCT DIAMOND DESIGNERS
	HOLLYWOOD VIDEO
	LEFT AT ALBUQUERQUE
	SWEET CONNECTION
	WRAP WORKS
	WESTERN STAFFING SERVICES
	JUST HONEYMOONS
	OUTBACK STEAKHOUSE
	BUCA DI BEPPO
	SPORTS FEVER
	CHABOT GALLERIES
	GOLDEN CALIFORNIA TITLE
	MRS FIELDS COOKIES
	PAPER PARADE
2004	PAPER PARADE
	BARBEQUES GALORE
	DISTINCT DIAMOND DESIGNERS
	BUCA DI BEPPO
	POLIO REY
	TRUDYS BRIDES
	CAMERA 7 CINEMAS
	CELLULAR ONE
	GABI JEWELS
	JARDIN DE PARFUM
	JUST HONEYMOONS
	PRESIDENT TUXEDO
	UNIQUE EYEWEAR
	TRADER JOES
	DR SLATER OPTOMETRIST
	ROCK BOTTOM BREWERY
	LEFT AT ALBUQUERQUE
	PATRICK JAMES
	SPORTS FEVER
	BARNES & NOBLE
	M ARSHALLS
	HOBEES RESTAURANT
	JOHNNY ROCKETS THE ORIGINAL HAMBURGER

Year	Occupant(s)
2004	WESTERN STAFFING SERVICES
	TERRA NOVA
	WELLS FARGO BANK
	CAMPBELL COFFEE ROASTING CO
	A TOUCH OF ENGLAND FLORIST
	BANK OF AMERICA
	FOUR STAR TRAVEL
	HOLLYWOOD VIDEO
	THE MENS ROOM
	POOL PATIO N THINGS
	SWENSENS ICE CREAM
	FOR YOUR EYES ONLY
	LISAS TEA TREASURES
	SALON RACHE
	WRAP WORKS
	GOLDEN CALIFORNIA TITLE
	PRUNE YARD INN
	RUTHERFORD BOLEN GROUP
	BANK OF WEST
	CLASSY NAILS
	THE UPS STORE
	MRS FIELDS COOKIES
	SWEET CONNECTION
	CHABOT GALLERIES
	EL BURRO RESTAURANT
	KYOTO PALACE
	OUTBACK STEAKHOUSE
	BODY BASICS
	BOSWELLS DISCOUNT PARTY SUPPLIES
	LE BOULANGER
2005	M ARSHALLS
	TRADER JOES
	BANKERS NETWORK
	BUCA DI BEPPO
	CLASSY NAILS
	EL BURRO RESTAURANT
	LISAS TEA TREASURES
	SALAZAR CRANE & ASSOCIATES
	TOGOS EATERY
	CAMERA 7 CINEMAS
	BANK OF THE WEST
	LORIS BOUTIQUE
	UNIQUE EYEWEAR
	CAMPBELL COFFEE ROASTING CO
	THE UPS STORE
	OUTBACK STEAKHOUSE
	BANK OF AMERICA
	RUTHERFORD BOLEN GROUP
	TERRA NOVA
	GEMCRAFT DIAMONDS
	LE BOULANGER
	MRS FIELDS COOKIES
	TRUDYS SPECIAL OCCASIONS
	PIZZA MY HEART
	WELLS FARGO BANK
	BARBEQUES GALORE
	COLD STONE CREAMERY
	PRUNEYARD FLOWERS & GIFTS
	BARNES & NOBLE
	FINANCIAL TITLE CO
	HOBEES RESTAURANT
	JOHNNY ROCKETS THE ORIGINAL HAMBURGER
	LEFT AT ALBUQUERQUE
	RBMG INC
	ROCK BOTTOM BREWERY

Year	Occupant(s)
2005	THE SKIN CLINIC
	SPORTS FEVER
	BOSWELLS DISCOUNT PARTY SUPPLIES
	KYOTO PALACE
	SALON RACHE
	SOUTH BAY TICKET SERVICE
	TRUDYS BRIDES
	HOLLYWOOD VIDEO
	ZYNG ASIA GRILL
	DR FRED SLATER
	GARYS TUX SHOP
	GABI JEWELS
	PHOTO MASTER

Pruneyard At Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Bascom
Campbell, CA 95008

Inquiry Number: 4031842.7S
August 20, 2014

The EDR Environmental LienSearch™

EDR® Environmental Data Resources Inc

6 Armstrong Road,
Fourth Floor
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Environmental LienSearch™ Report

The EDR Environmental LienSearch Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This report was prepared for the use of Environmental Data Resources, Inc., and Discovery Research Solutions, LLC, exclusively. This report is neither a guarantee of title, a commitment to insure, or a policy of title insurance. **NO WARRANTY, EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WTH THIS REPORT**. Environmental Data Resources, Inc. (EDR) and Discovery Research Solutions, LLC specifically disclaim the making of any such warranties, including without limitation, merchantability or fitness for a particular use or purpose. The information contained in this report is retrieved as it is recorded from the various agencies that make it available. The total liability is limited to the fee paid for this report.

Copyright 2014 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EDR Environmental LienSearch™ Report

TARGET PROPERTY INFORMATION

ADDRESS

PRUNEYARD AT CAMPBELL
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. BASCOM
CAMPBELL, CA 95008

RESEARCH SOURCE

Source 1: Santa Clara Assessor
Santa Clara County, California

Source 2: Santa Clara Recorder
Santa Clara County, California

PROPERTY INFORMATION

Deed 1:

Type of Deed: Corporation Grant Deed

Title is vested in: Pruneyard Associates, L.P., a California limited partnership

Title received from: BA Properties, Inc., a Delaware corporation

Deed Dated: 04/28/1994

Deed Recorded: 04/28/1994

Instrument: 12472838

Legal Description: All that certain piece or parcel of land containing 4.00 acres, more or less, more commonly known as 1901 South Bascom Avenue in Campbell, situate and lying in the County of Santa Clara, State of California.

Legal Current Owner: Pruneyard Associates, L.P., a California limited partnership

Property Identifiers: 288-04-011

Deed 2:

Type of Deed: Corporation Grant Deed

Title is vested in: Pruneyard Associates, L.P., a California limited partnership

Title received from: BA Properties, Inc., a Delaware corporation

Deed Dated: 04/28/1994

Deed Recorded: 04/28/1994

Instrument: 12472838

Legal Description: All that certain piece or parcel of land containing 0.354 acres, more or less, more commonly known as 1901 South Bascom Avenue in Campbell, situate and lying in the County of Santa Clara, State of California.

Legal Current Owner: Pruneyard Associates, L.P., a California limited partnership

Property Identifiers: 288-04-012

Deed 3:

Type of Deed: Corporation Grant Deed

Title is vested in: Pruneyard Associates, L.P., a California limited partnership

Title received from: BA Properties, Inc., a Delaware corporation

Deed Dated: 04/28/1994

Deed Recorded: 04/28/1994

Instrument: 12472838

Legal Description: All that certain piece or parcel of land containing 0.355 acres, more or less, more commonly known as 1901 South Bascom Avenue in Campbell, situate and lying in the County of Santa Clara, State of California.

Legal Current Owner: Pruneyard Associates, L.P., a California limited partnership

Property Identifiers: 288-04-014

Deed 4:

Type of Deed: Corporation Grant Deed

Title is vested in: Pruneyard Associates, L.P., a California limited partnership

Title received from: BA Properties, Inc., a Delaware corporation

Deed Dated: 04/28/1994

Deed Recorded: 04/28/1994

Instrument: 12472838

Legal Description: All that certain piece or parcel of land containing 1.671 acres, more or less, more commonly known as 1995 South Bascom Avenue in Campbell, situate and lying in the County of Santa Clara, State of California.

Legal Current Owner: Pruneyard Associates, L.P., a California limited partnership

Property Identifiers: 288-04-017

Deed 5:

Type of Deed: Corporation Grant Deed

Title is vested in: Pruneyard Associates, L.P., a California limited partnership

Title received from: BA Properties, Inc., a Delaware corporation

Deed Dated: 04/28/1994

Deed Recorded: 04/28/1994

Instrument: 12472838

Legal Description: All that certain piece or parcel of land containing 17.90 acres, more or less, more commonly known as 1875 South Bascom Avenue in Campbell, situate and lying in the County of Santa Clara, State of California.

Legal Current Owner: Pruneyard Associates, L.P., a California limited partnership

Property Identifiers: 288-04-025

Deed 6:

Type of Deed: Corporation Grant Deed

Title is vested in: Pruneyard Associates, L.P., a California limited partnership

Title received from: BA Properties, Inc., a Delaware corporation

Deed Dated: 04/28/1994

Deed Recorded: 04/28/1994

Instrument: 12472838

Legal Description: All that certain piece or parcel of land containing 2.693 acres, more or less, more commonly known as 1999 South Bascom Avenue in Campbell, situate and lying in the County of Santa Clara, State of California.

Legal Current Owner: Pruneyard Associates, L.P., a California limited partnership

Property Identifiers: 288-04-026

EDR Environmental LienSearch™ Report

ENVIRONMENTAL LIEN

Environmental Lien: Found ☐ Not Found ☒

If found:

1st Party:

2nd Party:

Dated:

Recorded:

Book:

Page:

Docket:

Volume:

Instrument:

Comments:

Miscellaneous:

OTHER ACTIVITY AND USE LIMITATIONS (AULs)

Other AUL's: Found ☐ Not Found ☒

If found:

1st Party:

2nd Party:

Dated:

Recorded:

Book:

Page:

Docket:

Volume:

Instrument:

Comments:

Miscellaneous:

EDR Environmental LienSearch™ Report

DEED EXHIBIT

N419PAGE0374

12472838

REC FEE	9
RMF	5
MICRO	1
RTCF	4
LIEN	
SMPF	
1 FCOR	20

FILED FOR RECORD AT REQUEST OF

CHICAGO TITLE

94 APR 28 PM 1:19

SANTA CLARA COUNTY

APR 28 1994

Chicago Title #731772Sm Tay/Com

RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO:
Pruneyard Associates, L.P.
c/o Farella, Braun & Martel
235 Montgomery Street
30th Floor
San Francisco, California 94104
Attention: Jacqueline U. Moore, Esq.

MAIL TAX STATEMENTS TO:
Same as above

(Above Space For Recorder's Use Only)

CORPORATION GRANT DEED

FILOR REQUESTS
DO NOT RECORD STAMP VALUE

THE UNDERSIGNED GRANTOR DECLARES:

Documentary Transfer tax is $ See tax affidavit attached

☐ computed on full value of property conveyed, or

☐ computed on full value less value of liens and encumbrances remaining at time of sale

☐ unincorporated area: ☐ City of Campbell, and

FOR A VALUABLE CONSIDERATION, RECEIPT OF WHICH IS HEREBY ACKNOWLEDGED, BA Properties, Inc., a Delaware corporation, hereby grants to

Pruneyard Associates, L.P., a California limited partnership,

the following described real property in Santa Clara County, California:

See Schedule 1 attached hereto.

DATED: April 28, 1994

BA PROPERTIES, INC., a Delaware corporation

By: Stuart D. Scheinberg
Title: Vice President

By: Clary Gollstein
Title: Assistant Vice President

BPHSF6\ABG\0106931.01
04/25/94

92-132

ACKNOWLEDGMENTS

STATE OF CALIFORNIA)
COUNTY OF SAN FRANCISCO)

On April 27, 1994 before me, ROBERT MCAFFREY, Notary Public, personally appeared STUART D. SCHEINHOLTZ, proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he/~~she~~ executed the same in his/her authorized capacity, and that by his/~~her~~ signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature of Notary

(SEAL)

ROBERT MC CAFFREY
COMM. # 997760
Notary Public — California
SAN FRANCISCO COUNTY
My Comm. Expires SEP 24, 1997

STATE OF CALIFORNIA)
COUNTY OF SAN FRANCISCO)

On April 27, 1994 before me, ROBERT MCAFFREY, Notary Public, personally appeared CRAIG GOLDSMITH, proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he/~~she~~ executed the same in his/~~her~~ authorized capacity, and that by his/~~her~~ signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Signature of Notary

(SEAL)

ROBERT MC CAFFREY
COMM. # 997760
Notary Public — California
SAN FRANCISCO COUNTY
My Comm. Expires SEP 24, 1997

DPNSF6\ABG\0106931.01
04/25/94

SCHDULE 1

DESCRIPTION

All that certain real property in the City of Campbell, County of Santa Clara, State of California, described as follows:

PARCEL ONE

Beginning at the point of intersection of the center line of Campbell Avenue and Union Avenue, as shown on the Record of Survey Map recorded in Book 244 of Maps, Page 42, Santa Clara County Records; thence along the center line of Campbell Avenue, East 113.43 feet; thence leaving said center line North 47.00 feet to a point in the North line of Campbell Avenue, as established by Deed to the City of Campbell dated January 21, 1970, recorded January 23, 1970 in Book 8807 of Official Records, Page 531, and the true point of beginning of this description; thence from said true point of beginning, along the arc of a curve to the left from a tangent which bears North 64 deg 09' 29" East, with a radius of 20.00 feet for an arc distance of 22.40 feet; thence North 313.00 feet to the Southeast corner of Parcel 1 as described in the Deed from Fred N. Sahadi, et ux, to the Towers Finance Company, a Corporation, dated January 11, 1971, recorded January 12, 1971 in Book 9185 of Official Records, Page 222; thence along the Southerly line thereof West 328.84 feet to a point in the Easterly line of the property of the State of California Route 5 Freeway as said line was established by condemnation in the Superior Court of the State of California in and for the County of Santa Clara, under Action No. 101429, a certified copy of the Decree issued thereunder was recorded April 2, 1958 in Book 4043 of Official Records, Page 543; thence along said last named line along the arc of a curve to the right from a tangent which bears South 7 deg 10' 03" West, with a radius of 2800.00 feet, thru a central angle of 6 deg 53' 43" for an arc distance of 336.97 feet to a point in said Northerly line of Campbell Avenue; thence along said last named line East 379.60 feet to the true point of beginning.

PARCEL TWO

Beginning at the intersection of the center line of Campbell Avenue and Union Avenue, as shown on the record of survey recorded in Book 244 of Maps, at page 42, Santa Clara County Records; thence along the center line of Campbell Avenue, East 124.71; thence leaving the center line of Campbell Avenue, North 378.00 feet to the true point of beginning of this description; thence West 328.84 feet to the point on the Easterly property line of State of California Route 5 freeway, as said line was established by condemnation in the Superior Court of the State of California for the County of Santa Clara under Action No. 101429, a certified copy of the decree issued thereunder was recorded April 2, 1958 in Book 4043 of Official Records, page 543, said point being on a curve with a tangent bearing North 7 deg. 10' 03" East; thence Northerly along the Easterly property line of aid freeway along a curve to the left, 669.10 feet thru a central angle of 13 deg. 16' 57" with a radius of 3800.00 feet to a point in the Northerly line of that certain parcel of land shown on said Survey Map; thence along said last named line, South 89 deg. 52' 00" East 365.00 feet; thence South 28.54 feet to a point on a curve with a tangent bearing South 51 deg. 23' 07" West; thence Southerly along said curve to the left, 100.48 feet thru a central angle of 51 deg. 23' 07" with a radius of 112.00 feet; thence South 109.62 feet; thence along the following courses: West 110.00 feet; South 140.00 feet; East 110.00 feet; South 104.00 feet; West 110.00 feet; South 44.00 feet; West 56.00 feet; South 64.00 feet; East 166.00 feet; South 69.00 feet to the true point of beginning.

PARCEL THREE

Beginning at the intersection of the center line of Campbell Avenue and Union Avenue

DESCRIPTION

as shown on the record of survey map recorded in Book 244 of Maps, page 42, Santa Clara County Records; thence along the center line of Campbell Avenue, East 113.43 feet; thence leaving said center line North 47.00 feet to a point in the North line of Campbell Avenue, as established by Deed to the City of Campbell, dated January 21, 1970 and the true point of beginning of this description, recorded January 23, 1970 in Book 8807 of Official Records, Page 531; thence along said last named line East 848.28 feet; thence along a tangent curve to the left with a radius of 50.00 feet thru a central angle of 90 deg. 00' 00" for an arc distance of 78.54 feet to a point in the Westerly line of South Bascom Avenue, formerly San Jose-Los Gatos Road; thence along said last named line North 925.81 feet to a point in the Northerly line of that certain Parcel of Land described in the Deed to Fred N. Sahadi, recorded June 3, 1968 in Book 8144 of Official Records, Page 612; thence along said last named line North 89 deg. 52' 00" West 844.90 feet to the point of intersection thereof with the Easterly line of that certain Parcel of Land designated Parcel 1, described in the Deed from Fred N. Sahadi to Valley Title Company, recorded March 28, 1969 in Book 8481 of Official Records, Page 228; thence along said last named line and its prolongation Southerly; thence following bearings and distance: South 28.64 feet; thence Southerly along a curve to the left, from a tangent which bears South 51 deg. 23' 07" West with a radius of 112.00 feet, thru a central angle of 51 deg. 23' 07" for an arc distance of 100.48 feet; thence South 843.62 feet; thence along the arc of a tangent curve to the right, with a radius of 20.00 feet, thru a central angle of 64 deg. 09' 29" for an arc distance of 22.40 feet to the true point of beginning.

Excepting therefrom all that portion thereof described as follows:

Beginning at the intersection of Campbell Avenue, and Union Avenue, centerline as shown on that certain record of survey Map recorded in Book 244 of maps, Page 42, Santa Clara County Records; thence along the center line of Campbell Avenue, East 148.71 feet; thence leaving said center line of Campbell Avenue North 607.00 feet to the true point of beginning of the description; thence along a tangent curve to the right 420.97 feet, thru a central angle of 360 deg. 00' 00" with a radius of 67 feet to the true point of beginning.

PARCEL FOUR

Beginning at the intersection of the center lines of Campbell Avenue and Union Avenue, as shown on the Record of Survey Map recorded in Book 244 of Maps, at Page 42, Santa Clara County Records; thence along the center line of Campbell Avenue, East 124.71 feet; thence leaving the centerline of Campbell Avenue, North 559.00 feet to the True Point of Beginning of this description; thence West 110.00 feet; thence North 140.00 feet; thence East 110.00 feet; thence South 140.00 feet to the True Point of Beginning.

PARCEL FIVE

Beginning at the intersection of the center line of Campbell Avenue and Union Avenue, as shown on the Record of Survey Map recorded in Book 244 of Maps, at Page 42, Santa Clara County Records; thence along the centerline of Campbell Avenue, East 124.71 feet; thence leaving said centerline North 447.00 feet to the True Point of Beginning of this description; thence West 166.00 feet; thence North 64.00 feet; thence East 56.00 feet; thence North 44.00 feet; thence East 110.00 feet; thence South 108.00 feet to the True Point of Beginning.

PARCEL SIX

DESCRIPTION

Beginning at the intersection of Campbell Avenue and Union Avenue center lines, as shown on that certain record of survey map recorded in Book 244 of Maps, Page 42, Santa Clara County Records; thence along the center line of Campbell Avenue, East 148.71 feet; thence leaving said center line of Campbell Avenue, North 607.00 feet to the true point of beginning of this description; thence along a tangent curve to the right, 420.97 feet thru a central angle of 360 deg. 00' 00" with a radius of 87 feet to the true point of beginning.

APN: 288-04-001, 003, 004, 005, 006, 010 to 023

Appendix H

Prior Reports

Cardno ATC

8985 E Nichols Avenue
Suite 350
Centennial, CO 80112

Phone +1 303 799 6100
Fax +1 303 799 3441
www.cardno.com

www.cardnoatc.com

August 5, 2014

Fortress Credit Advisors LLC
1345 Avenue of the Americas, 46th Floor
New York, NY 10105
Attn: Rowan Sbaiti

RE: Proposal for Phase I Environmental Site Assessment
PruneYard at Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Bascom Ave.
Campbell, CA 95008
Cardno ATC Proposal No. 075-2014-0179

Dear Mr. Sbaiti:

Cardno ATC is pleased to provide this proposal in response to your request for a Phase I Environmental Site Assessment (ESA) of the above-referenced location (property) for Fortress Credit Advisors LLC (Client).

Background

Based on the information you provided, the property consists of 27.243 acres of land improved with two office towers, an office building, a hotel, a retail shopping center, and a parking garage. The improvements were reportedly constructed between 1969 and 1998, include nine buildings, and approximately 715,000 square feet of space (excluding the parking garage).

Cardno ATC understands that the ESA is being requested in connection with a potential real estate acquisition.

Scope of Service & Fee Estimates

Cardno ATC will perform an ESA at the property in general accordance with *ASTM E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Site Assessment Process*.

The ASTM E 1527-13 Standard Practice specifies that the User conduct a review of title and judicial records for environmental liens and/or Activity and Use Limitations (AUL) and provide the information to the Environmental Professional. However, the Standard does allow for the User to engage the Environmental Professional to complete the lien and AUL research. As an option, Cardno ATC offers the service and has included the fee in the total cost. Cardno ATC will engage a title professional to perform the service.

The services are further described in the Attachments to this proposal. The following table summarizes the scope of services and lump sum fees for the project.

Task	Attachment	Fee
Phase I ESA	Phase I ESA Scope of Services	$4,875
Environmental Lien Search[1]	Phase I ESA Scope of Services	Included
Visual Observation of Suspect ACM	Supplemental Environmental Services	Included
Limited Asbestos Sampling (Up to 50)	Supplemental Environmental Services	$1,000
Radon Document Review	Supplemental Environmental Services	Included
Visual Observation of Suspect Lead-based Paint (LBP)	Supplemental Environmental Services	Included
Mold Screening & Moisture Testing	Supplemental Environmental Services	Included
Lead in Drinking Water Data Review	Supplemental Environmental Services	Included
Wetlands Document Review	Supplemental Environmental Services	Included
Flood Plain Document Review	Supplemental Environmental Services	Included
	TOTAL	**$5,875**

[1]Fee for lien & activity and use limitation search assumes six land parcels. If more than six parcels are identified with the same owner, a fee of $75 per additional parcel will apply; if multiple parcels are identified with different owners, a fee of $125 per additional parcel will apply.

Cardno ATC will not exceed the cost estimates for the scope of work without written authorization from the Client. Should the Client require additional work, such as consultation beyond the number of hours estimated to complete this project, extensive report revisions, additional copies of the reports, consultation with attorneys, etc., the same unit rates listed on Cardno ATC's standard fee schedule will apply.

Project Deliverables and Schedule

Following written authorization to proceed, Cardno ATC intends to conduct the ESA and report findings as described below.

Cardno ATC will provide a full draft report within 10 business days of receipt of authorization to proceed with progress reports/findings presented throughout the span of the project.

Client Responsibilities

The proposed fee estimate and schedule in this proposal are based on Client responsibilities that include, but are not limited to: providing timely access to the property, accurate property location information, and available documentation and information as described in the Client ESA Questionnaire attachment.

Third Party Reliance

If the report or a letter of reliance is to be addressed to a third party other than Client, that party must be identified by Client prior to report issuance and accept the terms and limitations in the report and/or Letter of Reliance, unless an alternative written agreement is executed between Cardno ATC and the third party.

Authorization

If this proposal is acceptable, please sign and return the attached Client Service Agreement via email to bill.schwake@cardno.com or facsimile to 303-799-3441. Thank you for the opportunity to propose on this project. If you have any questions or require further information, please email the undersigned or call 303-799-6100 (x224).

Sincerely,
Cardno ATC

William E. Schwake, P.G.
Director, Client Management Services
for Cardno ATC
Direct Line +1 303 799 6100 (x224)
Email: bill.schwake@cardno.com

Attachments:

- Phase I ESA Scope of Services
- Supplemental Environmental Services
- Client Service Agreement

ATTACHMENT
PHASE I ESA SCOPE OF SERVICES

The proposed Phase I ESA will be conducted in general accordance with the ASTM Standard Practice E 1527-13, consistent with a level of care and skill ordinarily practiced by the environmental consulting profession currently providing similar services under similar circumstances. The purpose of the ESA will be to identify *recognized environmental conditions* in connection with the property at the time of the site reconnaissance. The scope of ESA will include an evaluation of the following:

- Physical setting characteristics of the property through a review of referenced sources such as topographic maps and geologic, soils and hydrologic reports.
- Usage of the property, adjoining properties and surrounding area through a review of reasonably ascertainable historical sources such as land title records, fire insurance maps, city directories, aerial photographs, prior reports and interviews.
- Observations and interviews regarding current property usage and conditions including: the use, treatment, storage, disposal or generation of hazardous substances, petroleum products, hazardous wastes, non-hazardous solid wastes and wastewater.
- Observations and interviews regarding usage of adjoining and surrounding area properties and the likely impact of known or suspected releases of hazardous substances or petroleum products from those properties on the property.
- Information in ASTM-specified environmental agency databases and local environmental records, within the ASTM-specified approximate minimum search distance from the property.
- Preparation of a written report that includes findings, opinions, conclusions and supporting documentation.

Client has directed the following significant additions, deletions or deviations to ASTM Standard Practice E 1527-13 for the proposed ESA. Client acceptance of this proposal confirms its awareness that such changes may result in a *data gap* being identified in the report and may impact their ability to use the report to help qualify for *Landowner Liability Protections* under CERCLA. Unless otherwise indicated below, Client will provide Cardno ATC with the results of Client's review of reasonably ascertainable land title and judicial records for *Environmental Liens* or *Activity and Use Limitations* (AULs) per E 1527-13, Section 6.2.

Client Directed Additions, Deletions or Deviations to ASTM Standard Practice E 1527-13 ***(only checked items apply)***	
☒	Cardno ATC will review reasonably ascertainable land title records for Environmental Liens or AULs
☐	No review of land title or judicial records for Environmental Liens or AULs will be conducted
☐	Include Client or other scope of work guidance document entitled: N/A
☐	Other:

ATTACHMENT
SUPPLEMENTAL ENVIRONMENTAL SERVICES

The scope of the proposed ESA will include consideration of the following environmental issues or conditions that are beyond the scope of ASTM Standard Practice E 1527-13 when specifically referenced in the proposal:

- **Mold Screening** to report the findings of a baseline survey of readily observable mold and conditions conducive to mold on the property identified by limited interview, document review and physical observation and to provide an opinion on whether an identified condition warrants further action. The scope of work for the Mold Screening is intended to be consistent with ASTM Standard Practice E 2418-06: S*tandard Guide for Readily Observable Mold and Conditions Conducive to Mold in Commercial Buildings: Baseline Survey Process*. The scope of work, including potential deviations from the Standard Guide, is described as follows. The interview is limited to at least one knowledgeable person from property management or engineering staff. The document review is limited to only those relevant documents made readily available to Cardno ATC in a timely manner. The physical observations will be limited to certain Heating, Ventilation and Air Conditioning (HVAC) system areas and other readily accessible building areas likely to become subject to water damage, plumbing leaks, and flooding. Unless noted otherwise herein, Cardno ATC will observe the HVAC equipment room(s) and readily accessible mechanical rooms and, in buildings with package units in the ceiling, at least one unit per floor. Also, unless noted otherwise, Cardno ATC will observe readily accessible areas of the basement (or lowest level), the top floor, the roof (including any penthouse areas) and at least one mid-level floor (if applicable). For multi-story buildings, the total number of floors observed (inclusive of those already mentioned) is intended to be up to 10% of the total number of floors (if readily accessible). For hotel and multi-family buildings, Cardno ATC will target the lowest and highest levels and roof as described above and up to 10% of units, including one per floor if readily accessible. The Mold Screening will not include destructive methods of observation. No sampling or laboratory analyses will be conducted. The Mold Screening service as described herein will be limited in scope and by the time and cost considerations typically associated with performing a Phase I ESA. No method can guarantee that a hazard will be discovered if evidence of the hazard is not encountered within the performance of the Mold Screening as authorized and that opinions and conclusions must, out of necessity, be extrapolated from limited information and discrete, non-continuous data points.

- **Limited Asbestos Screening** (LAS) survey consisting of a limited baseline survey to evaluate the presence of asbestos-containing materials (ACMs) in major building systems within the interior of property buildings consistent with ASTM E 2308-05: Standard Guide for Limited Asbestos Screens of Buildings. The LAS includes an interview of a designated knowledgeable person and review of ACM reports and operations and maintenance plans made available to Cardno ATC during the ESA. Cardno ATC will conduct a limited walk-through of the building(s) to observe representative major building systems for suspect materials to the extent they are readily accessible and easily observable. Cardno ATC will collect a limited number of samples of observed suspect ACM using non-destructive sampling methods. Bulk samples will be submitted to a qualified laboratory for analysis using polarized light microscopy (PLM) methodology. The report will include a list of the types of observed suspect ACMs and assumed ACMs. The report will include a table that lists each bulk sample and the sample number, description, location, friability and laboratory result. Based on the results of the survey, the report will include a recommendation as to the need for a more thorough survey and/or an Operations and Maintenance (O&M) program. PLM sample test results reported to contain less than or equal to 1% asbestos will be considered non-asbestos containing. PLM results for non-friable organically bound (NOB) materials such as floor tile reported as non-detect for asbestos should be considered inconclusive unless alternative analytical methods such as point-counting or transmission electron microscopy (TEM) that are beyond the scope of the LAS are used. Suspect interior materials not sampled or analyzed such as asbestos cement products or flexible duct connectors will be considered

assumed ACM. Common exterior suspect materials, such as stucco, sealants or roofing products are beyond the scope of the LAS and should be considered assumed ACM. Because of the limitations of the survey, estimating quantities or the cost for removal or replacing ACMs are beyond the scope of the LAS. If requested, the LAS may include estimated quantities or costs based on confirmed and assumed ACMs in the areas observed, but any estimates should not be considered an accurate assessment and are not adequate, and should not be used, for pre-demolition or pre-renovation purposes. The LAS is intended to reduce the risk of the presence of ACM within a building, it is not designed to eliminate that risk. It is not a comprehensive asbestos building survey designed for pre-demolition or pre-renovation purposes.

- **Radon document review**, consisting of the review of published radon data with regard to the potential for elevated levels of radon gas in the surrounding area of the property, without the collection of any samples.

- **Lead in drinking water data review**, consisting of contacting the water supplier for information regarding whether or not the potable water provided to the property meets or exceeds drinking water standards for lead, without the collection of any samples.

- **Visual observation of suspect lead-based paint** (LBP), consisting of providing an opinion on the potential for LBP based on the construction date of buildings on the property and visual observation of the condition of suspect LBP, without the collection of any samples.

- **Wetlands document review**, consisting of a review of a current National Wetlands Inventory map of the surrounding area to note if the property is identified as having a wetland. Field identification or delineation of wetlands will not be conducted.

- **Flood plain document review**, consisting of a review of a reasonably ascertainable flood plain map of the surrounding area to note if the property is identified as being located within a flood plain. Field identification or delineation of flood plains will not be conducted.

ATTACHMENT A
CLIENT SERVICE AGREEMENT

This AGREEMENT is made this 5th day of August 2014, by and between Fortress Credit Advisors LLC ("Client") at 1345 Avenue of the Americas, 46th Floor, New York, NY 10105 and ATC GROUP SERVICES INC., *dba* Cardno ATC, its officers, directors, employees and agents ("Cardno ATC") at 8985 East Nichols Avenue, Suite 350, Centennial, CO 80112.

The parties mutually agree as follows:

DESIGNATED REPRESENTATIVES Except as expressly specified otherwise in writing, the parties designate the following named individuals as their authorized representatives to provide approvals, directives, and permissions, including changes, and to receive notices or other communications under this agreement at the following addresses:

Cardno ATC: William E. Schwake, 8985 East Nichols Avenue, Suite 350, Centennial, CO 80112

CLIENT: Fortress Credit Advisors LLC, 1345 Avenue of the Americas, 46th Floor, New York, NY 10105

PROPOSAL NAME/NUMBER: Cardno ATC Proposal No. 075-2014-0179

1. SERVICES TO BE PERFORMED: Cardno ATC shall prepare a proposal for Client. The proposal shall describe the work to be performed ("Services"), the location ("Site"), fees and/or rates to be charged, any special conditions of performance including equipment, sampling protocols, and necessary reimbursable expenses. Cardno ATC will be authorized to proceed with the Services, when Client indicates its acceptance by signing this Agreement. The proposal, and any attachments pertaining to the proposal, including but not limited to this Agreement, shall comprise the Contract Document.

2. ADDITIONAL SERVICES: If any additional or different Services are required to complete an existing proposal, these additional Services shall be set forth in a Change Order form satisfying all applicable and appropriate requirements including a separate schedule of fees and Services ("Change Order"). Client must consent in writing to any change order form.

3. COMPENSATION: Client will pay Cardno ATC for Services and reasonable expenses in accordance with the Contract Documents. Cardno ATC will submit periodic invoices to Client together with reasonable supporting documentation requested by Client and a final bill upon completion of its services. Unless otherwise agreed in writing, there shall be no retainer. Payment is due within thirty (30) days of receipt of a written invoice regardless of whether Client has been reimbursed by any other party. Cardno ATC may suspend work, withhold reports and charge reasonable interest on any amounts outstanding if payment is not received within sixty (60) days of receipt of a written invoice.

4. INSURANCE: Cardno ATC agrees that it now carries, and will continue to carry during the performance of any Services under this Agreement, Workers' Compensation and Employer's Liability, Commercial General Liability (including Contractual Liability), Commercial Automobile Liability, Professional Liability and Contractor's Pollution Liability insurance coverage with limits at or above those described below.

a. Workers' Compensation — Statutory

b. Employer's Liability
- Each accident — $ 1,000,000
- Disease – Each Employee — $ 1,000,000
- Disease – Policy Limit — $ 1,000,000

c. Commercial General Liability:
- Each Occurrence — $1,000,000
- Personal and Advertising Injury — $1,000,000
- General Aggregate — $2,000,000
- Products and Completed Operations Aggregate — $2,000,000

d. Commercial Automobile Liability:
- Combined Single Limit — $1,000,000

e. Errors and Omissions / Professional Liability:
- Each Claim — $1,000,000
- Annual Aggregate — $1,000,000

f. Contractor's Pollution Liability:

- Each Claim $1,000,000
- Annual Aggregate $1,000,000

5. OBLIGATIONS OF CLIENT: Client understands that Cardno ATC is relying upon the completeness and accuracy of information supplied to it by Client and Cardno ATC will not independently verify such information unless otherwise provided in the Contract Document.

6. STANDARD OF CARE: Cardno ATC's Services as defined by the Contract Document shall be performed in accordance with generally accepted industry principles and practices, consistent with a level of care and skill ordinarily practiced by the consulting profession currently providing similar services under similar circumstances at the time the Services were provided.

7. LIMITATIONS OF METHOD RELIABILITY: The Client recognizes and agrees that all testing and remediation methods have inherent reliability limitations, no method nor number of sampling locations can guarantee that a condition will be discovered within the performance of the Services as authorized by the Client. The Client further acknowledges and agrees that reliability of testing or remediation methods varies according to the sampling frequency and other variables and that these factors, including cost, have been considered in the Client's selection of Services. Cardno ATC's observations only represent conditions observed at the time of the Site visit. Cardno ATC is not responsible for changes that may occur to the Site after Cardno ATC completes the Services.

8. INTERPRETATION OF DATA: Cardno ATC shall not be responsible for the interpretation of Cardno ATC data by third parties, or the information developed by third parties from such data. Client recognizes that subsurface conditions may vary from those encountered at the locations where the borings, surveys, or explorations are made by Cardno ATC and that the data interpretations and recommendations of Cardno ATC's personnel are based solely on the information available to them.

9. THIRD PARTY INFORMATION: Cardno ATC is dependent on information available from various governmental agencies, private database firms, title search companies and any other entities or individuals (collectively "Third Party Information Providers"), to aid in evaluating the history of the Site. Cardno ATC shall not be liable for any such Third Party Information Provider's failure to make relevant files or documents properly available, to properly index files, or otherwise to fail to maintain or produce accurate or complete records.

10. SITE ACCESS: Client grants or shall obtain for Cardno ATC a right of entry to parts of the Site necessary to complete the requested Services and unless otherwise specified in the Contract Document, it represents that it has obtained the applicable permits and licenses for the proposed Services. If Client does not own the Site, Client represents that it has or will obtain prior to the commencement of the Services, the authority and permission of the owner and/or the occupant of the Site.

Cardno ATC is not responsible for unforeseen conditions that exist on the Site within building systems that prohibit or deter Cardno ATC from gaining access to building materials, systems, and/or components.

11. TEST AND SAMPLING LOCATIONS: Unless otherwise specified in the Contract Document, the accuracy of test or sampling locations and elevations will be commensurate only with pacing and approximate measurements or estimates. The Client should retain the services of a professional surveyor, if greater accuracy is required. Client will furnish a diagram indicating the accurate location of the Site. Sample locations may also be indicated on the diagram. Cardno ATC reserves the right to deviate a reasonable distance from the boring and sampling locations unless this right is specifically revoked by the Client in writing at the time the diagram is supplied.

12. SAMPLES AND EQUIPMENT: Unless otherwise specified in the Contract Document or required by law, Cardno ATC will not retain any samples obtained from the Site. At no time does Cardno ATC assume title to the samples, all samples shall remain the property of the Client. Cardno ATC will, however, sign manifests as agent for Client.

13. OPINIONS OF COSTS: Cardno ATC may provide estimates of costs for remediation or construction as appropriate based on available data, designs, or recommendations. However, these opinions are intended primarily to provide information on the range of costs and are not intended for use in firm budgeting or negotiation unless specifically agreed to in writing by Cardno ATC. Additionally, these opinions are not intended to be used for financial disclosure related to the Financial Accounting Standards Board ("FASB") Statement No. 143, FASB Interpretation No. 47, the Sarbanes/Oxley Act or any United States Securities and Exchange Commission reporting obligations and may not be used for such purposes without the express written consent of Cardno ATC.

14. SAFETY: Cardno ATC shall not, unless otherwise specified in the Contract Document, be responsible for health and safety procedures, construction means, methods, techniques, sequences, or procedures, nor be responsible for the acts or omissions of contractors or other parties on the Site.

15. ROOF CUTS: Unless otherwise specified in the Contract Document, if roof cuts/samples are required by the Services, it is the responsibility of the Client to make appropriate repairs. If a roofing contractor or maintenance personnel selected by Client is not on the roof to make repairs at the time samples are obtained, Cardno ATC may make temporary repairs, which may result in additional charges. Cardno ATC personnel are not certified in roofing repair, therefore under no circumstances, shall Cardno ATC be responsible for any water damage to the roofing system, building, or its contents resulting from Cardno ATC's temporary repairs, except if such actions were the result of gross negligence or willful misconduct.

16. HAZARDOUS CONDITIONS OR SUBSTANCES: Cardno ATC represents that Cardno ATC has neither created nor contributed to the creation or existence of any hazardous, radioactive, toxic, irritant, pollutant, substance or constituent, at the Site.

17. RIGHT TO STOP WORK. If, during the performance of the Services, any unforeseen hazardous substance, material, element, constituent, condition, or occurrence is encountered which, in Cardno ATC's reasonable judgment significantly affects or may affect the Services provided, the risk involved in providing the Services, or the recommended scope of Services, Cardno ATC may immediately suspend work and shall resume work as soon as possible.

18. CARDNO ATC AND CLIENT INDEMNIFICATION: Cardno ATC shall indemnify and hold harmless Client against claims, demands, loss, damages and lawsuits, to the extent arising out of or caused by the negligence of, willful misconduct of, or otherwise by Cardno ATC, in connection with activities conducted in the performance of the Services.

19. **LIMIT OF LIABILITY:** Cardno ATC's total liability for all claims or causes of action of any kind, including but not limited to, negligence, bodily injury or property damage, and breach of contract or warranty, shall not exceed the amount recoverable from the insurance limits set forth in this Agreement, but in no event less than $1,000,000.

20. WARRANTY: Except as provided in Section 6 of this Agreement, Cardno ATC makes no representations, warranties or guarantees regarding performance of the Services.

21. DOCUMENTS: Project-specific documents and data produced by Cardno ATC under this Agreement shall, upon completion of the Services and upon payment of amounts owed to Cardno ATC, become the property of Client. Cardno ATC shall have the right, but not the obligation, to retain copies of all such materials.

22. RELIANCE: Documents and data produced by Cardno ATC are not intended or represented by Cardno ATC to be suitable for use or reliance beyond the scope or purpose for which they were originally prepared. Reports prepared under this contract are for the use and benefit of, and may be relied upon by Client, Fortress Credit Corp., Fortress Investment Group LLC, Drawbridge Special Opportunities Advisors LLC, Fortress Net Lease Fund, and any of their respective assigns, affiliates, agents and advisors; any initial and subsequent holders from time to time of any debt and/or securities backed in whole or in part, directly or indirectly, by assets covered by this Report; any initial and subsequent holders of any participation or beneficial interest in any such debt and/or securities; any trustee, servicer or other agent acting on behalf of holders of such debt and/or securities; any rating agencies providing ratings to any such securities; and any institutional providers from time to time of any liquidity facility or credit support for the financing of any such debt and/or securities; and their respective successors and assigns. In addition, the Reports and/or a reference to the Reports may be included or quoted in any offering circular, registration statement, prospectus or sales brochure (in either electronic or hard copy format) in connection with a securitization, syndication or similar transaction involving such debt and/or such securities.

Reports produced in general accordance with ASTM 1527-05 shall be presumed to be valid for a six (6) month period beginning from the date of the Report. Reports older than six (6) months must be updated in accordance with ASTM requirements.

23. TERMINATION OF CONTRACT: This Agreement may be terminated by either party upon seven (7) days written notice provided that any incomplete or unfinished Services will remain in effect until completed, unless otherwise agreed to in writing. In the event of termination or suspension, by the Client except if such termination was due to cause or material breach of the Agreement. Cardno ATC shall be paid for Services performed prior to the termination date. If Cardno ATC terminates this Agreement, Client will not be responsible for any further fees and/or expenses related to services after the termination date.

24. ASSIGNMENT: Neither the Client nor Cardno ATC may assign, or transfer its benefits, rights, duties, or interest in this Agreement without the written consent of the other party. This Agreement shall be binding on and inure to the benefit of the successors and assigns of the parties.

25. FORCE MAJEURE: Neither Client nor Cardno ATC shall hold the other responsible for damages or delays in performance caused by uncontrollable events, which could not reasonably have been anticipated or prevented, including but not limited to, acts of God, the public enemy, acts of the Government of the United States or of the several states, or any foreign country, or any of them acting in their sovereign capacity, materially different Site conditions, wars, riots, terrorism, rebellions, sabotage, fires, explosions, accidents, floods, strikes, or other conceded acts of workers (excluding those of Cardno ATC), lockouts, or changes in laws, regulations, or ordinances.

26. GENERAL PROVISIONS: The captions and headings throughout this Agreement are for convenience only and do not define, limit, modify, or add to the meaning of any provision of this Agreement. If any provision of this Agreement is in conflict with any provision of the Proposal or any attachments to the proposal, the terms and conditions of this Agreement shall prevail; unless the conflict concerns the scope of Services to be provided. If any provision shall to any extent be deemed invalid, it shall be modified if possible to fulfill the intent of the parties as reflected in the original provision and the remainder of this Agreement shall not be affected.

This Contract Document represents the entire understanding between the parties and supersedes any and all prior agreements or contracts whether written or oral. Nothing contained in this Contract Document shall be construed to be for the benefit of any persons not a party to this Agreement. No third party beneficiary rights are created.

The validity, interpretation, and performance of this Agreement shall be governed by and construed in accordance with the laws of the state in which the Site is located. Any legal action arising out of this Agreement shall be venued in a court of competent jurisdiction within the state and county of the Site.

No waiver by either party of any default by the other party in the performance of any provision of this Agreement shall operate as or be construed as a waiver of any future default, whether like or different in character.

Cardno ATC is solely responsible for the performance of this Agreement.

Cardno ATC

BY:

PRINTED NAME: WILLIAM E. SCHWAKE

TITLE: DIRECTOR, CLIENT MANAGEMENT SERVICES

DATE: 8/5/14

CLIENT NAME

FORTRESS CREDIT ADVISORS LLC

BY:_____

PRINTED NAME:_____

TITLE:_____

DATE: _____

Appendix I

Resumes

Destiny S. Hazra, M.A.

Current Position
Senior Scientist

Profession
Environmental Assessment

Years' Experience
9

Joined Cardno
June 2012

Education
M.A., Marine Affairs and Policy, University of Miami

B.S., Biology, Wofford College

Affiliations
American Planning Association (APA), Florida Chapter

Professional Planner in Training

Environmental Professional

Summary of Experience

Ms. Hazra is responsible for conducting Phase I Environmental Site Assessments and Environmental Assessments in accordance with ASTM E 1527-05 and the National Environmental Policy Act. Ms. Hazra also performs various phases of biological and environmental field investigations, environmental permitting and data analysis related to the preparation of technical reports in accordance with the NEPA.

Significant Projects

> **Phase I Environmental Site Assessments:** Conducts Environmental Assessments for major financial loan institutions and national clients in accordance with client-specific and/or ASTM protocols. Specific activities performed included site inspections; title searches; historical aerial photograph analyses; topographic and geologic map analyses; federal, state and local agency file reviews; and technical report preparation.

> **National Environmental Policy Act (NEPA) Consultant:** Conducts various phases of biological and environmental field investigations and data analysis related to the preparation of technical reports in accordance with NEPA. Current projects involve Environmental Planning to provide technical guidance, environmental documentation, regulatory permitting and agency coordination for an informed decision-making process related to Capital Improvement projects. Projects involve sustainable development/design to ensure environmental issues such as noise and vibration, air quality, critical habitat, hazardous wastes, soil and water quality are considered and these implications are balanced between society and stakeholders.

> **Environmental Site Assessments, City of Miami, Department of Economic Development:** Performed large scale environmental assessment for the City of Miami/Department of Economic Development. Project included large tracts of developed land encompassing several city blocks (800+ properties) with detailed historical and regulatory summaries, site reconnaissance information, and recommendations for additional assessment, as warranted. Data was managed in MS Access database to allow for use of data in GIS analysis.

> **Transaction Screening Reports:** Performs Transaction Screenings of commercial, industrial, retail, and telecommunications facilities in accordance with ASTM E 1527-05.

> **National Environmental Policy Act (NEPA) Reviews:** Conducts Environmental Site Assessments, NEPA compliance studies, Biological Assessments, environmental permitting and additional NEPA requirements under the State Historic Preservation Office (SHPO) and Tribal Historic Preservation Office (THPO).

> **Faunal Density and Community Composition of the Nearshore Zone for the Florida Comprehensive Everglades Restoration Project:** Managed and expedited all biological data sampling, identification of species, data processing, publishing reports. In addition, performed GIS and data acquisitions for a National Geodetic Survey (NGS)-sponsored Shallow Water Positioning System (SWaPS) Project mapping nearshore benthic habitats in Biscayne Bay, Florida. Coordinated the GIS-based field data acquisition of continuous high-resolution photographic data to monitor benthic habitats, assisted with the spatial analysis and correlative statistics for processed field data, and published results in a peer-reviewed journals.

Audrey Krompholz, CAC

Current Position
Due Diligence Services Manager

Profession
Due Diligence Services Manager

Years' Experience
8

Joined Cardno
March 2005

Education
B.S., Environmental Science with a Biological Emphasis, University of California, Berkeley, CA, 2004

Professional Certifications
Certified Asbestos Consultant, State of California, Division of Occupational Safety and Health (CA, #09-4483, 2009)

Summary of Experience

Ms. Krompholz has experience performing and managing Phase I Environmental Site Assessments (ESAs), Transaction Screen Assessments (TSAs), Property Condition Assessments (PCAs), and industrial hygiene investigations. She develops report templates in support of due diligence and industrial hygiene service lines. Ms. Krompholz is responsible for leading staff scientists, industrial hygienists, project managers, field technicians, and subcontractors, as well as coordinating large-scale microbial remediation oversight contracts.

Significant Projects

> **Modified Environmental Site Assessments and FCC-Required Environmental Compliance Studies / Telecommunications Sector / California and Nevada.** Performed and managed over 200 Modified Phase I ESAs or FCC-required environmental compliance studies in support of telecommunication service expansion and antenna placement.

> **Environmental Site Assessments / Agricultural, Residential, Commercial, Industrial, and Government Sectors / Northern California.** Performed and managed ASTM-compliant ESAs in support of pending real estate transactions. Completed a Phase I ESA for a 12.9-acre site in San Rafael that was previously utilized as a manufactured gas plant, corporation yard, and gasoline service station; each of the prior uses had contributed to onsite contamination which required further action. Performed a Phase I ESA of a 123-acre site in Salinas which was previously utilized as a tire-manufacturing plant and was delisted from the National Priority List.

> **Transaction Screen Assessments / Education, Residential, Commercial, and Industrial Sectors / Northern California.** Performed and managed ASTM-compliant TSAs and developed a report template that complies with the revised ASTM standard and current SBA guidelines.

> **Property Condition Assessments / Residential, Commercial, and Industrial Sectors / Northern California.** Performed PCAs to include observation and report of the physical condition and maintenance of a property and its improvements. PCA reports addressed items significant for the continued operation of a facility in its current usage and occupancy, consistent with comparable properties of similar age. One PCA included an assessment of a 44-acre marina in Alameda which contained 10 piers, 530 berths, and approximately 37 buildings constructed between the early 1900's and 1984.

> **Combustible Materials Assessment / Data Center / San Jose, CA.** Developed a scope of work/report template and completed the combustible materials assessment. The report was well-received by City of San Jose Fire Department staff who commented on its thoroughness and accuracy.

- **Indoor Air Quality, Odor, and Microbial Investigations / Education, Residential, Commercial Industrial, and Government Sectors / Northern California.** Performed indoor air quality, odor, and microbial investigations at numerous site buildings and campuses throughout the San Francisco Bay Area. Investigations included visual inspections, HVAC inspections, collection of indoor air quality measurements, bulk and/or air sample collection, interpretation of findings and analytical results, report preparation, and site-specific remediation strategies.
- **Asbestos, Lead, and Dust Air Monitoring / Construction, Education, Residential, Commercial, and Industrial Sectors / Northern California.** Conducted air monitoring and oversight of construction, emergency spill/release cleanup, or abatement activities. Directed subcontractors and responded to emergency situations in adherence with the established scope of work. Recommended scope modifications in response to tenant concerns. Represented the environmental consulting company at regularly scheduled board meetings regarding abatement status.
- **Limited, Comprehensive, and Demolition ACM Surveys / Education, Residential, Commercial, and Industrial Sectors / Northern California and Oregon.** Identified, quantified and sampled suspect asbestos-containing materials (ACMs). Interpreted laboratory analytical data and provided recommendations to the client, in report format, for ACM management procedures.
- **AHERA Surveys / Education Sector / Northern California.** Re-inspected asbestos-containing building materials within multiple district campuses according to AHERA protocol. Photographed areas of concern and provided recommendations to clients, in report format, for ACM management procedures.
- **Spill Prevention, Control, and Countermeasure (SPCC) Plan / Data Center / San Francisco, CA.** Completed an SPCC plan for a light industrial data center with several backup generators and aboveground storage tanks.
- **Groundwater Monitoring / Commercial and Industrial Sectors / Northern California.** Performed groundwater monitoring activities in accordance with scheduled monitoring events designed to evaluate groundwater contamination at petroleum service stations and industrial facilities.

Training

- OSHA 40-Hour Hazardous Waste Operations Training and Refresher (CA, 2010)
- 16-Hour Microbial Investigations, Assessments and Remediation in the Indoor Environmental Training Course conducted by ATC (CA, 2008)
- Medic First Aid and CPR Training (CA, 2009)

Professional Activities

- Commercial Real Estate Women, East Bay Chapter
- National Association of Industrial and Office Properties, Associate Member 189425
- The Environmental Information Association, Member

Professional History

March 2005 to Present

> Due Diligence Services Manager / Cardno ATC (formerly ATC Associates Inc.) / Pleasanton, CA

July 2004 to March 2005

> Industrial Hygienist / Professional Service Industries, Inc. (PSI) / Oakland, CA

Hillary R. Williams

Current Position
Project Manager

Profession
Environmental Consulting

Years' Experience
9

Joined Cardno
February 2007

Education
B.S. Environmental Management, Rochester Institute of Technology, Rochester, New York, 2002

Certificate in Environmental Law & Regulation, University of Washington, Seattle, Washington, 2014

Professional Registrations
EPA AHERA-Certified Building Inspector

EPA AHERA-Certified Project Designer

OSHA 40 Hour Health and Safety Training for Hazardous Waste Operations (HAZWOPER)

Washington Department of Ecology, Certified Erosion & Sediment Control Lead (CESCL), #63499, 2013 - 2016

Niton™ XRF Spectrum Analyzer Operation Training

First Aid, CPR & AED Certified, May 2011

Summary of Experience

Ms. Williams has nine years of experience providing environmental consulting services for a variety of clients throughout Washington, Idaho, Oregon, Alaska, New York, Pennsylvania, and Canada. Ms. Williams is responsible for technical reporting, technical review, and project management of various environmental consulting projects.

Specific project experience includes: Phase I Environmental Site Assessments (ESAs), soil and groundwater investigations, stormwater compliance, Spill Prevention, Control & Countermeasure (SPCC) Plans, general environmental compliance audits, underground storage tank (UST) removal oversight, UST compliance inspections, hazardous material surveys and oversight, and general industrial hygiene monitoring activities.

Project management tasks include technical reporting, technical review, preparing cost proposals, budget management, client relationship management, project billing, compilation of scopes of work, selection of subcontractors, and training of new staff members.

Significant Projects

> Phase I ESAs, Financial & Real Estate Clients, Pacific Northwest - Conducted numerous environmental site assessments for industrial facilities, light manufacturing facilities, residential apartment complexes, retail shopping centers, hotels, commercial office buildings and undeveloped properties. Projects included historical or current property uses as landfills, gas stations, asphalt-plant, an industrial facility located within a National Priorities List (NPL) site boundary, automobile repair facilities, automobile dealerships, auto body shop, an 85-acre shopping mall, oilfield chemical storage facilities, dry cleaning and/or general industrial facilities with current and long term hazardous material use. Performed historical research including review of aerial photographs, city directories, historical tax records and building department records. Reviewed and interpreted information and data from historical reports, prior subsurface investigations, and regulatory data for each respective project. Managed and worked on multiple site portfolio ESAs requiring staff coordination and short time frames to meet client goals. Prepared proposals and bids and managed client relationships. Prepared reports as per client specific scopes and as per ASTM Standard Practices E 1527-05 & 1527-13.

> Stormwater Compliance, National Shipping Client, Greater Seattle Area – Manage general compliance with facility Stormwater Pollution Prevention Plan (SWPPP) and Industrial General Stormwater Permit specifications for two sites. Includes dispatch of field staff for quarterly stormwater sampling events, interaction with Ecology, documentation of activities showing compliance with permit, reporting, selection of additional operational, structural or source control best management practices (BMPs) as needed, management of client relationship and project scheduling.

> UST Compliance Inspections, National Shipping Client, Washington and Oregon – Inspected nine facilities for federal, state and local air agency compliance as related to USTs. Inspections included visual inspection of accessible tank components and review of required records pertaining to compliance testing, training, signage and permits. Prepared reports with recommendations to achieve compliance.

- Environmental Audits & Inspections, Real Estate Management Company, Greater Seattle Area - Performed general environmental audits and inspections per client scope of work. Conducted on-site inspections of operations areas, review of waste handling, storage and disposal practices, identified existing and required permits and examined facility records related to environmental management and regulatory requirements. Prepare reports identified potential environmental liabilities. Manage client relationship, project bids and project scheduling.
- SPCC Plans, Telecommunications, Animal Feed Production, & Regional Data Center Clients, Washington State – Prepared SPCC Plans for various facility types as per 40 CFR Part 112. On-site inspections include verifying site conditions and operations. Prepared SPCC Plans for facilities with oil storage ranging between 1,320 and 10,000-gallons of oil.
- Management Plans, National Retail Client, Lacey, Washington - Prepared a SWPPP and an Integrated Contingency Plan (ICP) including a SPCC Plan and a Hazardous Waste Contingency Plan for a national retailer's regional import warehouse/distribution center as per state and federal regulations. On-site activities include trailer loading/unloading, temporary storage and distribution of retail items, storage of oil, an emergency generator use, equipment maintenance, truck and trailer washing, and fueling. Stormwater management features included treatment ponds, mitigated wetland, detention ponds, and oil-water separators.
- UST Removal, Marine Services Client, Seattle, Washington – Washington State Site Assessor on project for removal of five USTs. Removal included the over-excavation of petroleum and lead contaminated soils from two excavations. Tasks included sub-contractor oversight and direction, logging soil samples and soil descriptions and reporting.
- Soil & Groundwater Investigations, Real Estate Clients, Greater Seattle Area – Performed and or managed subsurface investigations throughout the Greater Seattle Area, including soil boring sampling, test pit explorations, groundwater sampling and groundwater monitoring well installation, as part of property characterizations at various sites. Performed oversight of drilling contractors, logging soil core boring descriptions, soil sampling and groundwater sampling.
- Asbestos Management, Port of Seattle, SeaTac, Washington – Performed abatement oversight for projects throughout the Port of Seattle SeaTac Airport. Responsible for air sample collection, construction oversight and documentation.
- Hazardous Material Surveys, Port of Seattle, Greater Seattle Area - Performed asbestos surveys and lead-based paint assessments using an X-Ray Fluorescence (XRF) Analyzer at Port of Seattle owned properties.
- Hazardous Material Surveys, Real Estate & Financial Clients, Pacific Northwest – Perform asbestos and lead-based paint surveys throughout the Pacific Northwest. Project scopes ranged from limited interior renovation projects to full demolition projects. Perform surveys and prepare technical reports.
- Industrial Hygiene / Bechtel National, Inc., Department of Energy Hanford, Washington – Waste Treatment Plant (WTP) Construction Site – Performed industrial hygiene monitoring and sampling for metals fumes, organic vapors and dust. Collected sound monitoring events on construction workers using personal dosimeters. Responsible for completing sample forms and data interpretation for air and sound monitoring events.

Professional History
February 2007 to Current

Project Manager / Staff Scientist

CARDNO ATC, Seattle, Washington (Formerly ATC ASSOCIATES, INC.)

Technical lead, senior editor and project manager for various environmental consulting projects. Promoted to Project Manager in June 2010.

> Project experience includes: Phase I ESAs, soil and groundwater investigations, SPCC Plans, general environmental compliance audits, UST removal oversight, UST compliance inspections, stormwater compliance, asbestos management oversight projects, hazardous material surveys, and general industrial hygiene monitoring.

> Project management tasks include technical reporting, technical review, cost proposals, budget management, client relationship management, project billing, compilation of scopes of work, and selection of subcontractors.

March 2000 to January 2003

Environmental Specialist

ERDMAN ANTHONY, Rochester, New York

Full time internship and subsequent part-time employment performing Phase I ESAs and limited National Environmental Policy Act (NEPA) Screening Audits.

> Performed Phase I ESAs and limited NEPA Screening Audits, including site visits, interviews, review of aerial photographs, topographic maps, and regulatory records, communications with government agencies and Native American tribes, and report writing for numerous proposed cellular communication tower locations throughout New York and Pennsylvania.

Training

> EPA AHERA-Certified Building Inspector

> EPA AHERA-Certified Project Designer

> OSHA 40 Hour Health and Safety Training for Hazardous Waste Operations (HAZWOPER)

> Washington Department of Ecology, Certified Erosion & Sediment Control Lead (CESCL), #63499, 2013 - 2016

> Thermo NITON XRF Analyzer Training Course

> First Aid, CPR & AED Certified, May 2011

Audrey Lundin, CAC

Current Position
Due Diligence Services Manager

Profession
Due Diligence Services Manager

Years' Experience
9

Joined Cardno
March 2005

Education
B.S., Environmental Science with a Biological Emphasis, University of California, Berkeley, CA, 2004

Professional Certifications
Certified Asbestos Consultant, State of California, Division of Occupational Safety and Health (CA, #09-4483, 2009)

Summary of Experience

Ms. Lundin has experience performing and managing Phase I Environmental Site Assessments (ESAs), Transaction Screen Assessments (TSAs), Property Condition Assessments (PCAs), and industrial hygiene investigations. She develops report templates in support of due diligence and industrial hygiene service lines. Ms. Lundin is responsible for leading staff scientists, industrial hygienists, project managers, field technicians, and subcontractors, as well as coordinating large-scale microbial remediation oversight contracts.

Significant Projects

> **Modified Environmental Site Assessments and FCC-Required Environmental Compliance Studies / Telecommunications Sector / California and Nevada.** Performed and managed over 200 Modified Phase I ESAs or FCC-required environmental compliance studies in support of telecommunication service expansion and antenna placement.

> **Environmental Site Assessments / Agricultural, Residential, Commercial, Industrial, and Government Sectors / Northern California.** Performed and managed ASTM-compliant ESAs in support of pending real estate transactions. Completed a Phase I ESA for a 12.9-acre site in San Rafael that was previously utilized as a manufactured gas plant, corporation yard, and gasoline service station; each of the prior uses had contributed to onsite contamination which required further action. Performed a Phase I ESA of a 123-acre site in Salinas which was previously utilized as a tire-manufacturing plant and was delisted from the National Priority List.

> **Transaction Screen Assessments / Education, Residential, Commercial, and Industrial Sectors / Northern California.** Performed and managed ASTM-compliant TSAs and developed a report template that complies with the revised ASTM standard and current SBA guidelines.

> **Property Condition Assessments / Residential, Commercial, and Industrial Sectors / Northern California.** Performed PCAs to include observation and report of the physical condition and maintenance of a property and its improvements. PCA reports addressed items significant for the continued operation of a facility in its current usage and occupancy, consistent with comparable properties of similar age. One PCA included an assessment of a 44-acre marina in Alameda which contained 10 piers, 530 berths, and approximately 37 buildings constructed between the early 1900's and 1984.

> **Combustible Materials Assessment / Data Center / San Jose, CA.** Developed a scope of work/report template and completed the combustible materials assessment. The report was well-received by City of San Jose Fire Department staff who commented on its thoroughness and accuracy.

- **Indoor Air Quality, Odor, and Microbial Investigations / Education, Residential, Commercial Industrial, and Government Sectors / Northern California.** Performed indoor air quality, odor, and microbial investigations at numerous site buildings and campuses throughout the San Francisco Bay Area. Investigations included visual inspections, HVAC inspections, collection of indoor air quality measurements, bulk and/or air sample collection, interpretation of findings and analytical results, report preparation, and site-specific remediation strategies.
- **Asbestos, Lead, and Dust Air Monitoring / Construction, Education, Residential, Commercial, and Industrial Sectors / Northern California.** Conducted air monitoring and oversight of construction, emergency spill/release cleanup, or abatement activities. Directed subcontractors and responded to emergency situations in adherence with the established scope of work. Recommended scope modifications in response to tenant concerns. Represented the environmental consulting company at regularly scheduled board meetings regarding abatement status.
- **Limited, Comprehensive, and Demolition ACM Surveys / Education, Residential, Commercial, and Industrial Sectors / Northern California and Oregon.** Identified, quantified and sampled suspect asbestos-containing materials (ACMs). Interpreted laboratory analytical data and provided recommendations to the client, in report format, for ACM management procedures.
- **AHERA Surveys / Education Sector / Northern California.** Re-inspected asbestos-containing building materials within multiple district campuses according to AHERA protocol. Photographed areas of concern and provided recommendations to clients, in report format, for ACM management procedures.
- **Spill Prevention, Control, and Countermeasure (SPCC) Plan / Data Center / San Francisco, CA.** Completed an SPCC plan for a light industrial data center with several backup generators and aboveground storage tanks.
- **Groundwater Monitoring / Commercial and Industrial Sectors / Northern California.** Performed groundwater monitoring activities in accordance with scheduled monitoring events designed to evaluate groundwater contamination at petroleum service stations and industrial facilities.

Training

- OSHA 40-Hour Hazardous Waste Operations Training and Refresher (CA, 2010)
- 16-Hour Microbial Investigations, Assessments and Remediation in the Indoor Environmental Training Course conducted by ATC (CA, 2008)
- Medic First Aid and CPR Training (CA, 2009)

Professional Activities

- Commercial Real Estate Women, East Bay Chapter
- National Association of Industrial and Office Properties, Associate Member 189425
- The Environmental Information Association, Member

Professional History

March 2005 to Present

> Due Diligence Services Manager / Cardno ATC (formerly ATC Associates Inc.) / Pleasanton, CA

July 2004 to March 2005

> Industrial Hygienist / Professional Service Industries, Inc. (PSI) / Oakland, CA

Appendix J

Records of Communication

```
Plant number ........... 14855   B4855
Business name .......... Equity Office The Pruneyard
Location address ....... 1901 So Bascom Ave
   City ................ Campbell, CA  95008
   Telephone ........... (408) 371-4700
Mailing address ........ 1875 So Bascom Ave, #2440
   City ................ Campbell, CA  95008
SIC ................... 6798
NAICS .................. 531390
Contact ................ Amancio Felix
   Title ............... Chief Engineer
   Address ............. 1875 So Bascom Ave, #2440
   City ................ Campbell, CA  95008
   Telephone ........... (408) 796-3277
Permit engr, Current ... Sheryl L Wallace (438)
             Former .... Bob Nishimura (404)
Renewal period, months . 24
Ownership type ......... Private
Inside city limits ..... Yes

Approved Emissions ..... 06Nov13   (latest renewal PO issuance date)

Particulate ............      .00  tons/year            .00  lbs/day
Organics ...............      .00  tons/year            .02  lbs/day
Nitrogen Oxides ........      .01  tons/year            .05  lbs/day
Sulfur Dioxide .........      .00  tons/year            .00  lbs/day
Carbon Monoxide ........      .00  tons/year            .01  lbs/day

Sources by Type

Abatement devices ...... 0
Fuel combustion ........ 1
General source ......... 0
Loading/handling ....... 0
Surface coaters ........ 0
Organic solvent ........ 0
Tankage ................ 0

Total sources .......... 1


           Plant #: 14855
      Company name: Equity Office The Pruneyard
          Location: 1901 So Bascom Ave, Campbell, CA  95008


     Application #: 6175
     Project title: Generator
          Engineer: Kash V Afshar [1188]
          Received: 08/21/02
 Final disposition: Waived A/C, 12/04/02
```

Fax Transmittal

To:	Melinda Wong: RWQCB-SF Region	**Fax:**	510-622-2460
From:	Destiny Hazra	**Date:**	August 8, 2014
Re:	File Review	**Pages:**	1
Cc:	destiny.hazra@cardno.com Phone: 305-610-1935		

Cardno ATC

6602 Owens Drive
Suite 100
Pleasanton, California 94588

Phone +1 925-460-5300
Fax +1 925-463-2559
www.cardno.com

www.cardnoatc.com

☐ **Urgent** ☐ **Confidential** ☐ **Distribute to multiple personnel**

Date response needed by: 8/15/14

Additional Notes:

Dear Melinda:

Cardno ATC is conducting an environmental site assessment and would like to review files for the following addresses:

PruneYard at Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Bascom Ave.
Campbell, CA 95008

If you have any files for the above listed sites, please contact me as soon as possible to set up the earliest available appointment for a file review. I appreciate your prompt attention to this matter. If you have any questions, please feel free to contact me.

Thank you,

Cardno ATC

Fax Transmittal

To:	Santa Clara County Building Dept.	**Fax:**	(408) 279-8537
From:	Destiny Hazra	**Date:**	August 8, 2014
Re:	File Review	**Pages:**	1
Cc:	destiny.hazra@cardno.com		

Cardno ATC

6602 Owens Drive
Suite 100
Pleasanton, California 94588

Phone +1 925-460-5300
Fax +1 925-463-2559
www.cardno.com

www.cardnoatc.com

☐ **Urgent** ☐ **Confidential** ☐ **Distribute to multiple personnel**

Date response needed by: 8/15/14

Additional Notes:

Dear Staff:

Cardno ATC is conducting an environmental site assessment and would like to review building permits for the following addresses:

PruneYard at Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Bascom Ave.
Campbell, CA 95008

If you have any files for the above listed site, please contact me as soon as possible to set up the earliest available appointment for a file review. I appreciate your prompt attention to this matter. If you have any questions, please feel free to contact me.

Thank you,

Cardno ATC

Fax Transmittal

To:	Santa Clara Env. Health Dept.	**Fax:**	408-280-6479
From:	Destiny Hazra	**Date:**	August 8, 2014
Re:	File Review	**Pages:**	1
Cc:	destiny.hazra@cardno.com		

Cardno ATC

6602 Owens Drive
Suite 100
Pleasanton, California 94588

Phone +1 925-460-5300
Fax +1 925-463-2559
www.cardno.com

www.cardnoatc.com

☐ **Urgent** ☐ **Confidential** ☐ **Distribute to multiple personnel**

Date response needed by: 8/15/14

Additional Notes:

Dear Staff:

Cardno ATC is conducting environmental site assessments and would like to review files for the following addresses:

PruneYard Shopping Center
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Bascom Ave.
Campbell, CA 95008

If you have any files for the above listed site, please contact me as soon as possible to set up the earliest available appointment for a file review. I appreciate your prompt attention to this matter. If you have any questions, please feel free to contact me.

Thank you,

Cardno ATC

FIRE DEPARTMENT
SANTA CLARA COUNTY

14700 Winchester Blvd., Los Gatos, CA. 95032-1818
(408) 378-4010 • (408) 378-9342 (fax) • www.sccfd.org

Internationally Accredited Agency

APPLICATION FOR COPIES OF PUBLIC RECORDS

Read Instructions For Review Carefully

COMPANY OR SITE FOR WHICH RECORDS ARE REQUESTED

Please Type or Print Legibly

BUSINESS NAME: Pruneyard Shaooping Center

STREET ADDRESS: 1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Bascom Ave.

CITY/ZIP: Campbell, CA

INFORMATION REQUESTED BY:

NAME: Destiny Hazra

BUSINESS NAME: Cardno ATC

STREET: 2400 Camino Ramon, Suite 360

CITY/ZIP: San Ramon, CA 94583

PHONE: (+1) 925-804-2861 FAX: (+1) 305-357-1879

INFORMATION REQUESTED

Storage tanks, hazardous wastes, incidents of release

INSTRUCTIONS FOR REVIEW OF FIRE DEPARTMENT RECORDS

1. Applications for review of public records must be submitted on Santa Clara County Fire Department's standard application form.

2. The specific street address must be provided for the site. Additional sites must be submitted on separate application forms.

3. You will be contacted by telephone when files are available and a time will be scheduled for the files to be reviewed. Please allow 10 working days for files to be made available.

4. If the files are not reviewed on the date scheduled, and no contact is made to reschedule, the records will be returned to the files and a new application must be submitted.

5. Files must be reviewed in the designated area of the Bureau of Fire Prevention office.

6. No documents may be removed from the files. Contents of files may not be reorganized.

7. File reviews must be completed no later than 5:00 pm. You will be allowed to return at 8:00am the next work day to complete your review if necessary.

8. If extended time is required to review files, notify our office and the files will be kept available for your review for up to five working days.

9. Copying of documents is allowable with the exception of maps and drawings. A $5.00 fee is charged for copying plus 10 cents per page printed. Fees must be paid by check or exact change only.

I have read and understand the above instructions.

_____ 8/8/14

SIGNATURE DATE

(Form #1/95 Rev. 03/19/12)

Fax Transmittal

To:	Santa Clara Valley Water District	**Fax:**	408-266-0271
From:	Destiny Hazra	**Date:**	August 8, 2014
Re:	File Review	**Pages:**	1
Cc:	destiny.hazra@cardno.com		

Cardno ATC

6602 Owens Drive
Suite 100
Pleasanton, California 94588

Phone +1 925-460-5300
Fax +1 925-463-2559
www.cardno.com

www.cardnoatc.com

☐ **Urgent** ☐ **Confidential** ☐ **Distribute to multiple personnel**

Date response needed by: 8/15/14

Additional Notes:

Dear Staff:

Cardno ATC is conducting environmental site assessments and would like to review files for the following addresses:

PruneYard at Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Bascom Ave.
Campbell, CA 95008

If you have any files for the above listed sites, please contact me as soon as possible to set up the earliest available appointment for a file review. I appreciate your prompt attention to this matter. If you have any questions, please feel free to contact me.

Thank you,

Cardno ATC

Destiny Hazra

From: Banks, Rina <Rina.Banks@deh.sccgov.org>
Sent: Monday, August 18, 2014 9:35 AM
To: Destiny Hazra
Subject: Response to Records Request 080814D
Attachments: FA0200210-PHYSICAL FILE.pdf

Good morning Destiny Hazra,

Thank you for your recent record request received on 08/08/2014 for the following address in Campbell:

1875 S Bascom Ave – physical file
1887, 1901, 1909, 1919, 1995 & 1999 S Bascom Ave – No records

Due to the file size, as a courtesy, the physical file has been scanned & attached for your review.

Please be advised that in some cities, other participating agencies may be responsible for maintaining the type of files you requested. This link may be of assistance in determining who will have the documents you are looking for in the future:
UNIDOCS – Who regulates what in Santa Clara County
http://www.unidocs.org/members/whoregulateswhat.html

Best regards,

Rina Banks
Senior Office Specialist
Department of Environmental Health
1555 Berger Drive, Building 2, Suite 300
San Jose, CA 95112
www.ehinfo.org
408-918-3428 Direct Line
408-258-5891 Fax
Email: rina.banks@deh.sccgov.org

Please consider the environment before printing this email.

NOTICE: This email message and/or its attachments may contain information that is confidential or restricted. It is intended only for the individuals named as recipients in the message. If you are NOT an authorized recipient, you are prohibited from using, delivering, distributing, printing, copying, or disclosing the message or content to others and must delete the message from your computer. If you have received this message in error, please notify the sender by return mail.

Appendix K

Laboratory Reports

THIS SECTION NOT USED

Appendix L

Other Supporting Documentation

Pruneyard At Campbell
1875, 1887, 1901, 1909, 1919, 1995, & 1999 S. Basc
Campbell, CA 95008

Inquiry Number: 4031842.8
August 08, 2014

EDR Building Permit Report

Target Property and Adjoining Properties

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Building Permit Report: Search Documentation

8/08/14

Site Name:
Pruneyard At
1875, 1887, 1901,
Campbell, CA 95008

EDR Inquiry # 4031842.8

Client Name:
Cardno ATC #75
6602 Owens Drive
Pleasanton, CA 94588

Contact: Destiny Hazra

Search Documentation

DATA GAP

The complete collection of Building Permit data available to EDR has been searched, and as of 8/08/14, EDR does not have access to building permits in the city where your target property is located (Campbell, CA).

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED ORIMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THEMAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALLRISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OFERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL,INCIDENTAL CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLYLIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risklevels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providingany facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by anenvironmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to beconstrued as legal advice.

Copyright 2011 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EDR BUILDING PERMIT REPORT

About This Report

The EDR Building Permit Report provides a practical and efficient method to search building department records for indications of environmental conditions. Generated via a search of municipal building permit records gathered from more than 1,600 cities nationwide, this report will assist you in meeting the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

Building permit data can be used to identify current and/or former operations and structures/features of environmental concern. The data can provide information on a target property and adjoining properties such as the presence of underground storage tanks, pump islands, sumps, drywells, etc., as well as information regarding water, sewer, natural gas, electrical connection dates, and current/former septic tanks.

ASTM and EPA Requirements

ASTM E 1527-13 lists building department records as a "standard historical source," as detailed in § 8.3.4.7: "Building Department Records - The term building department records means those records of the local government in which the property is located indicating permission of the local government to construct, alter, or demolish improvements on the property." ASTM also states that "Uses in the area surrounding the property shall be identified in the report, but this task is required only to the extent that this information is revealed in the course of researching the property itself."

EPA's Standards and Practices for All Appropriate Inquires (AAI) states: "§312.24: Reviews of historical sources of information. (a) Historical documents and records must be reviewed for the purposes of achieving the objectives and performance factors of §312.20(e) and (f). Historical documents and records may include, but are not limited to, aerial photographs, fire insurance maps, building department records, chain of title documents, and land use records."

Methodology

EDR has developed the EDR Building Permit Report through our partnership with BuildFax, the nation's largest repository of building department records. BuildFax collects, updates, and manages building department records from local municipal governments. The database now includes 30 million permits, on more than 10 million properties across 1,600 cities in the United States.

The EDR Building Permit Report comprises local municipal building permit records, gathered directly from local jurisdictions, including both target property and adjoining properties. Years of coverage vary by municipality. Data reported includes (where available): date of permit, permit type, permit number, status, valuation, contractor company, contractor name, and description.

Incoming permit data is checked at seven stages in a regimented quality control process, from initial data source interview, to data preparation, through final auditing. To ensure the building department is accurate, each of the seven quality control stages contains, on average, 15 additional quality checks, resulting in a process of approximately 105 quality control "touch points."

For more information about the EDR Building Permit Report, please contact your EDR Account Executive at (800) 352-0050.

EDR® Environmental Data Resources Inc

BUILD FAX® PROPERTY HISTORY

November 1, 1988

Signed off

Mr. Paul Gantt
Fire Marshal
Campbell Fire Department
123 South Union Avenue
Campbell, CA 95008

Dear Mr. Gantt:

Subject: Sign Off of Fuel Leak at 123 Union Avenue

This letter is in response to your letter concerning the sign off of the Campbell Fire Departments fuel leak at 123 Union Avenue.

You may be pleased to know that we have reviewed the case and have submitted your case to the Regional Water Quality Control Board for final sign off at their November meeting.

As I am sure you are aware, the Santa Clara Valley Water District does not have the authority to sign off cases but can only recommend that cases by signed off by the Regional Water Quality Control Board.

Since this case is the first to be formally reviewed for sign off under this program, it has taken a significant amount of time. This time was necessary because interagency sign off procedures had to be defined and developed between the Regional Water Quality Control Board and the District. Also, the impacts of these procedures for sign off on the contract between the State Water Resources Control Board and the District had to be evaluated to determine if the terms of the contract may be violated.

Your cooperation and patience has been appreciated. If you have any questions, you can call me at extension 239.

Sincerely,

ORIGINAL SIGNED BY

Beau Goldie
Associate Civil Engineer
Water Contamination Control Division

cc: B. Goldie
D. Chesterman

BG:nn:T-3

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
SAN FRANCISCO BAY REGION
1111 JACKSON STREET, ROOM 6040
OAKLAND 94607

Phone, Area Code 415
464-1255

1/3 BG
LJC
7-11

December 30, 1988
File No. 2188.14 (DCW)

Mr. Tyrone Chew
Campbell City Fire Department
123 Union Avenue
Campbell, CA 95008

re: Case Closure for Campbell City Fire Dept, 123 Union Ave., Campbell

Dear Mr. Chew:

The Santa Clara Valley Water District has submitted a report which summarizes the investigation and cleanup of hydrocarbon pollution at the above site, and recommends that the case be closed. Regional Board staff have reviewed this report and concurred with this recommendation. Therefore, based on the available information for the above site, it appears that further investigation and cleanup of fuel hydrocarbons is not necessary. Further work could be required if conditions change or a water quality threat is discovered at the site.

Sincerely,

Steven Ritchie
Executive Officer

cc: SCVWD, attn. Beau Goldie

CASE CLOSURE MEMORANDUM

Site: Campbell Fire Department
123 Union Avenue
Campbell, CA 95008

Date: October 21, 1988

Background

On February 2, 1987, Captain Tyrone Chew of the Campbell Fire Department filed an unauthorized release form for Campbell Fire Department's own site at 123 Union Avenue in Campbell. The report indicated that an "unknown quantity" of gasoline was lost.

The leak in the piping was detected by a vapor monitoring system with a sensitivity of 250 ppm vapor. Upon investigation, within a one week period, the leak was determined to be from a product delivery line located approximately 18 inches below grade and based upon variations of the vapor monitor readings occurred only during pumping. The soils around the leak were then excavated and the piping repaired. The amount of material removed is estimated to be less than one cubic yard. Visibly contaminated soils were removed and hauled off to a Class I waste disposal site. No residual soil samples were collected. The system was put back into operation and the monitoring system was reactivated. Subsequent monitoring did not shown any reoccurrence of leakage.

On November 25, 1987 an on-site meeting was held with representatives from the Campbell Fire Department, the Santa Clara Valley Water District (SCVWD), and the San Francisco Bay Regional Water Quality Control Board (RWQCB). After discussion, it was agreed that soil samples would be taken and analyzed for Total Petroleum Hydrocarbons (TPH) per RWQCB guidelines to determine if there was any residual soil contamination.

Investigative Methods

A soil boring was to be performed in order to collect two soil samples; one sample at the interface between the piping trench backfill and the native material, a second sample located two feet into the native material. Prior to drilling, it was discovered that the piping was located directly over the storage tank in the backfill material. Therefore, the pipeline backfill and the storage tank backfill are the same. In order to prevent puncturing the storage tank, the boring location was moved 4 to 5 feet away from the piping leak. During performance of this boring, at a depth of 12.9 feet below grade (approximately 0.9 feet below the bottom of the tank), an impenetrable material was encountered at which rig refusal occured. Several additional borings were performed each encountering the impenetrable material at the same elevation. A final boring was performed, again encountering the impenetrable material, approximately 4 to 5 feet north of the repaired piping leak. In this final boring a sample of the backfill material (pea gravel) was collected because it was not possible to get a native soil sample. The attached site plan shows the location of the final boring and the location of the repaired piping leak.

The sample of the backfill material was collected by driving an three-inch PVC casing to approximately 12 feet below grade (approximately 0.9 feet below the bottom of the storage tank), removing the backfill material from inside the casing by using a three-inch hand auger, and driving a Shelby tube with brass sleeves into the impenetrable material. The sample was taken, secured per RWQCB's Guidelines, and refrigerated for

preservation during transport to the laboratory. This method of sample collection appears to provide adequate data for determining if a significant leak has occurred. Because a significant leak occurred it would have spread laterally over the impermeable layer.

The sample was received by Anametrix laboratory within two hours after collection. A properly completed chain-of-custody documentation was included for the sample.

The soil sample was analyzed using the modified EPA method 8015 with either headspace or purge and trap and the modified EPA method 8020. The soil sample was found to have nondetectable levels of Total Volatile Hydrocarbons (TVH), benzene, toluene, ethylbenzene, and total xylenes (BTEX). The detection limit for TVH was 5 ppm and the limits for BTEX were 2 ppm respectively. The TVH results are equivalent to the TPH result as stated in the guidelines. Anametrix Laboratories is certified by the Department of Health Services for these analytical methods.

Hydrology

Since the contamination did not extend beyond the backfill area of the tank, staff did not require a hydrogeologic assessment of this site.

Extent of Contamination

From the initial and subsequent investigation, contamination appears to be confined to the vicinity of the piping leak within the backfill. Although a sample of the native material could not be collected, if any significant contamination had been present it would have migrated downward through the fill material, encountered the impenetrable layer at the bottom of the fill, and spread laterally on the impermeable layer where the soil sample was obtained. Detectable levels of contamination would have been found in the laboratory analysis.

Beneficial Uses

The present and potential beneficial uses applicable to the groundwater underlying this site, as defined in the RWQCB's 1982 report Water Quality Control Plan San Francisco Bay Basin (2), are: municipal supply, industrial process water supply, industrial service supply, and agricultural uses.

Cleanup Options

Cleanup was effectively performed by the excavation and disposal of the soils in the vicinity of the piping leak. No further cleanup options were evaluated.

Verification Monitoring

No additional verification monitoring is necessary. However, the existing vapor monitoring system for the storage tank would provide some protection in the event the extent of pollution was not completely defined.

Recommendation

Based on the SCVWD staff information regarding the remedial activites, and subsequent testing of this site, it is SCVWD staff's opinion that the water quality objectives of the RWQCB have been satisfied. We, therefore, recommend that the RWQCB conclude this case with appropriate final procedures.

Thomas Graves

Prepared by Thomas Graves

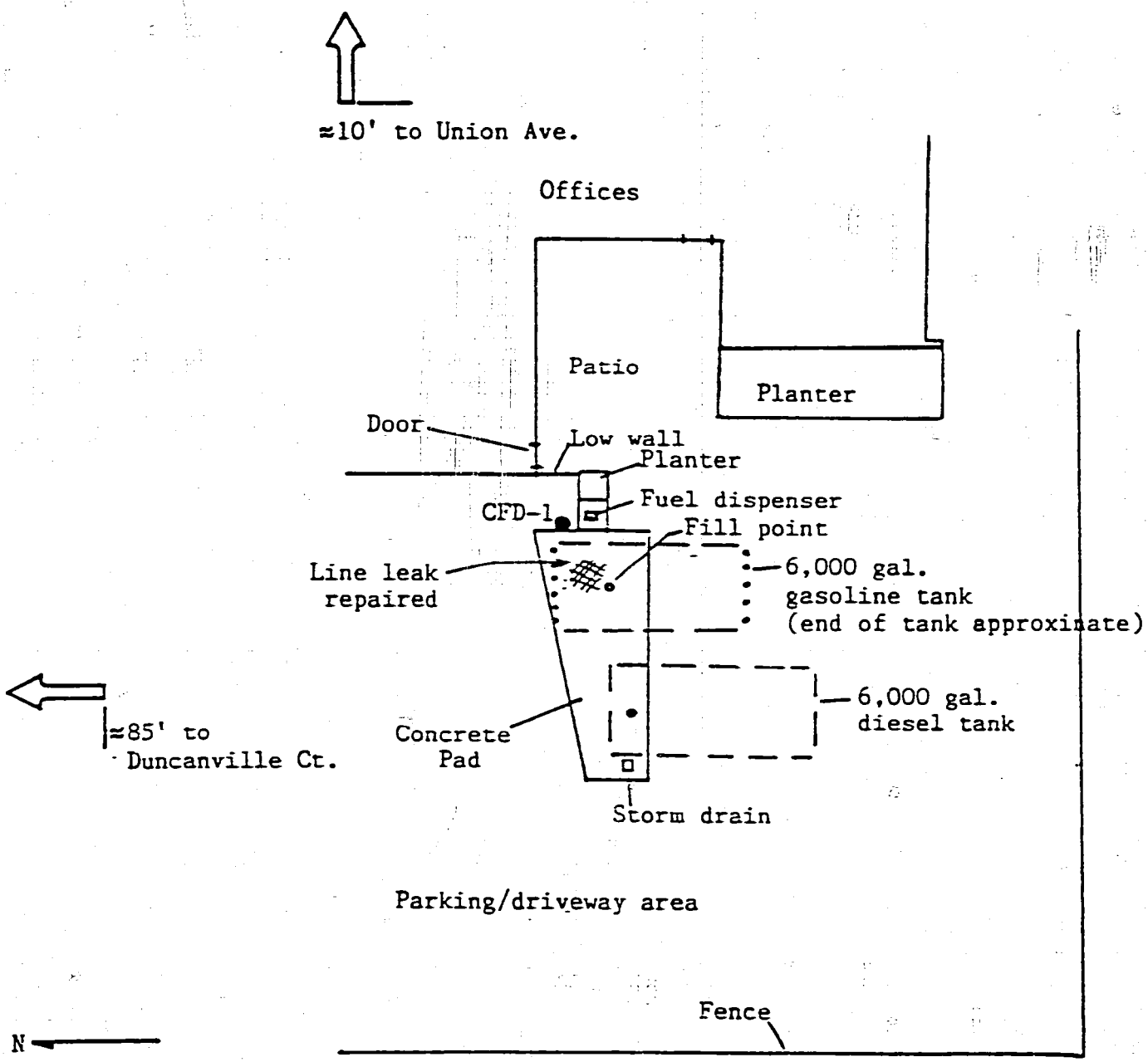
Thomas I. Iwamura

Geologic Review by Tom Iwamura

Engineering Review by Beau Goldie

Approved by Dave Chesterman

BG:psw



Symbol
● Soil sample location

0 15'
Scale

Site Map - Campbell Fire Department Headquarters
123 Union Avenue
Campbell, CA 95008

Geonomics Inc.
Suite 212
100 West Rincon Avenue
Campbell, CA 95008
(408) 374-9116

CASE CLOSURE MEMORANDUM

Site: Campbell Fire Department
123 Union Avenue
Campbell, CA 95008

Date: September 30, 1988

Background

On February 2, 1987, Captain Tyrone Chew of the Campbell Fire Department filed an unauthorized release form for Campbell Fire Department's own site at 123 Union Avenue in Campbell. The report indicated that an "unknown quantity" of gasoline was lost.

The leak in the piping was detected by a vapor monitoring system with a sensitivity of 250 ppm vapor. Upon investigation, within a one week period, the leak was determined to be from a product delivery line located approximately 18 inches below grade and based upon variations of the vapor monitor readings occurred only during pumping. The soils around the leak were then excavated and the piping repaired. Visibly contaminated soils were removed and hauled off to a Class I waste disposal site. The system was put back into operation and the monitoring system was reactivated. Subsequent monitoring did not shown any reoccurrence of leakage.

On November 25, 1987 an on-site meeting was held with representatives from the Campbell Fire Department, the Santa Clara Valley Water District (SCVWD), and the San Francisco Bay Regional Water Quality Control Board (RWQCB). After discussion, it was agreed that soil samples would be taken and analyzed for Total Petroleum Hydrocarbons (TPH) per RWQCB guidelines to determine if there was any residual soil contamination.

Investigative Methods

A boring was performed in order to collect a soil sample in the native soil. At a depth of 12.9 feet below grade (approximately 0.9 feet below the bottom of the tank) an impenetrable material was encountered at which rig refusal occured. Several additional borings were performed each encountering the impenetrable material at the same elevation. A final boring was performed, again encountering the impenetrable material, approximately 4 to 5 feet north of the repaired piping leak. In this final boring a sample of the backfill material (pea gravel) was collected. The attached site plan shows the location of the final boring.

The sample of the backfill material was collected by driving an three-inch PVC casing to approximately 12 feet below grade (approximately 0.9 feet below the bottom of the storage tank), removing the backfill material from inside the casing by using a three-inch hand auger, and driving a Shelby tube to the impenetrable material. The sample was extracted, secured per RWQCB's Guidelines, and refrigated for preservation during transport to the laboratory. This method of sample collection appears to provide adaquate data for determining if a significant leak has occured.

The sample was received by Anametrix laboratory within two hours after collection. A properly completed chain-of-custody documentation was included for the sample.

The soil sample was analyzed using the modified EPA method 8015 with either headspace or purge and trap and the modified EPA method 8020. The soil sample was found to have nondetectable levels of Total Volitile Hydrocarbons (TVH), benzene, toluene,

ethylbenzene, and total xylenes (BTEX). The detection limit for TVH was 5 ppm. and the limits for BTEX were 2,2,2, and 2 ppm. respectively. Anametrix Laboratories is certified by the Department of Health Services for these analytical methods.

Hydrology

Since the contamination did not extend beyond the backfill area of the tank, staff did not require a hydrogeologic assessment of this site.

Extent of Contamination

From the initial and subsequent investigation, contamination appears to be confined to the vicinity of the piping leak within the backfill. Although a sample of the native material could not be collected if any significant contamination had been present it would have migrated downward through the fill matieral and would have encountered the impenetrable layer at the bottom of the fill where the soil sample was obtained. Detectable levels of contamination would have been found in the laboratory analysis.

Beneficial Uses

The present and potential beneficial uses applicable to the groundwater underlying this site, as defined in the RWQCB's 1982 report Water Quality Control Plan San Francisco Bay Basin (2), are: municipal supply, industrial process water supply, industrial service supply, and agricultural uses.

Cleanup Options

No clean up options were evaluated because cleanup was effectively performed by the excavation and disposal of the soils in the vicinity of the piping leak.

Verification Monitoring

The existing vapor monitoring system required by the cities local ordinances for the operation of underground storage tanks should be adequate for detecting any contamination due to the stored gasoline. Therefore, no additional verification monitoring is necessary.

Recommendation

Based on this information which is currently and actually known to the SCVWD, we conclude that the site poses no significant threat to public health, welfare, or the environment with regard to a release of hazardous waste or substances from the underground storage tanks located at the site; and therefore recommend that any additional removal/remedial measures is not necessary.

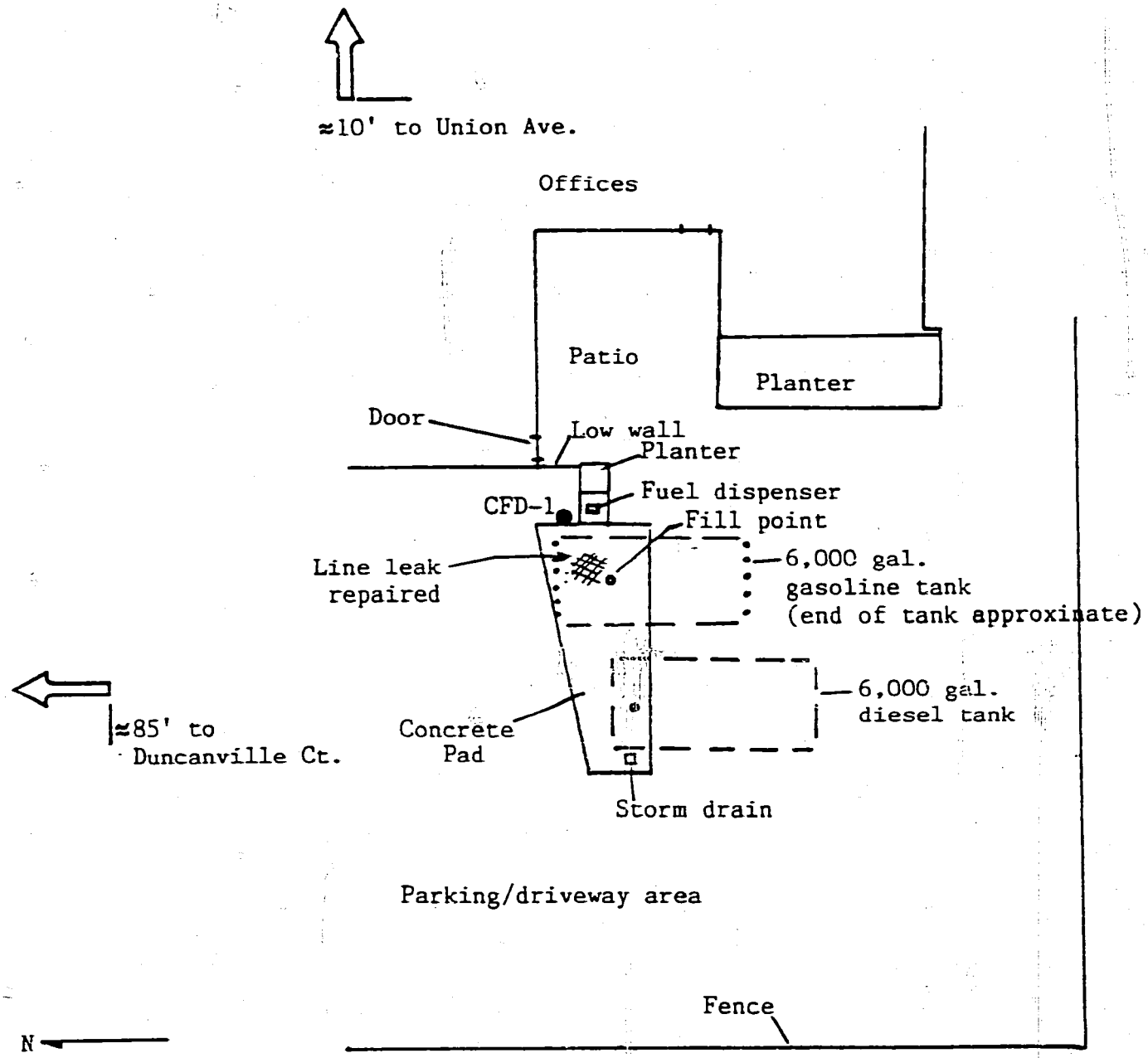
Prepared by Thomas Graves

Geologic Review by Tom Iwamura

Engineering Review by Beau Goldie

Approved by Dave Chesterman

BG:psw



Symbol
● Soil sample location

0 15'
Scale

Site Map - Campbell Fire Department Headquarters
123 Union Avenue
Campbell, CA 95008

Geonomics Inc.
Suite 212
100 West Rincon Avenue
Campbell, CA 95008
(408) 374-9116

HMCD Data Input Document and Adjustment Form

Effective Date: _____

Current Information:

Owner ID: _____ Facility ID: 200210

Program/Tank ID(s): _____

Facility Name: Photomaster Co

Site Address: 1875 S. Bascom Ave, CA

Modify Information:

Owner: _____ Phone: _____

Facility: _____

☐ Mailing / ☐ Billing Address: _____

Invoice "Care of" Contact Name: _____ Change Designated Employee (Inspector) ID to: _____

Set A/R Mailing Code: ☐ A – Account Mailing Address ☐ F – Facility Mailing Address; ☐ O – Owner Mailing Address

Set Program "Mail to" Code to: ☐ F – Facility Mailing Address; ☐ O – Owner Mailing Address

☐ Change PE to: _____ ☐ Rebill Now ☐ Do Not Rebill

Set Current Status: ☐ 01 – Active, billable; ☒ 02 – Inactive ☐ 04 – Active, exempt from billing

Set Discount Code: ☐ 8880 – One Month Discount; ☐ 8881 – Two Month Discount; ☐ 8882 – Three Month Discount;
☐ 8883 – Four Month Discount; ☐ 8884 – Five Month Discount; ☐ 8885 – Six Month Discount;
☐ 8886 – Seven Month Discount; ☐ 8887 – Eight Month Discount; ☐ 8888 – Nine Month Discount;
☐ 8889 – Ten Month Discount; ☐ 8890 – Eleven Month Discount.

Set "Date of Last Billing" as: _____ effective _____

Set "Permit is Valid from" Date as: _____ Set "Permit is Valid to" Date as: _____

☒ Other (describe): Business closed

Fiscal Adjustment Information:

Account ID: 1200210 Invoice ID: 0849040 Adjusted Amount: $ 246.63

Reason(s) for Adjustment: *(Check all that apply)*

☒ Close Account; ☒ Delete Charge; ☐ Ownership Change; ☐ Refer to DOR; ☐ Refund; ☒ Waive Delinquency;

☐ Transfer Payment FROM Invoice ID _____ TO Invoice ID _____

☐ Other (describe): _____

Comments:

Unable to locate folder for active files.
Onsite visit & phone to Pruneyard leasing conf. closed last Sept.

Prepared by: Marlen Dupesm **Date:** 5/27/05

Lead/Manager Initials: RDW **Date:** 5/31/2005 **Input by:** DONE **Date:** JUN 01 2005

County of Santa Clara

Department of Environmental Health
Hazardous Materials Compliance Division
2220 Moorpark Avenue
P.O. Box 28070
San Jose, CA 95159-8070
(408) 299-6930 Fax (408) 280-6479

Program Record ID	E	SC	Time
316357	~~2205~~	01	120
	~~2205~~		
	2272		

OFFICIAL NOTICE OF INSPECTION

Facility Name: Photomaster		Inspection Date: 5/22/01
Site Address: 1875 S. Bascom Ave, Campbell		Work Area:
Contact Person(s): William Lin		Employee No.: 6010
Inspection Type:	☐ Hazardous Materials ☒ Hazardous Waste ☐ Toxic Gas ☐ Cal-Accidental Release Prevention Program ☐ Medical Waste Storage/Treatment ☐ Medical Waste Generator	Samples Taken? ☐ Yes; ☒ No. Photographs Taken? ☐ Yes; ☒ No.

VIOLATIONS: Codes noted below in the "Violation Code" column represent specific violations of State law and/or local Ordinance. These codes are defined in the attached Violation Codes document(s). Time granted for correction of violations does not preclude any enforcement action by this Department or other agencies. This facility may be subject to reinspection at any time.

Violation Codes	Summary of Violations, Notice to Comply, Observations, and Required Corrective Actions	Corrective Actions Taken
	Facility generates less than permittable	
	quantities.	
	New permit application submitted at	
	time of inspection.	
	Hazardous Waste Generator Permit	
	will be adjusted to show new generation	
	levels.	
	Be sure to dispose of Fixer/Developer	
	waste properly & keep disposal	
	records.	
	If you have any questions or	
	problems, please call me at	
	(408) 299-6648	

All violations must be corrected within 30 days of the inspection date unless noted otherwise, above. Section 25187.8 of the State Health and Safety Code (H&SC) requires that you write a brief description of the corrective actions you have taken to bring this facility into compliance and submit it to this Department within 5 days of achieving compliance, or within 35 days of the inspection date, whichever comes first. ***(Note: Detailed instructions on actions you must take are printed on the reverse side of this page.)***

Received by: [signature] Inspected by: Mike Benjamin Entered by: 100916 6/14/01

Certification: I certify under penalty of perjury that this facility has complied with directives specified in this Notice to Comply.

Signature of Owner/Operator: _____ Title: _____ Date: ___/___/___

FACILITY SENDS YELLOW COPY TO AGENCY, KEEPS PINK COPY.

THE OFFICIAL NOTICE OF INSPECTION EXPLAINED

This Official Notice of Inspection (Notice of Inspection) describes the findings made during the inspection, including all violations and any actions that must be taken by the facility to correct the violations. All violations must be corrected within 30 days of the inspection date unless noted otherwise by the inspector.

Within five working days of achieving compliance, or within 35 days of the inspection, whichever comes first, you must submit a written response which describes the corrective actions you have taken or - for those violations which are impossible to correct within 30 days - propose to take in order to bring your facility into compliance. Where proposed corrective actions are described, you must specify a date by which you expect each violation to be corrected. After you have addressed each violation, complete the certification box located at the bottom of page 1 of the Notice of Inspection. Your description of corrective actions taken, along with your signed certification of the Notice of Inspection and any required supporting documents, will serve as your written response to the inspection. Your response must be mailed to the Santa Clara County Hazardous Materials Compliance Division (HMCD) at P.O. Box 28070, San Jose, CA 95159-8070.

What Does the Information in Each Column Mean?

Violation Code: Codes listed in this column identify specific violations of laws, regulations, or codes which were observed during this inspection. Definitions of Violation Codes are listed on the attached Violation Codes document(s).

Summary of Violations, Notice to Comply, Observations, and Required Corrective Actions: Information noted in this column describes the circumstances of any violations noted in the first column and describes how the violations may be corrected. Additionally, the inspector may use this space to note any additional observations resulting from the inspection.

Corrective Actions Taken: This column on the Notice of Inspection has been provided so that you can note how you have corrected or propose to correct each violation. Where proposed corrective actions are described, you must specify a date by which you expect each violation to be corrected. If more space is needed, attach additional pages.

Why Were Two Copies of the Notice of Inspection Given to Me?

You have been given two copies so you will have a copy for your own records after you submit your written response to HMCD. Do not separate the copies until you have described all of your corrective actions and signed the certification box on page 1. The yellow copy of each page must be submitted to HMCD. The pink copy is for your records.

What if I Disagree With a Violation Noted on the Notice of Inspection?

If you disagree with any violation listed in this Notice of Inspection, you must submit a written Notice of Disagreement, within 35 days of the inspection date, to the inspector who cited the violation. In your Notice of Disagreement, you must explain in detail why the violation does not exist. If there is sufficient space, you may use the "Corrective Actions Taken" column of this Notice of Inspection to dispute violations.

What About Photographs or Samples Taken During the Inspection?

Since this Notice of Inspection was prepared and given to you at the end of the inspection, any photographs and sampling or laboratory results associated with the inspection were not yet available. A copy of any photographs and/or analytical results from sampling taken during this inspection will be provided to you upon written request. Other pertinent information derived from the inspection is attached to this Notice of Inspection. Photographs and sample results may be withheld in the event of a criminal investigation or other ongoing investigation.

****

Hazardous Waste Violations

- **Per H&SC, Section 25187.8(g)(1), failure to sign the certification on this Notice of Inspection and return it to this Department is a violation of State law.**
- **Per H&SC, Section 25191, a false statement that compliance has been achieved is a violation of State law punishable by a fine of not less than $2,000 or more than $25,000 and/or imprisonment in the county jail for up to one year.**
- **Per H&SC, Section 25187.8(j), this Department has the right to acquire the submittal of reasonable and necessary documentation in support of any claim of compliance made by your facility.**

County of Santa Clara

Department of Environmental Health
Hazardous Materials Compliance Division
2220 Moorpark Avenue
P.O. Box 28070
San Jose, CA 95159-8070
(408) 299-6930 Fax (408) 280-6479

Program Record ID	[illegible]	SC	Time
316357	~~2205~~	01	90
	2272		

OFFICIAL NOTICE OF INSPECTION

Facility Name: Photo Master	Inspection Date: 8/22/00
Site Address: 1875 S. Bascom Ave #540 Campbell	Work Area:
Contact Person(s): William Lin (Pruneyard)	Employee No.: 6010
Inspection Type: ☐ Hazardous Materials ☒ Hazardous Waste ☐ Toxic Gas ☐ Cal-Accidental Release Prevention Program ☐ Medical Waste Storage/Treatment ☐ Medical Waste Generator	Samples Taken? ☐ Yes; ☒ No. Photographs Taken? ☐ Yes; ☒ No.

VIOLATIONS: Codes noted below in the "Violation Code" column represent specific violations of State law and/or local Ordinance. These codes are defined in the attached Violation Codes document(s). Time granted for correction of violations does not preclude any enforcement action by this Department or other agencies. This facility may be subject to reinspection at any time.

Violation Codes	Summary of Violations, Notice to Comply, Observations, and Required Corrective Actions	Corrective Actions Taken
-	Facility only generates silver	
	bearing waste.	
-	Dispose of waste properly & maintain	
	disposal records.	
-	Hazardous Waste Generator Permit	
	will be de-activated.	
-	If you have any questions feel free	
	to contact me at (408) 299-6648	

All violations must be corrected within 30 days of the inspection date unless noted otherwise, above. Section 25187.8 of the State Health and Safety Code (H&SC) requires that you write a brief description of the corrective actions you have taken to bring this facility into compliance and submit it to this Department within 5 days of achieving compliance, or within 35 days of the inspection date, whichever comes first. ***(Note: Detailed instructions on actions you must take are printed on the reverse side of this page.)***

Received by: [signature] Inspected by: Mike Benjamin Entered by: 10096 6/14/01

Certification: I certify under penalty of perjury that this facility has complied with directives specified in this Notice to Comply.

Signature of Owner/Operator: _____ Title: _____ Date: ___/___/___

FACILITY SENDS YELLOW COPY TO AGENCY, KEEPS PINK COPY.

THE OFFICIAL NOTICE OF INSPECTION EXPLAINED

This Official Notice of Inspection (Notice of Inspection) describes the findings made during the inspection, including all violations and any actions that must be taken by the facility to correct the violations. All violations must be corrected within 30 days of the inspection date unless noted otherwise by the inspector.

Within five working days of achieving compliance, or within 35 days of the inspection, whichever comes first, you must submit a written response which describes the corrective actions you have taken or - for those violations which are impossible to correct within 30 days - propose to take in order to bring your facility into compliance. Where proposed corrective actions are described, you must specify a date by which you expect each violation to be corrected. After you have addressed each violation, complete the certification box located at the bottom of page 1 of the Notice of Inspection. Your description of corrective actions taken, along with your signed certification of the Notice of Inspection and any required supporting documents, will serve as your written response to the inspection. Your response must be mailed to the Santa Clara County Hazardous Materials Compliance Division (HMCD) at P.O. Box 28070, San Jose, CA 95159-8070.

What Does the Information in Each Column Mean?

Violation Code: Codes listed in this column identify specific violations of laws, regulations, or codes which were observed during this inspection. Definitions of Violation Codes are listed on the attached Violation Codes document(s).

Summary of Violations, Notice to Comply, Observations, and Required Corrective Actions: Information noted in this column describes the circumstances of any violations noted in the first column and describes how the violations may be corrected. Additionally, the inspector may use this space to note any additional observations resulting from the inspection.

Corrective Actions Taken: This column on the Notice of Inspection has been provided so that you can note how you have corrected or propose to correct each violation. Where proposed corrective actions are described, you must specify a date by which you expect each violation to be corrected. If more space is needed, attach additional pages.

Why Were Two Copies of the Notice of Inspection Given to Me?

You have been given two copies so you will have a copy for your own records after you submit your written response to HMCD. Do not separate the copies until you have described all of your corrective actions and signed the certification box on page 1. The yellow copy of each page must be submitted to HMCD. The pink copy is for your records.

What if I Disagree With a Violation Noted on the Notice of Inspection?

If you disagree with any violation listed in this Notice of Inspection, you must submit a written Notice of Disagreement, within 35 days of the inspection date, to the inspector who cited the violation. In your Notice of Disagreement, you must explain in detail why the violation does not exist. If there is sufficient space, you may use the "Corrective Actions Taken" column of this Notice of Inspection to dispute violations.

What About Photographs or Samples Taken During the Inspection?

Since this Notice of Inspection was prepared and given to you at the end of the inspection, any photographs and sampling or laboratory results associated with the inspection were not yet available. A copy of any photographs and/or analytical results from sampling taken during this inspection will be provided to you upon written request. Other pertinent information derived from the inspection is attached to this Notice of Inspection. Photographs and sample results may be withheld in the event of a criminal investigation or other ongoing investigation.

****

Hazardous Waste Violations

- **Per H&SC, Section 25187.8(g)(1), failure to sign the certification on this Notice of Inspection and return it to this Department is a violation of State law.**
- **Per H&SC, Section 25191, a false statement that compliance has been achieved is a violation of State law punishable by a fine of not less than $2,000 or more than $25,000 and/or imprisonment in the county jail for up to one year.**
- **Per H&SC, Section 25187.8(j), this Department has the right to acquire the submittal of reasonable and necessary documentation in support of any claim of compliance made by your facility.**

County of Santa Clara

Environmental Resources Agency
Department of Environmental Health

Hazardous Materials Compliance Division
2220 Moorpark, Avenue, East Wing, Room 204
San Jose, California 95128-2690
(408) 299-6930 FAX 280-6479

ENTERED OCT 22 1997

HAZARDOUS WASTE GENERATOR OFFICIAL NOTICE OF INSPECTION

3163357/2205

DBA/NAME Photo Master Co.	EPA # CAD983624453		COMPUTER # 509385
ADDRESS 1875 S. Bascom Av, Campbell			DATE 10/8/97 SC 01
CONTACT PERSON			HOURS 90 WORK AREA 615
COMPANY PRESIDENT/OWNER ETC.			EMP # 4652 DAYS GIVEN –
COMPANY MAILING ADDRESS	1 2 3 4		ENTERED _____ BY _____

VIOLATIONS: Item(s) checked below represent a violation of referenced sections of Title 22 of Calif. Code of Regulations, and/or Chapter 6.5 of the Health & Safety Code for which there are civil and criminal penalties in addition to fines ranging from $2,000 to $250,000 per day per violation. Time granted for correction of violations does not preclude any enforcement action by this department or other agencies.

(01) HAZARDOUS WASTE DETERMINATION

☐ 66262.11 Hazardous waste determination not made

(02) DISPOSAL

☐ 25189.5 Disposal of hazardous waste and/or extremely hazardous waste to trash/dumpster/ground
☐ 25189.5 Disposal of hazardous waste and/or extremely hazardous waste to storm drain
☐ 25189.5 Disposal of hazardous waste and/or extremely hazardous waste to sewer/septic system without permit
☐ 25189.5 Disposal of hazardous waste and/or extremely hazardous waste to an unpermitted facility

(03) EPA NUMBER/PERMITS

☐ 66262.12 Waste generator operating without EPA ID No.
☐ 66270.1 On-site waste treatment/disposal without permit
☐ 67430.1 Handling/disposal of extremely hazardous waste without permit

(04) ACCUMULATION TIME AND MANAGEMENT OF CONTAINERS/TANKS

☐ 66262.34(c) Waste accumulated on site greater than 90 days without an extension from Dept. of Health Services
☐ 66262.34(f) Accumulation start date on waste container not marked/legible
☐ 66262.34(f) Description of contents/hazardous property of waste/generator name and address not marked on container
☐ 66265.171 Hazardous waste container not in good condition
☐ 66265.172 Waste incompatible with container
☐ 66265.173 Waste containers not closed/sealed during storage
☐ 66265.177(c) Waste containers not handled/stored/segregated to minimize waste release/reaction
☐ 66265.174 Container storage area not inspected weekly
☐ 66266.130 Improper management of used oil filters

☐ 66262.34(f) "HAZARDOUS WASTE" not clearly marked on containers/tank
☐ 66262.34(d) Tank greater than 5000 gallons of hazardous waste without permit
☐ 66256.194(3) Open tank less than 2 ft. freeboard without double containment
☐ 66265.199 Incompatibles in same tank
☐ 66265.195 Tank and tank equipment not inspected daily/not documented in operating record of the facility

(05) RECORDKEEPING AND REPORTING

☐ 66262.11 Waste analysis/test records not kept for at least 3 years
☐ 66262.41 Biennial Report not sent to Dept. of Health Services
☐ 66262.41 Biennial Report incomplete/incorrect
☐ 66262.40 Biennial Report copy/Exception Report not retained

Received by: _____ Inspected by: Nicole Pullman

5184

(06) TRAINING

- ☐ 66265.16 Training Program not provided
- ☐ 66265.16(b) Personnel untrained and unsupervised
- ☐ 66265.16(b) Hazardous waste personnel not trained within 6 months of hire date
- ☐ 66265.16(d) Training records not kept on site
- ☐ 66265.16(1) Training records missing job title/names of hazardous waste employees
- ☐ 66265.16(2) Training records missing description of position
- ☐ 66265.16(e) Training records not maintained until closure of facility or at least 3 years (for former employees)

(07) CONTINGENCY PLAN/BUSINESS PLAN

- ☐ 66265.53(b) Contingency/Business Plan not submitted/made
- ☐ 66265.52(a) Plan does not describe personnel response in emergencies
- ☐ 66265.52(b) Plan missing agreements with local emergency response agencies/hospitals
- ☐ 66265.52(d) Plan missing names/addresses/phone numbers of emergency coordinators
- ☐ 66265.52(e) Plan missing list of emergency equipment/locations
- ☐ 66265.52(f) Plan does not contain evacuation procedures/routes
- ☐ 66265.53 Copy of Plan not maintained on site
- ☐ 66265.54 Plan not amended as necessary
- ☐ 66265.55 Emergency coordinator not familiar with facility/Contingency Plan

(08) PREPAREDNESS AND PREVENTION

- ☐ 66265.32(a) Internal communications or alarm system not provided
- ☐ 66265.32 A device capable of calling outside emergency help not provided
- ☐ 66265.34 No access to communication/alarm system during waste handling
- ☐ 66265.32(c) No fire/spill control or decontamination system
- ☐ 66265.33 Emergency equipment not tested/maintained
- ☐ 66265.35 Required aisle space not maintained

(09) MANIFEST/RECEIPTS

- ☐ 66262.20 Waste shipped without a manifest
- ☐ 66263.42 Modified manifest/receipt not kept/not available/incomplete
- ☐ 25250.8 Waste oil modified manifest/receipt not kept/not available/incomplete
- ☐ 66262.23 Manifest copies not sent to DOHS within 30 days
- ☐ 66262.23 Applicable sections of manifest not properly filed out
- ☐ 66262.23 Manifest missing GENERATOR information
- ☐ 66262.20 Manifest missing TRANSPORTER information
- ☐ 66262.23 Manifest missing TSDF information
- ☐ 66262.23 Manifest missing waste description/quantity
- ☐ 66262.23 Manifest unsigned/undated by GENERATOR
- ☐ 66262.23 Manifest unsigned/undated by TRANSPORTER
- ☐ 66262.42 No attempt to determine status of waste when no TSDF manifest copy received within 35 days of shipment
- ☐ 66262.42 Exception Report not sent to DOHS within 45 days
- ☐ 66262.40 Manifest copy not kept for 3 years from shipment

(10) TRANSPORT

- ☐ 66262.12 Waste offered to transporter without EPA ID No.
- ☐ 66262.12 Waste offered to TSD facility without EPA ID No.
- ☐ 66263.17 Waste transported by unregistered hauler

(11) EMERGENCY PROCEDURES

- ☐ 66265.56 Character/source/extent of emergency not determined
- ☐ 66265.56 Proper agencies not notified of health/environmental hazards
- ☐ 66265.56 Emergency data not logged/submitted to DTSC and Santa Clara County within 15 days of accident
- ☐ 66265.56 Released waste/contaminated equipment improperly treated, handled, stored, or disposed

(12) OTHER

- ☐ _____
- ☐ _____

DBA/NAME Photo Master Co. Address 1875 S. Bascom Av, Campbell

Received by: [signature] Inspected by: Nicole Pullman

5184-A REV 5/92

County of Santa Clara
Environmental Resources Agency
Department of Environmental Health
2220 Moorpark Avenue
San Jose, California 95128
(408) 299-6930
FAX (408) 280-6479

☐ **HAZARDOUS MATERIALS STORAGE**
☒ **HAZARDOUS WASTE GENERATOR**
OFFICIAL NOTICE OF INSPECTION

DATE 10/8/97

DBA/NAME Photo master Co.

Comments: (see marked violations on page 1)

Disposal records were reviewed for the last 3 yrs.

No violations noted at time of inspection.

Received by:

Inspected by:

Nicole Pullman
Hazardous Materials Compliance Division

Samples taken? Yes No

Photos taken? Yes No

HAZARDOUS WASTE GENERATOR OFFICIAL NOTICE OF INSPECTION

316357/2205

DBA/NAME	[illegible] Co.	EPA #	CAD982362453			COMPUTER # 509 85
ADDRESS	1175 [illegible]					DATE 10/8/97 SC 01
CONTACT PERSON						HOURS 90 WORK AREA 615
COMPANY PRESIDENT/OWNER ETC.						EMP # 4652 DAYS GIVEN –
COMPANY MAILING ADDRESS		1	2	3	4	ENTERED _____ BY _____

☐ 1

☐ 2 ☐
☐ 3 ☐
☐ 4 ☐
☐ 5 ☐

☐ 6
☐ 7
☐ 8

☐ 9 | | NUMBER OF MULTIPLES OF 55 GALLONS
☐ 10 |_____|
☐ 11
☐ 12
☐ 13
☐ 14
☐ 15
☐ 16
☐ 17

☐ 18
☐ 19
☐ 20
☐ 21
☐ 22

_____ Inspected by: Nicole Bullman Page 1 of 3

☐ 27
☐ 28
☐ 29
☐ 30
☐ 31
☐ 32
☐ 33

☐ 34
☐ 35
☐ 36
☐ 37
☐ 38
☐ 39
☐ 40
☐ 41
☐ 42

☐ 43
☐ 44
☐ 45
☐ 46
☐ 47
☐ 48

☐ 49 ☐
☐ 50
☐ 51
☐ 52
☐ 53
☐ 54
☐ 55
☐ 56
☐ 57
☐ 58
☐ 59
☐ 60
☐ 61
☐ 62

☐ 63
☐ 64
☐ 65

☐ 66
☐ 67
☐ 68
☐ 69

☐ _____ 70 _____
☐ _____ 71 _____

DBA/NAME Pete Mitrovich Address 1075 A. Beacon St. Memphis

Received by: _____ Inspected by: _____ Page 2 of 2

PHOTO MASTER

THE PRUNEYARD #540
1875 S BASCOM AVE CAMPBELL CA 95008
(408) 879-9868
FAX (408) 879-9869

TELECOPY TRANSMITTAL COVER PAGE

DATE July - 7-94

Please deliver the following page(s) to:

COMPANY: County of Santa clara.

TO: Ms. Nicole Pullman FAX (408) 280-6479

FROM: PHOTO MASTER / William Lin

SUBJ: FAX with "Certification of Compliance".

Thank you.

Total number of pages being transmitted including this letter. 2

County of Santa Clara

Environmental Resources Agency
Department of Environmental Health

Hazardous Materials Compliance Division
2220 Moorpark, Avenue, East Wing, Room 204
San Jose, California 95128-2690
(408) 299-6930 FAX 280-6479

THE COUNTY OF SANTA CLARA 1850

CERTIFICATION OF COMPLIANCE

BUSINESS NAME: Photo Master

INSPECTOR Nicole Pullman

COUNTY I.D. NO.: _____

DATE OF INSP. 6/8/94

SITE ADDRESS: 1875 S. Bascom

I certify under penalty of law that:

This Business has corrected all violations marked on the official notice of inspection.

I have personally examined any documentation attached to this certification to establish that the violations have been corrected.

Based on my examination of the attached documentation and inquiry of the individuals who prepared or obtained it, I believe that the information is true, accurate, and complete.

I am authorized to file this certification for the Business.

I am aware that there are significant penalties for submitting false information.

Signed: [signature]

Printed or Typed Name: William Lin

Title: Manager

Date: 7/5/94

Mail To: Deputy Director
Hazardous Materials Compliance Division
P.O. Box 28070
San Jose, CA 95159-8070

Board of Supervisors: Michael M. Honda, Zoe Lofgren, Ron Gonzales, Rod Diridon, Dianne McKenna

County of Santa Clara

Environmental Resources Agency
Department of Environmental Health

Hazardous Materials Compliance Division
2220 Moorpark, Avenue, East Wing, Room 204
San Jose, California 95128-2690
(408) 299-6930 FAX 280-6479

HAZARDOUS WASTE GENERATOR OFFICIAL NOTICE OF INSPECTION

DBA/NAME	Photo Master	EPA # CAD983624453	COMPUTER # 509385
ADDRESS	1875 S. Bascom Ave, #540, San Jose		DATE 6/8/94 SC 01
CONTACT PERSON	William		HOURS 2.0 WORK AREA 615
COMPANY PRESIDENT/OWNER ETC.	Photo Master Co.		EMP # 652 DAYS GIVEN 30
COMPANY MAILING ADDRESS	1 2 3 4		ENTERED 7/5/94 BY DO

VIOLATIONS: Item(s) checked below represent a violation of referenced sections of Title 22 of Calif. Code of Regulations, and/or Chapter 6.5 of the Health & Safety Code for which there are civil and criminal penalties in addition to fines ranging from $2,000 to $250,000 per day per violation. Time granted for correction of violations does not preclude any enforcement action by this department or other agencies.

(01) HAZARDOUS WASTE DETERMINATION

☐ 66262.11 Hazardous waste determination not made

(02) DISPOSAL

☐ 25189.5 Disposal of hazardous waste and/or extremely hazardous waste to trash/dumpster/ground
☐ 25189.5 Disposal of hazardous waste and/or extremely hazardous waste to storm drain
☐ 25189.5 Disposal of hazardous waste and/or extremely hazardous waste to sewer/septic system without permit
☐ 25189.5 Disposal of hazardous waste and/or extremely hazardous waste to an unpermitted facility

(03) EPA NUMBER/PERMITS

☐ 66262.12 Waste generator operating without EPA ID No.
☐ 66270.1 On-site waste treatment/disposal without permit
☐ 67430.1 Handling/disposal of extremely hazardous waste without permit

(04) ACCUMULATION TIME AND MANAGEMENT OF CONTAINERS/TANKS

☐ 66262.34(c) Waste accumulated on site greater than 90 days without an extension from Dept. of Health Services
☐ 66262.34(f) Accumulation start date on waste container not marked/legible
☐ 66262.34(f) Description of contents/hazardous property of waste/generator name and address not marked on container
☐ 66265.171 Hazardous waste container not in good condition
☐ 66265.172 Waste incompatible with container
☐ 66265.173 Waste containers not closed/sealed during storage
☒ 66265.177(c) Waste containers not handled/stored/segregated to minimize waste release/reaction
☒ 66265.174 Container storage area not inspected weekly
☐ 66266.130 Improper management of used oil filters

☐ 66262.34(f) "HAZARDOUS WASTE" not clearly marked on containers/tank
☐ 66262.34(d) Tank greater than 5000 gallons of hazardous waste without permit
☐ 66256.194(3) Open tank less than 2 ft. freeboard without double containment
☐ 66265.199 Incompatibles in same tank
☐ 66265.195 Tank and tank equipment not inspected daily/not documented in operating record of the facility

(05) RECORDKEEPING AND REPORTING

☐ 66262.11 Waste analysis/test records not kept for at least 3 years
☐ 66262.41 Biennial Report not sent to Dept. of Health Services
☐ 66262.41 Biennial Report incomplete/incorrect
☐ 66262.40 Biennial Report copy/Exception Report not retained

Received by: [signature] Inspected by: Nicole Pullman

© 5184

(06) TRAINING

- ☒ 66265.16 Training Program not provided
- ☐ 66265.16(b) Personnel untrained and unsupervised
- ☐ 66265.16(b) Hazardous waste personnel not trained within 6 months of hire date
- ☐ 66265.16(d) Training records not kept on site
- ☐ 66265.16(1) Training records missing job title/names of hazardous waste employees
- ☐ 66265.16(2) Training records missing description of position
- ☐ 66265.16(e) Training records not maintained until closure of facility or at least 3 years (for former employees)

(07) CONTINGENCY PLAN/BUSINESS PLAN

- ☒ 66265.53(b) Contingency/Business Plan not submitted/made / not available
- ☐ 66265.52(a) Plan does not describe personnel response in emergencies
- ☐ 66265.52(b) Plan missing agreements with local emergency response agencies/hospitals
- ☐ 66265.52(d) Plan missing names/addresses/phone numbers of emergency coordinators
- ☐ 66265.52(e) Plan missing list of emergency equipment/locations
- ☐ 66265.52(f) Plan does not contain evacuation procedures/routes
- ☐ 66265.53 Copy of Plan not maintained on site
- ☐ 66265.54 Plan not amended as necessary
- ☐ 66265.55 Emergency coordinator not familiar with facility/Contingency Plan

(08) PREPAREDNESS AND PREVENTION

- ☐ 66265.32(a) Internal communications or alarm system not provided
- ☐ 66265.32 A device capable of calling outside emergency help not provided
- ☐ 66265.34 No access to communication/alarm system during waste handling
- ☒ 66265.32(c) No fire/spill control or decontamination system
- ☐ 66265.33 Emergency equipment not tested/maintained
- ☐ 66265.35 Required aisle space not maintained

(09) MANIFEST/RECEIPTS

- ☐ 66262.20 Waste shipped without a manifest
- ☐ 66263.42 Modified manifest/receipt not kept/not available/incomplete
- ☐ 25250.8 Waste oil modified manifest/receipt not kept/not available/incomplete
- ☐ 66262.23 Manifest copies not sent to DOHS within 30 days
- ☐ 66262.23 Applicable sections of manifest not properly filed out
- ☐ 66262.23 Manifest missing GENERATOR information
- ☐ 66262.20 Manifest missing TRANSPORTER information
- ☐ 66262.23 Manifest missing TSDF information
- ☐ 66262.23 Manifest missing waste description/quantity
- ☐ 66262.23 Manifest unsigned/undated by GENERATOR
- ☐ 66262.23 Manifest unsigned/undated by TRANSPORTER
- ☐ 66262.42 No attempt to determine status of waste when no TSDF manifest copy received within 35 days of shipment
- ☐ 66262.42 Exception Report not sent to DOHS within 45 days
- ☐ 66262.40 Manifest copy not kept for 3 years from shipment

(10) TRANSPORT

- ☐ 66262.12 Waste offered to transporter without EPA ID No.
- ☐ 66262.12 Waste offered to TSD facility without EPA ID No.
- ☐ 66263.17 Waste transported by unregistered hauler

(11) EMERGENCY PROCEDURES

- ☐ 66265.56 Character/source/extent of emergency not determined
- ☐ 66265.56 Proper agencies not notified of health/environmental hazards
- ☐ 66265.56 Emergency data not logged/submitted to DTSC and Santa Clara County within 15 days of accident
- ☐ 66265.56 Released waste/contaminated equipment improperly treated, handled, stored, or disposed

(12) OTHER

- ☐ _____
- ☐ _____

DBA/NAME Photo Masters Address 1875 S. Bascom Ave.

Received by: [signature] Inspected by: Nicole Pullman

5184-A REV 5/92

County of Santa Clara
Environmental Resources Agency
Department of Environmental Health
2220 Moorpark Avenue
San Jose, California 95128
(408) 299-6930
FAX (408) 280-6479

☐ HAZARDOUS MATERIALS STORAGE
☒ HAZARDOUS WASTE GENERATOR
OFFICIAL NOTICE OF INSPECTION

DATE 6/8/94

DBA/NAME Photo Master

Comments: (see marked violations on page 1)

66265.177 (c) Secondary containment for 2 x 55 gal containers with spent fixer solutions ~~are~~ not provided

66265.174 Weekly inspection log not maintained. Implement & Keep written log.

66265.16 Training program in hazardous waste mgmt not provided. Enroll in Class + maintain records on site. Class by Kodak was taken 11/93.

66265.53 (b) Contingency plan not available for review. Maintain copy on site.

66265.32(c) Spill clean up equip. not maintained at site. Permit application received at time of inspection

Correct all violations within 30 days and return certificate of compliance

Note that NORITSU machine is in use with Kodak Ektacolor RA 100 developer regenerator

Received by:

Samples taken? Yes No

Photos taken? Yes No

Inspected by:

Nicole Pullman
Hazardous Materials Compliance Division

2645 PAGE 2 REV 6/93

now

County of Santa Clara

NOTE: NEW MAILING ADDRESS:
Santa Clara County
Dept. of Environmental Health
HAZARDOUS MATERIALS COMPLIANCE DIV.
P.O. BOX 28070
SAN JOSE, CA 95159-8070

509385AA
7897-6
7/31/95
7/5/94 200

OFFICIAL USE ONLY
BC: 2213 A
WA: 615
LC: 13
CT: 26.02
PS: 1
KG: 1365

HAZARDOUS WASTE GENERATOR PERMIT APPLICATION

Business Name (DBA): PHOTO MASTER Co.
DBA Location Address: 1875 S. BASCOM AVE. #540 Campbell, CA 95008
Mailing Address (if different): same
Proprietor/Billing Name: Photo Master Co.
Billing Address (if different from mailing address):

Business Phone: (408) 879-9868 Hours of Operation:
Contact Person: William Qiu Contact Phone: (408) 879-9868
Type of Business: Camera Access & 1HR EPA ID Number: CAD 983624453
Primary SIC (Standard Industrial Classification) Code: 7384 Secondary SIC Code:

List any other permits you currently have for the storage, treatment and/or disposal of hazardous waste:

The annual permit fee is determined by the quantity of hazardous waste generated per year. Check [X] the one line below that best describes the amount and kind of waste generated by your business over the past year.

Hazardous Waste Generated		Hazardous Waste Business Code
[ ]	Recycles Waste Oil Only - any amount.	2212 A
[ ]	Generates less than100 kg/yr *(Approx. 27 gallons).*	2212 B
[X]	Generates less than 5 tons/year.	2213 A
[ ]	Generates 5 to less than 25 tons/year.	2213 B
[ ]	Generates 25 to less than 50 tons/year.	2213 C
[ ]	Generates 50 to less than 250 tons/year.	2213 D
[ ]	Generates 250 to less than 500 tons/year.	2213 E
[ ]	Generates 500 to less than 1,000 tons/year.	2213 F
[ ]	Generates 1,000 to less than 2,000 tons/year.	2213 G
[ ]	Generates 2,000 or more tons/year.	2213 H

The undersigned hereby applies for a hazardous waste generator permit from the County of Santa Clara and agrees to comply with all applicable hazardous waste regulations and with inspectional procedures needed to insure compliance.

Signature of Owner/Operator, Title

6/8/94
Date

Board of Supervisors: Michael M. Honda, Zoe Lofgren, Ron Gonzales, Rod Diridon, Dianne McKenna

WASTE INVENTORY FORM

Please complete the following information :

Identify all waste streams generated by your facility. For each waste stream, identify the California Waste Code, annual quantities produced and the current method of disposal for all waste manifested off site (i.e. Recycle is (01), Incineration is (07), etc.). See the attached table for reference in selecting proper numerical codes for waste streams and disposal methods.

Two common examples are provided.

Waste Stream	CA Waste Code	Annual Quantity Generated	Current Disposal Method
Example: Paint Waste	*461*	*300 Gallons*	*01*
Example 2 : Waste Motor Oil	*221*	*110 Gallons*	*01*
Spent Fixer	541	360 GALS	Recycling 01

Add a seperate sheet as an attachment if you should need more space.

CALIFORNIA WASTE CODES

711. Liquids with cyanides > 1000 Mg./L
721. Liquids with arsenic > 500 Mg./L
722. Liquids with cadmium > 100 Mg./L
723. Liquids with chromium (VI) > 500 Mg./L
724. Liquids with lead > 500 Mg./L
725. Liquids with mercury > 20 Mg./L
726. Liquids with nickel > 134 Mg./L
727. Liquids with selenium > 100 Mg./L
728. Liquids with thallium > 130 Mg./L
731. Liquids with polychlorinated biphenyls > 50 Mg./L
741. Liquids with halogenated organic compounds >1000 Mg./L
751. Solids or sludges with halogenated organic compounds >1000 Mg./Kg.
791. Liquids with pH < 2
792. Liquids with pH < 2 with metals
801. Waste potentially containing Dioxins

INORGANICS

121. Alkaline solution (pH > 12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury, molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)
122. Alkaline solution without metals pH > 12.5
123. Unspecified alkaline solution
131. Aqueous solution (2 < pH < 12.5) containing reactive anions (azide, bromate, anions (azide, bromate, chlorate, cyanide, fluoride, hypochlorite, nitrite, perchlorate, and sulfide anions)
132. Aqueous solution with metals (see 111.)
133. Aqueous solution with total organic residues 10% or more
134. Aqueous solution with total organic residues less than 10%
135. Unspecified aqueous solution
141. Off-specification, aged or surplus inorganics
151. Asbestos containing waste
161. FCC waste
162. Other spent catalyst
171. Metal sludge (see 121)
172. Metal dust (see 121) and machining waste
181. Other inorganic solid waste

ORGANICS

211. Halogenated solvents (chloroform, methyl chloride, perchloroethylene, etc.)
212. Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
213. Hydrocarbon solvents (benzene, hexane, Stoddard, etc.)
214. Unspecified solvent mixture
221. Waste oil and mixed oil
222. Oil/water separation sludge
223. Unspecified oil-containing waste
231. Pesticide rinse water
232. Pesticides and other waste associated with pesticide production
241. Tank bottom waste
251. Still bottoms with halogenated organics
252. Other still bottom waste
261. Polychlorinated biphenyls and material containing PCBs
271. Organic monomer waste (includes unreacted resins)
272. Polymeric resin waste
281. Adhesives
291. Latex waste
311. Pharmaceutical waste
321. Sewage sludge
322. Biological waste other than sewage sludge
331. Off-specification, aged, or surplus organics
341. Organic liquids (nonsolvents) with halogens
342. Organic liquids with metals (see 121)
343. Unspecified organic liquid mixture
351. Organic solids with halogens
352. Other organic solids

SLUDGES

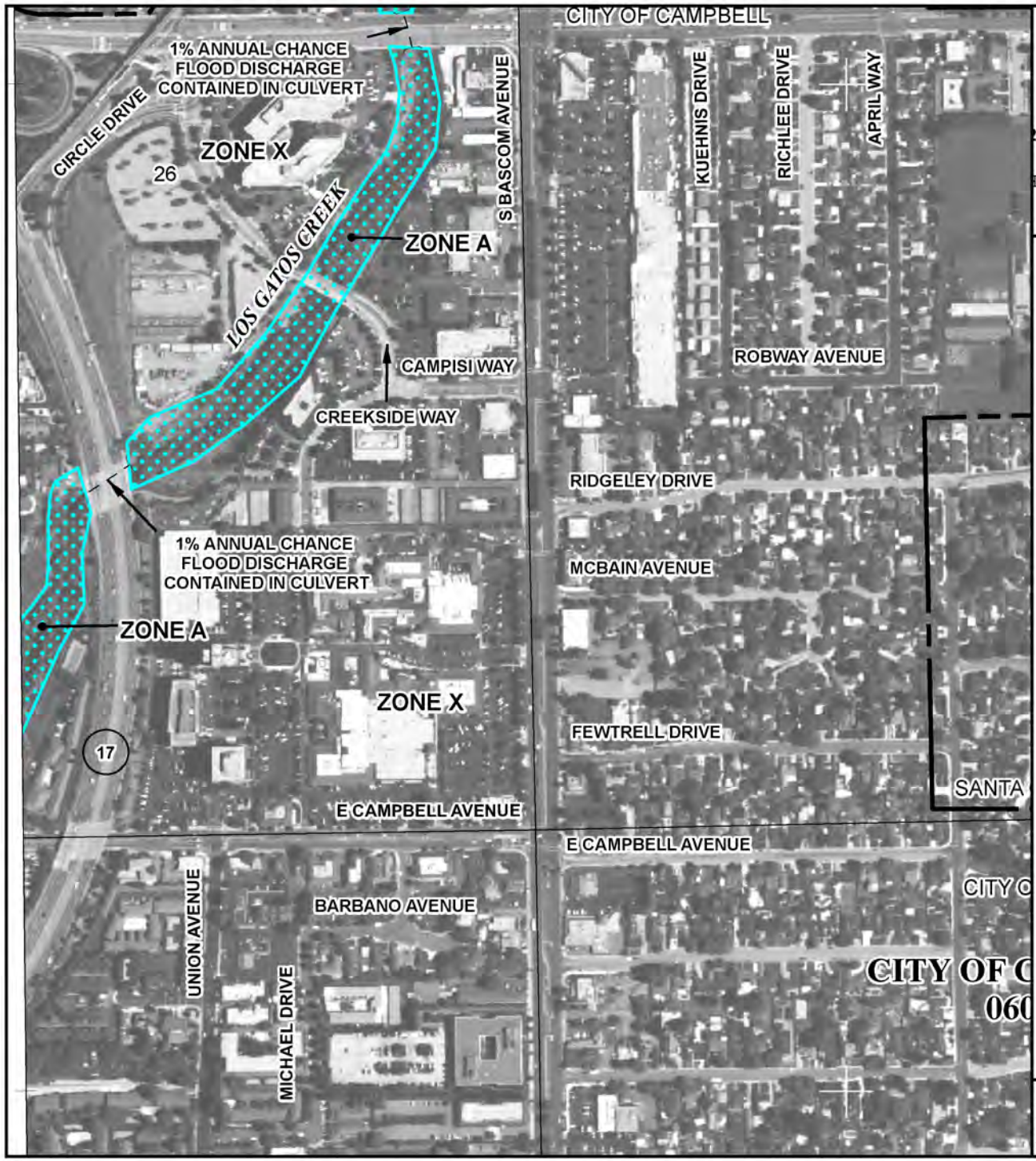
411. Alum and gypsum sludge
421. Lime sludge
431. Phosphate sludge
441. Sulfur sludge
451. Degreasing sludge
461. Paint sludge
471. Paper sludge/pulp
481. Tetraethyl lead sludge
491. Unspecified sludge waste

MISCELLANEOUS

511. Empty pesticide containers 30 gal. or more
512. Other empty containers 30 gallons or more
513. Empty containers less than 30 gallons
521. Drilling mud
531. Chemical toilet waste
541. Photochemicals/photo-processing waste
551. Laboratory waste chemicals
561. Detergent and soap
571. Fly ash, bottom ash, and retort ash
581. Gas scrubber waste
591. Baghouse waste
611. Contaminated soil from site clean-ups
612. Household waste
613. Auto shredder waste

DISPOSAL CODES

01 Recycle
02 Injection Well
03 Landfill
04 Land Application
06 Surface Impoundment
07 Thermal Treatment (include incineration)
14 Transfer Station
15 Tank Treatment
16 Treatment Pond (excludes evaporation)
99 Other



MAP SCALE 1" = 500'

250 0 500 1000 FEET

METER

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0241H

FIRM

FLOOD INSURANCE RATE MAP

SANTA CLARA COUNTY, CALIFORNIA
AND INCORPORATED AREAS

PANEL 241 OF 830

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CAMPBELL, CITY OF	060338	0241	H
SAN JOSE, CITY OF	060349	0241	H
SANTA CLARA COUNTY	060337	0241	H

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06085C0241H

EFFECTIVE DATE
MAY 18, 2009

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

November 16, 1995

Mr. Robert McLaren
Shell Oil Company
P.O. Box 4023
Concord, CA 94524

Mr. Raymond Barbano, Trustee
951 Michael Drive
Campbell, CA 95008

Dear Messrs. McLaren and Barbano:

Subject: Underground Storage Tank Case Closure—Shell Oil Company, 2029 South Bascom Avenue, Campbell, CA; Case No. 19-044

This letter confirms the completion of site investigation and remedial action for the underground storage tank(s) formerly located at the above-described location. Enclosed is the Case Closure Summary for the referenced site for your records.

Based upon the available information, including the current land use, and with the provision that the information provided to this agency was accurate and representative of site conditions, no further action related to the underground storage tank release is required.

This notice is issued pursuant to a regulation contained in Title 23, California Code of Regulations, Division 3, Chapter 16, Section 2721(e).

Please contact Mr. Lane Davis at the Santa Clara Valley Water District's Camden Office, (408) 927-0710, extension 2698, if you have any questions in this matter.

Sincerely,

ORIGINAL SIGNED BY

James S. Crowley, P.E.
Associate Civil Engineer
Leaking Underground Storage Tank Oversight Program

Enclosure

cc: Ms. Lori Casias (w/enc)
State Water Resources Control Board
Division of Clean Water Program
P.O. Box 944212
Sacramento, CA 94244-2120

Mr. John West (w/enc)
Regional Water Quality Control Board
San Francisco Bay Region
2101 Webster Street, Suite 500
Oakland, CA 94612

Mr. David Ghilarducci
Central Fire Protection District
14700 Winchester Boulevard
Los Gatos, CA 95030-1818

J. Crowley, L. Davis (w/original enc), Database (enc)

LD:fd:FL9482mj

CASE CLOSURE SUMMARY
LEAKING UNDERGROUND FUEL STORAGE TANK PROGRAM

Santa Clara Valley Water District

I. AGENCY INFORMATION

Date: November 16, 1995

Agency Name: Santa Clara Valley Water District	Address: 5750 Almaden Expressway
City/State/Zip: San Jose, CA 95118	Phone: (408) 265-2600
Responsible Staff Person: Lane R. Davis	Title: Assistant Engineer

II. CASE INFORMATION

Site Facility Name: Shell Oil Company		
Site Facility Address: 2029 South Bascom Avenue, Campbell, CA		
RB LUSTIS Case No.: —	Local Case No.: 07S1W35A01f	LOP Case No.: 19-044
URF Filing Date: 03/27/84	SWEEPS No.: —	APN No.: 412-10-042

Responsible Parties	Addresses	Phone Numbers
Mr. Robert McLaren Shell Oil Company	P.O. Box 4023, Concord, CA 94524	(510) 675-6167
Mr. Raymond Barbano, Trustee	951 Michael Drive, Campbell, CA 95008	(408) 377-0947

Tank I.D. No	Size in Gallons	Contents	Closed In-Place/Removed?	Date
1	550	Waste oil	Removed	06/17/87
2,3	8,000	Gasoline	Removed	04/84
4	10,000	Gasoline	Removed	04/84
5,6,7	10,000	Gasoline	Existing	04/89
8	500	Waste oil	Existing	04/87
Piping			Replaced	04/89

III. RELEASE AND SITE CHARACTERIZATION INFORMATION

Cause and Type of Release: Piping leak reported.		
Site characterization complete? Yes	Date Approved By Oversight Agency: —	
Monitoring wells installed? Yes, vadose	Number: 1	Proper screened interval? Yes
Highest GW Depth Below Ground Surface: 90*	Lowest Depth: 110*	Flow Direction: SE*
Most Sensitive Current Use: Potential drinking water		

*Based upon nearby site (07S1W35A14f).

Summary of Production Wells in Vicinity: Four production wells are located within ¼ mile of the site. These wells are to be northwest of the site, gradient is to the southeast; therefore, these wells do not appear to be receptors.	
Are drinking water wells affected? No	Aquifer Name: Santa Clara Valley Groundwater Basin
Is surface water affected? No	Nearest SW Name: Los Gatos Creek, 1,500 feet northwest
Off-Site Beneficial Use Impacts (Addresses/Locations): None	
Reports on file? Yes	Where are reports filed? Santa Clara Valley Water District

TREATMENT AND DISPOSAL OF AFFECTED MATERIAL

Material	Amount (Include Units)	Action (Treatment or Disposal w/Destination)	Date
Tank	Four steel tanks	Disposal, destination not reported	—
Piping	Not reported	Disposal, destination not reported	—
Free Product	None	—	—
Soil	Not reported	Disposal, destination not reported	—
Groundwater	None	—	—
Barrels	None	—	—

MAXIMUM DOCUMENTED CONTAMINANT CONCENTRATIONS—BEFORE AND AFTER CLEANUP
(Please see Attachment 2 for additional information on contaminant locations and concentrations)

Contaminant	Soil (ppm)		Water (ppb)		Contaminant	Soil (ppm)		Water (ppb)	
	Before*	After	Before	After		Before	After	Before	After
TPH (Gas)	—	30[1]	NA	—	Xylene	—	.043	NA	—
TPH (Diesel)	—	10[3]	NA	—	Ethylbenzene	—	.013	NA	—
Benzene	—	.024	NA	—	Oil & Grease	110	190[2]	NA	—
Toluene	—	.25	NA	—	Heavy Metals	—	—	—	—
Other (8240/8270)	ND[4]	—	—	—	Other	—	—	—	—

Description of Interim Remediation Activities: Overexcavation.

[1]Soil sample from piping leak area at 5 feet below ground surface (bgs). [2]Boring adjacent to waste oil tank at 9.5 feet bgs
[3]Boring adjacent to waste oil tank at 15.5 feet bgs. [4]Sample from waste oil tank at 8 feet bgs.
NA = No analysis, no groundwater encountered ND = Below detection limit
*No gas tank analytic results exist.

IV. CLOSURE

Does completed corrective action protect existing beneficial uses per the Regional Board Basin Plan? Yes		
Does completed corrective action protect potential beneficial uses per the Regional Board Basin Plan? Yes		
Does corrective action protect public health for current land use? District staff does not make specific determinations concerning public health risk. However, it does not appear that the release would present a risk to human health.		
Site Management Requirements: None		
Should corrective action be reviewed if land use changes? No		
Monitoring Wells Decommissioned: No	Number Decommissioned: 0	Number Retained: 1
List Enforcement Actions Taken: None		
List Enforcement Actions Rescinded: None		

V. ADDITIONAL COMMENTS, DATA, ETC.

Considerations and/or Variances:

1984—The station manager reported an inventory loss of "400 to 500" gallons in March 1984. The tanks were tested for tightness, the tanks tested "tight;" however, the product line failed at an elbow coupling. The pump line was taken out of service and the line was capped. Soil samples taken at the time the line was disconnected detected 30 parts per million (ppm) Total Petroleum Hydrocarbons as Gasoline (TPHG) and less than 5 ppm (the detection limit) TPHG at depths of 5 feet and 7.5 feet bgs, respectively. These results do not indicate that a loss of the reported magnitude did occur.

Two 8,000-gallon and one 10,000-gallon gasoline tanks were removed in April. There are no confirmation samples from the tank pit.

Four borings (E-1 through E-4) were drilled in April. The location has not been provided by Shell. Three of the borings were advanced to 45 feet bgs, the other to 25 feet bgs. No well logs exist. Samples were retrieved; however, only the samples from 10 to 15 feet bgs ware analyzed. No TPHG was detected.

1987—One 550-gallon waste oil tank was removed in July. One hundred ten ppm Total Petroleum Hydrocarbons as Waste Oil was detected at 8 feet bgs, no Total Petroleum Hydrocarbons as Diesel (TPHD) or Volatile Hydrocarbons were detected. Additional samples were retrieved at 13 feet bgs but were not analyzed. The Record of Inspection prepared by T. Chew, Campbell Fire Department, states that there was no visible evidence of soil contamination upon tank removal. The tank was replaced with one 500-gallon double-walled fiberglass tank.

In September, one boring (S-A) was placed adjacent to the waste oil tank. Analytic results show minor Total Petroleum Hydrocarbons as Oil and Grease (20 ppm) to a depth of 45 feet bgs. Ten ppm TPHD was only detected at a depth of 15.5 feet bgs. No volatile hydrocarbons were detected at 10.5 feet bgs.

1989—Three borings (SB-1 through SB-3) were advanced, two to 30 feet and one to 50 feet bgs. No odors were noted in the boring logs. Only Toluene was detected in the samples.

1990—Three borings (SB-4 through SB-6) were advanced to 52 feet bgs. No TPHG or Benzene, Toluene, Ethylbenzene, and Xylenes were detected.

1991—In December 1991, two borings were advanced to depths of 60 and 25 feet bgs. One boring (S-C) was placed near the point of the former coupling (note the location on the attached diagrams, Attachments 2a and 2g). TPHG at a level of 3.8 ppm and 3.6 ppm was detected at a depth of 11 and 24 feet, respectively. This minor level of contamination does not indicate that a release of the reported magnitude occurred.

Conclusions:

Based upon the results of source removal, remedial actions performed, and exploratory and verification borings, it appears that the extent of the soil contamination has been defined. Based upon confirmation borings, District staff conclude can not confirm release of 400 to 500 gallons.

Minor residual contamination is present. Based upon the closure of the tank, the level of residual petroleum hydrocarbons detected beneath it, and the depth to groundwater (+90 feet bgs), District staff has concluded that a continuing threat to groundwater from petroleum hydrocarbons does not exist at this site and that Regional Water Quality Control Board objectives have not been compromised. The investigation was performed according to State and local guidelines. District staff recommends closure for this case.

VI. LOCAL AGENCY REPRESENTATIVE DATA

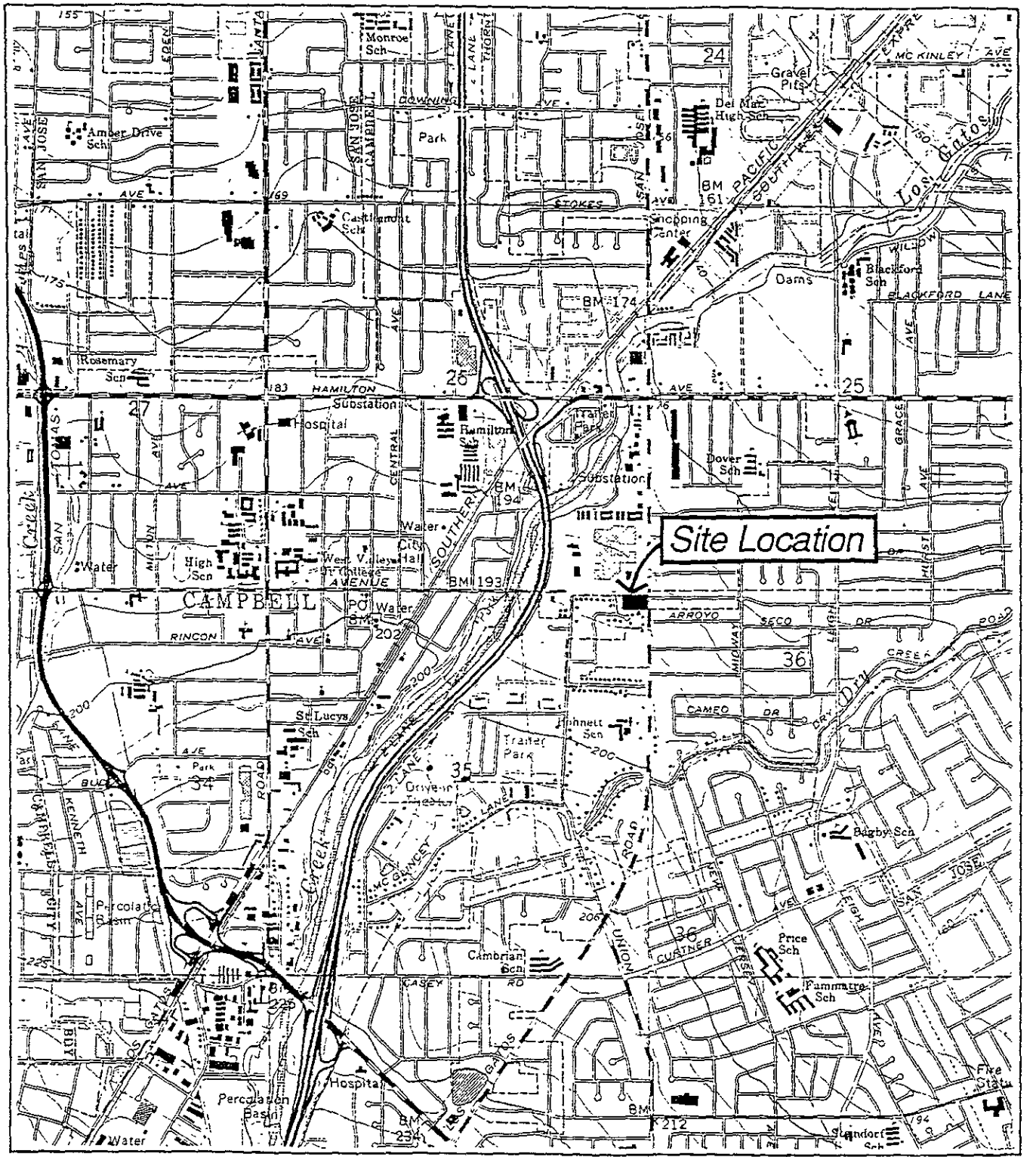
Prepared by: Lane R. Davis	Title: Assistant Engineer
Signature:	Date: 11-16-95
Approved by: James S. Crowley, P.E.	Title: Associate Civil Engineer
Signature:	Date: 11/16/95

This closure approval is based upon the available information and with the provision that the information provided to this agency was accurate and representative of site conditions.

Attachments:

1. Site Maps
2. Analytic Results

This document and the related CASE CLOSURE LETTER, shall be retained by the lead agency as part of the official site file.



Base Map from USGS 7.5' San Jose West Quadrangle

N

Scale (In Feet)

0 1000 2000

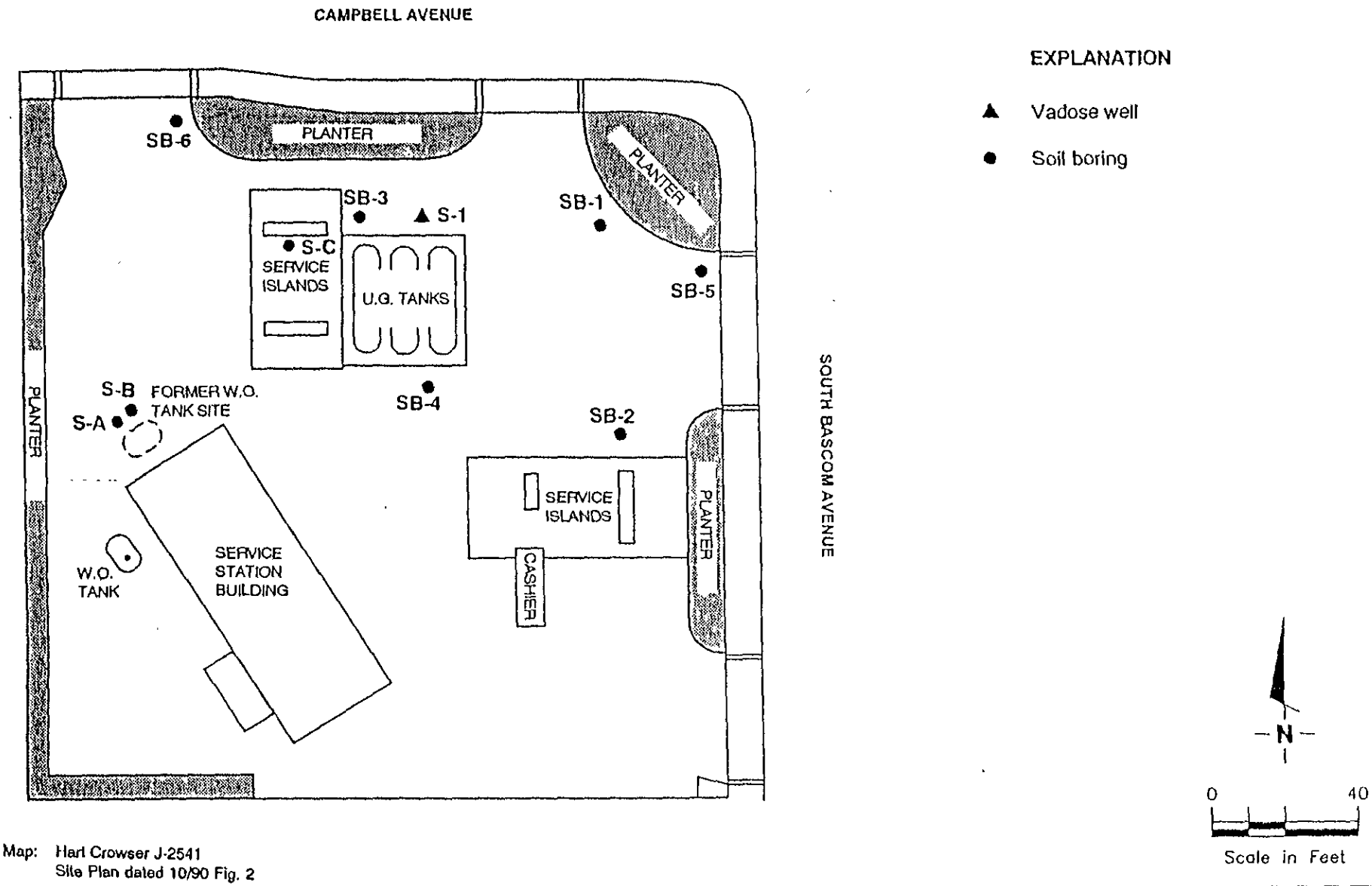
SITE LOCATION

2029 South Bascom Ave.
Campbell, California

ATTACHMENT 1a

HARTCROWSER

J-2541 9/89
Figure 1



Base Map: Hart Crowser J-2541
Site Plan dated 10/90 Fig. 2

GeoStrategies Inc.

SITE PLAN
Shell Servive Station
2029 South Bascom Avenue
Campbell, California

PLATE
2

JOB NUMBER	REVIEWED BY	DATE	REVISED DATE
749202-2		1/92	

1b

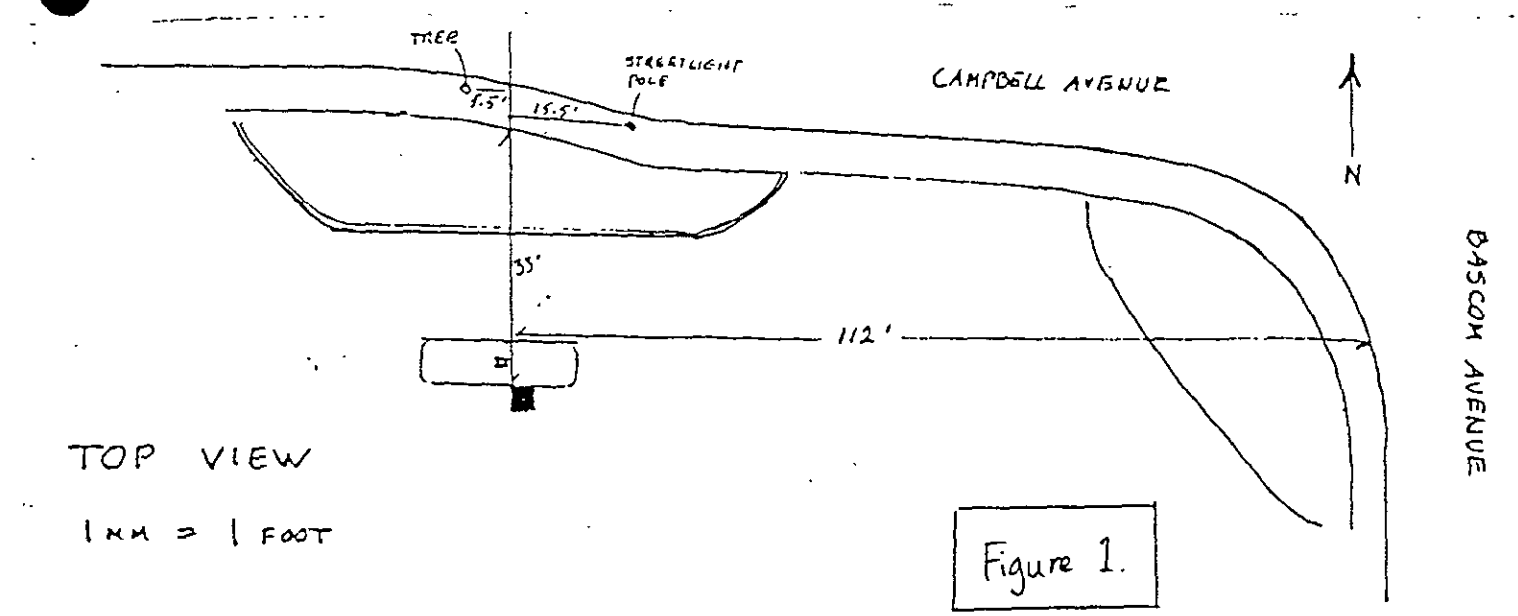


Figure 1.

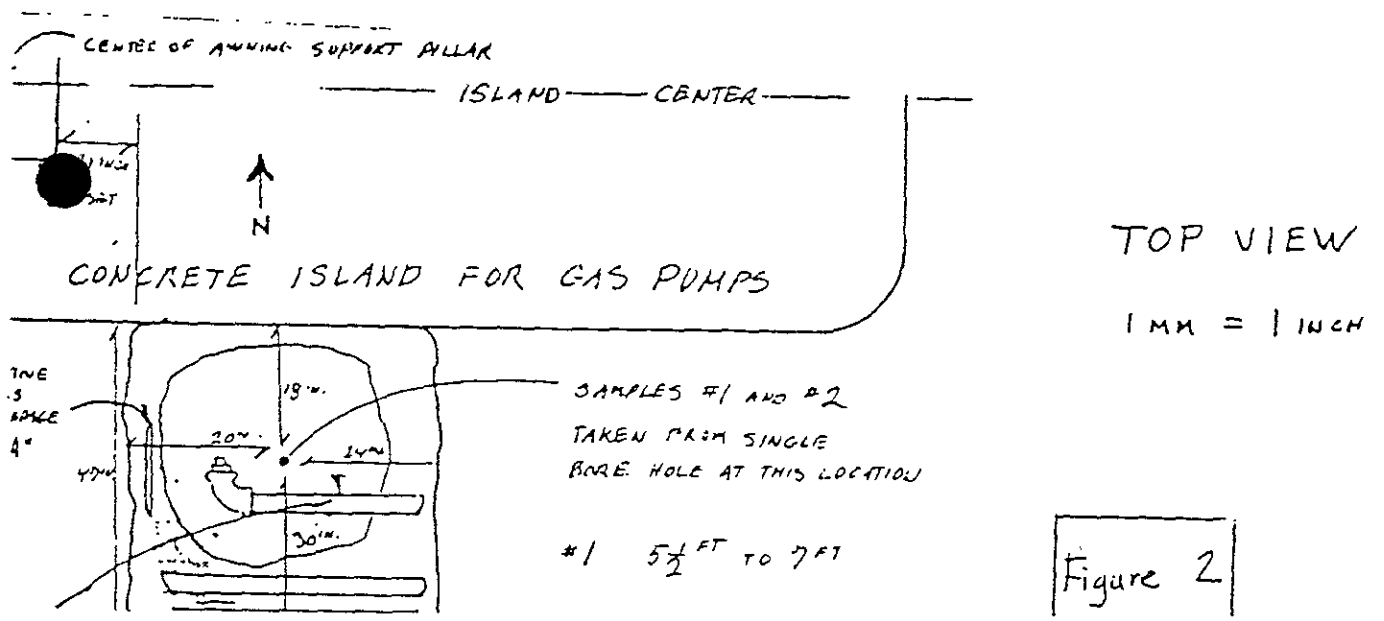


Figure 2

PIPING LEAK SAMPLING

ATTACHMENT 2a

< = less than

Stoner Lab. #	Sample Identification				Results
	No.	Distance to edge of excavation hole	Orientation	Sample Profile	Hydrocarbons Resulting From Gasoline Contamination Parts per Million (dry soil basis)
15273	1	18' from N. wall (south-side of concrete island)	Center of 4' x 4' hole	5' 5" to 7'	30.
15274	2	18' from N. wall (south-side of concrete island)	Center of 4' x 4' hole	5' 5" to 7'	<5.

Adeline L. Dreesmann

AID/jd

STONER
LABORATORIES

397 MATHEW STREET, SANTA CLARA, CALIFORNIA 95050-3158 (408) 727-4277

May 1, 1984

Mr. Stan Roller
Shell Oil Company
P. O. Box 7004
Lafayette, CA 94549

Mr. Roller:

Following are the results of our analyses for the presence of hydrocarbons resulting from gasoline contamination in two soil samples taken from an excavation site at the Shell service station on Campbell and Bascom Avenues, in San Jose, CA.

DESCRIPTION OF SAMPLING

A diagram of the site is given on page 2, figure 1. The excavation hole was approximately 4' x 4' x 5' 5" (refer to figure 3). Two soil samples were taken from the bottom of the excavation hole. Using a 1" x 30" soil probe, soil cores were taken from 5' 5" to 7' and from 7' to 7' 9" (refer to figures 2 and 3). Each of the soil cores were immediately stored in air-tight glass jars in a cooler.

DESCRIPTION OF ANALYSIS

In the laboratory, the samples were examined using the purge and trap technique. Final detection was by gas chromatography using a flame ionization detector and a Carbopack B/3% SP-1500 column. This method allows for the detection of aliphatic hydrocarbons from C_5 through C_{10} and aromatic hydrocarbons through xylenes. Hydrocarbons C_5-C_7, benzene and toluene were calculated by comparing the sample chromatogram to a fresh gasoline standard. Hydrocarbons C_8-C_{10}, ethyl benzene and xylenes were calculated by comparing to a standard of gasoline which had been evaporated to 35% of its original weight. The results given are the sum of hydrocarbons in these two ranges.

These results were obtained by following standard laboratory procedures; the liability of the corporation shall not exceed the amount paid for this report

STONER
LABORATORIES

997 MATHEW STREET, SANTA CLARA, CALIFORNIA 95050-3158 (408) 727-4277

May 1, 1984

Mr. Stan Roller
Shell Oil Company
P. O. Box 7004
Lafayette, CA 94549

Mr. Roller:

Following are the results of our analyses for the presence of hydrocarbons resulting from gasoline contamination in four of twenty-one samples of soil received from Emcon Associates on April 17, 1984.

The samples were examined using the purge and trap technique. Final detection was by gas chromatography using a flame ionization detector and a Carbopack B/3% SP-1500 column. This method allows for the detection of aliphatic hydrocarbons from C_5 through C_{10} and aromatic hydrocarbons through xylenes. Hydrocarbons C_5-C_7, benzene and toluene were calculated by comparing the sample chromatogram to a fresh gasoline standard. Hydrocarbons C_8-C_{10}, ethyl benzene and xylenes were calculated by comparing to a standard of gasoline which had been evaporated to 35% of its original weight. The results given below are the sum of hydrocarbons in these two ranges.

< = less than

Stoner Lab. #	Sample Identification	Results: Hydrocarbons Resulting From Gasoline Contamination, Parts per Million (dry soil basis)
	Shell Oil Company 2029 Bascom Campbell, CA 95008 Job 438-17.1 4/16/84 BH	
15703	E-1, 15'	<5.
15704	E-1, 20'	Not Analyzed
15705	E-1, 45	Not Analyzed
15706	E-2, 10	<5.
15707	E-2, 15	Not Analyzed

2b

These results were obtained by following standard laboratory procedures, the liability of the corporation shall not exceed the amount paid for this report

< = less than

Stoner Lab. #	Sample Identification	Results: Hydrocarbons Resulting From Gasoline Contamination, Parts per Million (dry soil basis)
	Shell Oil Company 2029 Bascom Campbell, CA 95008 Job 438-17.1 4/16/85 BH	
15708	E-2, 20	Not Analyzed
15709	E-2, 25	Not Analyzed
15710	E-2, 30	Not Analyzed
15711	E-2, 35	Not Analyzed
15712	E-2, 45	Not Analyzed
15713	E-3, 12	<5.
15714	E-3, 15	Not Analyzed
15715	E-3, 20	Not Analyzed
15716	E-3, 25	Not Analyzed
15717	E-3, 30	Not Analyzed
15718	E-3, 35	Not Analyzed
15719	E-3, 40	Not Analyzed
15720	E-3, 45	Not Analyzed
15721	E-4, 15	<5.
15722	E-4, 20	Not Analyzed
15723	E-4, 25	Not Analyzed

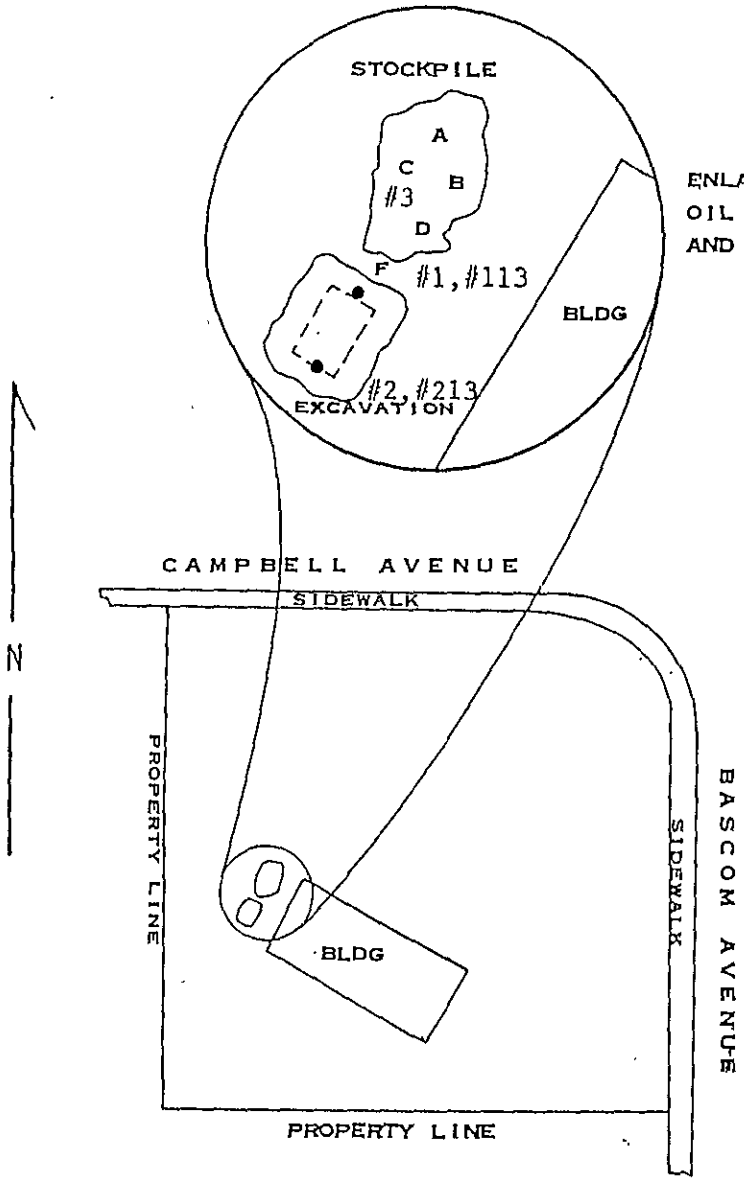
Adeline I. Dreesmann

AID/jd

SCALE: 0' 30' 60'

MAP REF: THOMAS BROS.
SANTA CLARA COUNTY
P. 66 D-3

LEGEND: F = FILL END



#1 SOIL FROM 8'
ANALYSIS FOR TOTAL PETROLEUM HYDROCARBONS (TPH) - HIGH BOILING FRACTION, TOTAL OIL AND GREASE (TOG), EPA 8010, AND EPA 8020
SEQUOIA LAB NO. 7061477

#2 SOIL FROM 8'
ANALYSIS FOR TPH, TOG, EPA 8010, AND EPA 8020
SEQUOIA LAB NO. 7061478

#3 STOCKPILE SOIL COMPOSITE AT SAMPLE POINTS A-D
ANALYSIS FOR TOTAL LEAD (TTLC), SOLUBLE LEAD (STLC), ORGANIC LEAD, AND FLASHPOINT
SEQUOIA LAB NO. 7061479

#113 SOIL FROM 13'
PLACED ON HOLD

#213 SOIL FROM 13'
PLACED ON HOLD

SAMPLING PERFORMED BY HELEN MAWHINNEY
DIAGRAM PREPARED BY BRENT E. ADAMS

SEQUOIA Analytical Laboratory
2549 Middlefield Road
Redwood City, CA 94063 • (415) 364-9222

laine Tech Services
.O. Box 5745
an Jose, CA 95150
ttn: Richard Blaine

Date Sampled: 06-17-87
Date Received: 06-17-87
Date Reported: 06-22-87
BTS #87168-M1

ample umber	Sample Description	Detection Limit ppm	Total Hydrocarbons as Diesel ppm
061477	Soil #1 - Shell Oil at 2029 Bascom Avenue in Campbell, CA	1.0	< 1.0
061478	Soil #2 - Shell Oil at 2029 Bascom Avenue in Campbell, CA	1.0	< 1.0

WASTE OIL TANK

NOTE: Analysis was performed using EPA methods 3550 and 8015.

SEQUOIA ANALYTICAL LABORATORY

Arthur G. Burton
Laboratory Director

jao

2c

SEQUOIA Analytical Laboratory
2549 Middlefield Road
Redwood City, CA 94063 • (415) 364-9222

Blaine Tech Services
P.O. Box 5745
San Jose, CA 95150
Attn: Richard Blaine

Date Sampled: 06-17-87
Date Received: 06-17-87
Date Reported: 06-22-87
BTS #87168-M1

Sample Number	Sample Description	Detection Limit ppm	Gravimetric Waste Oil as Petroleum Oil ppm
7061477	Soil #1 - Shell Oil at 2029 Bascom Avenue in Campbell, CA	30	60
7061478	Soil #2 - Shell Oil at 2029 Bascom Avenue in Campbell, CA	30	110

NOTE: Analysis was performed using EPA extraction method 3550 with Trichlorotriflouroethane as solvent, and gravimetric determination by standard methods 503E.

SEQUOIA ANALYTICAL LABORATORY

Arthur G. Burton
Laboratory Director

jao

existing

SEQUOIA Analytical Laboratory

2549 Middlefield Road
Redwood City, CA 94063 • (415) 364-9222

Blaine Tech Services
P.O. Box 5745
San Jose, CA 95150
Attn: Richard Blaine

Date Sampled: 06-17-87
Date Received: 06-17-87
Date Extracted: 06-18-87
Date Reported: 06-22-87
BTS #87168-M1

Sample Number	Sample Description
7061477	Soil #1 - Shell Oil at 2029 Bascom Avenue in Campbell, CA

PRIORITY POLLUTANTS

VOLATILE ORGANIC COMPOUNDS

results in ppb

Acrolein	< 10,000	trans-1,2-Dichloroethene	< 50
Acrylonitrile	< 10,000	1,2-Dichloropropane	< 50
[illegible]ne	< 50	1,3-Dichloropropene	< 50
[illegible]omethane	< 50	Ethylbenzene	< 50
Bromodichloromethane	< 50	Methylene chloride	< 50
Bromoform	< 50	1,1,2,2-Tetrachloroethane	< 50
Carbon tetrachloride	< 50	Tetrachloroethene	< 50
Chlorobenzene	< 50	1,1,1-Trichloroethane	< 50
Chloroethane	< 50	1,1,2-Trichloroethane	< 50
2-Chloroethylvinyl ether	< 50	Trichloroethene	< 50
Chloroform	< 50	Toluene	< 50
Chloromethane	< 50	Vinyl chloride	< 50
Dibromochloromethane	< 50	1,2-Dichlorobenzene	< 50
1,1-Dichloroethane	< 50	1,3-Dichlorobenzene	< 50
1,2-Dichloroethane	< 50	1,4-Dichlorobenzene	< 50
1,1-Dichloroethene	< 50		

SEQUOIA ANALYTICAL LABORATORY

[illegible]ur G. Burton
Laboratory Director

jao

NOTE: Methods 8010 & 8020 of the EPA were used for this analysis.

SEQUOIA Analytical Laboratory
2549 Middlefield Road
Redwood City, CA 94063 • (415) 364-9222

laine Tech Services
.O. Box 5745
an Jose, CA 95150
ttn: Richard Blaine

Date Sampled: 06-17-87
Date Received: 06-17-87
Date Extracted: 06-18-87
Date Reported: 06-22-87
BTS #87168-M1

Sample Number	Sample Description
7061478	Soil #2 - Shell Oil at 2029 Bascom Avenue in Campbell, CA

PRIORITY POLLUTANTS

VOLATILE ORGANIC COMPOUNDS
results in ppb

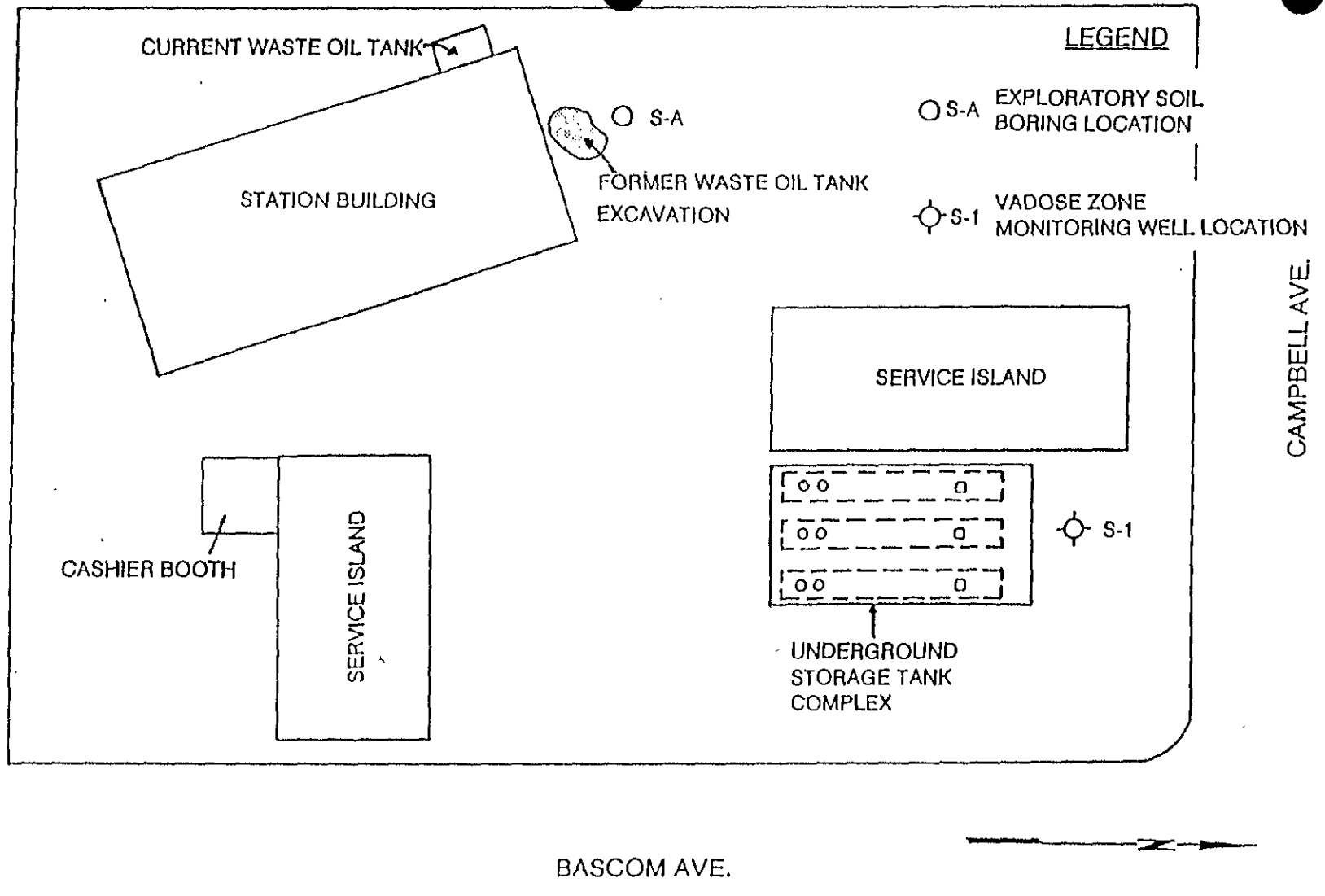
Acrolein	< 10,000	trans-1,2-Dichloroethene	< 50
Acrylonitrile	< 10,000	1,2-Dichloropropane	< 50
Benzene	< 50	1,3-Dichloropropene	< 50
Bromomethane	< 50	Ethylbenzene	< 50
Bromodichloromethane	< 50	Methylene chloride	< 50
Bromoform	< 50	1,1,2,2-Tetrachloroethane	< 50
Carbon tetrachloride	< 50	Tetrachloroethene	< 50
Chlorobenzene	< 50	1,1,1-Trichloroethane	< 50
Chloroethane	< 50	1,1,2-Trichloroethane	< 50
2-Chloroethylvinyl ether	< 50	Trichloroethene	< 50
Chloroform	< 50	Toluene	< 50
Chloromethane	< 50	Vinyl chloride	< 50
Dibromochloromethane	< 50	1,2-Dichlorobenzene	< 50
1,1-Dichloroethane	< 50	1,3-Dichlorobenzene	< 50
1,2-Dichloroethane	< 50	1,4-Dichlorobenzene	< 50
1,1-Dichloroethene	< 50		

SEQUOIA ANALYTICAL LABORATORY

ur G. Burton
aboratory Director

jao

NOTE: Methods 8010 & 8020 of the EPA were used for this analysis.



NOT TO SCALE

2d

PACIFIC ENVIRONMENTAL GROUP, INC.

SHELL SERVICE STATION
BASCOM AVE. AND CAMPBELL AVE.
SAN JOSE, CALIFORNIA

SITE PLAN

FIGURE 1
PROJECT NO. 100-79.01

TABLE 1

Summary of Soil Analytical Results
for Boring S-A

High Boiling Hydrocarbons and
Oil and Grease

Depth Interval (feet)	High Boiling (calc. as Diesel) (ppm)	Oil and Grease (ppm)
3-1/2 - 5	ND	70
9 - 10-1/2	ND	20
14 - 15-1/2	10	10
19 - 20-1/2	ND	ND
34 - 35-1/2	ND	20
43-1/2 - 45	ND	20

Volatile Organic Compounds

9 - 10-1/2 feet - No volatile organic compounds detected

Notes: ppm - parts per million
ND - not detected, detection limits noted on attached Certified Analytical Report

The Certified Analytical Reports indicate that the samples were collected from Boring S-2 in anticipation that groundwater would be encountered. Since groundwater was not encountered the boring was subsequently redesignated as Boring S-A.

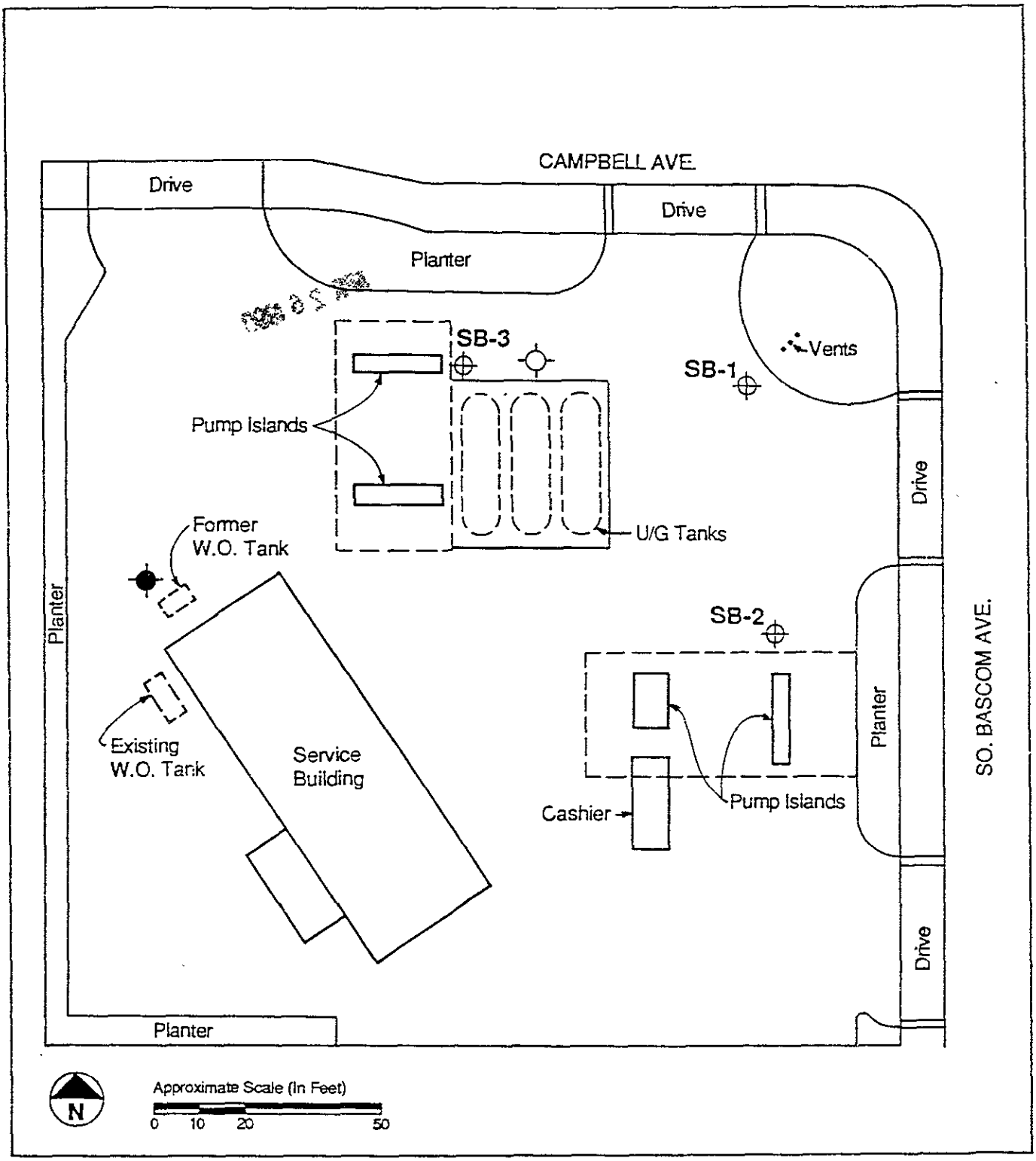
GC/MS ORGANICS ANALYSIS DATA SHEET
VOLATILE COMPOUNDS

SAMPLE IDENTIFICATION: S7-09-075-02B — BORING 'S-1' @ 10.5'
DATE ANALYZED: 09/18/87
UNITS: UG/KG

CAS #	COMPOUND	CONC
67-64-1	ACETONE	10. ND
107-02-8	ACROLEIN	20. ND
107-13-1	ACRYLONITRILE	5. ND
71-43-2	BENZENE	5. ND
75-27-4	BROMODICHLOROMETHANE	5. ND
75-25-2	BROMOFORM	5. ND
74-83-9	BROMOMETHANE	10. ND
78-93-3	2-BUTANONE	10. ND
75-15-0	CARBON DISULFIDE	5. ND
56-23-5	CARBON TETRACHLORIDE	5. ND
108-90-7	CHLOROBENZENE	5. ND
124-48-1	CHLORODIBROMOMETHANE	5. ND
75-00-3	CHLOROETHANE	10. ND
110-75-8	2-CHLOROETHYLVINYL ETHER	10. ND
67-66-3	CHLOROFORM	5. ND
74-87-3	CHLOROMETHANE	10. ND
75-34-3	1,1-DICHLOROETHANE	5. ND
107-06-2	1,2-DICHLOROETHANE	5. ND
75-35-4	1,1-DICHLOROETHENE	5. ND
156-60-5	TRANS-1,2-DICHLOROETHENE	5. ND
78-87-5	1,2-DICHLOROPROPANE	5. ND
0061-01-5	CIS-1,3-DICHLOROPROPENE	5. ND
0061-02-6	TRANS-1,3-DICHLOROPROPENE	5. ND
0-41-4	ETHYLBENZENE	5. ND
591-78-6	2-HEXANONE	10. ND
75-09-2	METHYLENE CHLORIDE	5. ND
108-10-1	4-METHYL-2-PENTANONE	10. ND
100-42-5	STYRENE	5. ND
79-34-5	1,1,2,2-TETRACHLOROETHANE	5. ND
127-18-4	TETRACHLOROETHENE	5. ND
108-88-3	TOLUENE	5. ND
71-55-6	1,1,1-TRICHLOROETHANE	5. ND
79-00-5	1,1,2-TRICHLOROETHANE	5. ND
79-01-6	TRICHLOROETHENE	5. ND
108-05-4	VINYL ACETATE	10. ND
75-01-4	VINYL CHLORIDE	10. ND
95-47-6	XYLENES (TOTAL)	5. ND

- THIS COMPOUND WAS NOT DETECTED; THE LIMIT OF DETECTION FOR THIS MPOUND IS STATED TO THE LEFT OF THE ND SPECIFIER.

- TRACE, THIS COMPOUND WAS PRESENT, BUT WAS BELOW THE LEVEL AT WHICH E CONCENTRATION COULD ACCURATELY BE DETERMINED. THE APPROXIMATE NCENTRATION IS REPORTED FOR YOUR REFERENCE.



Legend

SB-1 Approximate Location of Soil Borings

Approximate Location of Previous Soil Boring

Vadose Zone Monitoring Well (Existing)

SITE PLAN

2029 South Bascom Ave.
Campbell, California

HARTCROWSER

J-2541 9/89

Figure 2

2e

Table 1

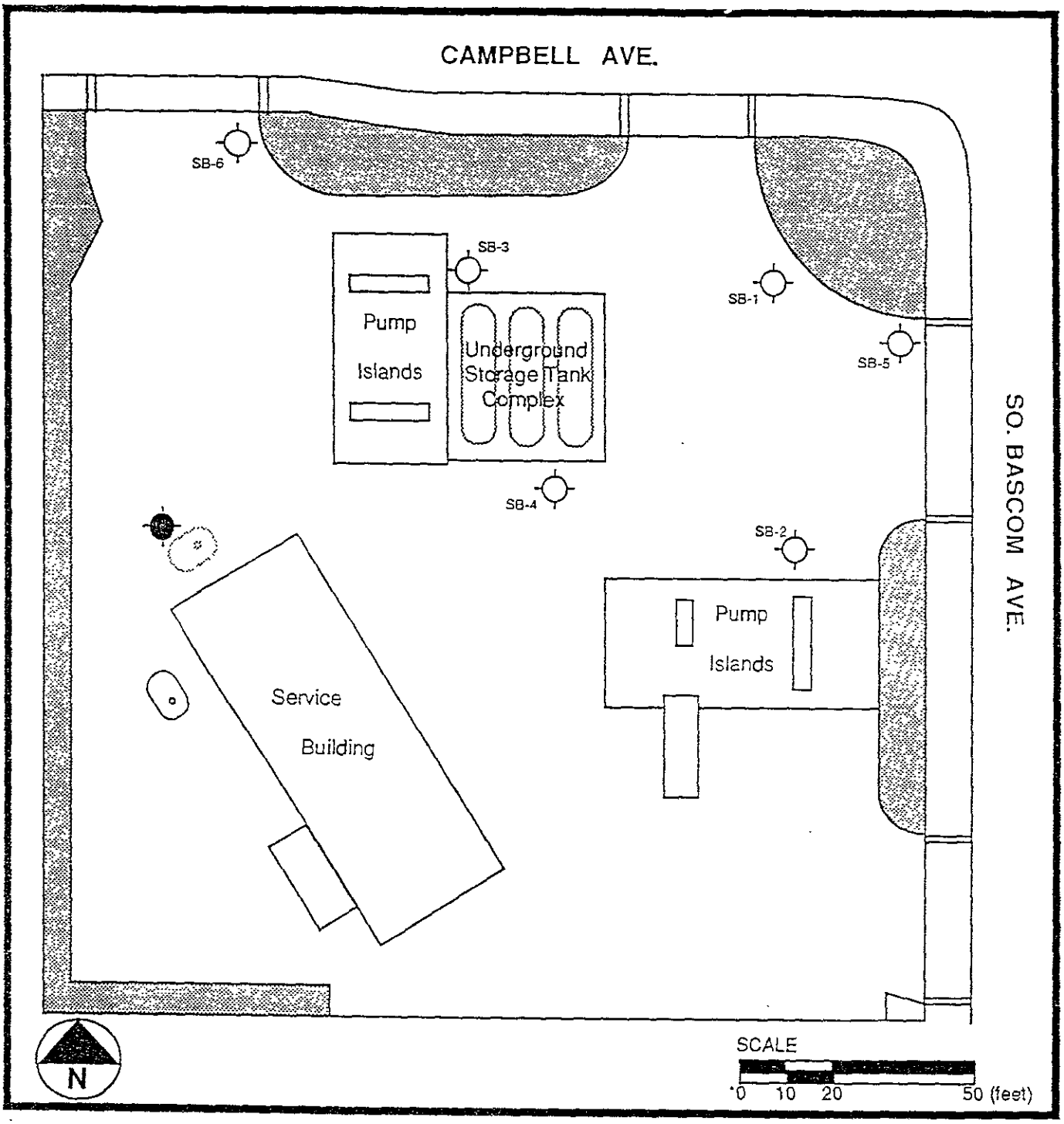
Results of Laboratory Analysis of Soil Samples
mg/kg (equivalent to parts per million, ppm)

Sample Date: October 26-27, 1989

Sample ID	TPH	Benzene	Toluene	Xylene	Ethylbenzene
SB1-5	ND	ND	0.25	ND	ND
SB1-25	ND	ND	0.23	ND	ND
SB1-45	ND	ND	0.15	ND	ND
SB2-8	ND	ND	0.22	ND	ND
SB2-20	ND	ND	0.079	ND	ND
SB3-10	ND	ND	0.12	ND	ND
Detection Limit	2.5	0.025	0.025	0.025	0.5

Notes: ND - Not Detected
TPH - Total Petroleum Hydrocarbons by EPA methods 5030/8015. Other compounds by EPA method 8020.

Source: Report of Supplemental Site Assessment
Shell Service Station -2029 S. Bascom Ave. Campbell, CA
prepared by Hart Crowser, Inc. January 4, 1990
Project J-2541



LEGEND

SB-1 Approximate Location of Soil Borings by Hart Crowser

Approximate Location of Soil Borings by Others

Waste Oil Tank Location

Former Location of Waste Oil Tank

Planter

SITE PLAN
2029 So. Bascom Ave.
San Jose, California

HARTCROWSER

J-2541 1/91

Figure 2

TABLE 1

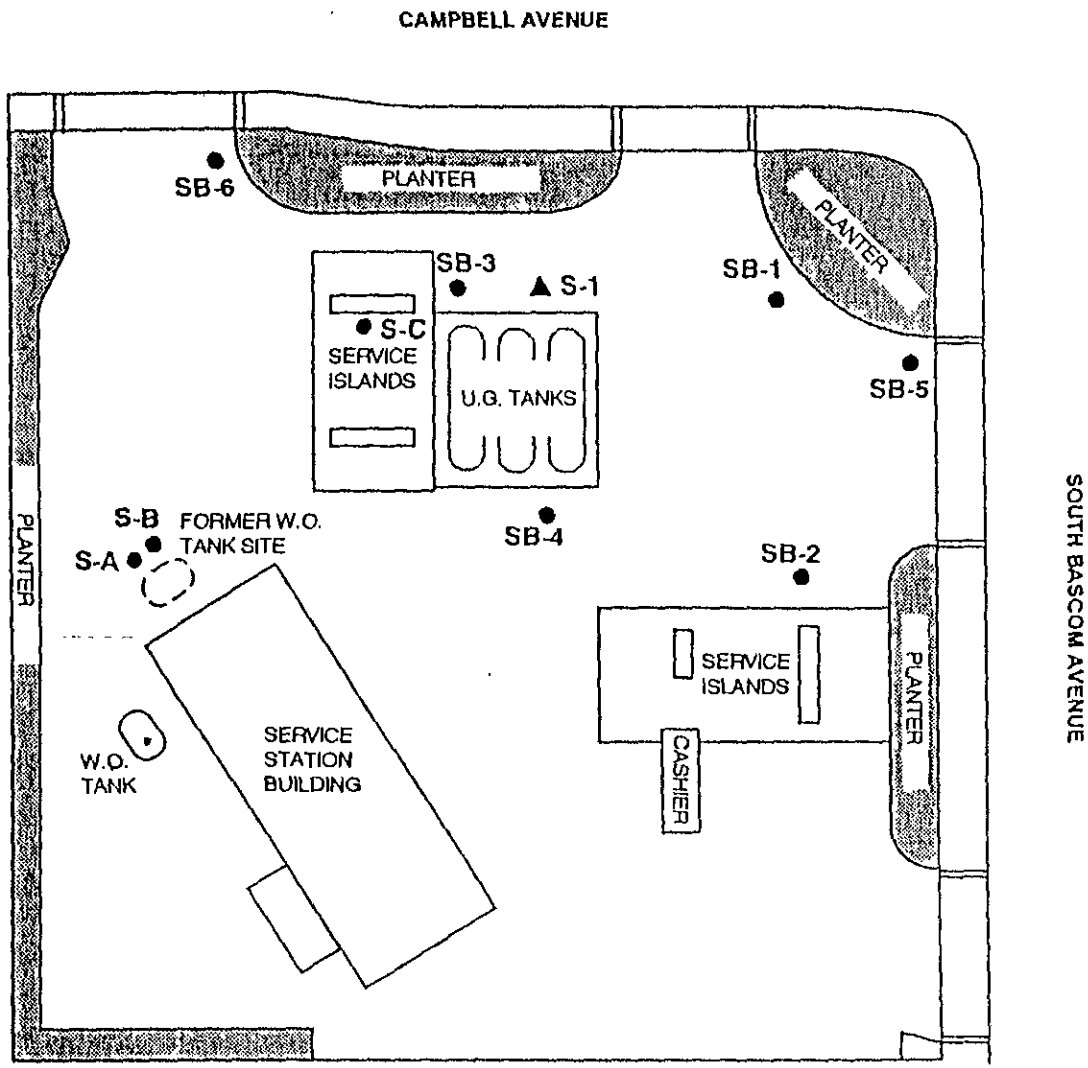
ANALYTICAL RESULTS OF SOIL SAMPLES
Concentrations in mg/kg (parts per million)

SHELL OIL COMPANY
2029 SOUTH BASCOM AVENUE
SAN JOSE, CALIFORNIA

Sample No.	TPH	Benzene	Toluene	Ethylbenzene	Xylenes
SB4-35	ND	ND	ND	ND	ND
SB4-50	ND	ND	ND	ND	ND
SB5-25	ND	ND	ND	ND	ND
SB5-50	ND	ND	ND	ND	ND
SB6-5	ND	ND	ND	ND	ND
SB6-25	ND	ND	ND	ND	ND
SB6-50	ND	ND	ND	ND	ND
DETECTION LIMITS:	1.0	0.005	0.005	0.005	0.005

NOTES:
1) TPH - Total Petroleum Hydrocarbons (Gasoline Range) analyzed by EPA Methods 5030/8015/8020.
2) ND - Not Detected.

2541-1/91



EXPLANATION

▲ Vadose well

● Soil boring

N

0 40

Scale in Feet

Base Map: Hart Crowser J-2541
Site Plan dated 10/90 Fig. 2

GSI GeoStrategies Inc.

SITE PLAN
Shell Servive Station
2029 South Bascom Avenue
Campbell, California

PLATE 2

JOB NUMBER	REVIEWED BY	DATE	REVISED DATE
749202-2		1/92	

29

TABLE 1

SOIL ANALYTICAL DATA

SAMPLE NO.	SAMPLE DATE	ANALYSIS DATE	TPH-G (PPM)	BENZENE (PPM)	TOLUENE (PPM)	ETHYLBENZENE (PPM)	XYLENES (PPM)	TOG (PPM)	TOTAL LEAD (PPM)	ORGANIC LEAD (PPM)
SB-9.5	16-Dec-91	21-Dec-91	<1.0	<0.005	<0.005	<0.005	0.005	190.	7.0	<1.0
SB-14.5	16-Dec-91	30-Dec-91	<1.0	<0.005	<0.005	<0.005	<0.005	61.	<3.0	<1.0
SB-19.5	16-Dec-91	21-Dec-91	<1.0	0.006	0.009	<0.005	0.005	<50.	<3.0	<1.0
SB-24.5	16-Dec-91	21-Dec-91	<1.0	<0.005	<0.005	<0.005	<0.005	<50.	<3.0	<1.0
SB-29.5	16-Dec-91	21-Dec-91	1.0	0.015	0.023	0.009	0.043	<50.	<3.0	<1.0
SB-34.5	16-Dec-91	21-Dec-91	<1.0	<0.005	<0.005	<0.005	0.005	50.	<3.0	<1.0
SB-39.5	16-Dec-91	21-Dec-91	<1.0	<0.005	0.011	0.013	0.036	<50.	<3.0	<1.0
SB-44.5	16-Dec-91	24-Dec-91	<1.0	<0.005	<0.005	<0.005	0.009	<50.	<3.0	<1.0
SB-50	16-Dec-91	24-Dec-91	<1.0	<0.005	<0.005	<0.005	0.005	<50.	<3.0	<1.0
SB-55	16-Dec-91	24-Dec-91	<1.0	<0.005	<0.005	<0.005	<0.005	<50.	<3.0	<1.0
SB-60	16-Dec-91	24-Dec-91	<1.0	<0.005	0.005	<0.005	0.009	<50.	<3.0	<1.0

TPH-G = Total Petroleum Hydrocarbons calculated as Gasoline
PPM = Parts Per Million TOG = Total Oil and Grease

NOTE: 1. All data shown as <x are reported as ND (none detected).

TABLE 1

SOIL ANALYTICAL DATA

SAMPLE NO.	SAMPLE DATE	ANALYSIS DATE	TPH-G (PPM)	BENZENE (PPM)	TOLUENE (PPM)	ETHYLBENZENE (PPM)	XYLENES (PPM)	TOG (PPM)	TOTAL LEAD (PPM)	ORGANIC LEAD (PPM)
SC-6	16-Dec-91	24-Dec-91	<1.0	<0.005	<0.005	<0.005	0.010	NA	NA	NA
SC-11	16-Dec-91	24-Dec-91	3.8	<0.005	0.009	0.009	0.077	NA	NA	NA
SC-16	16-Dec-91	30-Dec-91	<1.0	<0.005	<0.005	<0.005	0.010	NA	NA	NA
SC-21	16-Dec-91	30-Dec-91	<1.0	<0.005	0.007	<0.005	0.019	NA	NA	NA
SC-24.5	16-Dec-91	30-Dec-91	3.6	0.024	0.042	0.020	0.11	NA	NA	NA

ATTACHMENT 5

TRAFFIC IMPACT ANALYSIS

Pruneyard Expansion

CAMPBELL, CALIFORNIA

TRAFFIC IMPACT ANALYSIS

FINAL REPORT

Prepared For

City of Campbell
70 N. First Street
Campbell, California 95008

July 11, 2016

"This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of Hatch Mott MacDonald being obtained. Hatch Mott MacDonald accepts no responsibility or liability for the consequences of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees, and will by such use or reliance be taken to confirm his agreement, to indemnify Hatch Mott MacDonald for all loss or damage resulting therefrom. Hatch Mott MacDonald accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

To the extent that this report is based on information supplied by other parties, Hatch Mott MacDonald accepts no liability for any loss or damage suffered by the client, whether contractual or tortious, stemming from any conclusions based on data supplied by parties other than Hatch Mott MacDonald and used by Hatch Mott MacDonald in preparing this report."

Table of Contents

1 EXECUTIVE SUMMARY 1
Project Trip Generation 1
Project Impacts and Mitigation Measures 2
Neighborhood Impacts 2
Freeway Impacts 3
On-Site Circulation 3
Parking 3
2 Introduction 8
Project Description 8
Scope of Work 9
Traffic Operation Evaluation Methodologies and LOS Standards 11
Impact Criteria 11
3 Existing Conditions 13
Local Road Network 13
Bicycle and Pedestrian Facilities 14
Transit Services 15
Existing Traffic Data 17
Existing Intersection Operations 17
Field Observations 17
4 Existing Plus Project Conditions 19
Project Description 19
Project Trip Generation 19
Project Trip Distribution and Assignment 23
Existing Plus Project Intersection Operations 23
Neighborhood Impacts 24
Freeway Impacts 25
On-Site Circulation 25
Parking 26
5 Background and Background Plus Project Conditions 28
Background and Background Plus Project Traffic Volumes 28
Background and Background Plus Project Intersection Operations 28
6 Cumulative and Cumulative Plus Project Conditions 29
Cumulative and Cumulative Plus Project Traffic Volumes 29
Cumulative Without Project Condition Intersection Operations 29
Cumulative Plus Project Intersection Operations 31
7 Queuing Analysis 33
Southbound SR 17 Off-ramp At Hamilton Avenue 33
Northbound Creekside Way at Hamilton Avenue 34
Northbound SR 17 Off-ramp At Creekside Way 34
8 Transit, Bicycle and Pedestrian Facilities Analysis 35
Transit Service 35
Transit Access 35
Bicycle and Pedestrian Facilities 36
9 Trips Origins Analysis 37
10 Campbell Avenue Progression Analysis 38

List of Exhibits

1. Project Location Map
2A. Project Site Plan Option A
2B. Project Site Plan Option B
3. Project Study Intersections
4. Existing Lane Configurations
5. Bicycle Facilities in Project Vicinity
6. Pedestrian Facilities in Project Vicinity
7. VTA Transit Routes in Project Vicinity
8. Existing Peak Hour Volumes
9. Existing and Existing Plus Project Intersection Levels of Service
10. Pruneyard Development Plan – Existing Development and Proposed Development
11. Pruneyard Development Plan – Summary by Land Use Type
12A. Project Trip Generation – Development Option A
12B. Project Trip Generation – Development Option B
13. Project Trip Distribution
14A. Project Trip Assignment – Development Option A
14B. Project Trip Assignment – Development Option B
15. Existing Plus Project Peak Hour Volumes
16. TIRE Index Summary
17. Parking Analysis
18. Background No Project Peak Hour Volumes
19. Background Plus Project Peak Hour Volumes
20. Background and Background Plus Project Intersection Levels of Service
21. Cumulative No Project Peak Hour Volumes
22. Cumulative Plus Project Peak Hour Volumes
23. Cumulative and Cumulative Plus Project Intersection Levels of Service
24. Transit Vehicle Delay Summary
25. Trips Origins Analysis
26. Near-Term Cumulative Peak Hour Volumes Without the Project
27. Near-Term Cumulative Peak Hour Volumes With the Project
28. E. Campbell Avenue Corridor Levels of Service

List of Appendices

A. VTA Freeway Analysis
B. Level of Service Descriptions for Signalized and Unsignalized Intersections and Urban Arterials
C. Traffic Count Data
D. Level of Service Calculation Worksheets
E. Approved But Not Yet Built and Pending Projects Trip Generation
F. Approved But Not Yet Built Projects Location Map
G. Queuing Analysis
H. Transit Vehicle Delay Calculations
I. TIRE Index Description
J. Pruneyard TDM Program
K. MXD Trip Generation Analysis
L. VTA Auto Trip Reduction Statement
M. Site Plan Evaluation

1 EXECUTIVE SUMMARY

This report presents the results of the transportation impact analysis (TIA) for the proposed expansion of The Pruneyard commercial center located at 1875, 1901, and 1999 South Bascom Avenue in the City of Campbell, California.

The purpose of this analysis is to identify potentially significant impacts of the proposed project to the transportation system. This study follows the guidelines and procedures of the City of Campbell and the Valley Transportation Authority (VTA), the Santa Clara County Congestion Management Agency (CMA).

The Pruneyard consists of a mix of commercial retail, restaurant, theater and office uses. The Pruneyard consists of the following uses:

- Restaurant – 77,400 square feet (2,525 seats)
- Retail – 121,700 square feet
- Bank – 13,100 square feet
- Office – 368,600 square feet
- Medical Office – 2,400 square feet
- Theater – 20,400 square feet
- Hotel – 171 Rooms

The proposed project includes the expansion of the development to include new retail/restaurant and office floor space, potentially a fitness center, a new parking structure, additional parking provided in an underground parking garage, and modifications to the existing vehicular circulation system in the shopping center.

The proposed project involves the following additions to The Pruneyard land use:

1. Retail buildings – 18,600 square feet of floor space in four buildings
2. Retail/Office – 12,000 square feet of floor space in one building (Option A) or a 30,000 square foot fitness center (Option B)
3. Office – 100,000 square feet of floor space in one building with 2-levels of underground parking
4. Expansion of the existing parking structure.

In addition, 3,000 square feet of existing retail space would be converted to restaurant space.

Project Trip Generation

Development Option A would generate an estimated 123 net trips during the AM peak hour and 224 net trips during the PM peak hour. Development Option B would generate an estimated 143 net new trips during the AM peak hour and 276 net new trips during the PM peak hour.

Development Option B generates a higher volume of trips than Development Option A. For this study, traffic impacts were analyzed based upon the trip generation for Development Option B.

The trip generation calculations include Peer/Study-Based trip reductions for internal and TDM trip reductions, which requires monitoring of the project trip generation per VTA TIA guidelines. A trip generation study that determines the volume of trips generated by the project will be conducted on at

least a biennial basis. The trip generation study will be conducted by a traffic engineering firm employed by the City and funded (contract cost plus 20 percent administrative fee) by the property owner(s). The data collected from the study will be shared with VTA as part of the CMP Monitoring and Conformance Program.

Project Impacts and Mitigation Measures

Existing Plus Project Intersection Impacts
Based on City of Campbell and VTA impact criteria, the proposed project is expected to have a less-than-significant impact at all study intersections Existing Plus Project conditions.

Background Plus Project Intersection Impacts
Based on City of Campbell and VTA impact criteria, the proposed project is expected to have a less-than-significant impact at all study intersections under Background Plus Project conditions.

Cumulative Plus Project Intersection Impacts
Based on City of Campbell and VTA impact criteria, the proposed project is expected to have a less-than-significant impact at all study intersections under Cumulative Plus Project conditions.

Neighborhood Impacts

The proposed project has the potential of adding traffic to residential streets located east of Bascom Avenue. The following streets provide motorists with the opportunity to circulate between Leigh Avenue and Bascom Avenue:

1. Arroyo Seco Drive
2. Campbell Avenue
3. Fewtrell Drive
4. McBain Avenue
5. Ridgeley Drive

The effect of adding project related traffic to the streets listed above, east of Bascom Avenue, was evaluated using the Traffic Infusion on Residential Environment (TIRE) index. The TIRE index is a measure of residents' perceptions of the effect of increased traffic on residential streets. A change in the TIRE index of less than 0.1 would not be noticed by a resident, with a change of 0.1 or more would be noticeable to residents.

It is estimated that 2 percent of the project commercial traffic would access the project via the residential streets west of Bascom Avenue. This equates to 56 trips per day, which would be distributed between all of the residential streets. Even if the traffic was concentrated on any one street, the volume of traffic would not reach a level that would be noticeable to residents. It would require at least 6 percent of the total project generated daily traffic (both office and commercial components) to access the project via Fewtrell Drive or McBain Avenue for the traffic generated by the project to be noticeable to the residents of these streets. Based on the project distribution opportunities for the project, it is very unlikely that the project would add traffic to the study streets at levels that would be noticeable to residents of those streets. The proposed project would have no impact on the TIRE index of the study streets.

Freeway Impacts

Project impacts to the level of service of freeway segments immediately adjacent to and in the near vicinity of the Pruneyard were analyzed for this study. The following freeway segments were analyzed in both directions for this study:

1. SR 17 between I-280 and Hamilton Avenue
2. SR 17 between Hamilton Avenue and San Tomas Expressway-Camden Avenue
3. SR 17 between San Tomas Expressway-Camden Avenue and SR 85
4. SR 85 between Bascom Avenue and SR 17
5. SR 85 between SR 17 and Winchester

The proposed project would not add more than one percent to any freeway segment. Therefore, a freeway segment analysis is not required per the VTA traffic impact analysis guidelines. The impact analysis was performed, however, to document existing freeway conditions and the level of impact that the project would have to the freeway segments.

Under Existing conditions, northbound segments of SR 17 and SR 85 currently operate at LOS F during the AM peak hour. During the PM peak hour, the southbound segment of SR 85 between SR 17 and Bascom Avenue currently operates at LOS F. The project would not contribute more than one percent of the capacity of the segments currently operating at LOS F. Therefore, according to VTA significance criteria, the project's impact would not be significant. The project would not cause the level of service on the other study segments that currently operate at LOS E or better to deteriorate to LOS F. Therefore, the project's impact to the freeway segments operating at LOS E or better would not be significant.

On-Site Circulation

The project proposes several changes to the on-site circulation system for vehicles, pedestrians and bicycles. The proposed circulation plan will alter existing circulation patterns including modify existing parking lots and parking space layouts. The project will create pedestrian priority areas in the central area of the site. Based on a review of the proposed changes to on-site circulation as well as observations of existing site circulation conditions, the planned on-site circulation plan will be adequate for the project.

The project includes several pedestrian related improvements that will enhance pedestrian circulation on the project site as well as improve pedestrian connectivity between the site and adjacent off-site pedestrian facilities. The project will increase bicycle parking facilities on the site. Bicycle circulation west of the existing office towers will be enhanced with implementation of the Sharrows bicycle markings. The project will maintain existing connections between the Los Gatos Creek Trail and the project site. The planned pedestrian bicycle related improvements will be adequate for the project.

Additional detail regarding the circulation, pedestrian and bicycle related improvements are provided in Appendix **M**.

Parking

The project applicant commissioned a parking demand/supply study, which is documented in an October 30, 2015 memorandum. The study included the development of a parking demand estimate model, which was used to estimate the parking demand for each phase of the project.

The parking demand model was calibrated to represent Friday conditions in December. Fridays typically experience higher parking demand compared to other weekdays because of higher mid-day and evening demand for retail and restaurant uses. Shopping centers typically experience the highest parking demand during December. Therefore, the model results represent a conservative (high-side) estimate of parking demand that would be experienced at the center.

Typically, parking spaces in excess of the estimated peak parking demand are provided at commercial developments to improve circulation and parking efficiency. For this study, parking efficiency factors 5 percent for the office space and 10% for the retail/restaurant space were applied. Given the relative mix of office and commercial retail space at The Pruneyard, the net overall efficiency factor for the project is about 8 percent. That is, the recommended parking supply provides a parking space surplus of 8 percent above the estimated maximum parking demand during each phase of the project.

The proposed parking supply will exceed the estimated maximum parking demand during each project phase. The parking supply will exceed the estimated maximum parking demand by about 6 percent to 10 percent throughout the development of the project. At the completion of Phase 2 of the project, the number of parking spaces on the development site would exceed the projected maximum parking demand by 6.4 percent and at the completion of Phase 4 (Option B – Fitness Center), the parking spaces on the Pruneyard site would exceed the estimated maximum parking demand by 7.5 percent. During the other project phases, the proposed parking supply would exceed the maximum parking demand by about 10 percent.

The proposed parking supply will exceed the estimated recommended parking supply during each project phase except Phase 2 and Phase 4 with Development Option B. The parking supply will exceed the recommended parking supply by about 2 percent for Phases 1, 3 and 4 Option A. At the completion of Phase 2, the parking deficiency relative to the recommended parking supply would be 39 spaces, or about 2 percent of the total recommended spaces. At the completion of Phase 4 Option B, the parking deficiency relative to the recommended parking supply would be 29 spaces, or about 1 percent of the total recommended spaces. In each case, the total number of spaces provided on the Pruneyard site would exceed the estimated parking demand. During these periods, the efficiency factor would be less than the desired rate. The parking deficiency would only occur during the peak seasonal December period. For the remainder of the year, the parking supply would exceed the recommended parking demand. The proposed parking supply will be adequate for the project.

The Pruneyard currently experiences localized parking supply deficiencies. These deficiencies occur primarily on the east side of the center near the Trader Joe's and Marshalls stores. To improve the parking and circulation efficiency of The Pruneyard center in general, the project applicant has proposed the following parking management measures:

1. Wayfinding: Additional wayfinding signs will be installed throughout the site to encourage patrons to park in the parking garage.
2. Valet Service: Valet parking is proposed at the main plaza during peak demand periods at the completion of Phase 2. The project site plan identifies three specific locations for valet stands. Potential valet parking areas have been identified by the applicant in the existing parking garage.
3. Time-limited parking: Certain areas on the site will be designated for short-term parking. The time-limited parking will be enforced by Pruneyard staff.

4. Employee parking: Office, retail and hotel employees will be required to park in areas with the lowest demand for customer parking, such as the parking garage.
5. Parking Management Report: An annual parking status report to the City will be provided by the applicant that describes how valet, short-term and employee parking is being managed and monitored.
6. Special Events: The Pruneyard intends to close the main plazas to vehicular traffic during high-attendee special events if deemed necessary for pedestrian safety. Signage for these closures will be posted by Pruneyard staff to minimize disruption to visitors.

The proposed TDM program will further reduce parking demand. The parking study did not incorporate the impact of the TDM program to the parking demand analysis.

E. Campbell Avenue Progression Analysis

Analyses of traffic operations on the Campbell Avenue corridor between Railway Avenue and Bascom Avenue was performed using the micro-simulation techniques provided in the SimTraffic analysis software, an element of the Synchro traffic analysis software program. The SimTraffic analysis provides a broader assessment of traffic operations on E. Campbell Avenue than provided by the analysis of intersection impacts as calculated by the TRAFFIX software program. The simulation model calculates the delay to vehicles and vehicle travel time on the corridor in both directions between Railway Avenue and Bascom Avenue. In addition, the SimTraffic results include traffic delays caused by the operation of the light rail crossing at E. Campbell Avenue and Railway Avenue. The TRAFFIX level of service calculations do not consider the traffic delays caused by the light rail crossing operations.

Corridor operations are evaluated using level of service concepts based on vehicle travel time that are documented in the 2000 HCM. Arterial level of service is based on the average travel speed for the segment or entire arterial under study. In this case, the arterial under study is E. Campbell Avenue between Railway Avenue and Bascom Avenue in the eastbound and westbound direction. The average travel speed is provided from the SimTraffic model runs for the corridor.

E. Campbell Avenue between Railway Avenue and Bascom Avenue was analyzed for the AM and PM peak hours for the following analysis scenarios:

1. Existing Conditions with existing E. Campbell Avenue geometrics.
2. Near-term cumulative without the project under East Campbell Avenue Master Plan geometrics.
3. Near-term cumulative with the project under East Campbell Avenue Master Plan geometrics.

The near-term cumulative condition includes existing traffic and traffic generated by approved and pending development projects.

The analysis of traffic operations on the E. Campbell Avenue corridor for the near-term cumulative condition includes implementation of the E. Campbell Avenue Master Plan roadway improvements. The planned design of E. Campbell Avenue as detailed in the Master Plan would remove the left turn lanes on eastbound Campbell Avenue at Page Street and westbound Campbell Avenue at Gilman Avenue. The left turn lane at Dillon Avenue would also be removed. The traffic signals at Page Street

and Gilman Avenue were modeled in this study in coordination as one signal system. In addition, permissive-protective signal phasing was utilized at the Page Street and Gilman Avenue intersections. The Synchro/SimTraffic simulation model was coded to simulate the operation of the VTA light rail crossing of E. Campbell Avenue and Orchard City Drive.

Exhibit 28 shows the corridor delay, travel time and LOS results from the SimTraffic analysis. The corridor travel delay and travel time is shown with and without the Pruneyard project for each travel direction between Railway Avenue and Bascom Avenue.

Under existing conditions, the E. Campbell Avenue corridor operates as follows:

- o Eastbound E. Campbell Avenue between Railway Avenue and Bascom Avenue
  - AM peak hour: LOS B
  - PM peak hour: LOS C
- o Westbound E. Campbell Avenue between Bascom Avenue and Railway Avenue
  - AM peak hour: LOS E
  - PM peak hour: LOS C

Westbound traffic operations through the corridor exceed the LOS D threshold of acceptability during the AM peak hour, primarily because of the delay caused by the light rail crossing operations at Railway Avenue.

Under near-term cumulative conditions <u>without</u> the Pruneyard project, the E. Campbell Avenue corridor would operate at the following levels of service:

- o Eastbound E. Campbell Avenue between Railway Avenue and Bascom Avenue
  - AM peak hour: LOS C
  - PM peak hour: LOS C
- o Westbound E. Campbell Avenue between Bascom Avenue and Railway Avenue
  - AM peak hour: LOS F
  - PM peak hour: LOS C

Under near-term cumulative conditions <u>with</u> the Pruneyard project, the E. Campbell Avenue corridor would operate at the following levels of service:

- o Eastbound E. Campbell Avenue between Railway Avenue and Bascom Avenue
  - AM peak hour: LOS C
  - PM peak hour: LOS C
- o Westbound E. Campbell Avenue between Bascom Avenue and Railway Avenue
  - AM peak hour: LOS F
  - PM peak hour: LOS D

The eastbound levels of service during the AM and PM peak hours with the project are at acceptable levels (i.e., LOS D or better) and are unchanged from levels of service without the project.

The westbound level of service during the PM peak hour with the project is at an acceptable level of service. The westbound level of service during the AM peak hour would be unacceptable at LOS F under near-term cumulative conditions with and without the project. The project would cause the travel time

in the westbound direction to decrease by one percent. A decrease in travel time of five percent or more when the pre-project condition operates at LOS F would be considered a significant impact. Therefore, the project's contribution to the near-term cumulative deficiency would not be significant.

2 Introduction

This report presents the transportation impact analysis (TIA) for the proposed expansion and renovation of The Pruneyard shopping center, located at 1875, 1901, and 1999 South Bascom Avenue in the City of Campbell, California. The development is planned in four phases and includes several buildings that would be utilized for office, retail and/or restaurant uses and an office building with 100,000 square feet of floor area. The total amount of new floor area would be approximately 150,000 square feet. In addition, a new parking structure that would serve the entire development and new underground parking facilities would be constructed as a component of the new office building. The project also includes a change to existing uses within The Pruneyard that would increase the amount of restaurant space within the shopping center.

Exhibit 1 shows the location of the project site with respect to the local road network. The purpose of this analysis is to identify potentially significant impacts of the proposed project to the transportation system. This study follows the guidelines and procedures of the City of Campbell and the Valley Transportation Authority (VTA), the Santa Clara County Congestion Management Agency (CMA).

Project Description

The Pruneyard consists of a mix of commercial retail, restaurant, theater and office uses. The Pruneyard consists of the following uses:

- Restaurant – 77,400 square feet (2,525 seats)
- Retail – 121,700 square feet
- Bank – 13,100 square feet
- Office – 368,600 square feet
- Medical Office – 2,400 square feet
- Theater – 20,400 square feet
- Hotel – 171 Rooms

The proposed project includes the expansion of the development to include new retail/restaurant and office floor space, potentially a fitness center, a new parking structure, additional parking provided in an underground parking garage, and modifications to the existing vehicular circulation system in the shopping center.

The proposed project involves the following additions to The Pruneyard land use:

1. Retail buildings – 18,600 square feet of floor space in four buildings
2. Retail/Office – 12,000 square feet of floor space in one building (Option A) or a 30,000 square foot fitness center (Option B)
3. Office – 100,000 square feet of floor space in one building with 2-levels of underground parking
4. Expansion of the existing parking structure.

In addition, 3,000 square feet of existing retail space would be converted to restaurant space. **Exhibits 2A and 2B** show Option A and Option B of the project site plan.

Scope of Work

The Pruneyard expansion project is expected to be built and occupied in more than five years from the date of approval. The project application to the City requests approval of the entire long-term development project. Therefore, per VTA TIA Guidelines Section 11.2 (Entire Project Granted Full Entitlement), this traffic study analyzes and establishes the mitigation measures required of the applicant for the entire long-term project.

This traffic impact analysis includes an assessment of intersection traffic operations during the typical weekday AM and PM peak commute hours at the following intersections. The study intersections were selected based on VTA guidelines, and include intersections that the project is expected to add 10 or more peak hour trips per lane to any intersection movement. A map of the study intersections is provided in **Exhibit 3**. The existing lane configurations at each study intersection are shown graphically in **Exhibit 4**.

Study Intersections

1. Hamilton Avenue / Salmar Avenue-Highway 17 Southbound Off-Ramp
2. Hamilton Avenue / Creekside Way
3. Hamilton Avenue / Bascom Avenue
4. Hamilton Avenue / Leigh Avenue
5. Creekside Way / Highway 17 Northbound Off-Ramp
6. Creekside Way / Campisi Way
7. Bascom Avenue / Campisi Way
8. Bascom Avenue / Pruneyard
9. Campbell Avenue /Railway Avenue-Civic Center Drive
10. Campbell Avenue / Page Street
11. Campbell Avenue / Gilman Avenue
12. Campbell Avenue / Union Avenue
13. Bascom Avenue / Campbell Avenue
14. Orchard City Drive / Railway Avenue
15. Union Avenue / Duncanville Court
16. Union Avenue / McGlincy Lane

All study intersections are currently signalized with the exception of the Campbell Avenue/Page Street intersection, which is planned for signalization in the future.

Freeway Segments

Based on VTA's *Transportation Impact Analysis Guidelines* (2014), a freeway segment shall be included in a Traffic Impact Analysis if it meets any one of the following conditions:

1. The proposed project is expected to add traffic that is 1% or more of the freeway segment's capacity;

2. The proposed project is adjacent to a freeway segment's access or egress points;

3. Based on engineering judgment, Lead Agency staff determines that the freeway segment should be included in the analysis.

Per VTA guidelines, freeway capacity is calculated as 2,200 vehicles per hour per lane (vphpl) for four-lane freeway segments and 2,300 vphpl for six-lane or larger freeway segments. For five-lane freeway segments, 2,200 vphpl is used for the two-lane direction and 2,300 vphpl is used for the three-lane direction. Based on the conditions above, a freeway segment analysis is not required for this analysis, because the project would not add more than 1 percent to any freeway segment in the region. **Appendix Exhibit A-1** includes the VTA Freeway Analysis Requirement Determination table. However, the impact to the freeway segments shown in **Appendix Exhibit A-1** were analyzed for Existing and Existing Plus Project conditions to quantify the level of impact that the project would have to the freeway segments.

Analysis Scenarios

The development scenarios analyzed for this study are described below.

1. Existing Conditions
   This study scenario provides a description of the existing roadway network, transit services, and bikeways that serve the project site. Existing traffic volumes are presented and existing intersection operations are described.

2. Existing Plus Project Conditions
   This study scenario evaluates the addition of project traffic to the existing conditions. This section of the report would identify project impacts, if any, and feasible mitigation measures to reduce impacts to insignificant levels, under existing traffic conditions.

3. Background Conditions (Existing Plus Approved But Not Yet Built Projects)
   This study scenario evaluates background conditions that are based on the sum of existing trips and trips from approved but not yet built developments in the project area.

4. Background Plus Project Conditions (Existing Plus Approved Plus Project)
   This study scenario evaluates the addition of project trips to the background conditions. This section of the report would identify project impacts, if any, and feasible mitigation measures to reduce impacts to insignificant levels, under background traffic conditions.

5. Cumulative Conditions
   This section of the report identifies cumulative impacts, if any, and feasible mitigation measures to reduce cumulative impacts to less than significant levels.

6. Cumulative Plus Project Conditions
   This study scenario evaluates the addition of project trips to the cumulative conditions. This section of the report would identify cumulative project impacts, if any, and feasible mitigation measures to reduce impacts to insignificant levels, under cumulative traffic conditions.

Traffic Operation Evaluation Methodologies and LOS Standards

Intersection traffic operations were evaluated based on the Level of Service (LOS) concept. Intersection operations were evaluated using the TRAFFIX analysis software. LOS is a quantitative description of an intersection and roadway's operation, ranging from LOS A to LOS F. Level of service A represents free flow un-congested traffic conditions. Level of service F represents highly congested traffic conditions with unacceptable delay to vehicles on the road segments and at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes.

For signalized intersections, traffic operations are evaluated based on the overall average delay in seconds per vehicle. The average delay is then correlated to a level of service.

For one and two-way stop controlled intersections the delay in seconds per vehicle at the worst movement or approach is used to evaluate operations. The delay at the worst approach is then correlated to a level of service. LOS for each side street is based on the distribution of gaps in the major traffic stream and driver judgment in selecting gaps. **Appendix B** provides additional information regarding levels of service for signalized and unsignalized intersections.

The City of Campbell has established LOS D as the general threshold for acceptable traffic operations for signalized intersections that are not covered by the policies of the Congestion Management Program (CMP). The VTA's minimum threshold for CMP intersections is LOS E. The following CMP intersections were included in the analysis:

- Hamilton Avenue / Salmar Avenue-Highway 17 Southbound Off-Ramp (#1)
- Hamilton Avenue / Creekside Way (#2)
- Hamilton Avenue / Bascom Avenue (#3)
- Bascom Avenue / Campbell Avenue (#13)

Impact Criteria

The City of Campbell has established criteria to determine the level of significance of traffic impacts. The following significance criteria were applied to the signalized study intersections that are not covered by the policies of the CMP:

1. The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F, or
2. For intersections where LOS E operation has been established as acceptable, the project condition causes operation to deteriorate from LOS E to LOS F.

The City of Campbell does not have a formally adopted minimum threshold for unsignalized intersections. For the purposes of this report a minimum threshold of LOS E in combination with the MUTCD peak hour volume signal warrant was used.

The VTA has established criteria to determine the level of significance of traffic impacts at CMP intersections. The following significance criteria were applied to the intersections that are covered by the policies of the CMP:

1. The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS E or better) to LOS F, or

2. For intersections already operating at LOS F, the impact would be significant if:

    a. Addition of the project traffic increases the average control delay for critical movements by four (4) seconds or more, and
    b. Project traffic increases the critical volume-to-capacity (v/c) ratio by 0.01 or more, or
    c. The critical v/c increases by 0.01 or more when the change in critical delay is negative.

The intersection of Hamilton Avenue and Leigh Avenue is in the City of San Jose and is subject to the level of service policy established by the City of San Jose. Significant traffic impacts at signalized intersections are defined to occur when the addition of project-generated trips causes on of the following:

1. Intersection operations to deteriorate from an acceptable LOS D or better to an unacceptable LOS E or F.
2. Critical delay increase of four or more seconds and a V/C ratio increase of 0.01 or more to intersections operating at LOS E or F.
3. The V/C ratio increases by 0.01 or more at an intersection operating at an unacceptable LOS E or F when the change in critical delay is negative.

VTA has established level of service criteria for freeway segments, which is as follows:

1. The addition of project-generated traffic causes operation of freeway segment to deteriorate from an acceptable level of service (LOS E or better) to LOS F, or
2. For segments already operating at LOS F, the number of new trips added by the project is more than one percent of the freeway capacity.

3 Existing Conditions

This section of the report evaluates existing conditions and includes a description of the project setting.

Local Road Network

The project is located north of Campbell Avenue, west of Bascom Avenue, east of Highway 17 and south of existing development located on Campisi Way. The following roadways provide either regional or local access to the project site.

Bascom Avenue is a major 6-lane Class I arterial in the vicinity of the project. It extends through the cities of San Jose and Campbell in a north-south orientation. South Bascom Avenue begins at the Los Gatos/San Jose border at State Route 85 and North Bascom Avenue ends at the San Jose/Santa Clara border at Heatherdale Avenue. The roadway's name changes to Los Gatos Boulevard in the Town of Los Gatos and Washington Street in the City of Santa Clara. Bascom Avenue provides access to the eastern side of the Pruneyard Shopping Center via three driveways. The posted speed limit on Bascom Avenue in the vicinity of the project is 35 mph.

Campbell Avenue in the vicinity of the project is a 4-lane Class II Arterial west of Bascom Avenue and a 2-lane residential collector street east of Bascom Avenue. At Bascom Avenue, the east and west legs of Campbell Avenue are offset by approximately 80 feet. West Campbell Avenue begins at Saratoga Avenue and East Campbell Avenue ends at Meridian Avenue. This east-west roadway's name changes to Prospect Road west of Saratoga Avenue. Campbell Avenue provides access to the southern side of the Pruneyard Shopping Center via three driveways. The posted speed limit on Campbell Avenue in the vicinity of the project is 30 mph.

Union Avenue in the vicinity of the project is a 2-lane Class II Arterial street that begins at Campbell Avenue. This north-south roadway extends south from Campbell Avenue to its terminus at Blossom Hill Road in San Jose. Union Avenue has four lanes between Bascom Avenue and Los Gatos-Almaden Road. The Union Avenue / Campbell Avenue intersection serves as one of the access points into The Pruneyard Shopping Center. The posted speed limit on Union Avenue in the vicinity of the project is 30 mph.

Hamilton Avenue is a major 6-lane Class I arterial in the vicinity of the project. It extends through the cities of San Jose and Campbell in an east-west orientation. East Hamilton Avenue begins at Hicks Avenue in San Jose and ends at Saratoga Avenue in San Jose. Hamilton Avenue lies in the City of Campbell from about Hurst Avenue to Beck Drive. The roadway's name changes to Pine Avenue east of Hicks Avenue and Prospect Road west of Saratoga Avenue. The SR 17 / Hamilton Avenue interchange is approximately one-half mile from the project site. The posted speed limit on Hamilton Avenue in the vicinity of the project is 35 mph.

State Route 17 (SR 17) is located west of the project site and provides regional freeway access from the cities of San Jose and Santa Cruz. North of Interstate 280, SR 17 becomes Interstate 880 which extends north through the City of San Jose and terminates in Oakland. SR 17 provides two mixed-flow lanes in each direction south of SR 85 and three mixed flow lanes in each direction north of SR 85. The SR 17 / Hamilton Avenue interchange is approximately one-half mile from the project site. The posted speed limit on SR 17 in the vicinity of the project is 65 mph.

Bicycle and Pedestrian Facilities

Bicycle Facilities

There are four basic types of bicycle facilities. Each type is described below:

- Bike Path (Class I) - A completely separate right-of-way designed for the exclusive use of cyclists and pedestrians, with minimal crossings for motorists.

- Bike Lane (Class II) - A lane on a regular roadway, separated from the motorized vehicle right-of-way by paint striping, designated for the exclusive or semi-exclusive use of bicycles. Bike lanes allow one-way bike travel. Through travel by motor vehicles or pedestrians is prohibited, but crossing by pedestrians and motorists is permitted.

- Bike Route (Class III) - Provides shared use of the roadway, designated by signs or permanent markings and shared with motorists.

- Cycle Track or Separated Bikeway (Class IV) - Provides a right-of-way designated exclusively for bicycle travel adjacent to a roadway and protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

The Los Gatos Creek Trail, a Class I bike path, is located near the project site and connections to the trail are available on the west and south sides of the project site. Access to the trail from the west side of the project site is located at the southwest corner of the existing parking garage structure. Access to the trail from the south side of the project site is located about 800 feet from the Campbell Avenue / Union Avenue intersection.

Class II bike lanes are provided on Hamilton Avenue west of Bascom Avenue, on Campbell Avenue between Poplar Avenue and Bascom Avenue, and on Union Avenue between Campbell Avenue and W. Valley Drive.

Class III bike routes are designated on Bascom Avenue between Hamilton Avenue and Apricot Avenue and on Leigh Avenue between Picadilly Place and Dry Creek Road. The Campbell General Plan shows the following street segments as proposed bike routes:

1. Hamilton Avenue east of Bascom Avenue;
2. Leigh Avenue between Hamilton Avenue and Picadilly Place;
3. Leigh Avenue between Dry Creek Road and Shulman Avenue;
4. Bascom Avenue south of Apricot Avenue;
5. Bascom Avenue north of Hamilton Avenue; and
6. Campbell Avenue between Union Avenue and Winchester Boulevard.

In addition, Class III bike routes are included in the General Plan in Downtown Campbell along Civic Center Drive, Railway Avenue, and Orchard City Drive.

Bicycling conditions in the vicinity of the project site are satisfactory. The project site is surrounded by a variety of bike paths, lanes and routes that provide access between the project site and nearby residential developments, transit facilities, schools, and other commercial land uses.

Bicycle access between the project site and the Hamilton Avenue Light Rail Station is provided by the Los Gatos Creek Trail and Class II bike lanes on Hamilton Avenue. Class II bike lanes are provided along Campbell Avenue between Poplar Avenue and Bascom Avenue. Under-crossings are provided along the Los Gatos Creek Trail at major arterial roadways so that bicyclists and pedestrians using the trail do not have to cross major roadways in the vicinity of the project site.

Per VTA guidelines, a map showing the existing and proposed bicycle facilities within a 2,500 foot radius of the project boundaries is shown in **Exhibit 5**. Bicycle/pedestrian under-crossings along the Los Gatos Creek Trail are also indicated.

Pedestrian Facilities

Pedestrian facilities in the project area include sidewalks, crosswalks, refuge islands, and the Los Gatos Creek Trail. There are three signalized intersections around the perimeter of the project site (i.e., Union Avenue / Campbell Avenue; Bascom Avenue / Campbell Avenue; and Bascom Avenue / Pruneyard Driveway), all of which are equipped with crosswalks and pedestrian countdown signals. The Campisi Way / Pruneyard Driveway intersection is three-way stop controlled with no crosswalks. The north, south and east legs at this intersection are stop controlled and the west leg is one-way in the westbound direction.

Pedestrian conditions in the vicinity of the project site are satisfactory. The sidewalks around the project frontage are approximately 7 feet wide with 8 foot landscape strips. Continuous sidewalks are provided on the southern and eastern boundaries of the project site, and continuous sidewalks providing access between the project site and nearby residential developments, transit facilities, schools and other commercial land uses are present along most of the streets in the project vicinity.

Pedestrian access between the project site and the Hamilton and Downtown Campbell light rail stations is also provided by continuous sidewalks.

Under-crossings are provided along the Los Gatos Creek Trail so that bicyclists and pedestrians using the trail do not have to cross major roadways in the vicinity of the project site.

VTA guidelines call for a map showing pedestrian facilities within a 1,000 foot radius of the project boundaries. The 1,000 foot radius has been expanded in **Exhibit 6** to show the pedestrian facilities between the project site and the Campbell Avenue Light Rail Station. Pedestrian/bicycle under-crossings along the Los Gatos Creek Trail are also indicated.

Transit Services

The Santa Clara Valley Transportation Authority (VTA) operates numerous transit routes and modes within Santa Clara County. VTA currently operates Bus Routes 26, 61, 62, and 82 within the study area. The VTA light rail line 902 also serves the project area; the Hamilton and Downtown Campbell light rail stations are located approximately one-half and three-quarters of a mile from the project site,

respectively. The VTA park-and-ride lot that is closest to the project site is located at the Bascom light rail station, approximately 0.7 miles north of the project site.

Caltrain provides train service in the region between San Francisco and San Jose, with limited service to Morgan Hill and Gilroy. Caltrain operates 92 weekday trains, 36 trains on Saturdays, and 32 trains on Sundays. The closest Caltrain station to the project site is the Diridon Station, which is located in San Jose, approximately five miles from the project site.

Forty-six northbound and 46 southbound trains stop at the Diridon Caltrain Station on weekdays, with an average headway of about 30 minutes. On Saturdays, 18 northbound and 18 southbound trains stop at the Diridon Caltrain Station with an average headway of about 55 minutes.

ACE (Altamont Commuter Express) provides weekday commuter rail service between Stockton and San Jose, with stops in Lathrop, Tracy, Livermore, Pleasanton, Fremont, and Santa Clara. ACE operates four westbound trains in the morning from Stockton and four eastbound trains in the afternoon from San Jose with about one hour headways. The San Jose Diridon Station is the western terminus of the train.

Light Rail Route 902 provides weekday and weekend service between the cities of Mountain View and Campbell, with stops in Sunnyvale and San Jose, including the San Jose Diridon Caltrain Station. In the vicinity of the project, the route includes stops at the Downtown Campbell and Hamilton light rail stations. The route has headways of approximately 15 minutes on weekdays and 30 minutes on weekends.

Route 26 is a "regular" bus route that provides weekday and weekend service between Eastridge Mall in San Jose and the Lockheed Martin Transit Center. The route travels along Bascom Avenue and Campbell Avenue in the project study area, with stops near the Campbell Avenue / Bascom Avenue, Campbell Avenue / Barbano Avenue, and Campbell Avenue / Union Avenue intersections. In the project study area, the route operates weekdays from 5:53 a.m. to 11:11 p.m. and weekends from 6:56 a.m. to 10:12 p.m. The route has headways of about 30 minutes on weekdays (6:12 a.m. to 10:38 p.m.) and 30 to 60 minutes on weekends.

Route 61 is a "regular" bus route that provides weekday and weekend service between Los Gatos and San Jose. The route travels along Bascom Avenue in the project study area, with stops near the Bascom Avenue / Campbell Avenue, Bascom Avenue / Fewtrell Drive, and Bascom Avenue / Campisi Way intersections. In the project study area, the route operates weekdays from 6:00 a.m. to 9:04 p.m. and weekends from 6:48 a.m. to 8:33 p.m. The route has headways of about 30 minutes on weekdays (6:12 a.m. to 10:38 p.m.) and 30 to 60 minutes on weekends. The route has headways of about 30 minutes on weekdays and 30 to 60 minutes on weekends.

Route 62 is a "regular" bus route that provides weekday and weekend service between Los Gatos and San Jose. The route travels along Bascom Avenue in the project study area, with stops near the Bascom Avenue / Campbell Avenue, Bascom Avenue / Fewtrell Drive, and Bascom Avenue / Campisi Way intersections. In the project study area, the route operates weekdays from 6:05 a.m. to 10:33 p.m., Saturdays from 6:34 a.m. to 9:07 p.m. and Sundays from 7:17 a.m. to 9:07 p.m. The route has headways of about 30 minutes on weekdays and 30 to 60 minutes on weekends.

Route 82 is a "regular" bus route that provides weekday and weekend service between Westgate Shopping Center in San Jose and Downtown San Jose. The route travels along Hamilton Avenue in the

project study area, with stops near the Hamilton Avenue / Creekside Way and Hamilton Avenue / Bascom Avenue intersections. In the project study area, the route operates weekdays from approximately 6:00 a.m. to 9:00 p.m., Saturdays from approximately 8:00 a.m. to 8:00 p.m. and Sundays from approximately 8:30 a.m. to 6:30 p.m. The route has headways of about 30 minutes on weekdays, 45 minutes on Saturdays and 60 minutes on Sundays.

A map of the transit routes in the vicinity of the project site is provided in **Exhibit 7**. The locations of bus stops and light rail stations in the project study area are shown in **Exhibits 5** and **6.**

Existing Traffic Data

The evaluation of intersection operating conditions is based upon the highest one-hour traffic volumes observed during the morning and evening peak commute periods. To establish existing traffic conditions, intersection traffic counts were collected during the weekday AM (i.e. 7:00 – 9:00am) and PM (i.e. 4:00 – 6:00pm) peak periods at the study intersections. The four highest consecutive 15-minute intervals within the two hour data collection period were then used to identify the peak hour at each intersection.

The intersection traffic counts were conducted on December 8, 2015. The raw traffic count data are included as **Appendix C**. The existing AM and PM peak hour intersection turning movement volumes are shown in **Exhibit 8**.

Existing Intersection Operations

Intersection traffic operations were evaluated based on the Level of Service (LOS) concept using the TRAFFIX traffic analysis software. The results of the analysis indicate that, based on City of Campbell and VTA CMP standards, all of the study intersections operate at acceptable levels of service during the AM and PM peak hours.

Intersection levels of service for existing traffic conditions are summarized in **Exhibit 9**. The LOS calculation worksheets are included in **Appendix D**.

Field Observations

Predominant traffic flow on the local road network at the current time is westbound and northbound during the AM peak period and eastbound and southbound during the PM peak period. Campbell Avenue west of the project experiences periods of congestion during the peak commute periods as a result of light rail crossing operations on Campbell Avenue and Orchard City Drive. The light rail line crosses both of these streets at Railway Avenue. When the light rail crossing gate is active on Campbell Avenue vehicle queues generally extend on westbound Campbell Avenue to Page Street and on eastbound Campbell Avenue to Central Avenue. During the AM peak hour, the queue on Campbell Avenue extends to the SR 17 overcrossing for short periods of time.

Congestion on Hamilton Avenue occurs in the immediate vicinity of the interchange with SR 17 during the AM peak period as the result of ramp metering operations. Vehicle queues extend onto Hamilton Avenue from the ramp meter on the eastbound Hamilton Avenue to northbound SR 17 loop on-ramp. These queues extend through the Hamilton Avenue/Salmar Avenue-Southbound SR 17 ramp intersection during periods of peak traffic demand.

During the PM peak period, vehicle queues on the southbound SR 17 off-ramp to Hamilton Avenue extend for short periods of time to the gore point between the off-ramp and the SR 17 main travel lanes. Also, during the PM peak period, vehicle queues on Creekside Way extend from Hamilton Avenue through the intersection with the northbound SR 17 off-ramp for a distance of approximately 800 total feet.

On-site, vehicle queues extend into the site on the southbound Pruneyard driveway at the Campbell Avenue/Union Avenue intersection. The drive aisle located west of the Pruneyard Towers is a primary access route between Campbell Avenue and the existing parking garage located in the northwest corner of the Pruneyard site. Vehicle queues extend for short periods of time during the PM peak period between Campbell Avenue and the north-south drive aisle located on the west side of the towers. Generally, the vehicle queue clears during the green phase provided to the southbound Pruneyard driveway approach.

4 Existing Plus Project Conditions

This section of the report evaluates existing conditions with additional traffic generated by the proposed project. Intersection operations under Existing and Existing Plus Project traffic conditions are compared and significant project impacts are discussed.

Project Description

The proposed project involves the following additions to The Pruneyard land use:

1. Retail buildings – 18,600 square feet of floor space in four buildings
2. Retail/Office – 12,000 square feet of floor space in one building (Option A) or a 30,000 square foot fitness center (Option B)
3. Office – 100,000 square feet of floor space in one building with 2-levels of underground parking
4. Expansion of the existing parking structure.

In addition, 3,000 square feet of existing retail space would be converted to restaurant space.

Exhibits 10 and **11** provide a summary of the existing Pruneyard development, proposed changes to the existing development and proposed new development. The 18,600 square feet of new commercial retail space will be occupied with retail or restaurant space. For this study, 75 percent of this space was assumed to be occupied by restaurant space and 25 percent was assumed to be occupied by retail space.

Project Trip Generation

Project trip generation was estimated based on the Institute of Transportation Engineers' (ITE) *Trip Generation* handbook, 9th Edition, 2012. **Exhibits 12A** and **12B** provide a summary of the trip generation for Project Option A (without the Fitness Center) and Project Option B (with the Fitness Center). The gross number of trips that would be generated by the project was estimated by subtracting the total trip generation estimate for the existing center from the total trip generation for the expanded/renovated center.

Elements of the project will encourage alternatives to the automobile to access the site. These include the following:

1. Developing within a mixed-use development that will increase internal trips within the Pruneyard;
2. Implementation of a Transportation Demand Management (TDM) program that will provide incentives and services to encourage alternatives to the automobile;
3. Design features that will enhance pedestrian and bicycle facilities on the site and connectivity to pedestrian and bicycle facilities on the adjacent street network; and
4. Developing near frequent transit services including the VTA Light Rail.

By encouraging alternatives to the automobile, these project elements will reduce the volume of trips generated by the project as estimated using ITE trip generation rates. The trip generation for the project as estimated using the ITE trip generation rates was reduced to account for internal trips and the TDM program.

In addition, not all of the trips generated by the commercial (non-office) component of the project will be new trips generated on the local road network. A portion of the trips will be captured from the adjacent road network. The trip generation analysis includes adjustments to account for the capture of pass-by trips from the adjacent road network.

The Santa Clara Valley Transportation Authority (VTA) *Transportation Impact Analysis (TIA) Guidelines* (October 2014) allow Lead Agencies to use one of three approaches for trip generation reductions:

1. The Standard Trip Reduction Approach, which applies established percentage reductions in the VTA *TIA Guidelines* based on research or local policies.

2. A Target-Based Approach, where the applicant has entered into an enforceable agreement with the Lead Agency including a commitment to monitoring, an enforcement structure, and data-sharing.

3. A Peer/Study-Based Approach, which may justify a trip reduction based on a project's similarity to other projects with demonstrated trip reductions or a project occupant's track record of reducing trips.

For this study, a Peer/Study-Based Approach was utilized to develop estimates of internal trip generation estimates for the project and the TDM program. The specific reductions are described in the sections below.

<u>Transportation Demand Management Program</u>

The project applicant has proposed implementing a Transportation Demand Management (TDM) program that would reduce the vehicle trip generation for the project. For this study, a peer-based approach was utilized to determine reduction to project trip generation associated with the TDM program.

The proposed TDM plan, including an assessment of the effectiveness of the proposed TDM measures, is contained in **Appendix J**. The TDM plan consists of the following primary elements:

1. Measures incorporated into the building and site design.
    a. Access to transit
    b. Pedestrian connections
    c. Showers/lockers for bicyclists
    d. Bicycle parking and repair station
    e. On-site amenities
    f. Designated carpool/vanpool parking spaces
2. Measures provided by the property manager.
    a. Transportation Services Program – Transportation Coordinator, TDM promotion activities, commuter information website and kiosk, guaranteed ride home program and ridesharing programs.
    b. Car share spaces.
3. Tenant provided measures.
    a. Pre-tax commuter benefits
    b. Telecommuting/flextime/compressed work week.

The TDM measures would apply to 365,000 SF of existing office space on site at The Pruneyard as well as to the proposed 100,000 SF of new office space and would be made available to all current and future occupants of the office component of the development. As described in the TDM plan contained in **Appendix J**, it is estimated that the TDM plan will achieve between a 7.25 percent and 9.5 percent reduction in vehicle trips generated by the existing and proposed office space.

The estimated effectiveness of the TDM program is based upon an analysis of the TDM measures using TDM+, a software tool that quantifies the effectiveness of various TDM measures, individually and in combination with other measures.[1] The tool is based on the findings of a study prepared for the California Air Pollution Control Officers Association (CAPCOA) in 2010.[2] The tool's calculations are based on empirical studies of the effectiveness of TDM measures applied at existing developments, many of which are located in the San Francisco Bay Area. Development of the tool included a validation and calibration process in which trip reduction findings of the CAPCOA study were validated with data from a number of sites in the San Francisco Bay Area and the model was then recalibrated based on the findings of the validation results.

For this study, a TDM reduction of 5 percent was applied to the office trip generation, which is lower than the 7.25 percent to 9.5 percent estimated TDM trip reduction. The TDM reduction was lowered to avoid double counting trip reductions that were calculated using the MXD Model. As explained in the next section, the MXD model calculates trip reductions for internal trips and includes trip reductions for transit and walking trips. Lowering the TDM vehicle trip reduction ensures that the trip reductions applied for this study are not double counted.

Internal Trips

Some of the vehicle trips generated by the individual elements of the project will be internal trips between uses within the Pruneyard development. The VTA TIA Guidelines provide Standard Trip Reductions for the following conditions:

1. Housing/Retail Mixed-Use Projects: 15 percent reduction off the smaller trip generator;
2. Hotel/Retail Mixed-Use Projects: 10 percent reduction off the smaller trip generator;
3. Housing/Employment Mixed-Use Projects: 3 percent reduction off the smaller trip generator; and
4. Retail/Employment Mixed-Use Projects: 3 percent reduction off the employment trip generator.

The Pruneyard is currently developed with hotel, retail, theater and employment uses and the project would increase the retail and employment floor space. The on-site commercial space provides the opportunity for internal trip making during the peak hours and throughout the business day. The commercial space currently includes restaurants, an off-price retail store, banks, a grocery store and specialty retail stores. The trip generation calculations would qualify for both the Hotel/Employment and Retail/Employment Standard Trip Reductions. However, because The Pruneyard includes a variety of commercial uses, a more comprehensive analysis of internal trips was performed using the MXD Model. The MXD Model is included in the VTA TIA Guidelines as an alternative source for trip generation analysis.

[1] asap.fehrandpeers.com

[2] *Quantifying Greenhouse Gas Mitigation Measures – A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures*, CAPCOA, August 2010.

The MXD Model was developed by Fehr & Peers for the US Environmental Protection Agency. The model is based on a national sample of 239 mixed-use developments in six metropolitan areas and has been validated at 40 sites, mostly in California. The tool applies elasticities for transportation behavior response to land use, variables from peer-reviewed literature. It is sensitive to density, diversity, design, distance from transit, destination accessibility, development scale and demographics. The model provides an estimate of trip reductions associated with internal capture, walking external trips and transit external trips.

Appendix K contains the results of the MXD trip generation analysis. For all development conditions (existing, Option A, Option B), the analysis estimates a trip reduction of 6 percent during the AM peak hour and 8 percent during the PM peak hour for internal capture, walking external trips and transit trips. These trip reductions were applied in the trip generation analysis for the proposed project.

Pass-by Capture Trips

Pass-by trips are trips that are captured from the traffic on the adjacent street network. The VTA TIA Guidelines allow a combined pass-by and diverted linked trip reduction for commercial uses of not more than 30 percent.

ITE publishes pass-by capture rates for several commercial land uses. The pass-by capture rates are based on trip generation surveys conducted at commercials uses throughout the country. The ITE pass-by trip capture rate for shopping centers is 34% and for high turnover sit-down restaurants is 43 percent.

For this study, a more conservative 20 percent capture rate was applied to the commercial retail use, including the restaurant use. The lower pass-by trip capture rate was utilized because The Pruneyard can be categorized as a community shopping center as opposed to a local or neighborhood shopping center. Therefore, the customer base covers a wider area than a neighborhood shopping center. Generally, pass-by capture rate decrease as the regional significance of the commercial center increases.

Total Project Trip Generation

As shown in **Exhibit 12A**, Development Option A would generate an estimated 123 peak hour trips during the AM peak hour and 224 trips during the PM peak hour. Development Option B, shown on **Exhibit 12B** would generate an estimated 143 new peak hour trips during the AM peak hour and 276 trips during the PM peak hour. The VTA Trip Reduction Statement is included as **Appendix L**.

Development Option B generates a higher volume of trips than Development Option A. For this study, traffic impacts were analyzed based upon the trip generation for Development Option B.

Trip Generation Monitoring

The trip generation calculations include Peer/Study-Based trip reductions for internal and TDM trip reductions, which requires monitoring of the project trip generation per VTA TIA guidelines. A trip generation study that determines the volume of trips generated by the project will be conducted on at least a biennial basis. The trip generation study will be conducted by a traffic engineering firm employed by the City and funded (contract cost plus 20 percent administrative fee) by the property

owner(s). The data collected from the study will be shared with VTA as part of the CMP Monitoring and Conformance Program.

The monitoring counts will consist of AM and PM peak period (i.e., 7:00 am to 9:00 am and 4:00 pm to 6:00 pm) turning movement counts at all of the driveway intersections serving the Pruneyard. The counts will include counts of all vehicles turning to and from the Pruneyard as well as through traffic traveling through the intersections. It is recommended that the counts be conducted at the same approximate month and week each time the counts are conducted. The counts will be conducted every two years until five years after the issuance of certificate of occupancy for the new office building. The data will be tabulated to determine the peak one-hour of traffic volume and the volume of traffic entering and exiting the Pruneyard during this period. The monitoring report should include a comparison with traffic counts collected during previous monitoring periods.

The property owner(s) shall also be required to conduct employee surveys of workers in the office buildings to assess commute mode share, use of telecommuting/flextime, and other relevant measures. The survey will be conducted both before and after the TDM program is implemented to assess the program's effectiveness. The survey shall be conducted annually until five years after the issuance of certificate of occupancy for the new office building. The survey results shall be shared with the City of Campbell and VTA.

Project Trip Distribution and Assignment

The trip distribution for the proposed project was based on existing land use and travel patterns in the study area and engineering judgment. In addition, trip distribution patterns utilized in traffic studies recently prepared for proposed development projects in the City of Campbell were referenced to establish a trip distribution pattern of the non-office component of the project. The trip distribution pattern documented in the Dell Avenue Area Plan EIR was utilized to develop a trip distribution pattern of the office uses. The trip distribution pattern, and project trip assignments for Development Option A and Development Option B are presented in **Exhibits 13, 14A**, and **14B**, respectively.

Existing Plus Project Intersection Operations

Trips generated by the proposed project were combined with the existing traffic volumes to obtain existing plus project traffic volumes, which are shown in **Exhibit 15**. Intersection levels of service for existing and existing plus project traffic conditions are summarized in **Exhibit 9**. The LOS calculation worksheets are included in **Appendix D**. The intersection impact analysis presented in this report utilizes the traffic assignment for Development Option B that includes the fitness center. Development Option B generates a slightly higher volume of trips than Development Option A. Considering that the trips generated by the project are dispersed to several alternative travel routes, the difference in the level of traffic related impact created by the two alternative development plans are relatively small.

As discussed in Section 1.3, signalized intersections are evaluated based on the overall average delay and two-way stop controlled intersections are evaluated based on the average delay of the worst movement or approach.

The average delay at some of the study intersections is shown to decrease with the addition of project traffic. Although this appears to be counter-intuitive, this can occur because the average delay is based on a weighted average. Therefore, when traffic is added to a movement with low delay, it can cause the weighted average to decrease.

According to the City of Campbell and VTA standards, all study intersections are projected to operate at an acceptable level of service under existing plus project conditions; therefore, the project would not create significant traffic related impacts at the study intersections.

Neighborhood Impacts

The proposed project has the potential of adding traffic to residential streets located east of Bascom Avenue. The following streets provide motorists with the opportunity to circulate between Leigh Avenue and Bascom Avenue:

1. Arroyo Seco Drive
2. Campbell Avenue
3. Fewtrell Drive
4. McBain Avenue
5. Ridgeley Drive

The effect of adding project related traffic to the streets listed above, east of Bascom Avenue, was evaluated using the Traffic Infusion on Residential Environment (TIRE) index. The TIRE index is a measure of residents' perceptions of the effect of increased traffic on residential streets. TIRE index values range from 0.0 and 5.0 with 0.0 representing the least effect of traffic on a residential street and 5.0 representing the greatest effect. A TIRE index of 3.0 typically represents the threshold at which the character of a residential street changes from a residential street to a traffic-carrying street.

A change in the TIRE index of less than 0.1 would not be noticed by a resident, with a change of 0.1 or more would be noticeable to residents. More information regarding the TIRE index is provided in **Appendix I**.

Exhibit 16 provides a summary of existing daily traffic carried by the five study street segments. The daily volumes are the average of the daily traffic carried on the study streets between and including Tuesday, December 8, 2015 and Thursday, December 10, 2015.

The volume of traffic carried by Arroyo Seco Drive, Campbell Avenue and Ridgeley Drive on a daily basis exceeds a TIRE index value of 3.0. The volume of traffic carried by Fewtrell Drive and McBain Avenue on a daily basis is equates to a TIRE index of 3.0. Fewtrell Drive and McBain Avenue carry less than 1,000 vehicles per day.

Exhibit 16 includes the increase in daily traffic that would be required for the traffic increase to be noticed by residents of the study streets. It is estimated that 2 percent of the project commercial traffic would access the project via the residential streets west of Bascom Avenue. This equates to 56 trips per day, which would be distributed between all of the residential streets. As shown on **Exhibit 16** even if the traffic was concentrated on any one street, the volume of traffic would not reach a level that would be noticeable to residents.

As shown on **Exhibit 16**, it would require at least 6 percent of the total project generated daily traffic (both office and commercial components) to access the project via Fewtrell Drive or McBain Avenue for the traffic generated by the project to be noticeable to the residents of these streets. Based on the project distribution opportunities for the project, it is very unlikely that the project would add traffic to

the study streets at levels that would be noticeable to residents of those streets. The proposed project would have no impact on the TIRE index of the study streets.

Freeway Impacts

Project impacts to the level of service of freeway segments immediately adjacent to and in the near vicinity of the Pruneyard were analyzed for this study. The following freeway segments were analyzed in both directions for this study:

1. SR 17 between I-280 and Hamilton Avenue
2. SR 17 between Hamilton Avenue and San Tomas Expressway-Camden Avenue
3. SR 17 between San Tomas Expressway-Camden Avenue and SR 85
4. SR 85 between Bascom Avenue and SR 17
5. SR 85 between SR 17 and Winchester

The proposed project would not add more than one percent to any freeway segment. Therefore, a freeway segment analysis is not required per the VTA traffic impact analysis guidelines. The impact analysis was performed, however, to document existing freeway conditions and the level of impact that the project would have to the freeway segments.

The results of the freeway impact analysis are shown on **Appendix Exhibit A-2**. The analysis indicates that under Existing conditions, northbound segments of SR 17 and SR 85 currently operate at LOS F during the AM peak hour. During the PM peak hour, the southbound segment of SR 85 between SR 17 and Bascom Avenue currently operates at LOS F. The project would not contribute more than one percent of the capacity of the segments currently operating at LOS F. Therefore, according to VTA significance criteria, the project's impact would not be significant. The project would not cause the level of service on the other study segments that currently operate at LOS E or better to deteriorate to LOS F. Therefore, the project's impact to the freeway segments operating at LOS E or better would not be significant.

On-Site Circulation

Appendix M contains an evaluation of the proposed project circulation plan for vehicles, pedestrians and bicycles.

The project proposes several changes to the on-site circulation system for vehicles, pedestrians and bicycles. The proposed circulation plan will alter existing circulation patterns including modify existing parking lots and parking space layouts. The project will create pedestrian priority areas in the central area of the site. The planned on-site circulation plan will be adequate for the project.

The project includes several pedestrian related improvements that will enhance pedestrian circulation on the project site as well as improve pedestrian connectivity between the site and adjacent off-site pedestrian facilities. The project will increase bicycle parking facilities on the site. Bicycle circulation west of the existing office towers will be enhanced with implementation of the Sharrows bicycle markings. The project will maintain existing connections between the Los Gatos Creek Trail and the project site. The planned pedestrian bicycle related improvements will be adequate for the project.

Additional detail regarding the circulation, pedestrian and bicycle related improvements are provided in Appendix **M**.

Parking

The project applicant commissioned a parking demand/supply study, which is documented in an October 30, 2015 memorandum. The results of the study are summarized on **Exhibit 17**. The study included the development of a parking demand estimate model, which was used to estimate the parking demand for each phase of the project.

The parking demand model was calibrated to represent Friday conditions in December. Fridays typically experience higher parking demand compared to other weekdays because of higher mid-day and evening demand for retail and restaurant uses. Shopping centers typically experience the highest parking demand during December. Therefore, the model results represent a conservative (high-side) estimate of parking demand that would be experienced at the center.

The parking demand model for The Pruneyard was calibrated based on parking occupancy counts conducted in May 2103. To ensure that the parking counts collected in 2013 were representative of existing conditions, parking occupancy counts were conducted at the center during November 2015. The parking occupancy counts collected in 2015 are consistent with the counts collected in 2013. The parking model assumptions and calibration have been reviewed. The parking demand model is a satisfactory tool for estimating future parking demand for the project.

Columns C1 and C2 of **Exhibit 17** shows estimated parking demand during each phase of the project. Parking demand is projected to be higher on weekday than weekends, which is attributable to the office parking demand on weekdays that is not present on weekends.

Typically, parking spaces in excess of the estimated peak parking demand are provided at commercial developments to improve circulation and parking efficiency. For this study, parking efficiency factors 5 percent for the office space and 10% for the retail/restaurant space were applied. Column D1 of **Exhibit 17** shows the recommended parking supply for each phase of the project, which includes the additional parking spaces to improve parking efficiency. Given the relative mix of office and commercial retail space at The Pruneyard, the net overall efficiency factor is about 8 percent as shown in Column D2. That is, the recommended parking supply provides a parking space surplus of 8 percent above the estimated maximum parking demand during each phase of the project.

Column E of **Exhibit 17** shows the proposed parking supply for each phase of the project. Column F1 compares the proposed parking supply to the estimated maximum parking demand (Col. C1) and Column G1 compares the proposed parking supply to the recommended parking supply (Col. D1).

As shown in Columns F1 and F2, the proposed parking supply will exceed the estimated maximum parking demand during each project phase. The parking supply will exceed the estimated maximum parking demand by about 6 percent to 10 percent throughout the development of the project. At the completion of Phase 2 of the project, the number of parking spaces on the development site would exceed the projected maximum parking demand by 6.4 percent and at the completion of Phase 4 (Option B – Fitness Center), the parking spaces on the Pruneyard site would exceed the estimated maximum parking demand by 7.5 percent. During the other project phases, the proposed parking supply would exceed the maximum parking demand by about 10 percent.

As shown in Columns G1 and G2, the proposed parking supply will exceed the estimated recommended parking supply (Col. D1) during each project phase except Phase 2 and Phase 4 with Development Option B. The parking supply will exceed the recommended parking supply by about 2 percent for Phases 1, 3 and 4 Option A. At the completion of Phase 2, the parking deficient relative to the recommended parking supply would be 39 spaces, or about 2 percent of the total recommended spaces. At the completion of Phase 4 Option B, the parking deficient relative to the recommended parking supply would be 29 spaces, or about 1 percent of the total recommended spaces. In each case, the total number of spaces provided on the Pruneyard site would exceed the estimated parking demand. In addition, the parking deficiency would only occur during the peak seasonal December period. For the remainder of the year, the parking supply would exceed the recommended parking demand. The proposed parking supply will be adequate for the project.

Even though the parking supply will be adequate for the project, The Pruneyard currently experiences localized parking supply deficiencies. These deficiencies occur primarily on the east side of the center near the Trader Joe's and Marshalls stores. To improve the parking and circulation efficiency of The Pruneyard center in general, the project applicant has proposed the following parking management measures:

1. Wayfinding and Garage Spaces Available Signage: Additional wayfinding signs will be installed throughout the site to encourage patrons to park in the parking garage.
2. Valet Service: Valet parking is proposed at the main plaza during peak demand periods at the completion of Phase 2. The project site plan identifies three specific locations for valet stands. Potential valet parking areas have been identified by the applicant in the existing parking garage.
3. Time-limited parking: Certain areas on the site will be designated for short-term parking. The exact locations have not yet been determined and require agreements with specific tenants. However, the east side of the site, particularly at the Trader Joe's store is one potential location. The short-term designation would discourage retail and restaurant patrons from parking in the designated areas. The time-limited parking will be enforced by Pruneyard staff.
4. Employee parking: Office, retail and hotel employees will be required to park in areas with the lowest demand for customer parking, such as the parking garage. Employees will be provided with these requirements and reminded by posted signs. Pruneyard operations staff will enforce these requirements.
5. Parking Management Report: An annual parking status report to the City will be provided by the applicant that describes how valet, short-term and employee parking is being managed and monitored.
6. Special Events: The Pruneyard intends to close the main plazas to vehicular traffic during high-attendee special events if deemed necessary for pedestrian safety. Signage for these closures will be posed by Pruneyard staff to minimize disruption to visitors.

It should also be noted that the proposed TDM program will further reduce parking demand. The parking study did not incorporate the impact of the TDM program to parking demand.

5 Background and Background Plus Project Conditions

This section of the report describes the analyses of the study road network under Background No Project and Background Plus Project Conditions.

This scenario represents traffic conditions with and without the proposed project. Background No Project Conditions include the sum of existing traffic and traffic generated by approved but not yet constructed or occupied projects.

Background Plus Project Conditions include the sum of existing traffic, traffic generated by approved but not yet constructed or occupied projects, and traffic generated by the proposed project.

Background and Background Plus Project Traffic Volumes

AM and PM peak hour traffic generated by projects approved for development, but not yet constructed or occupied, was obtained from each project's traffic study or estimated based on trip generation rates within the Institute of Transportation Engineers' *Trip Generation* handbook, 9th Edition, 2012. The list of approved but not yet built projects is provided on page 1 of **Appendix E** with a trip generation estimate for each project. The location of each approved but not yet built project is provided in **Appendix F**.

The trips generated by the approved but not yet built or occupied projects were assigned to the road network and combined with the existing peak hour volumes to obtain Background No Project Conditions traffic volumes. The Background No Project Conditions peak hour volumes are shown on **Exhibit 18**.

The project trip assignment was combined with Background No Project Conditions traffic volumes to obtain Background Plus Project traffic volumes. These volumes are shown on **Exhibit 19**.

Background and Background Plus Project Intersection Operations

Intersection levels of service under Background No Project and Background Plus Project conditions are shown in **Exhibit 20**. The LOS calculation worksheets are included in **Appendix D**.

As discussed in Section 1.3, signalized intersections are evaluated based on the overall average delay and two-way stop controlled intersections are evaluated based on the average delay of the worst movement or approach.

The average delay at some of the study intersections is shown to decrease with the addition of project traffic. Although this appears to be counter-intuitive, this can occur because the average delay is based on a weighted average. Therefore, when traffic is added to a movement with low delay, it can cause the weighted average to decrease.

Based on City of Campbell and VTA level of service standards, none of the study intersections are projected to operate at unacceptable levels of service under Background Plus Project Conditions. On the basis of the Background Conditions analysis, the project would not create significant impacts to the intersections that were evaluated for this study.

6 Cumulative and Cumulative Plus Project Conditions

This section of the report describes the analyses of the study road network under Cumulative Conditions using the growth factors below to reach year 2035 conditions. This section of the report also identifies cumulative impacts.

Cumulative and Cumulative Plus Project Traffic Volumes

A growth rate of 2.0% per year was applied to the existing traffic volumes to estimate cumulative traffic growth. In addition, a list of pending and anticipated cumulative projects is provided on page 2 of **Appendix E** with a trip generation estimate for each project. New vehicle trip generation that would be generated by the Dell Avenue Area plan was not specifically included in the Cumulative Condition analysis. Given the distance between the Pruneyard and the Dell Avenue project, the specific volume of trips added by the Dell Avenue project is speculative given the alternative travel routes and origins/destinations available for the Dell Avenue project generated trips. The new trip generation associated with the Dell Avenue Area Plan is included in the traffic growth that was included in the cumulative condition traffic volume forecasts.

Trip assignments from pending projects and projects that have been approved but not yet built were added to the existing and cumulative growth volumes to obtain Cumulative No Project Traffic Volumes, which are included in **Exhibit 21**. Trips from the proposed project were combined with the Cumulative No Project Traffic Volumes to obtain Cumulative Plus Project Traffic Volumes, which are included in **Exhibit 22**.

Cumulative Without Project Condition Intersection Operations

The LOS calculation worksheets for the study intersections under Cumulative Without Project conditions are included in **Appendix D**. Intersection levels of service under Cumulative No Project conditions are shown on **Exhibit 23.**

The analysis of Cumulative Conditions includes a calculation of the intersection level of service for the Campbell Avenue/Page Street and Campbell Avenue/Gilman Avenue intersections with the E. Campbell Avenue Master Plan geometrics implemented. The planned design of E. Campbell Avenue as detailed in the Master Plan would remove the left turn lanes on eastbound Campbell Avenue at Page Street and westbound Campbell Avenue at Gilman Avenue. The left turn lane at Dillon Avenue would also be removed.

For the level of service analysis with the East Campbell Avenue Master Plan geometrics, the Campbell Avenue signals at Page Street and Gilman Avenue were analyzed as a single signal impact system. The westbound Campbell Avenue approach to Gilman Avenue and eastbound Campbell Avenue approach to Page Street were analyzed using permissive -protected signal phasing. This phasing provides each Campbell Avenue approach with a green ball as the initial signal phasing. This allows through movements to proceed in each direction and left turn movements from Gilman Avenue and Page Street to turn when gaps in approaching traffic allow the turn to be made safely. At the end of the initial Campbell Avenue green permissive phase, a green arrow would be provided on the westbound approach to Gilman Avenue and on the eastbound approach to Page Street that will allow left turns to be made from Campbell Avenue to the two side streets. Simultaneous, permissive phasing is used for the Page Street and Gilman Avenue approaches to Campbell Avenue. This phasing would require left turning vehicles from these approaches to stop on the Campbell Avenue approach to the next

intersection. Vehicles turning left from Page Street would stop on the approach to Gilman Avenue and vehicles turning left from Gilman Avenue would stop on the approach to Page Street. The volume turning left from these approach is less than 50 vehicles per hour during the peak hours. On average, two vehicles would turn left during each cycle with four or five vehicles during the peak cycle. As shown on Exhibit 23 as Intersection 10/11, the Campbell Avenue/Page Street-Gilman Avenue intersection would operate at LOS C during the AM peak hour and LOS D during the PM peak hour under Cumulative Without Project Conditions with the East Campbell Avenue Master Plan lane geometrics in place.

Based on City of Campbell and VTA level of service standards, the following intersections are projected to operate at unacceptable levels of service under Cumulative No Project Conditions:

Int. #1 Hamilton Avenue / Salmar Avenue-Hwy 17 SB Off-Ramp

This intersection is projected to operate at an unacceptable LOS F during the AM and PM peak hours under Cumulative Without Project traffic conditions. This intersection is a CMP intersection where LOS E is acceptable (80.0 seconds per vehicle average vehicle delay). The average vehicle delay during the AM peak hour is 90.7 seconds and the average vehicle delay during the PM peak hour is 122.7 seconds at the Hamilton Avenue/Salmar Avenue-Hwy 17 SB Off-Ramp intersection under Cumulative Without Project conditions.

Int. #3 Hamilton Avenue / Bascom Avenue

This intersection is projected to operate at an unacceptable LOS F during the AM and PM peak hours under Cumulative Without Project traffic conditions. This intersection is a CMP intersection where LOS E is acceptable (80.0 seconds per vehicle average vehicle delay). The average vehicle delay during the AM peak hour is 98.3 seconds and the average vehicle delay during the PM peak hour is 91.4 seconds at the Hamilton Avenue/Bascom Avenue intersection under Cumulative Without Project conditions.

Int. #4 Hamilton Avenue / Leigh Avenue

This intersection is projected to operate at an unacceptable LOS E and LOS E+ during the AM and PM peak hours, respectively, under Cumulative Without Project traffic conditions. This intersection is located in the City of San Jose and LOS D where LOS D is the acceptable intersection operating level. The average vehicle delay during the AM peak hour is 73.6 seconds and the average vehicle delay during the PM peak hour is 56.6 seconds at the Hamilton Avenue/Leigh Avenue intersection under Cumulative Without Project conditions.

Int. #7 Bascom Avenue / Campisi Way

This intersection is projected to operate at an acceptable LOS C during the AM peak hour and an unacceptable LOS E during the PM peak hour under Cumulative Without Project traffic conditions. This intersection is located in the City of Campbell where LOS D is the acceptable level of service. The average vehicle delay during the AM peak hour is 22.0 seconds and the average vehicle delay during the PM peak hour is 65.8 seconds at the Bascom Avenue/Campisi Way intersection under Cumulative Without Project conditions.

Cumulative Plus Project Intersection Operations

The LOS calculation worksheets for the study intersections under Cumulative Plus Project conditions are included in **Appendix D**. Intersection levels of service under Cumulative Plus Project conditions are shown in **Exhibit 23.**

Under Cumulative Conditions with the project, the Campbell Avenue/Page Street-Gilman Avenue intersection would operate at LOS C during the AM peak hour and LOS D during the PM peak hour with the East Campbell Avenue Master Plan lane geometrics in place. These levels of service are based on the level of service calculations using the TRAFFIX software program and assuming concurrent traffic operation of the Page Street and Gilman Avenue approaches to Campbell Avenue. Note that at lower traffic volumes, the Page Street and Gilman Avenue approaches to Campbell Avenue can be operated with split signal phasing. Split signal phasing would provide green time to the Page Street and Gilman Avenue approaches separately. As peak hour traffic volumes increase over time, it may be necessary to convert the side street phasing to concurrent phasing to provide additional green time to Campbell Avenue movements during the signal cycle. Therefore, it is recommended that the signal system at the Campbell Avenue/Page Street-Gilman Avenue intersection be initially operated with split phasing on the side street approaches to Campbell Avenue. Signal operations should be monitored over time and concurrent signal phasing should be implemented on the side street approaches should traffic operations on Campbell Avenue require additional green time.

Based on City of Campbell and VTA level of service standards, the following intersections are projected to operate at unacceptable levels of service under Cumulative Plus Project Conditions:

<u>Int. #1 Hamilton Avenue / Salmar Avenue-Hwy 17 SB Off-Ramp</u>
This intersection is projected to operate at an unacceptable LOS F during the AM and PM peak hours under Cumulative With Project traffic conditions. This intersection would operate at LOS F during the AM and PM peak hours under Cumulative Without Project conditions. Compared to Cumulative Without Project conditions, the project would cause the V/C ratio to increase by 0.006 and the critical delay to increase by 2.6 seconds during the AM peak hour. The project would cause the V/C ratio to increase by 0.009 and the critical delay to increase by 3.9 seconds during the PM peak hour. Because the V/C ratio does not increase by 0.01 or more and the change in critical delay is not 4 seconds or greater during either peak hour, the project's contribution to the cumulative impact to the intersection is not significant.

<u>Int. #3 Hamilton Avenue / Bascom Avenue</u>
This intersection is projected to operate at an unacceptable LOS F during the AM and PM peak hours under Cumulative With Project traffic conditions. This intersection would operate at LOS F during the AM and PM peak hours under Cumulative Without Project conditions. Compared to Cumulative Without Project conditions, the project would not cause the V/C ratio to increase and not cause the critical delay to increase during the AM peak hour. The project would cause the V/C ratio to increase by 0.003 and the critical delay to increase by 1.1 seconds during the PM peak hour. Because the V/C ratio does not increase by 0.01 or more and the change in critical delay is not 4 seconds or greater during either peak hour, the project's contribution to the cumulative impact is not significant.

<u>Int. #4 Hamilton Avenue / Leigh Avenue</u>
This intersection is projected to operate at an unacceptable LOS E and LOS E+ during the AM and PM peak hours, respectively, under Cumulative With Project traffic conditions with the project. These levels

of service are unchanged from Cumulative Without Project conditions. This intersection is located in the City of San Jose. Compared to Cumulative Without Project conditions, the project would cause the V/C ratio to increase by 0.004 and cause the critical delay to increase by 1.2 seconds during the AM peak hour. The project would cause the V/C ratio to increase by 0.005 and the critical delay to increase by 0.9 seconds during the PM peak hour. Because the V/C ratio does not increase by 0.01 or more and the change in critical delay is not 4 seconds or greater during either peak hour, the project's cumulative impact to the intersection is not significant.

Int. #7 Bascom Avenue / Campisi Way

This intersection is projected to operate at an acceptable LOS C during the AM peak hour and an unacceptable LOS E during the PM peak hour under Cumulative With Project traffic conditions. These levels of service are the same as levels of service under Cumulative Without project conditions. This intersection is located in the City of Campbell. Compared to Cumulative Without Project conditions, the project would not cause the V/C ratio or critical delay to increase during the AM peak hour. The project would cause the V/C ratio to increase by 0.003 and the critical delay to increase by 0.7 seconds during the PM peak hour. Because the V/C ratio does not increase by 0.01 or more and the change in critical delay is not 4 seconds or greater during either peak hour, the project's cumulative impact to the intersection would not be significant.

7 Queuing Analysis

The proposed project would potentially added traffic to existing vehicle queues that extend on the southbound SR 17 off-ramp at Hamilton Avenue, on Creekside Way at Hamilton Avenue and on the northbound SR 17 off-ramp at Creekside Way. The impact of the project to vehicle queues at these locations is discussed in this section.

The 95th percentile queue length is referred to as the "design queue", which represents the queue that would be exceeded during 5% of the cycles. For example, a traffic signal with a 60-second cycle length would have 60 signal cycles in one hour and the design queue would be exceeded during 3 signal cycles in that hour.

Vehicle queuing and the adequacy of left-turn storage at the three study locations were evaluated by comparing the calculated design queue to the available queue storage. First, the average queue at each location was estimated by dividing the volume (vehicles per hour) by the number of signal cycles per hour. Then, a design queue was estimated using a Poisson probability distribution which converts the average queue into a 95th percentile design queue using the following formula:

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

Where:
P(x) = the probability of "x" vehicles queued per lane
x = number of vehicles in queue per lane
λ = average queue per lane

The 95th percentile design queue (in number of vehicles per lane) was then used to calculate the 95th percentile design queue length (in feet per lane) by multiplying the design queue by 25 feet per vehicle. The estimated 95th percentile design queue length was then compared to the available storage capacity for the particular left-turn movement. Existing and future deficiencies are identified where the design queue length exceeds the available storage capacity for a particular movement.

Appendix G includes the queuing analysis worksheets. Instances where the 95th percentile design queue exceeds the available storage are highlighted in red. Details of the queuing estimates for each intersection are included and the Poisson probability calculations are included as **Appendix G.**

Southbound SR 17 Off-ramp At Hamilton Avenue

The distance between the stop bar on the southbound SR 17 approach to Hamilton Avenue and the gore point where the off-ramp from SR 17 diverges from the SR 17 mainlines is approximately 950 feet. For purposes of this analysis, this 950 foot area was considered the storage area for the off-ramp even though the two southbound exit ramps at the Hamilton Avenue interchange extend north to the interchange at I-280.

Under all analysis conditions, the estimated 95th percentile queue during the PM peak hour would exceed the 950 foot storage area on the ramp. This existing deficiency will be improved by a City of Campbell's Capital Improvement Program project that would add a lane to the southbound SR 17 off-ramp at Hamilton Avenue to provide three left turn lanes, one through lane and one right turn lane.

Under Existing and Background conditions, the addition of project traffic would not cause the average queue and 95th percentile queues for the through/left turn movement from the off-ramp to lengthen during the AM and PM peak hours. Cumulative conditions, project traffic would cause the 95th percentile queues for the through/left turn movement from the off-ramp to lengthen by one vehicle during the AM peak hour. However, the 825 foot queue length is within the existing 950 foot storage area. During the PM peak hour under Cumulative conditions, the average and 95th percentile queues would not increase with the addition of project traffic.

Northbound Creekside Way at Hamilton Avenue

The project would add trips to the left and right turn movement from northbound Creekside Way to Hamilton Avenue. There is 135 feet for vehicle storage on northbound Creekside Way between the intersection with the northbound SR 17 off-ramp and Hamilton Avenue. The 95th percentile vehicle queue on northbound Creekside Way at Hamilton Avenue currently exceeds the available storage during both the AM and PM peak hours and this queuing condition is an existing deficiency

During the AM peak hour, the project would not increase the 95th percentile queue in the northbound direction on Creekside Way at Hamilton Avenue under Existing, Background and Cumulative conditions. During the PM peak hour, the project would increase the average vehicle queue for the northbound Creekside Way left turn movement at Hamilton Avenue by one vehicle under Existing and Cumulative Conditions. It is recommended that KEEP CLEAR pavement markings be installed at the driveways to the commercial driveways located on Creekside Way south of intersection with the northbound SR 17 off-ramp to ensure that turning movements at the driveways can be accomplished during periods of peak travel demand. This recommendation will be implemented by the Creekside Center project. The Creekside Center project will install a DO NOT BLOCK INTERSECTION sign at the future Creekside Hotel signalized intersection and KEEP CLEAR pavement markings at the 910 East Hamilton Avenue driveway on northbound Creekside Way.

Northbound SR 17 Off-ramp At Creekside Way

The project would add trips to the right turn movement from the northbound SR 17 off-ramp to southbound Creekside Way. Vehicles turning right from the northbound SR 17 off-ramp approach to Creekside Way are provided opportunities during each signal cycle to turn right on red. Based on the intersection level of service analysis, the 95th percentile queue under Cumulative conditions with the project is estimated to be 175 feet during the AM peak hour and 225 feet during the PM peak hour. The right turn lane storage area is 300 feet in length which would be adequate to store the estimated right turn queue.

Appendix G includes the Poisson distribution analysis for the left turn movement from the southbound SR 17 off-ramp to northbound Creekside Way. Note that the proposed project would not add traffic to this movement and the queueing analysis is provided for informational purposes. A combination of single and dual lanes is provided on the approach. Within a distance of 310 feet of Creekside Way, there is 610 feet of storage area. As the summary worksheet in **Appendix G** shows, the 95th percentile queue under Cumulative conditions would utilize 475 feet of the queuing area. The dual left turn storage lanes extend for a distance of 260 feet, which provides 520 feet of storage area. The estimated vehicle queues would not exceed the storage area provided on this on-ramp for all analysis conditions.

8 Transit, Bicycle and Pedestrian Facilities Analysis

Transit Service

The Santa Clara Valley Transportation Authority (VTA) operates numerous transit routes and modes within Santa Clara County. VTA currently operates Bus Routes 26, 61, 62, and 82 within the study area. The VTA light rail line 902 also serves the project area; the Hamilton and Downtown Campbell light rail stations are located approximately one-half and three-quarters of a mile from the project site, respectively. The VTA park-and-ride lot that is closest to the project site is located at the Bascom light rail station, approximately 0.7 miles north of the project site.

An analysis of the effects of the proposed project on transit vehicle delay was conducted using the following methods:

1. VTA bus routes that travel through the project study intersections were identified.
2. The intersection movements that each VTA bus route travels through at each study intersection were identified (e.g., northbound left, northbound through, northbound right, etc.)
3. The number of buses for each route that travel through the study intersections during the AM and PM peak hours was determined based on current VTA bus schedules.
4. The average delay per vehicle at each affected movement was obtained from the intersection auto level of service analyses for Existing and Existing Plus Project Conditions.
5. The increase in average delay per vehicle caused by project generated traffic was multiplied by the number of buses traveling through the affected movements to obtain the estimated increase in transit vehicle delay.
6. The increase in transit vehicle delay at each affected intersection movement was summed for all of the applicable bus routes during the AM and PM peak hours.

The transit vehicle delay analysis is summarized in **Exhibit 24.** The transit vehicle delay calculations are included as **Appendix H**. Based on the analysis at all 16 study intersections the project is expected to increase transit vehicle delay within the range of zero to 2.3 seconds during the AM peak hour and zero to 6.4 seconds during the PM peak hour.

The transit vehicle delay at some of the study intersections is shown to decrease with the addition of project traffic. Although this appears to be counter-intuitive, this can occur because the average delay is based on a weighted average. Therefore, when traffic is added to a movement with low delay, it can cause the weighted average to decrease.

Transit Access

The project involves the expansion of the existing Pruneyard commercial center in Campbell. The center is currently served by VTA bus service that is provided on Campbell Avenue and Bascom Avenue. The project will not cause any permanent or temporary reduction of transit availability or interference with existing transit users.

The project will construct new sidewalks and crosswalks on-site to enhance pedestrian (including VTA transit riders) connectivity between the adjacent arterials (Campbell Avenue and Bascom Avenue) and the Pruneyard.

Bicycle and Pedestrian Facilities

The proposed project is being developed at the existing Pruneyard commercial center. The Pruneyard currently generates bicycle and pedestrian traffic from the local neighborhood and surrounding area in general. The project is anticipated to generate additional bicycle and pedestrian traffic. The project would construct improvements on-site to enhance pedestrian and bicycle access to the center as well as on-site circulation. These improvements include new sidewalks and crosswalks on-site that will provide pedestrian facilities between the adjacent sidewalks on Bascom Avenue and Campbell Avenue and the center. The new on-site facilities will enhance on-site pedestrian circulation. The project will provide new bicycle parking facilities throughout the project site. The City of Campbell is constructing pedestrian and bicycle related improvements on Campbell Avenue at the SR 17 overcrossing that will enhance pedestrian and bicycle circulation between the Pruneyard and downtown Campbell, including the VTA Light Rail Station.

No changes to existing signal operations, roadway geometries or intersection layouts are proposed as part of this project. The project is not expected to have an effect on existing bicycle or pedestrian facilities.

9 Trips Origins Analysis

A summary of the trip origin analysis is shown in **Exhibit 25**. The trip origins analysis includes existing traffic, approved projects, the proposed project, pending and anticipated cumulative projects and cumulative traffic growth.

10 Campbell Avenue Progression Analysis

This section of the report describes additional analyses of the study intersections along Campbell Avenue between Railway Avenue and Bascom Avenue. This analysis was performed to evaluate traffic operating conditions on the Campbell Avenue corridor using the micro-simulation techniques provided in the SimTraffic analysis software, an element of the Synchro traffic analysis software program.

SimTraffic is a microscopic model based on a series of algorithms that simulate the movement of individual vehicles based on car-following and lane-changing logic. Each vehicle is tracked every 0.1 of a second throughout the network. SimTraffic evaluates the dynamic changes to traffic congestion system wide. Impacts of congestion at one location to operations at adjacent locations are considered in the SimTraffic analysis.

The TRAFFIX level of service calculation (Highway Capacity Manual method) is based on deterministic equations developed for predicting traffic flow. The equations are based on field studies, but do not cover all the possibilities and thus have some limitations. The HCM analysis predicts average operating conditions over a 15 minute or one hour period and does not consider varying operating conditions. HCM procedures are good for analyzing the performance of isolated facilities with relatively moderate congestion, but are limited in their ability to analyze network conditions.

The SimTraffic analysis provides a broader assessment of traffic operations on E. Campbell Avenue than provided by the analysis of intersection impacts as calculated by the TRAFFIX software program. The simulation model calculates the delay to vehicles and vehicle travel time on the corridor in both directions between Railway Avenue and Bascom Avenue. In addition, the SimTraffic results include traffic delays caused by the operation of the light rail crossing at E. Campbell Avenue and Railway Avenue. The TRAFFIX level of service calculations do not consider the traffic delays caused by the light rail crossing operations.

SimTraffic distributes traffic to the network randomly, which replicates real world conditions in which travel demand varies between time increments. Therefore, each SimTraffic simulation run produces different results. For this reason, multiple runs are performed and the results averaged. For this study, 15 simulation runs were performed and averaged. In addition, the traffic simulation was conducted for the entire peak hour, considering variations in traffic demand as reflected in the existing peak hour data.

Corridor operations are evaluated using level of service concepts based on vehicle travel time that are documented in the 2000 HCM. Arterial level of service is based on the average travel speed for the segment or entire arterial under study. In this case, the arterial under study is E. Campbell Avenue between Railway Avenue and Bascom Avenue in the eastbound and westbound direction. The average travel speed is provided from the SimTraffic model runs for the corridor.

The appropriate level of service associated with the average travel speed for the corridor depends on the Arterial Classification for the facility. E. Campbell Avenue between Railway Avenue and Bascom Avenue is considered a Class III facility with characteristics that include provides access to high density development, undivided and divided roadway, on-street parking, 6 to 12 signals per mile, 25 to 35 mph speed limit, and pedestrian activity. Additional information regarding level of service for arterials is contained in **Appendix B**.

The level of service standard for transportation facilities in Campbell is "D" and LOS D is the acceptable level of traffic operation for the E. Campbell Avenue corridor. For this study, the following criteria were utilized to evaluate the level of significance of project impacts to E. Campbell Avenue traffic operations:

1. The addition of project-generated traffic causes operation of the corridor to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F, or
2. For corridors operating at LOS E or LOS F under pre-project pre-project conditions, an impact is considered significant when the project causes a 5 percent or more increase in travel time through the study corridor. The 5 percent threshold is consistent with VTA's significance criteria for signalized intersection which considers, in part, an increase in vehicle delay at signalized intersections operating at LOS F pre-project of four seconds or more a significant impact. A delay of four seconds represents five percent of the delay at the maximum limit of the LOS E level of service category, which is 80 seconds of delay per vehicle.

E. Campbell Avenue between Railway Avenue and Bascom Avenue was analyzed for the AM and PM peak hours for the following analysis scenarios:

1. Existing Conditions with existing E. Campbell Avenue geometrics.
2. Near-term cumulative without the project under East Campbell Avenue Master Plan geometrics.
3. Near-term cumulative with the project under East Campbell Avenue Master Plan geometrics.

The near-term cumulative condition includes existing traffic and traffic generated by approved and pending development projects. These projects are listed in **Appendix E**. The near-term cumulative traffic volumes without the project are shown on **Exhibit 26** and near-term cumulative traffic volumes with the project are shown on **Exhibit 27**.

The analysis of traffic operations on the E. Campbell Avenue corridor for the near-term cumulative condition includes implementation of the E. Campbell Avenue Master Plan roadway improvements. The planned design of E. Campbell Avenue as detailed in the Master Plan would remove the left turn lanes on eastbound Campbell Avenue at Page Street and westbound Campbell Avenue at Gilman Avenue. The left turn lane at Dillon Avenue would also be removed. The traffic signals at Page Street and Gilman Avenue were modeled in this study in coordination as one signal system. In addition, permissive-protective signal phasing was utilized at the Page Street and Gilman Avenue intersections. For this analysis, the signal system at Page Street and Gilman Avenue was operated with the following phasing sequence:

a. Phase 1: Westbound and Eastbound Campbell Avenue – permissive phase, which provides a green ball for vehicles approaching Gilman Avenue from the east and Page Street from the west. Left turns from Campbell Avenue are permitted when there are gaps in approaching traffic allow.
b. Phase 2: Westbound and Eastbound Campbell Avenue – protective phase, which provides green arrow on the eastbound approach to Page Street and on the westbound approach to Gilman Avenue for traffic turning left from Campbell Avenue.
c. Phase 3: Northbound Gilman Avenue: Operated under split phasing with the Page Street approach. This phase provides a green indication to the northbound Gilman Avenue

approach and includes a green indication on the westbound approach to Page Street to allow the vehicles to clear the intersection.

d. Phase 4: Southbound Page Street: Operated under split phasing with the Gilman Avenue approach. This phase provides a green indication to the southbound Page Street approach and includes a green indication on the eastbound approach to Gilman Avenue to allow the vehicles to clear the intersection.

Note that it may be necessary in the future to operate the Page Street and Gilman Avenue approaches under concurrent, permissive signal phasing. Operating the approaches with concurrent phasing rather than split phasing would allow a greater percentage of the signal cycle time to be allocated to Campbell Avenue traffic movements. The City should monitor traffic operations at this intersection and adjust the signal timing and phasing as required to serve the traffic demand on Campbell Avenue and intersecting streets.

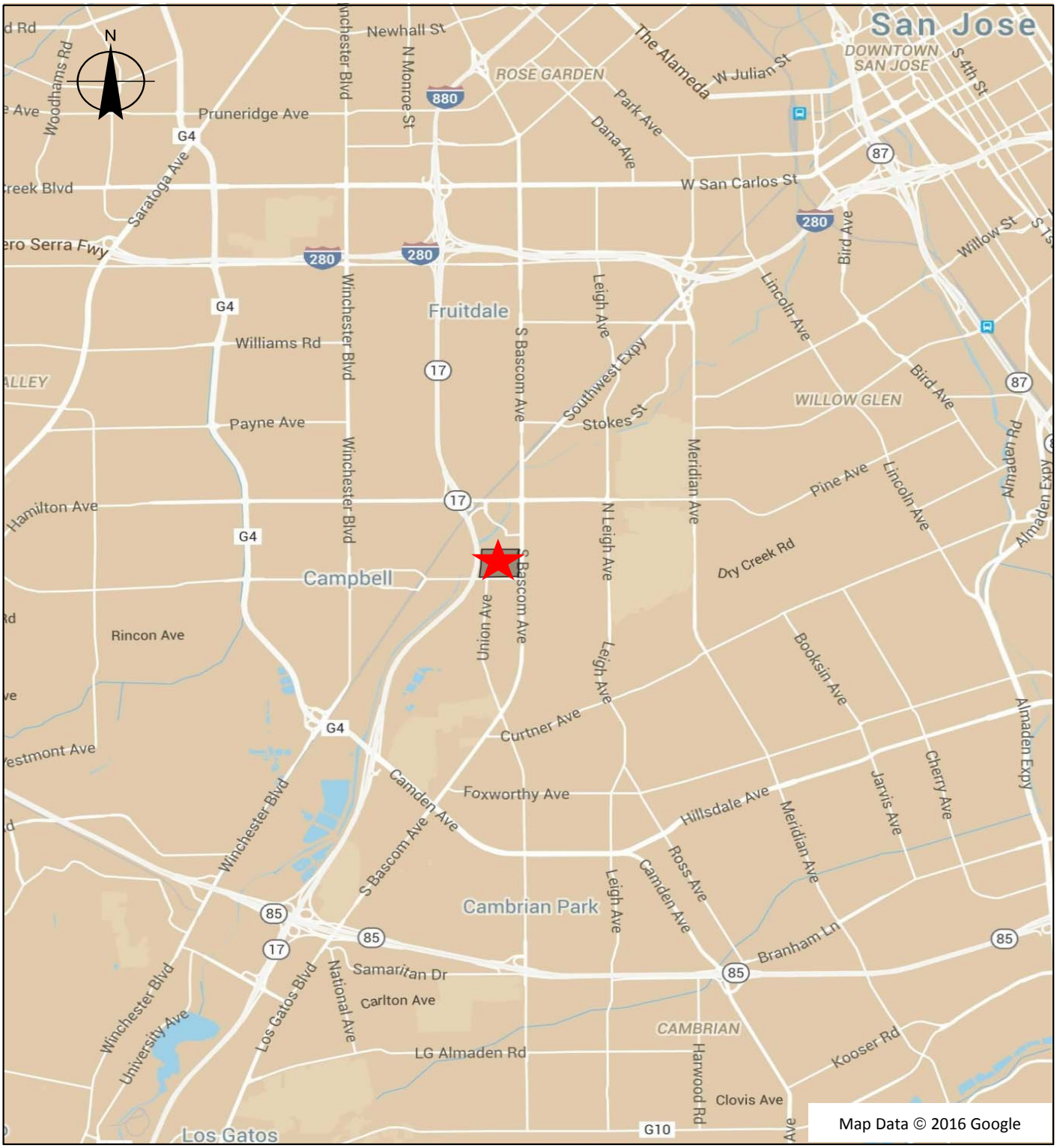
The Synchro/SimTraffic simulation model was coded to simulate the operation of the VTA light rail crossing of E. Campbell Avenue and Orchard City Drive. This was accomplished by including a dummy intersection in the SimTraffic model to simulate interruptions to traffic flow caused by the light rail train as it crosses through the Railway Avenue/Orchard City Drive and Railway Avenue/Campbell Avenue intersections. The dummy intersection was coded as a single pedestrian movement with 8 calls per hour and a total phase time of 40 seconds.

Exhibit 28 shows the corridor delay, travel time and LOS results from the SimTraffic analysis. The corridor travel delay and travel time is shown with and without the Pruneyard project for each travel direction between Railway Avenue and Bascom Avenue.

Under existing conditions, eastbound E. Campbell Avenue between Railway Avenue and Bascom Avenue operates at LOS B during the AM peak hour and LOS C during the PM peak hour. Currently, westbound E. Campbell Avenue between Bascom Avenue and Railway Avenue operates at LOS E during the AM peak hour and LOS C during the PM peak hour. Westbound traffic operations through the corridor exceed the LOS D threshold of acceptability during the AM peak hour, primarily because of the delay caused by the light rail crossing operations at Railway Avenue.

Under near-term cumulative conditions without the Pruneyard project, eastbound E. Campbell Avenue would operate at LOS C during the AM peak hour and LOS C during the PM peak hour. With the Pruneyard project eastbound E. Campbell Avenue would operate at LOS C during the AM peak hour and LOS C during the PM peak hour, unchanged from the without project condition in both peak hours.

Under near-term cumulative conditions without the Pruneyard project, westbound E. Campbell Avenue would operate at LOS F during the AM peak hour and LOS C during the PM peak hour. With the Pruneyard project, westbound E. Campbell Avenue would operate at LOS F during the AM peak hour and LOS D during the PM peak hour. The westbound level of service during the AM peak hour would be unacceptable at LOS F under near-term cumulative conditions with and without the project. The project would cause the travel time in the westbound direction to decrease by one percent and, therefore, the project's contribution to the near-term cumulative deficiency would not be significant.



LEGEND

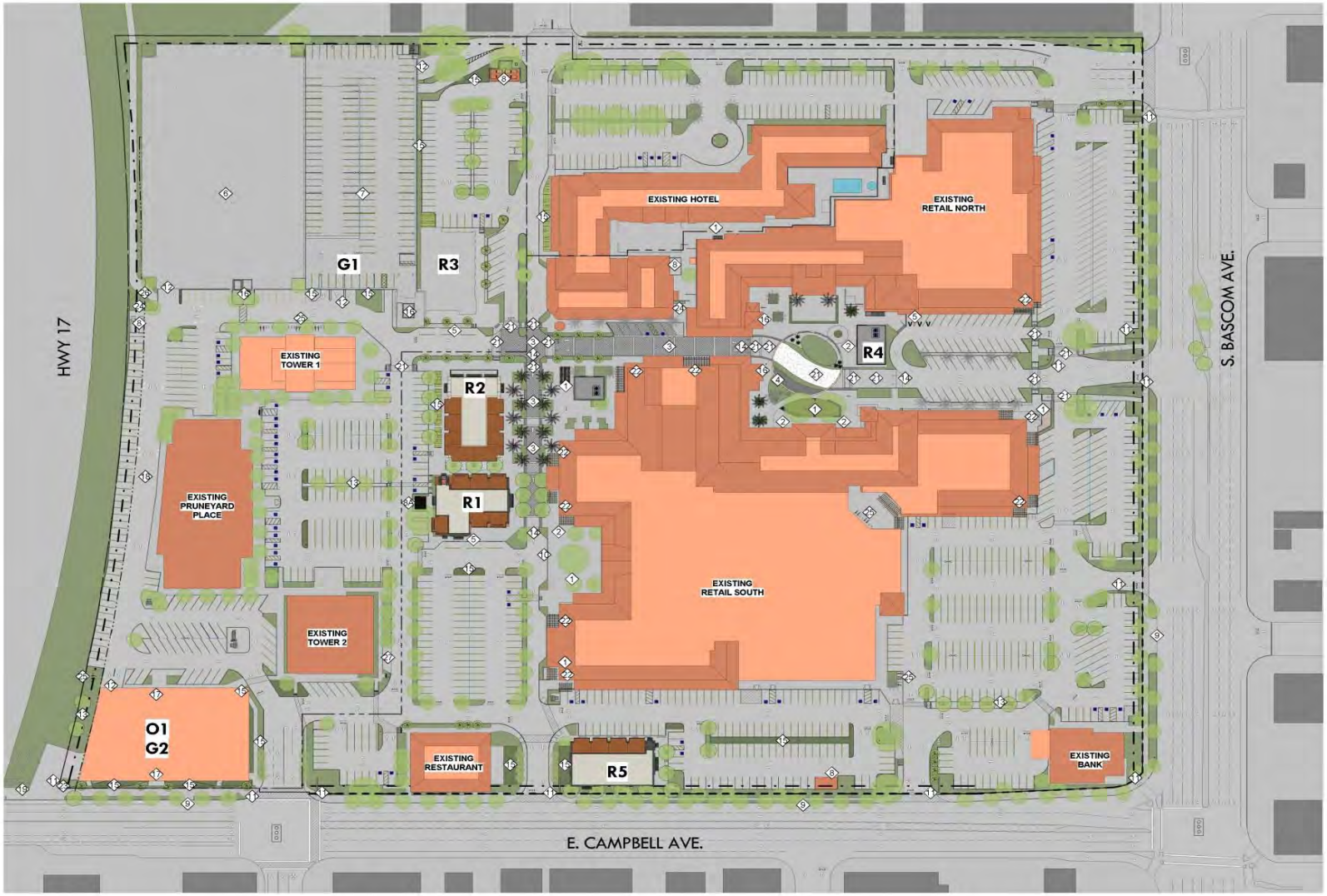
★ Project Location

Hatch Mott MacDonald

\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Exhibits 012515.xlsx

Exhibit 1

Project Location Map



SHEET NOTES

SEE FEHR & PEERS MEMO FOR DETAILED PARKING ANALYSIS

LEGEND

- PROPERTY LINE
- SETBACK LINE
- STORM EASEMENT LINE
- PARCEL LINE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC

KEY NOTES

1. NEW SEATING AREA
2. NEW OUTDOOR DINING AREA
3. NEW STAMPED ASPHALT PAVING
4. CHILDREN'S PLAY AREA
5. VALET DROP OFF AREA / OFF PEAK LOADING
6. EXISTING 4 LEVEL PARKING GARAGE, 750 SPACES
7. NEW PARKING GARAGE
8. (E) TRASH ENCLOSURE
8A. NEW TRASH ENCLOSURE
9. BUS STOP
10. DROP OFF AREA
11. NEW SIGNAGE, SEE SIGNAGE PACKAGE
12. PARKING GARAGE ENTRY/EXIT
13. NEW PEDESTRIAN CIRCULATION
14. SPEED TABLE, RAMP UP
15. LANDSCAPE WATER TREATMENT AREA
16. PUBLIC ELEVATORS
17. OFFICE ENTRY LOBBY
18. NEW BIKE LANE
19. NEW PORTALS PROJECT
20. NEW STRIPING TO ACOMMODATE LEFT TURN
21. STAMPED CONCRETE
22. ARCADE REMOVAL / TRELLIS CREATION
23. PUBLIC ART IN NEW PLAZA
24. ENCLOSURE SCREENING
25. BIKE CORRAL
26. IMPROVED BIKE TRAIL ACCESS & MARKERS
27. OFFICE LOADING ZONE

3/9/2016 2:09:14 PM

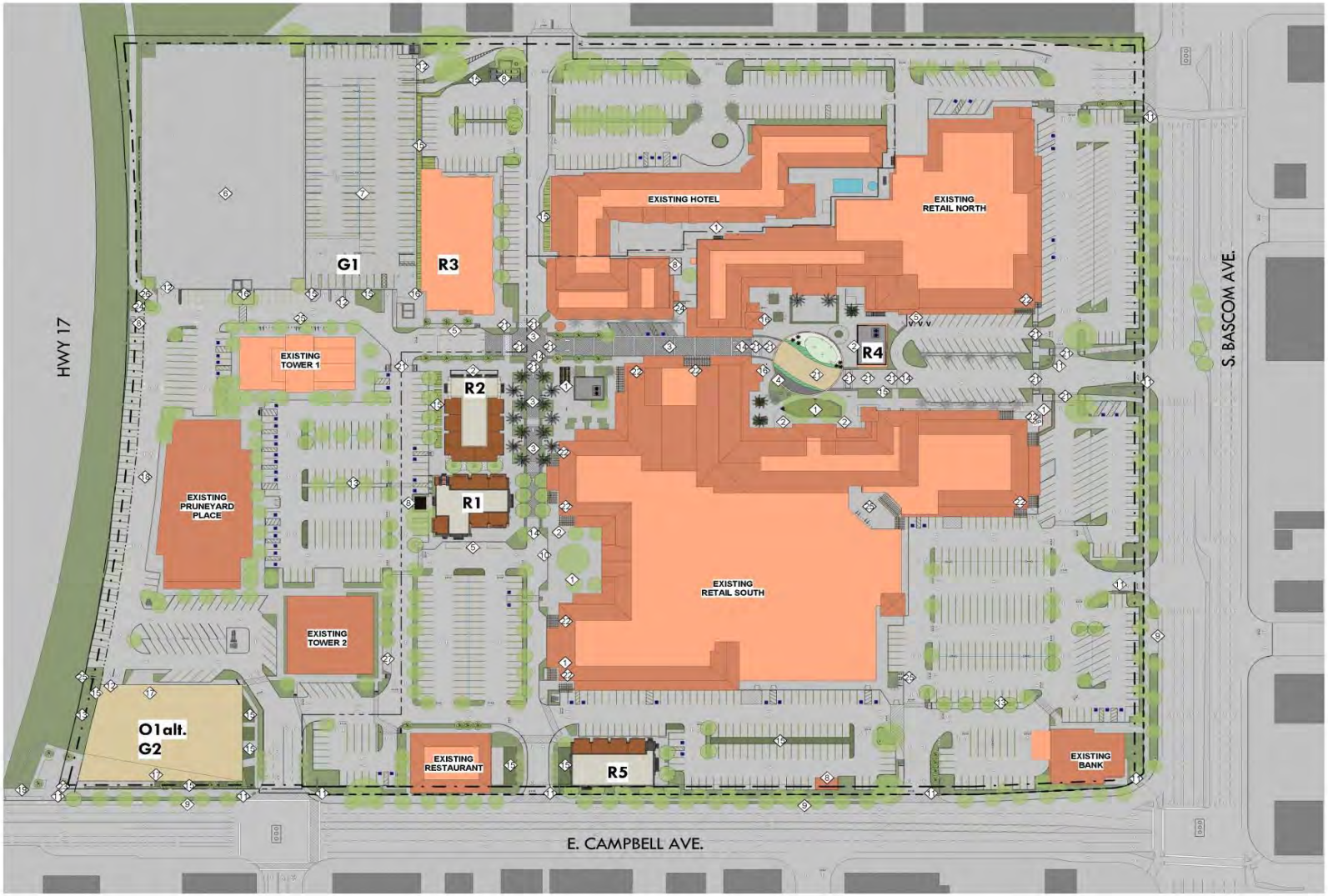
1 SITE PLAN
1" = 60'-0"

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

Lowney Architecture

EXHIBIT 2A
PROJECT SITE PLAN
OPTION A



3/8/2016 2:13:12 PM

1 SITE PLAN ALT. R3 FITNESS & OFFICE ALT.
1" = 60'-0"

SHEET NOTES

SEE FEHR & PEERS MEMO FOR DETAILED PARKING ANALYSIS.

OPTIONAL POOL ON R3 SHOWN PENDING TENANT DIRECTION.

LEGEND

- PROPERTY LINE
- SETBACK LINE
- STORM EASEMENT LINE
- PARCEL LINE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC

KEY NOTES

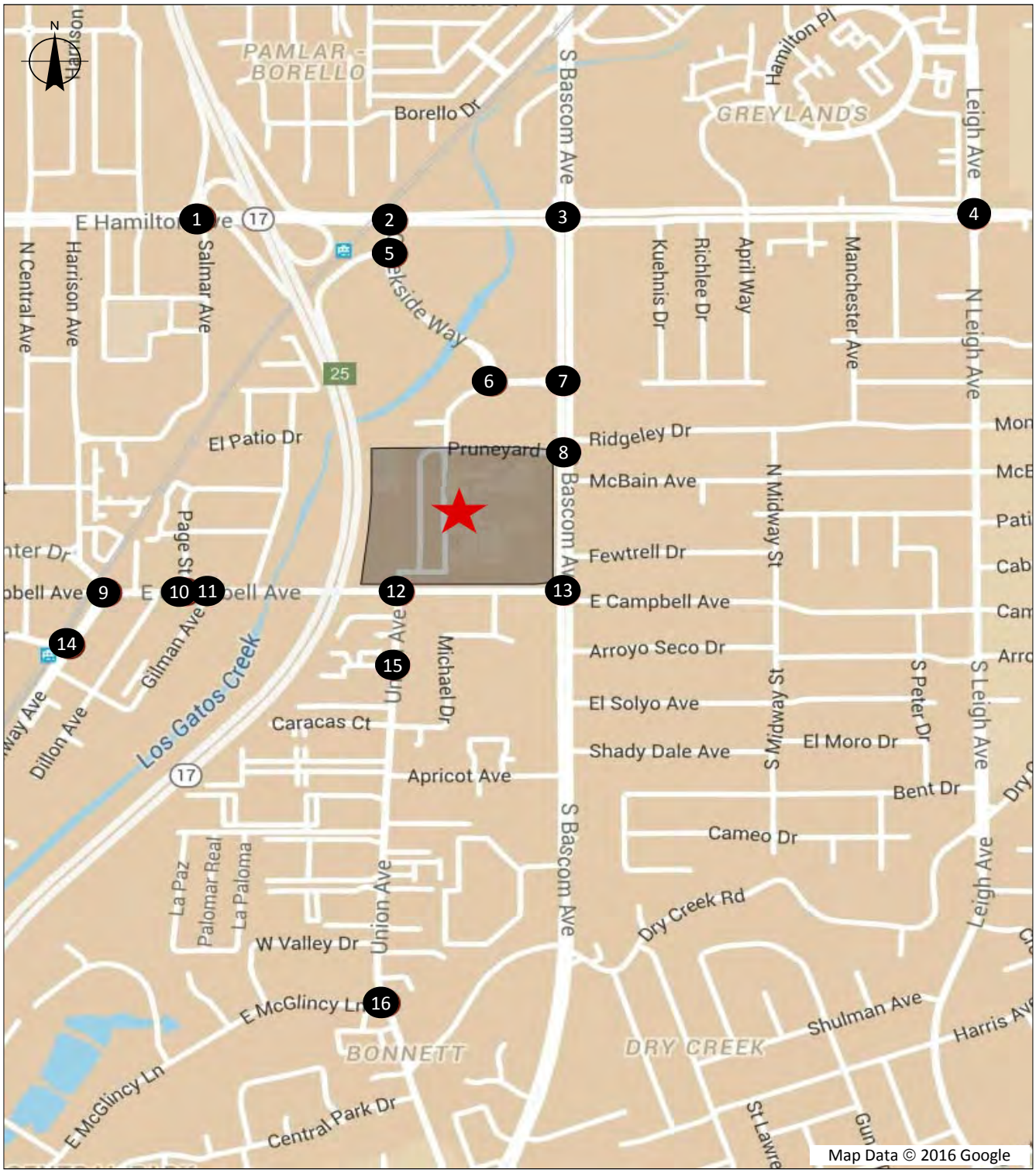
1. NEW SEATING AREA
2. NEW OUTDOOR DINING AREA
3. NEW STAMPED ASPHALT PAVING
4. CHILDREN'S PLAY AREA
5. VALET DROP OFF AREA / OFF PEAK LOADING
6. EXISTING 4 LEVEL PARKING GARAGE, 750 SPACES
7. NEW PARKING GARAGE
8. TRASH ENCLOSURE
9. BUS STOP
10. DROP OFF AREA
11. NEW SIGNAGE, SEE SIGNAGE PACKAGE
12. PARKING GARAGE ENTRY/EXIT
13. NEW PEDESTRIAN CIRCULATION
14. SPEED TABLE, RAMP UP
15. LANDSCAPE WATER TREATMENT AREA
16. PUBLIC ELEVATORS
17. OFFICE ENTRY LOBBY
18. NEW BIKE LANE
19. NEW PORTALS PROJECT
20. NEW STRIPING TO ACOMMODATE LEFT TURN
21. STAMPED CONCRETE
22. ARCADE REMOVAL / TRELLIS CREATION
23. PUBLIC ART IN NEW PLAZA
24. ENCLOSURE SCREENING
25. BIKE CORRAL
26. IMPROVED BIKE TRAIL ACCESS & MARKERS
27. OFFICE LOADING ZONE

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

Lowney Architecture

EXHIBIT 2B
PROJECT SITE PLAN
OPTION B



LEGEND

X Study Intersection #

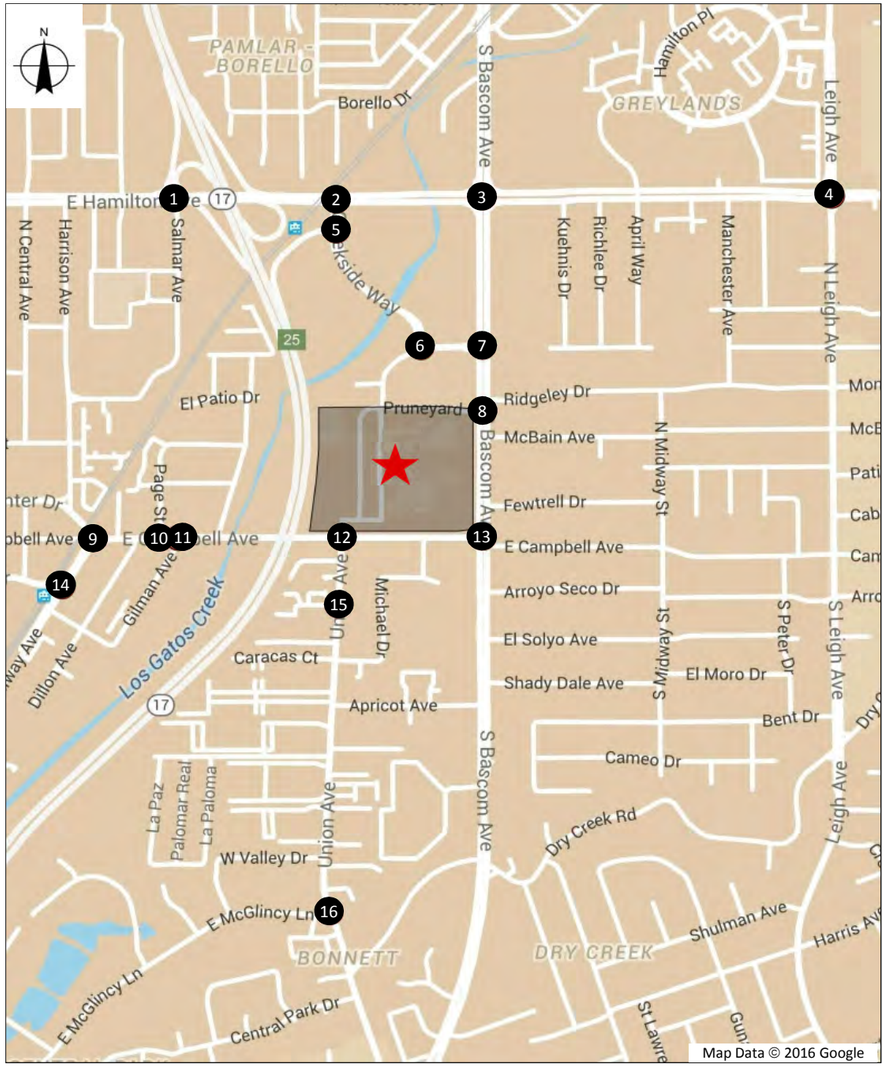
★ Project Location

Hatch Mott MacDonald

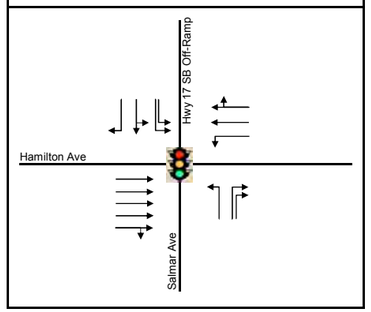
\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Exhibits 012515.xlsx

Exhibit 3

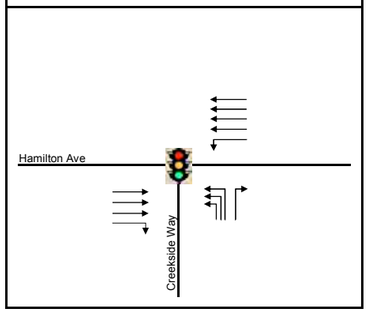
Study Intersections



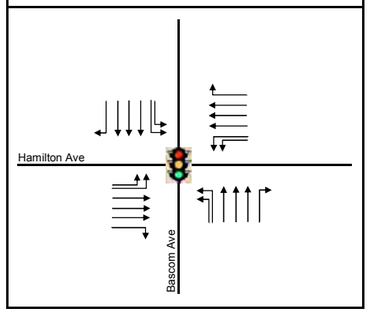
1. Hamiltion Ave / Salmar Ave / Hwy 17 SB Off-Ramp



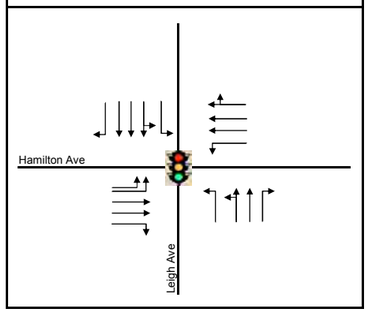
2. Hamilton Avenue / Creekside Way



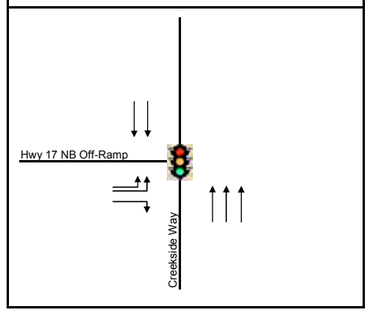
3. Hamilton Avenue / Bascom Avenue



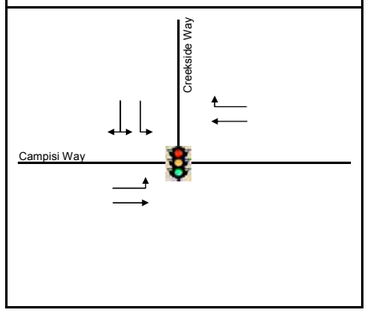
4. Hamilton Avenue / Leigh Avenue



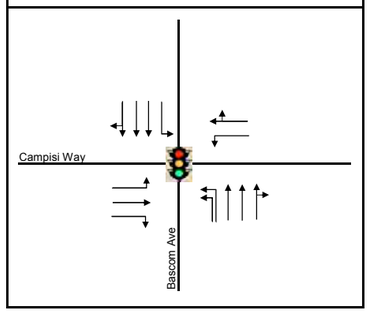
5. Creekside Way / Hwy 17 NB Off-Ramp



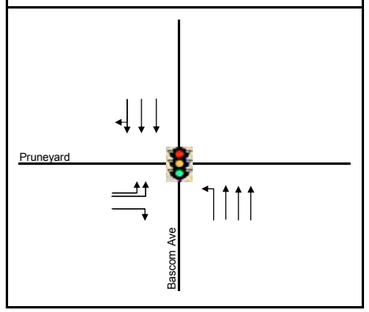
6. Creekside Way / Campisi Way



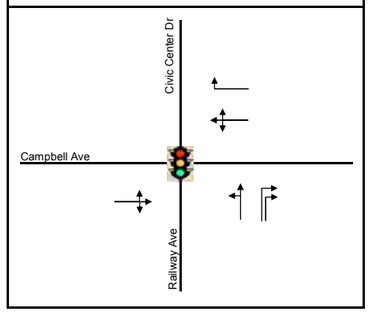
7. Bascom Avenue / Campisi Way



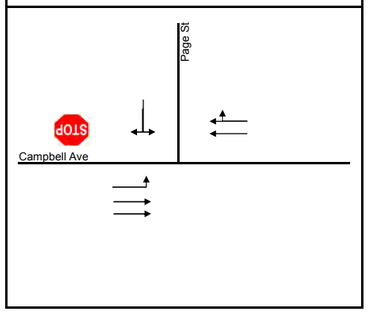
8. Bascom Avenue / Pruneyard



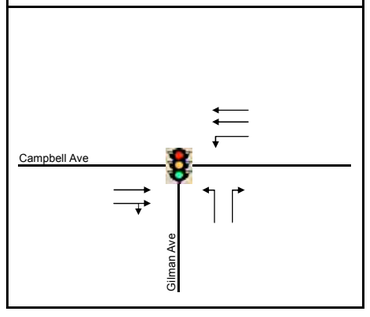
9. Campbell Ave / Railway Ave / Civic Center Dr



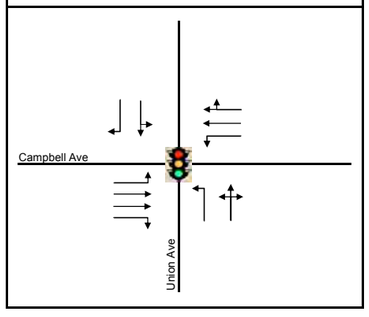
10. Campbell Avenue / Page Street



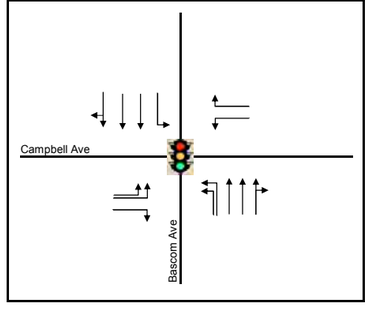
11. Campbell Avenue / Gilman Avenue



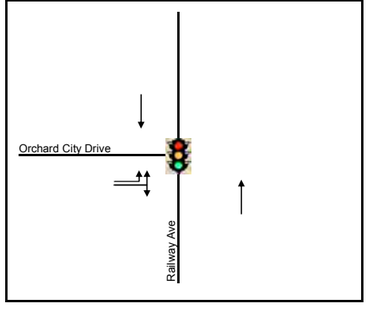
12. Campbell Avenue / Union Avenue



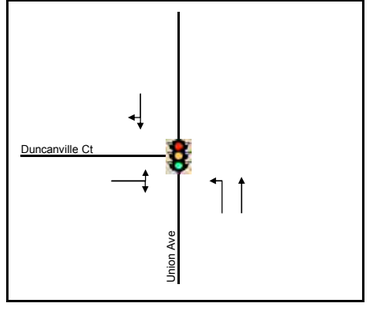
13. Bascom Avenue / Campbell Avenue



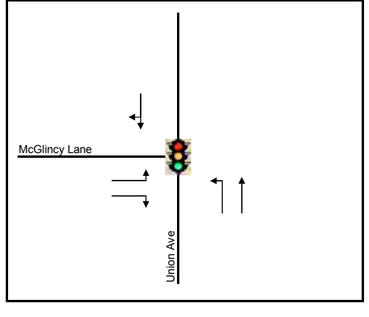
14. Orchard City Drive / Railway Avenue



15. Union Avenue / Duncanville Court



16. Union Avenue / McGlincy Lane



LEGEND

X Study Intersection #

Lane Configuration

STOP Stop Sign

Traffic Signal

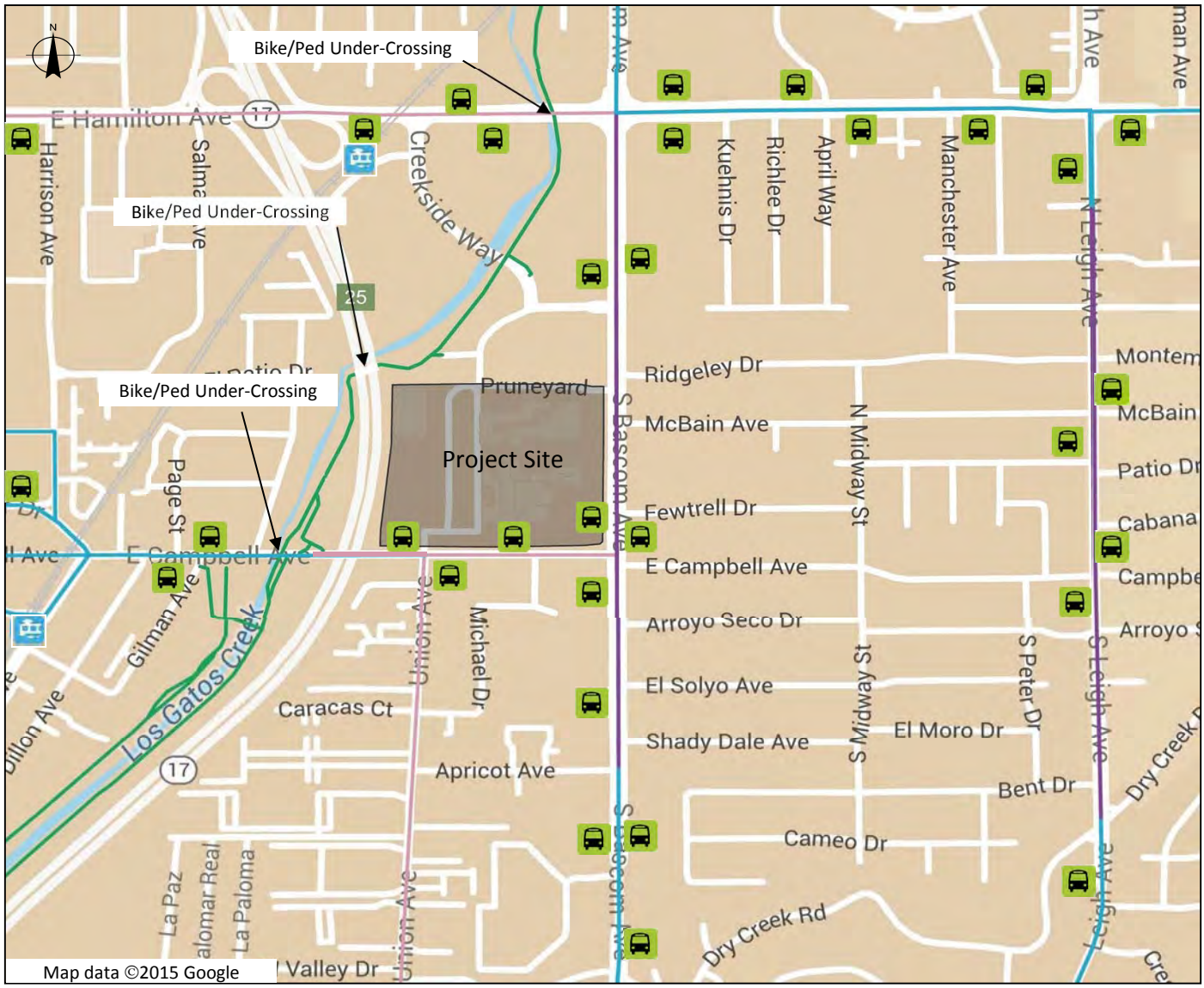
Project Location

Hatch Mott MacDonald

\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits 020816.xls

Exhibit 4

Existing Lane Configurations

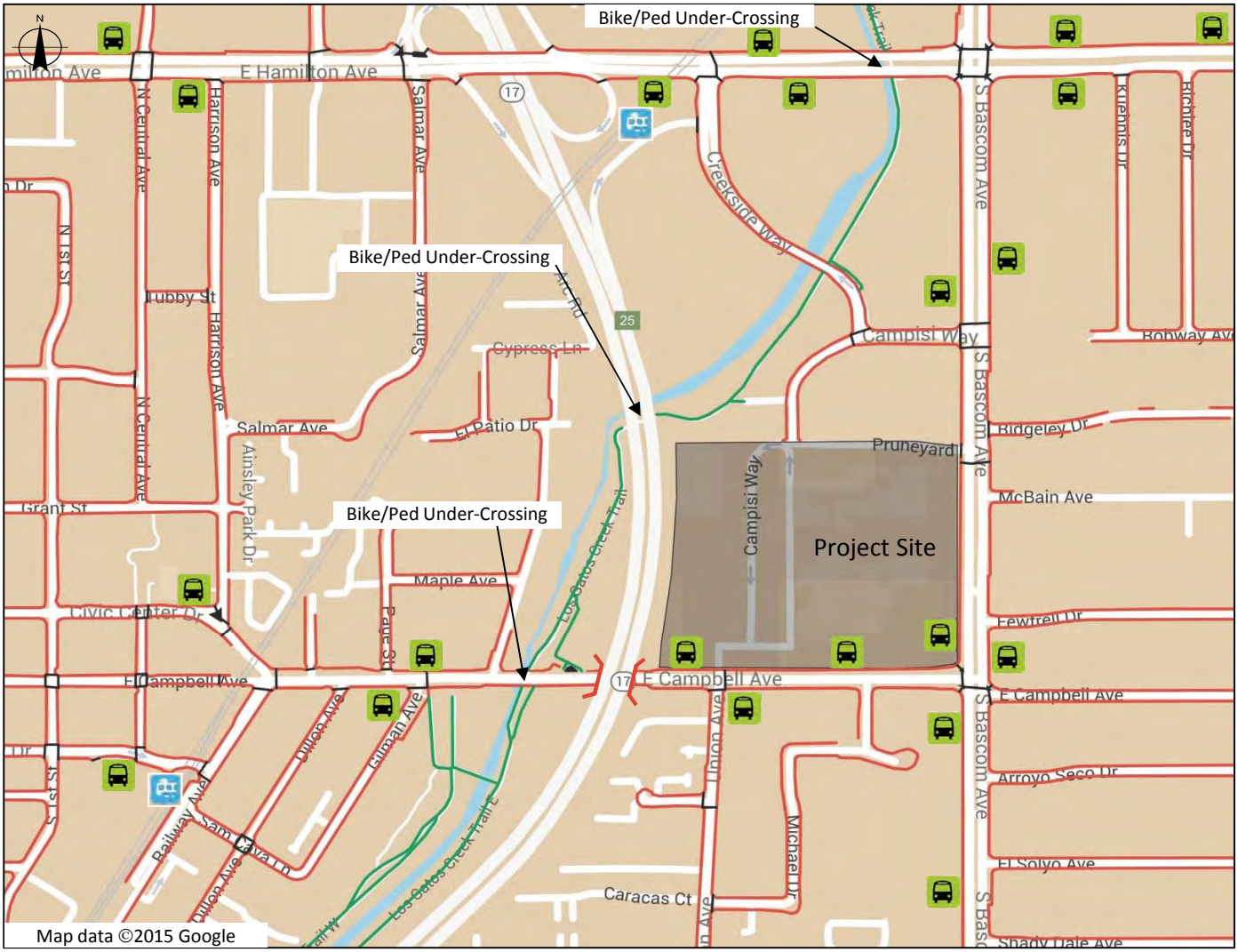


Existing Class I Bike Path
Existing Class II Bike Lane
Existing Class III Bike Route
Proposed Class III Bike Route
Light Rail Station
Bus Stop

Exhibit 5
Bicycle Facilities in Project Vicinity

Hatch Mott MacDonald

\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Exhibits 012515.xlsx



Existing Pedestrian/Bike Path
Existing Sidewalk
Crosswalk / Refuge Island
Light Rail Station
Bus Stop

Exhibit 6
Pedestrian Facilities in Project Vicinity

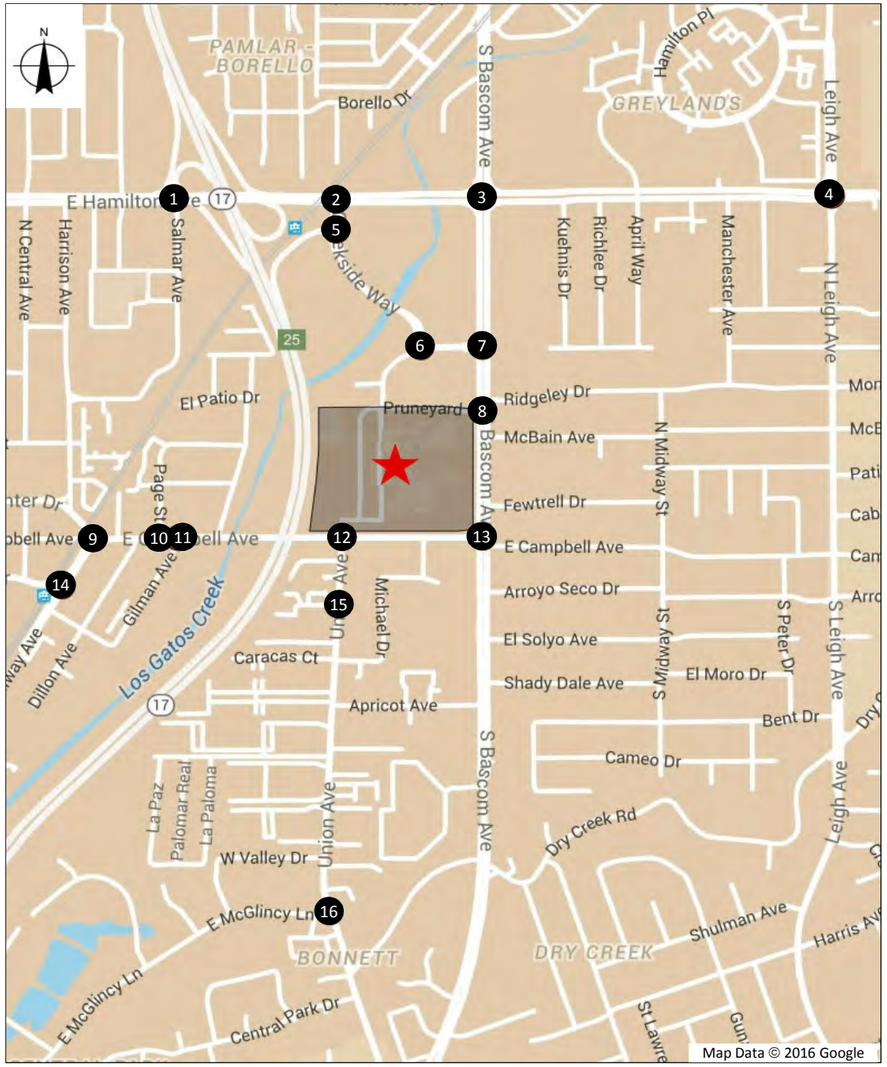
Hatch Mott MacDonald

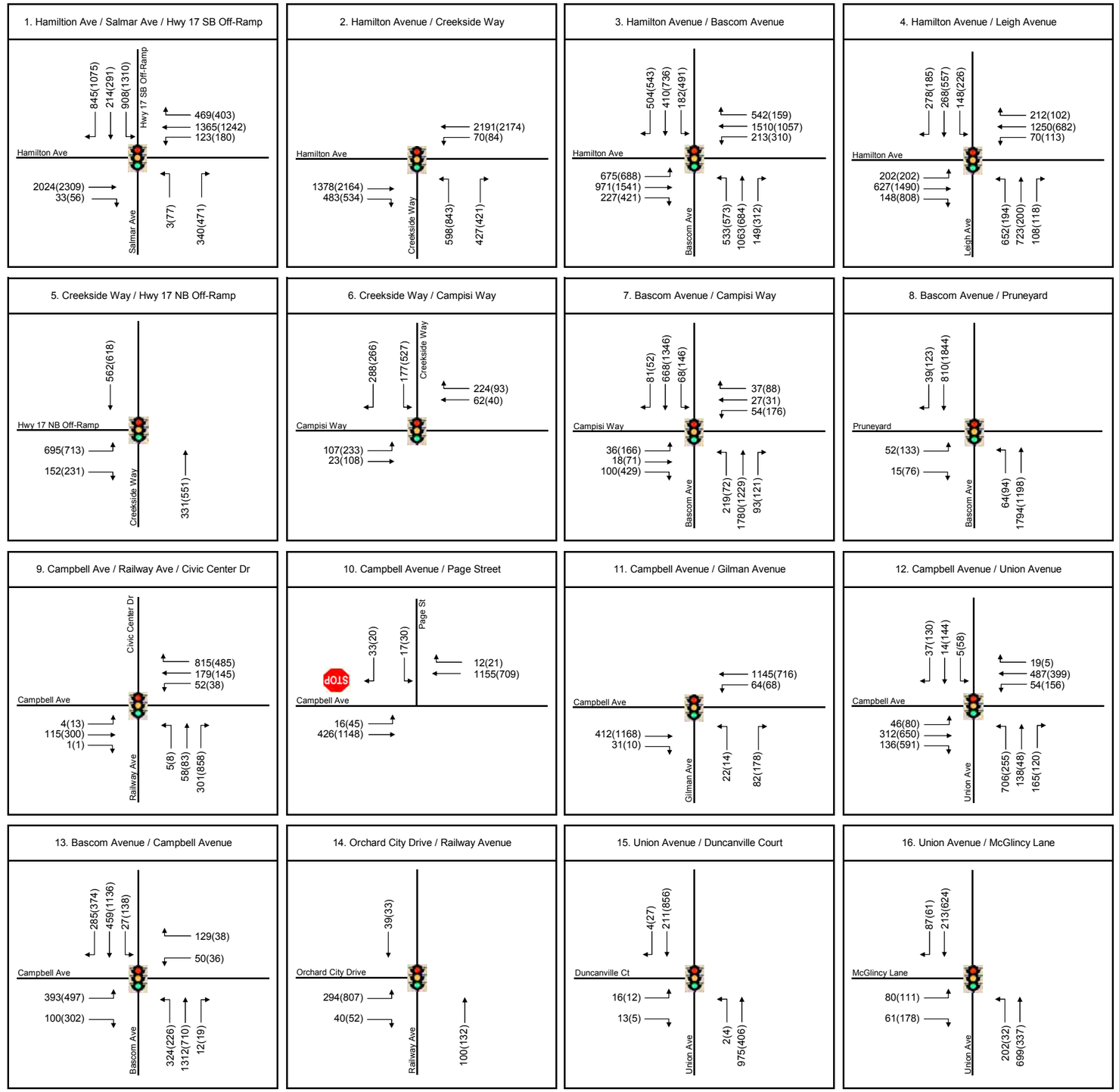
\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Exhibits 012515.xlsx

Local Bus Routes
Community Bus Routes
Light Rail: Mountain View – Winchester
Limited Stop Bus Routes
Express Bus Routes
Rapid 522
Route Terminus (final destination of specific route)

Exhibit 7
VTA Transit Routes in Project Vicinity

Hatch Mott MacDonald





LEGEND

XX (YY) = AM (PM)

Study Intersection #

Lane Configuration

Stop Sign

Traffic Signal

Project Location

Hatch Mott MacDonald

Exhibit 8
Existing Conditions
AM & PM Peak Hour Volumes

\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits 020816.xls

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditions								Existing + Project Conditions											
						AM Peak Hr				PM Peak Hr				AM Peak Hr						PM Peak Hr					
																		Change						Change	
						LOS	Delay (sec)	Crit. V/C	Crit. Delay	LOS	Delay (sec)	Crit. V/C	Crit. Delay	LOS	Delay (sec)	Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay	LOS	Delay (sec)	Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay
1	Salmar Avenue-Hwy 17 SB Off-Ramp	Hamilton Avenue	NB 1L, 2-R SB 2-L, 1-L/T, 1-R EB 4-T, 1-T/R WB 1-L, 1-T, 1-T/R	Signal W/Mitigation	E	C	31.8	0.771	33.2	E	63.0	0.955	64.7	C-	32.6	0.807	34.9	0.036	1.7	E	64.0	0.964	66.4	0.009	1.7
2	Creekside Way	Hamilton Avenue	NB 3-L, 1-R EB 3-T, 1-R WB 1-L, 4-T	Signal	E	C+	20.1	0.523	24.9	C	24.8	0.656	29.7	B-	20.0	0.523	24.9	0.000	0.0	C	25.1	0.658	34.0	0.002	4.3
3	Bascom Avenue	Hamilton Avenue	NB 2-L, 3-T, 1-R SB 2-L, 3-T, 1-R EB 2-L, 3-T, 1-R WB 2-L, 3-T, 1-R	Signal	E	D-	53.0	0.780	58.5	D-	54.1	0.771	63.4	D-	53.3	0.781	58.5	0.001	0.0	D-	54.6	0.773	63.6	0.002	0.2
4	Leigh Avenue	Hamilton Avenue	NB 1-L, 1-L/T, 1-T, 1-R SB 1-L, 1-L/T, 2-T, 1-R EB 2-L, 2-T, 1-R WB 1-L, 2-T, 1-T/R	Signal	D	D	49.9	0.722	51.5	D	39.4	0.684	47.0	D	50.0	0.726	51.7	0.004	0.2	D	39.4	0.689	47.0	0.005	0.0
5	Creekside Way	Hwy 17 NB Off-Ramp	NB 3-T SB 2-T EB 2-L, 1-R	Signal	D	B	13.6	0.455	13.7	B	17.0	0.455	17.0	B	13.7	0.464	13.9	0.009	0.2	B	17.1	0.466	17.2	0.011	0.2
6	Creekside Way	Campisi Way	SB 1-L, 1-L/R EB 1-L, 1-T WB 1-T, 1-R	Signal	D	B+	11.4	0.309	14.4	B	15.0	0.457	16.0	B	12.2	0.349	15.1	0.040	0.7	B	16.5	0.520	18.0	0.063	2.0
7	Bascom Avenue	Campisi Way	NB 2-L, 2-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T/R	Signal	D	B-	18.1	0.513	15.0	D	39.3	0.742	42.4	B-	18.2	0.513	15.0	0.000	0.0	D	39.3	0.744	42.4	0.002	0.0
8	Bascom Avenue	Pruneyard	NB 1-L, 3-T SB 2-T, 1-T/R EB 2-L, 1-R	Signal	D	C	25.9	0.650	32.4	B	14.7	0.541	19.4	C	25.9	0.653	32.5	0.003	0.1	B	14.8	0.547	19.6	0.006	0.2
9	Railway Avenue-Civic Center Drive	Campbell Avenue	NB 1-L/T, 2-R EB 1-L/T/R WB 1-L/T/R, 1-R	Signal	D	B+	11.5	0.515	14.3	B-	19.1	0.512	24.3	B+	11.6	0.519	14.4	0.004	0.1	B-	19.0	0.524	24.3	0.012	0.0
10	Page Street	Campbell Avenue	SB 1-L/R EB 1-L, 2-T WB 1-T, 1-T/R	1-Way Stop WA (SB)	E	C	17.6	-	-	C	17.1	-	-	C	17.7	-	-	-	-	C	17.5	-	-	-	-
11	Gilman Avenue	Campbell Avenue	NB 1-L, 1-R EB 1-T, 1-T/R WB 1-L, 2-T	Signal	D	A	9.6	0.345	4.4	B	12.1	0.495	15.3	A	9.6	0.347	4.4	0.002	0.0	B	12.2	0.505	15.5	0.010	0.2
12	Union Avenue	Campbell Avenue	NB 1-L, 1-L/T/R SB 1-L/T, 1-R EB 1-L, 2-T, 1-R WB 1-L, 1-T, 1-T/R	Signal	D	C	27.4	0.612	27.7	C	25.2	0.609	25.2	C	27.8	0.637	28.3	0.025	0.6	C	26.1	0.630	26.0	0.021	0.8
13	Bascom Avenue	Campbell Avenue	NB 2-L, 2-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 2-L, 1-R WB 1-L, 1-R	Signal	E	C	26.2	0.418	20.7	C	28.8	0.515	26.7	C	26.3	0.419	20.8	0.001	0.1	C	29.0	0.521	27.1	0.006	0.4
14	Railway Avenue	Orchard City Drive	NB 1-T SB 1-T EB 1-L, 1-L/R	Signal	D	B	13.5	0.175	12.6	B+	10.2	0.362	9.5	B	13.5	0.179	12.5	0.004	-0.1	B+	10.4	0.369	9.6	0.007	0.1
15	Union Avenue	Duncanville Court	NB 1-L, 1-T SB 1-T/R EB 1-L/R	Signal	D	A	6.0	0.564	4.4	A	5.0	0.508	6.5	A	6.0	0.573	4.5	0.009	0.1	A	5.2	0.524	6.7	0.016	0.2
16	Union Avenue	McGlincy Lane	NB 1-L, 1-T SB 1-T/R EB 1-L, 1-R	Signal	D	B	13.8	0.455	7.3	B	15.4	0.531	16.9	B	13.8	0.465	7.5	0.010	0.2	B	15.5	0.547	16.9	0.016	0.0

NOTES:
1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D.
5. LOS standard for unsignalized City intersections is LOS E for the worst approach.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. - = Not Applicable
9. LOS highlighted in red indicates operations are below level of service standard.
10. Critical V/C, Critial Delay or side-street delay highlighted in yellow indicates a project impact.

Hatch Mott MacDonald

I:\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 LOS 062416.xlsx

Exhibit 9

Existing and Existing Plus Project Intersection Levels of Service

Exhibit 10
PRUNEYARD DEVELOPMENT PLAN
EXISTING DEVELOPMENT AND PROPOSED NEW DEVELOPMENT

		PROJECT				TOTAL DEVELOPMENT AFTER EXPANSION		DEVELOPMENT NET CHANGE FROM EXISTING	
		Change to Existing Development		New Development					
	Existing	OPTION A	OPTION B	OPTION A	OPTION B	OPTION A	OPTION B	OPTION A	OPTION B
EXISTING DEVELOPMENT									
Restaurant	77,400 SF	3,000 SF	3,000 SF	-	-	80,400 SF	80,400 SF	3,000 SF	3,000 SF
Retail	121,700 SF	-3,000 SF	-3,000 SF	-	-	118,700 SF	118,700 SF	-3,000 SF	-3,000 SF
Bank	13,100 SF	0 SF	0 SF	-	-	13,100 SF	13,100 SF	0 SF	0 SF
Non-Medical Office	368,600 SF	0 SF	0 SF	-	-	368,600 SF	368,600 SF	0 SF	0 SF
Medical Office	2,400 SF	0 SF	0 SF	-	-	2,400 SF	2,400 SF	0 SF	0 SF
Theater	1,082 Seats	0 Seats	0 Seats	-	-	1,082 Seats	1,082 Seats	0 Seats	0 Seats
Hotel	171 Rooms	0 Rooms	0 Rooms	-	-	171 Rooms	171 Rooms	0 Rooms	0 Rooms
PROPOSED DEVELOPMENT									
Retail/Restaurant Flex (18,600 SF)									
Retail (25%)	-	-	-	4,650 SF	4,650 SF	4,650 SF	4,650 SF	4,650 SF	4,650 SF
Restaurant (75%)	-	-	-	13,950 SF	13,950 SF	13,950 SF	13,950 SF	13,950 SF	13,950 SF
Optional Development Area									
Office	-	-	-	6,000 SF	0 SF	6,000 SF	0 SF	6,000 SF	0 SF
Retail	-	-	-	6,000 SF	0 SF	6,000 SF	0 SF	6,000 SF	0 SF
Fitness Center	-	-	-	0 SF	30,000 SF	0 SF	30,000 SF	0 SF	30,000 SF
Non-Medical Office	-	-	-	100,000 SF	100,000 SF	100,000 SF	100,000 SF	100,000 SF	100,000 SF

Exhibit 11
PRUNEYARD DEVELOPMENT PLAN
SUMMARY BY LAND USE TYPE

		PROJECT				TOTAL AFTER EXPANSION		NET CHANGE FROM EXISTING	
		Change to Existing Development		New Development					
	Existing	OPTION A	OPTION B	OPTION A	OPTION B	OPTION A	OPTION B	OPTION A	OPTION B
Restaurant	77,400 SF	3,000 SF	3,000 SF	13,950 SF	13,950 SF	94,350 SF	94,350 SF	16,950 SF	16,950 SF
Retail	121,700 SF	-3,000 SF	-3,000 SF	10,650 SF	4,650 SF	129,350 SF	123,350 SF	7,650 SF	1,650 SF
Fitness Center	0 SF	- SF	- SF	0 SF	30,000 SF	0 SF	30,000 SF	0 SF	30,000 SF
Bank	13,100 SF	0 SF	0 SF	0 SF	0 SF	13,100 SF	13,100 SF	0 SF	0 SF
Non-Medical Office	368,600 SF	0 SF	0 SF	106,000 SF	100,000 SF	474,600 SF	468,600 SF	106,000 SF	100,000 SF
Medical Office	2,400 SF	0 SF	0 SF	0 SF	0 SF	2,400 SF	2,400 SF	0 SF	0 SF
Theater	1,082 Seats	0 Seats	0 Seats	0 Seats	0 Seats	1,082 Seats	1,082 Seats	0 Seats	0 Seats
Hotel	171 Rooms	0 Rooms	0 Rooms	0 Rooms	0 Rooms	171 Rooms	171 Rooms	0 Rooms	0 Rooms

TRIP GENERATION RATES							
		AM PEAK HOUR			PM PEAK HOUR		
	Units	Inbound	Outbound	Trip Rate	Inbound	Outbound	Trip Rate
Restaurant ****	per 1000 SF	55%	45%	2.70	60%	40%	9.85
Retail	per 1000 SF	62%	38%	0.96	48%	52%	*
Fitness Center	per 1000 SF	50%	50%	1.41	57%	43%	3.53
Bank	per 1000 SF	57%	43%	12.08	50%	50%	24.3
Non-Medical Office	per 1000 SF	88%	12%	**	17%	83%	***
Medical Office	per 1000 SF	79%	21%	2.39	28%	72%	3.57
Theater	per Seat	-	-	0	36%	64%	0.08
Hotel	per Room	58%	42%	0.67	49%	51%	0.7

EXISTING PRUNEYARD CENTER TRIPS							
		AM PEAK HOUR			PM PEAK HOUR		
	Size	Inbound	Outbound	Trips	Inbound	Outbound	Trips
Restaurant	77,400 SF	115	94	209	457	305	762
Retail	121,700 SF	73	44	117	328	355	683
Fitness Center	0 SF	0	0	0	0	0	0
Bank	13,100 SF	90	68	158	159	159	318
Non-Medical Office	368,600 SF	478	65	543	83	408	491
Medical Office	2,400 SF	5	1	6	3	6	9
Theater	1,082 Seats	0	0	0	31	56	87
Hotel	171 Rooms	67	48	115	59	61	120
SUBTOTAL GROSS TRIPS		827	321	1,148	1,120	1,350	2,470
MXD Trip Reductions		35	35	70	99	99	198
TOTAL NET TRIPS		792	286	1,078	1,021	1,251	2,272

PRUNEYARD PLUS PROJECT TRIPS - OPTION A							
		AM PEAK HOUR			PM PEAK HOUR		
	Size	Inbound	Outbound	Trips	Inbound	Outbound	Trips
Restaurant	94,350 SF	140	115	255	557	372	929
Retail	129,350 SF	77	47	124	342	370	712
Fitness Center	0 SF	0	0	0	0	0	0
Bank	13,100 SF	90	68	158	159	159	318
Non-Medical Office	474,600 SF	585	80	665	104	506	610
Office TDM Trip Reduction (5%)		-29	-4	-33	-5	-25	-30
Medical Office	2,400 SF	5	1	6	3	6	9
Theater	1,082 Seats	0	0	0	31	56	87
Hotel	171 Rooms	67	48	115	59	61	120
SUBTOTAL GROSS TRIPS		935	355	1,290	1,250	1,506	2,755
MXD Trip Reductions		39	39	78	110	110	220
TOTAL NET TRIPS		896	316	1,212	1,140	1,396	2,535

TRIP GENERATION NET CHANGE - OPTION A							
		AM PEAK HOUR			PM PEAK HOUR		
	Size	Inbound	Outbound	Trips	Inbound	Outbound	Trips
Restaurant	16,950 SF	25	21	46	100	67	167
Retail	7,650 SF	4	3	7	14	15	29
Fitness Center	0 SF	0	0	0	0	0	0
Bank	0 SF	0	0	0	0	0	0
Non-Medical Office	106,000 SF	107	15	122	20	99	119
Office TDM Trip Reduction (5%)		-29	-4	-33	-5	-25	-30
Medical Office	0 SF	0	0	0	0	0	0
Theater	0 Seats	0	0	0	0	0	0
Hotel	0 Rooms	0	0	0	0	0	0
SUBTOTAL GROSS TRIPS		108	34	142	129	156	285
MXD Trip Reductions		4	4	8	11	11	22
Pass-by Capture		6	5	11	23	16	39
TOTAL NET NEW TRIPS		98	25	123	96	128	224

Notes:
1. Trip generation rates based from ITE Trip Generation, 9th Edition, 2012.
2. Existing and project land use from Pruneyard Parking Study memorandum, Fehr & Peers, August 2015.
3. AM peak hour trip generation assumes 25% of the restaurants are open for AM service.
4. Retail/Restaurant Flex: 75% of the flex space is assumed to be occupied by restaurant use.
5. Internal trips calculated using Mixed Use Trip Generation v4.0 spreadsheet, developed by Fehr & Peers for EPA:
http://www2.epa.gov/smartgrowth/mixed-use-trip-generation-model
http://www2.epa.gov/sites/production/files/2014-07/mxd_trip_generation_model.xlsx
6. *: Fitted curve equation used to estimate PM peak hour trip generation.
Ln (T) = 0.67 x Ln((X) +3.31; T = trips; X = 1,000 SF Gross Leasable Area
7. *: Fitted curve equation used to estimate AM peak hour trip generation.
Ln (T) = 0.80 x Ln((X) +1.57; T = trips; X = 1,000 SF Gross Leasable Area
8. *: Linear equation used to estimate PM peak hour trip generation.
T = 1.12 x Ln((X) +78.45; T = trips; X = 1,000 SF Gross Leasable Area
9. ****: The AM peak hour restaurant trip generation rate was reduced 75% given the operating characteristics of the existing and anticipated restaurant uses to provide lunch and dinner service only.

Exhibit 12A
Project Trip Generation
Development Option A

TRIP GENERATION RATES							
		AM PEAK HOUR			PM PEAK HOUR		
	Units	Inbound	Outbound	Trip Rate	Inbound	Outbound	Trip Rate
Restaurant ****	per 1000 SF	55%	45%	2.70	60%	40%	9.85
Retail	per 1000 SF	62%	38%	0.96	48%	52%	*
Fitness Center	per 1000 SF	50%	50%	1.41	57%	43%	3.53
Bank	per 1000 SF	57%	43%	12.08	50%	50%	24.3
Non-Medical Office	per 1000 SF	88%	12%	**	17%	83%	***
Medical Office	per 1000 SF	79%	21%	2.39	28%	72%	3.57
Theater	per Seat	-	-	0	36%	64%	0.08
Hotel	per Room	58%	42%	0.67	49%	51%	0.7

EXISTING PRUNEYARD CENTER TRIPS							
		AM PEAK HOUR			PM PEAK HOUR		
	Size	Inbound	Outbound	Trips	Inbound	Outbound	Trips
Restaurant	77,400 SF	115	94	209	457	305	762
Retail	121,700 SF	73	44	117	328	355	683
Fitness Center	0 SF	0	0	0	0	0	0
Bank	13,100 SF	90	68	158	159	159	318
Non-Medical Office	368,600 SF	478	65	543	84	408	491
Medical Office	2,400 SF	5	1	6	3	6	9
Theater	1,082 Seats	0	0	0	31	56	87
Hotel	171 Rooms	67	48	115	59	61	120
SUBTOTAL GROSS TRIPS		827	321	1,148	1,120	1,350	2,470
MXD Trip Reductions		35	35	70	99	99	198
TOTAL NET TRIPS		792	286	1,078	1,021	1,251	2,272

PRUNEYARD PLUS PROJECT TRIPS - OPTION B							
		AM PEAK HOUR			PM PEAK HOUR		
	Size	Inbound	Outbound	Trips	Inbound	Outbound	Trips
Restaurant	94,350 SF	140	115	255	557	372	929
Retail	123,350 SF	73	45	118	331	359	690
Fitness Center	30,000 SF	21	21	42	60	46	106
Bank	13,100 SF	90	68	158	159	159	318
Non-Medical Office	468,600 SF	579	79	658	103	501	603
Office TDM Trip Reduction (5%)		-29	-4	-33	-5	-25	-30
Medical Office	2,400 SF	5	1	6	3	6	9
Theater	1,082 Seats	0	0	0	31	56	87
Hotel	171 Rooms	67	48	115	59	61	120
SUBTOTAL GROSS TRIPS		946	373	1,319	1,298	1,534	2,832
MXD Trip Reductions		40	40	80	114	114	228
TOTAL NET TRIPS		906	333	1,239	1,184	1,420	2,604

TRIP GENERATION NET CHANGE - OPTION B							
		AM PEAK HOUR			PM PEAK HOUR		
	Size	Inbound	Outbound	Trips	Inbound	Outbound	Trips
Restaurant	16,950 SF	25	21	46	100	67	167
Retail	1,650 SF	1	0	1	3	4	7
Fitness Center	30,000 SF	21	21	42	60	46	106
Bank	0 SF	0	0	0	0	0	0
Non-Medical Office	100,000 SF	101	14	115	19	93	112
Office TDM Trip Reduction (5%)		-29	-4	-33	-5	-25	-30
Medical Office	0 SF	0	0	0	0	0	0
Theater	0 Seats	0	0	0	0	0	0
Hotel	0 Rooms	0	0	0	0	0	0
SUBTOTAL GROSS TRIPS		119	52	171	178	184	362
MXD Trip Reductions		5	5	10	15	15	30
Pass-by Capture		9	8	18	33	23	56
TOTAL NET NEW TRIPS		105	38	143	130	146	276

Notes:
1. Trip generation rates based from ITE Trip Generation, 9th Edition, 2012.
2. Existing and project land use from Pruneyard Parking Study memorandum, Fehr & Peers, August 2015.
3. AM peak hour trip generation assumes 25% of the restaurants are open for AM service.
4. Retail/Restaurant Flex: 75% of the flex space is assumed to be occupied by restaurant use.
5. Internal trips calculated using Mixed Use Trip Generation v4.0 spreadsheet, developed by Fehr & Peers for EPA:
http://www2.epa.gov/smartgrowth/mixed-use-trip-generation-model
http://www2.epa.gov/sites/production/files/2014-07/mxd_trip_generation_model.xlsx
6. *: Fitted curve equation used to estimate PM peak hour trip generation.
Ln (T) = 0.67 x Ln((X) +3.31; T = trips; X = 1,000 SF Gross Leasable Area
7. *: Fitted curve equation used to estimate AM peak hour trip generation.
Ln (T) = 0.80 x Ln((X) +1.57; T = trips; X = 1,000 SF Gross Leasable Area
8. *: Linear equation used to estimate PM peak hour trip generation.
T = 1.12 x Ln((X) +78.45; T = trips; X = 1,000 SF Gross Leasable Area
9. ****: The AM peak hour restaurant trip generation rate was reduced 75% given the operating characteristics of the existing and anticipated restaurant uses to provide lunch and dinner service only.

Exhibit 12B
Project Trip Generation
Development Option B

LEGEND

O: Office Trips
C: Commercial Trips

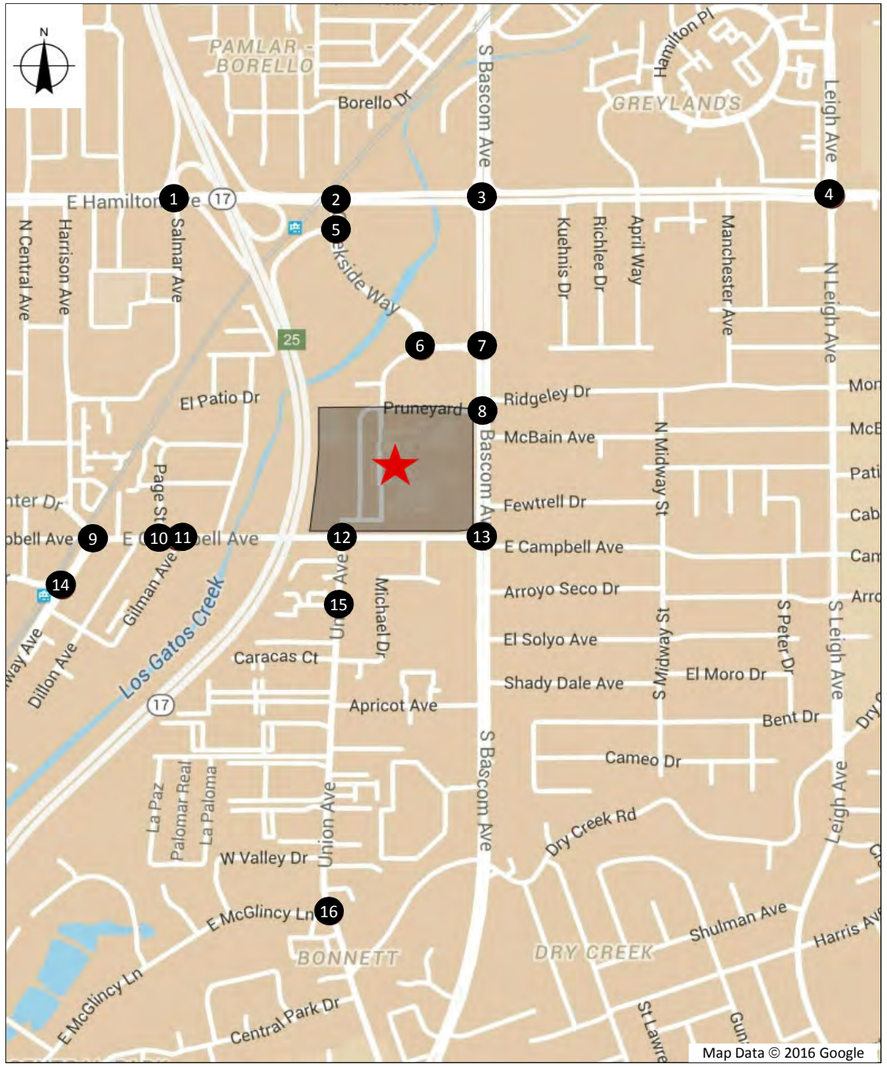
★ Project Location

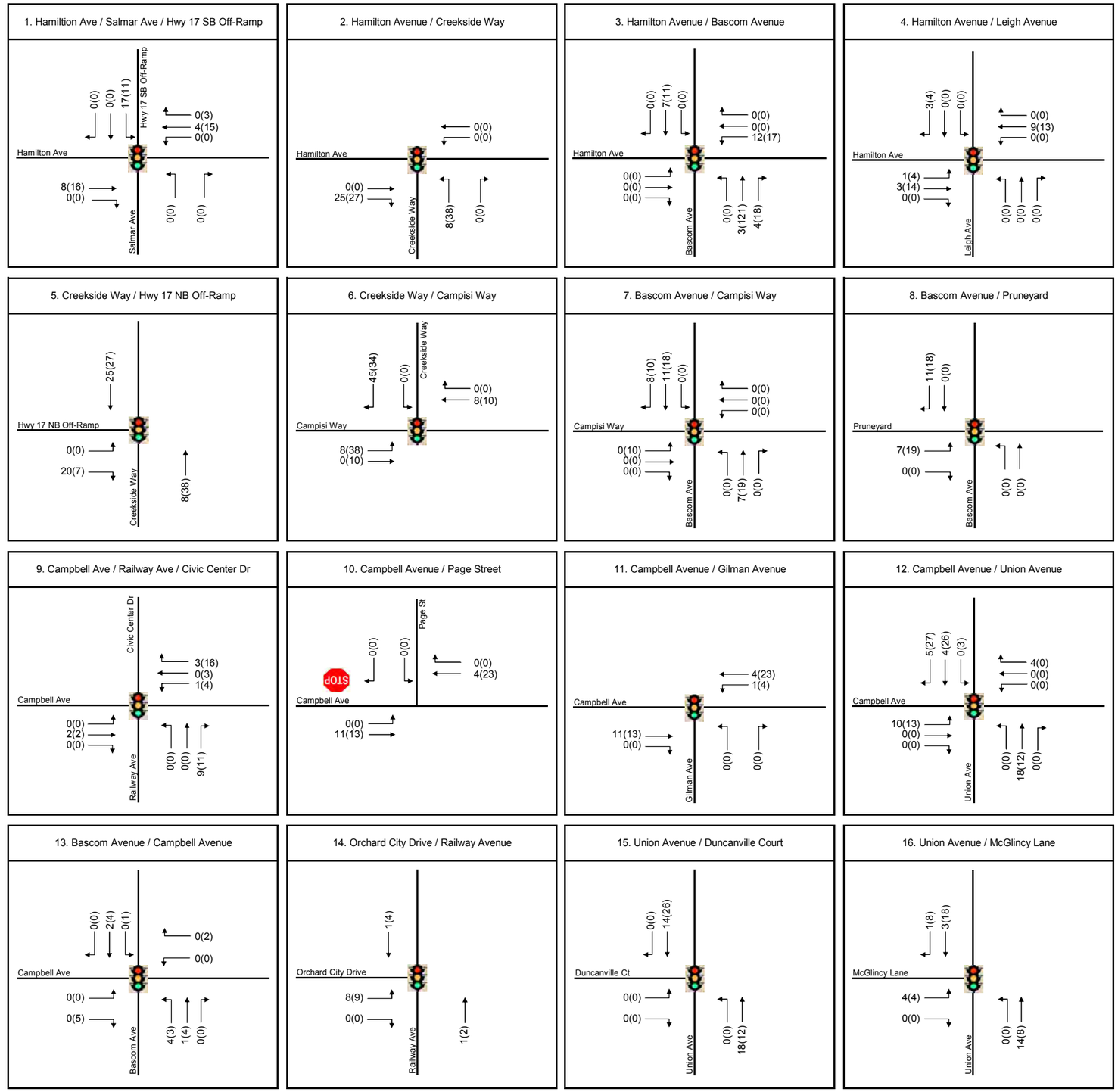
Hatch Mott MacDonald

\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Exhibits 020816.xlsx

Exhibit 13

Project Trip Distribution





LEGEND

XX (YY) = AM (PM)

Study Intersection #

Lane Configuration

Stop Sign

Traffic Signal

Project Location

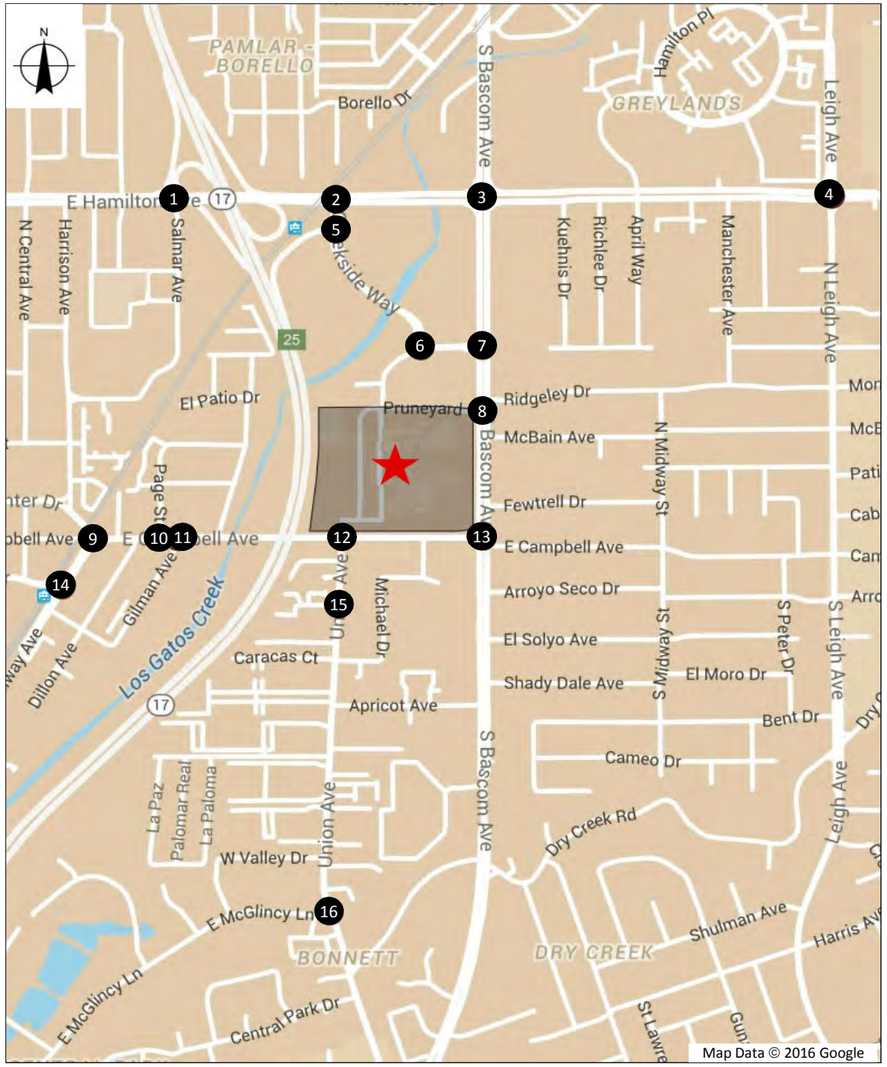
Hatch Mott MacDonald

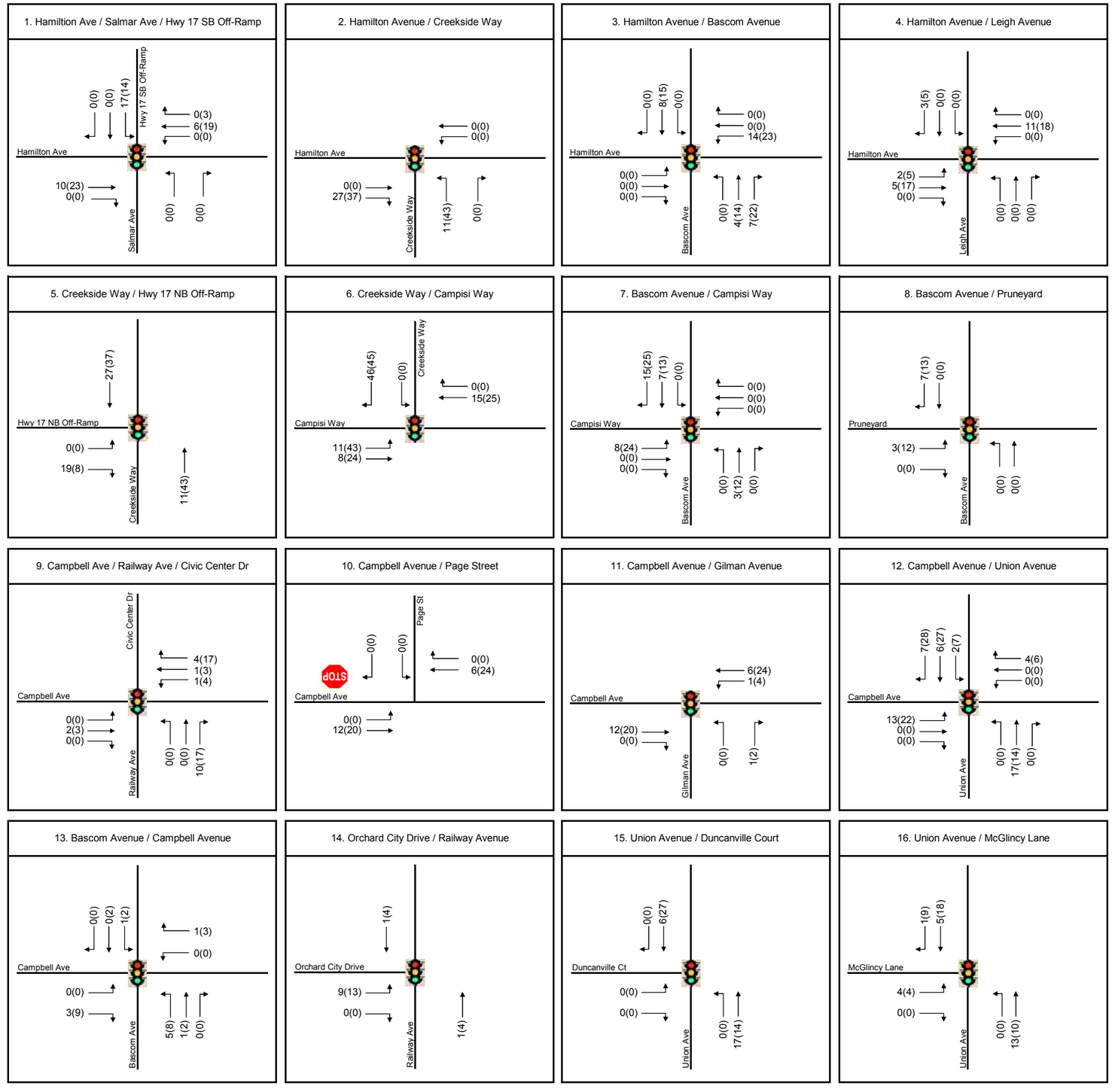
Exhibit 14A

Project Trip Assignment - Development Option A

AM & PM Peak Hour Volumes

\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits 020816 Option A.xls





LEGEND

XX (YY) = AM (PM)

Study Intersection #

Lane Configuration

Stop Sign

Traffic Signal

Project Location

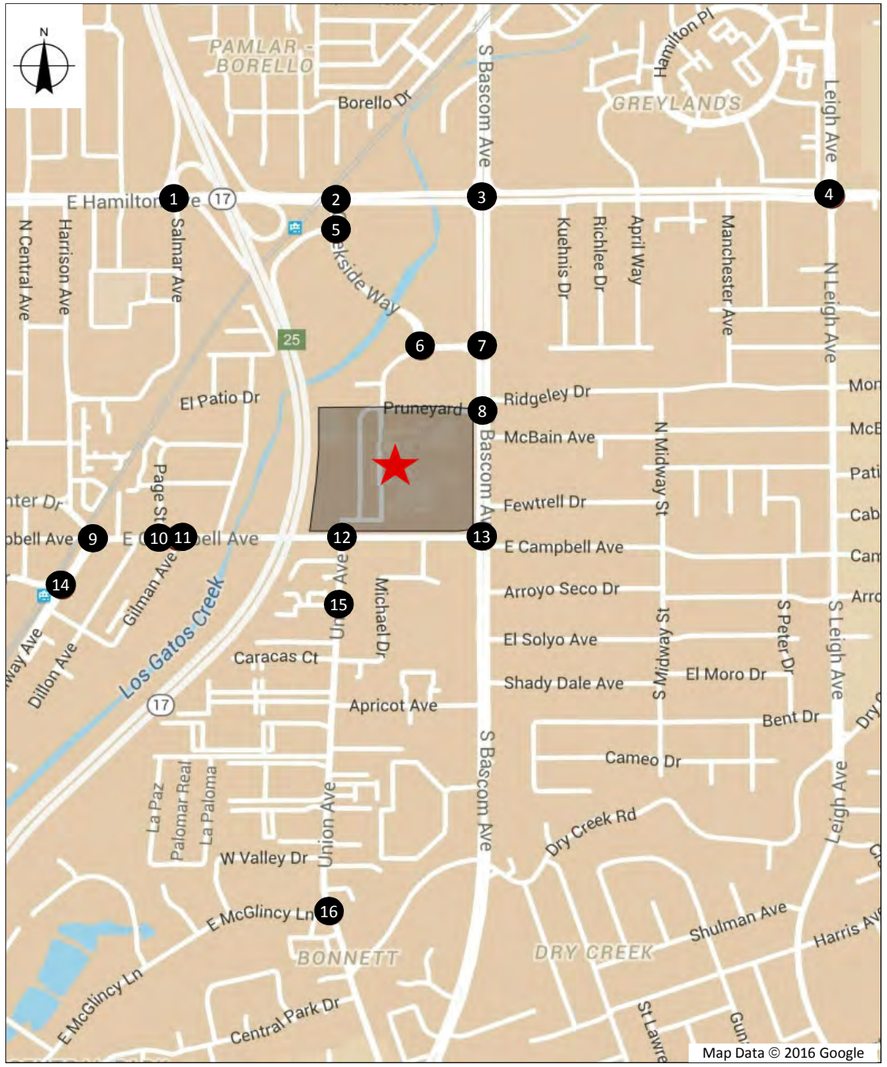
Hatch Mott MacDonald

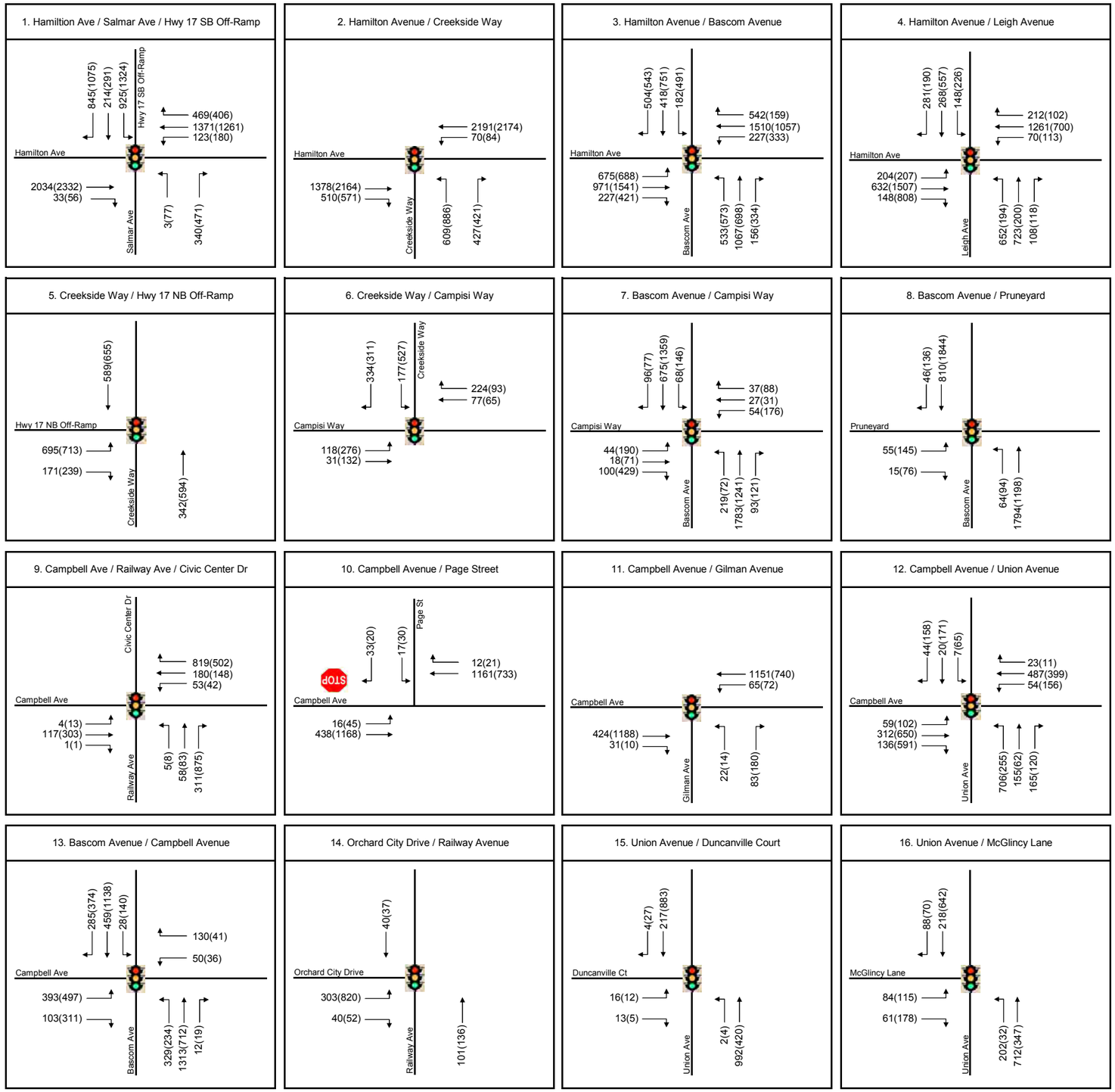
Exhibit 14B

Project Trip Assignment - Development Option B

AM & PM Peak Hour Volumes

\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits 020816.xls





LEGEND

XX (YY) = AM (PM)

Study Intersection #

Lane Configuration

Stop Sign

Traffic Signal

Project Location

Hatch Mott MacDonald

Exhibit 15
Existing + Project Conditions
AM & PM Peak Hour Volumes

\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits 020816.xls

Street	Existing		Daily Traffic Increase Required to Increase TIRE Index 0.1 or More		Existing + Project			
	Daily Volume	TIRE Index	Volume	Percetage of Total Daily Project Traffic Generation	Potential Project Daily Volume	Existing Plus Project Volume	TIRE Index	Change from Existing
1. Arroyo Seco Drive	1,428	3.2	357	10%	56	1,484	3.2	0.0
2. Campbell Avenue	2,300	3.4	575	16%	56	2,356	3.4	0.0
3. Fewtrell Drive	931	3.0	233	6%	56	987	3.0	0.0
4. McBain Avenue	906	3.0	227	6%	56	962	3.0	0.0
5. Ridgeley Drive	1,402	3.2	351	10%	56	1,458	3.2	0.0

Notes:

1. Potential Project Daily Volume is based upon an estimate of 2,800 trips per day generated by the commercial component of the project with an estimated 2% assignment of these trips to the residential streets east of Bascom Avenue.
2. Existing daily volumes based upon Tuesday, Wednesday, Thursday counts collected between December 10, 2015 and December 12, 2015.
3. TIRE: Traffic Infusion of Residential Environment

Exhibit 16

TIRE Index Summary

	Project Development	Parking Supply	Maximum Demand		Recommended Supply	Parking (Deficiency)/ Excess
			Weekday	Weekend		
Phase 1	R4	2,115	1,918	1,789	2,078	37
Phase 2	R5	2,103	1,976	1,866	2,142	-39
Phase 3 - Option A	R1,R2,R3,G1	2,363	2,143	2,078	2,325	38
Phase 3 - Option A	R1,R2,R3,G1	2,478	2,248	2,135	2,441	37
Phase 4 - Option A	O1	2,553	2,315	2,098	2,515	38
Phase 4 - Option B	O1	2,600	2,419	2,155	2,629	-29

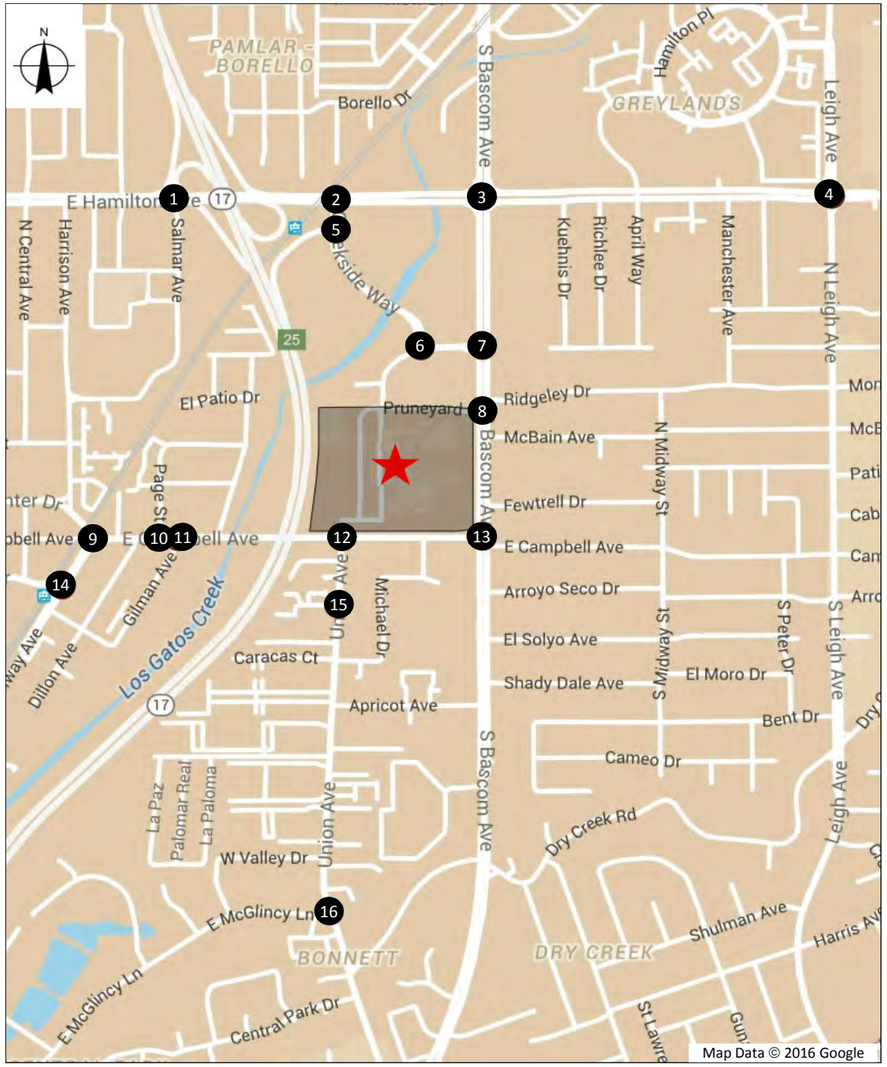
Source: Pruneyard Parking Demand and Supply Analysis, Fehr & Peers, October 30, 2015

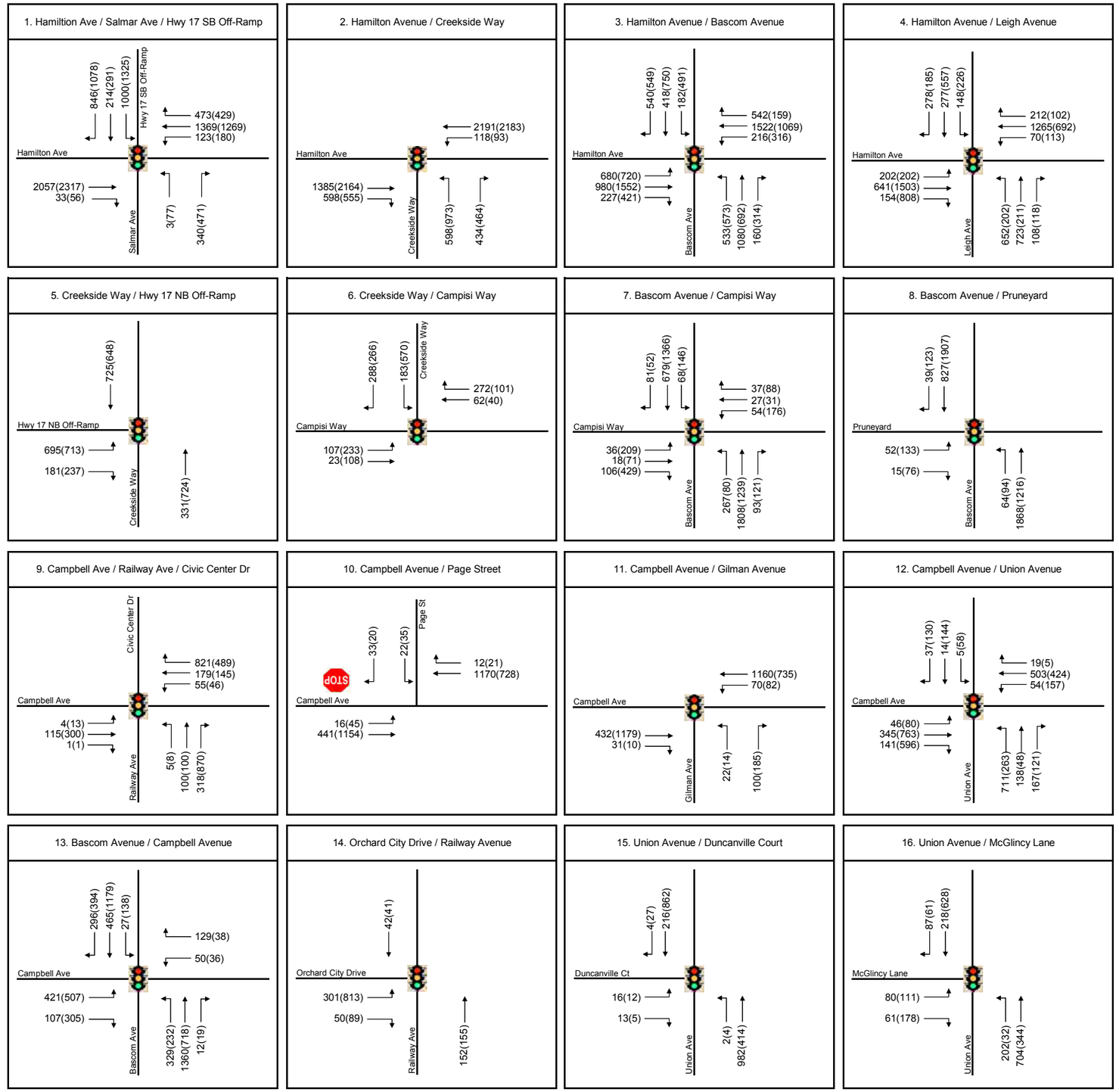
Notes:

1. Recommended Supply includes surplus to accommodate efficient circulation and turnover. Surplus = 10% for retail and 5% for office.

Exhibit 17

Parking Demand and Supply Analysis





LEGEND

XX (YY) = AM (PM)

Study Intersection #

Lane Configuration

Stop Sign

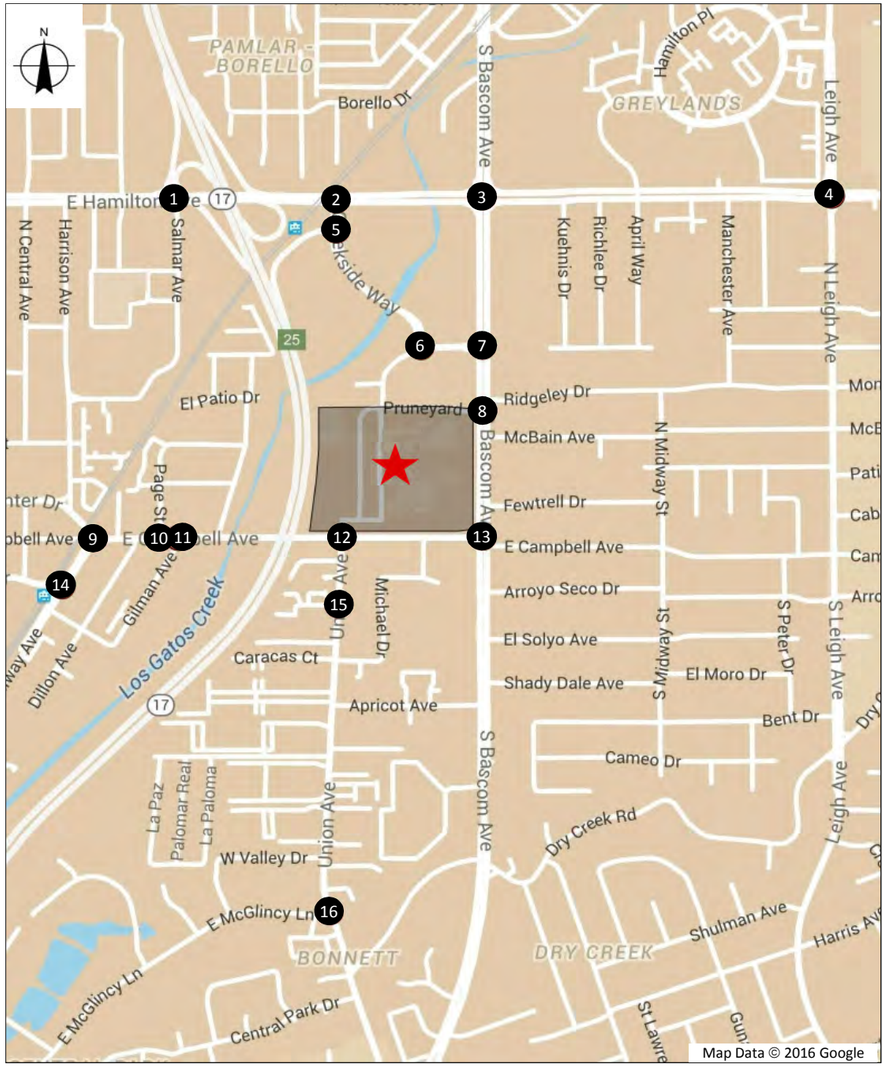
Traffic Signal

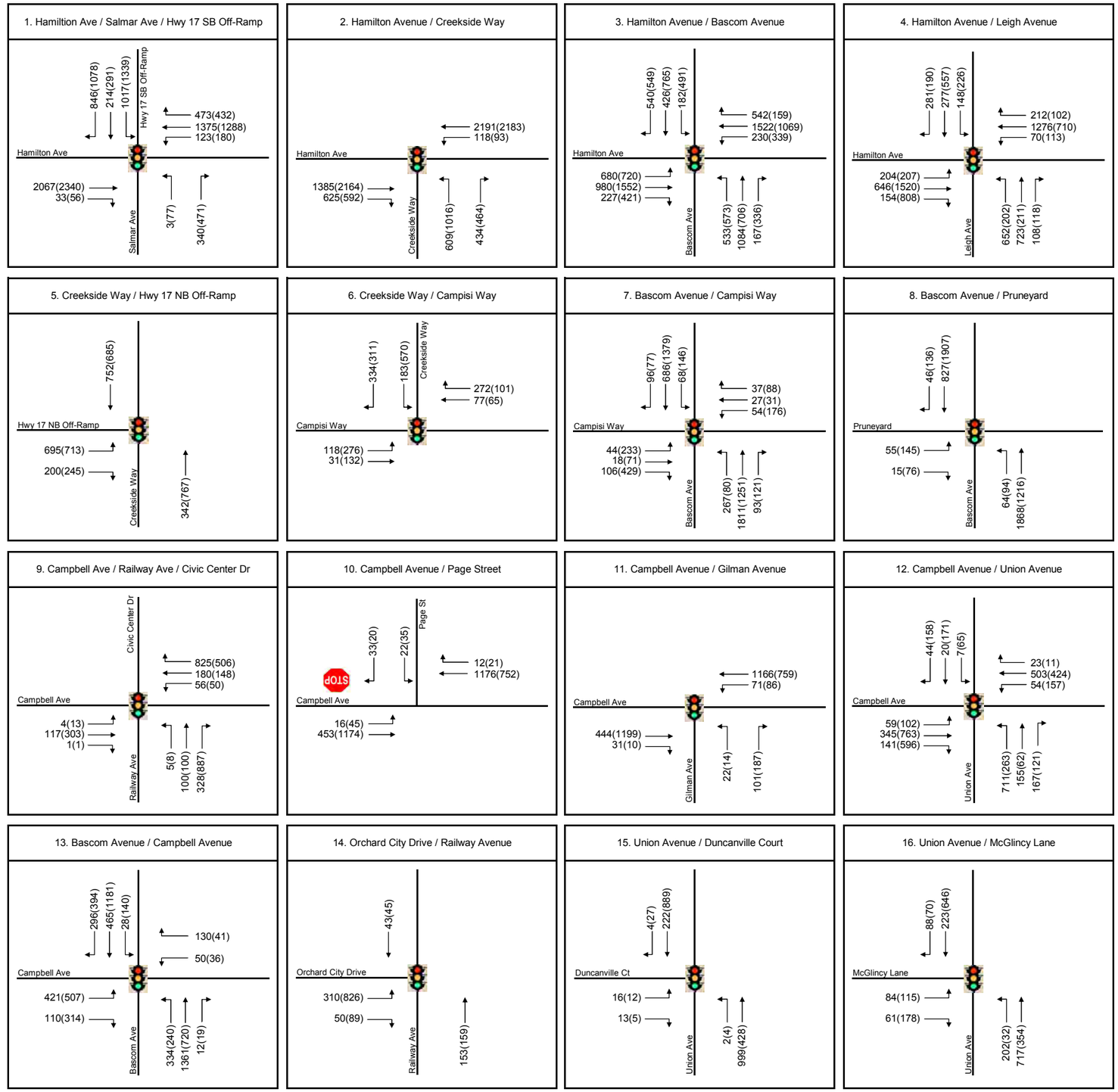
Project Location

Hatch Mott MacDonald

Exhibit 18
Background Conditions
AM & PM Peak Hour Volumes

\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits 020816.xls





LEGEND

XX (YY) = AM (PM)

Study Intersection #

Lane Configuration

Stop Sign

Traffic Signal

Project Location

Hatch Mott MacDonald

Exhibit 19
Background + Project Conditions
AM & PM Peak Hour Volumes

\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits 020816.xls

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Background Conditions								Background + Project Conditions											
						AM Peak Hr				PM Peak Hr				AM Peak Hr						PM Peak Hr					
																		Change						Change	
						LOS	Delay (sec)	Crit. V/C	Crit. Delay	LOS	Delay (sec)	Crit. V/C	Crit. Delay	LOS	Delay (sec)	Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay	LOS	Delay (sec)	Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay
1	Salmar Avenue-Hwy 17 SB Off-Ramp	Hamilton Avenue	NB 1L, 2-R SB 2-L, 1-L/T, 1-R EB 4-T, 1-T/R WB 1-L, 1-T, 1-T/R	Signal W/Mitigation	E	C-	33.9	0.825	36.7	E	64.1	0.974	67.9	C-	34.3	0.831	37.2	0.006	0.5	E	65.3	0.983	70.0	0.009	2.1
2	Creekside Way	Hamilton Avenue	NB 3-L, 1-R EB 3-T, 1-R WB 1-L, 4-T	Signal	E	B-	19.8	0.529	26.2	C	27.0	0.684	36.1	B-	19.8	0.529	26.2	0.000	0.0	C	27.5	0.694	36.8	0.010	0.7
3	Bascom Avenue	Hamilton Avenue	NB 2-L, 3-T, 1-R SB 2-L, 3-T, 1-R EB 2-L, 3-T, 1-R WB 2-L, 3-T, 1-R	Signal	E	D-	53.3	0.803	57.5	D-	54.5	0.786	64.1	D-	53.5	0.803	57.5	0.000	0.0	D-	54.9	0.789	64.3	0.003	0.2
4	Leigh Avenue	Hamilton Avenue	NB 1-L, 1-L/T, 1-T, 1-R SB 1-L, 1-L/T, 2-T, 1-R EB 2-L, 2-T, 1-R WB 1-L, 2-T, 1-T/R	Signal	D	D	49.9	0.725	51.6	D	39.6	0.691	47.4	D	50.0	0.729	51.8	0.004	0.2	D	39.6	0.696	47.4	0.005	0.0
5	Creekside Way	Hwy 17 NB Off-Ramp	NB 3-T SB 2-T EB 2-L, 1-R	Signal	D	B	13.9	0.508	14.4	B	17.3	0.464	17.1	B	13.9	0.517	14.5	0.009	0.1	B	17.3	0.475	17.3	0.011	0.2
6	Creekside Way	Campisi Way	SB 1-L, 1-L/R EB 1-L, 1-T WB 1-T, 1-R	Signal	D	B+	10.9	0.311	14.3	B	14.7	0.469	15.8	B+	11.7	0.351	15.1	0.040	0.8	B	16.3	0.532	17.9	0.063	2.1
7	Bascom Avenue	Campisi Way	NB 2-L, 2-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T/R	Signal	D	B-	10.9	0.311	14.3	D	39.3	0.744	42.4	B-	19.0	0.523	15.2	0.212	0.9	D	39.4	0.746	42.5	0.002	0.1
8	Bascom Avenue	Pruneyard	NB 1-L, 3-T SB 2-T, 1-T/R EB 2-L, 1-R	Signal	D	C	25.9	0.668	32.7	B	14.6	0.553	19.2	C	26.0	0.671	32.8	0.003	0.1	B	14.7	0.560	19.4	0.007	0.2
9	Railway Avenue-Civic Center Drive	Campbell Avenue	NB 1-L/T, 2-R EB 1-L/T/R WB 1-L/T/R, 1-R	Signal	D	B	12.5	0.544	15.6	B-	19.3	0.529	24.9	B	12.5	0.548	15.7	0.004	0.1	B-	19.2	0.541	24.9	0.012	0.0
10	Page Street	Campbell Avenue	SB 1-L/R EB 1-L, 2-T WB 1-T, 1-T/R	1-Way Stop WA (SB)	E	C	18.8	-	-	C	18.0	-	-	C	19.0	-	-	-	-	C	18.4	-	-	-	-
11	Gilman Avenue	Campbell Avenue	NB 1-L, 1-R EB 1-T, 1-T/R WB 1-L, 2-T	Signal	D	B+	10.6	0.349	5.3	B	12.8	0.512	16.3	B+	10.7	0.351	5.3	0.002	0.0	B	12.9	0.521	16.6	0.009	0.3
12	Union Avenue	Campbell Avenue	NB 1-L, 1-L/T/R SB 1-L/T, 1-R EB 1-L, 2-T, 1-R WB 1-L, 1-T, 1-T/R	Signal	D	C	27.9	0.620	28.1	C	25.4	0.613	25.2	C	28.3	0.645	28.7	0.025	0.6	C-	32.5	0.633	29.3	0.020	4.1
13	Bascom Avenue	Campbell Avenue	NB 2-L, 2-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 2-L, 1-R WB 1-L, 1-R	Signal	E	C	26.5	0.438	21.2	C	28.8	0.530	26.6	C	26.6	0.439	21.3	0.001	0.1	C	29.0	0.536	27.0	0.006	0.4
14	Railway Avenue	Orchard City Drive	NB 1-T SB 1-T EB 1-L, 1-L/R	Signal	D	B	15.3	0.214	15.0	B+	11.0	0.401	10.4	B	15.2	0.217	15.0	0.003	0.0	B+	11.2	0.407	10.5	0.006	0.1
15	Union Avenue	Duncanville Court	NB 1-L, 1-T SB 1-T/R EB 1-L/R	Signal	D	A	6.0	0.567	4.5	A	5.1	0.512	6.6	A	6.1	0.577	4.6	0.010	0.1	A	5.2	0.527	6.8	0.015	0.2
16	Union Avenue	McGlincy Lane	NB 1-L, 1-T SB 1-T/R EB 1-L, 1-R	Signal	D	B	13.7	0.457	7.3	B	15.4	0.533	16.9	B	13.8	0.467	7.5	0.010	0.2	B	15.4	0.549	16.9	0.016	0.0

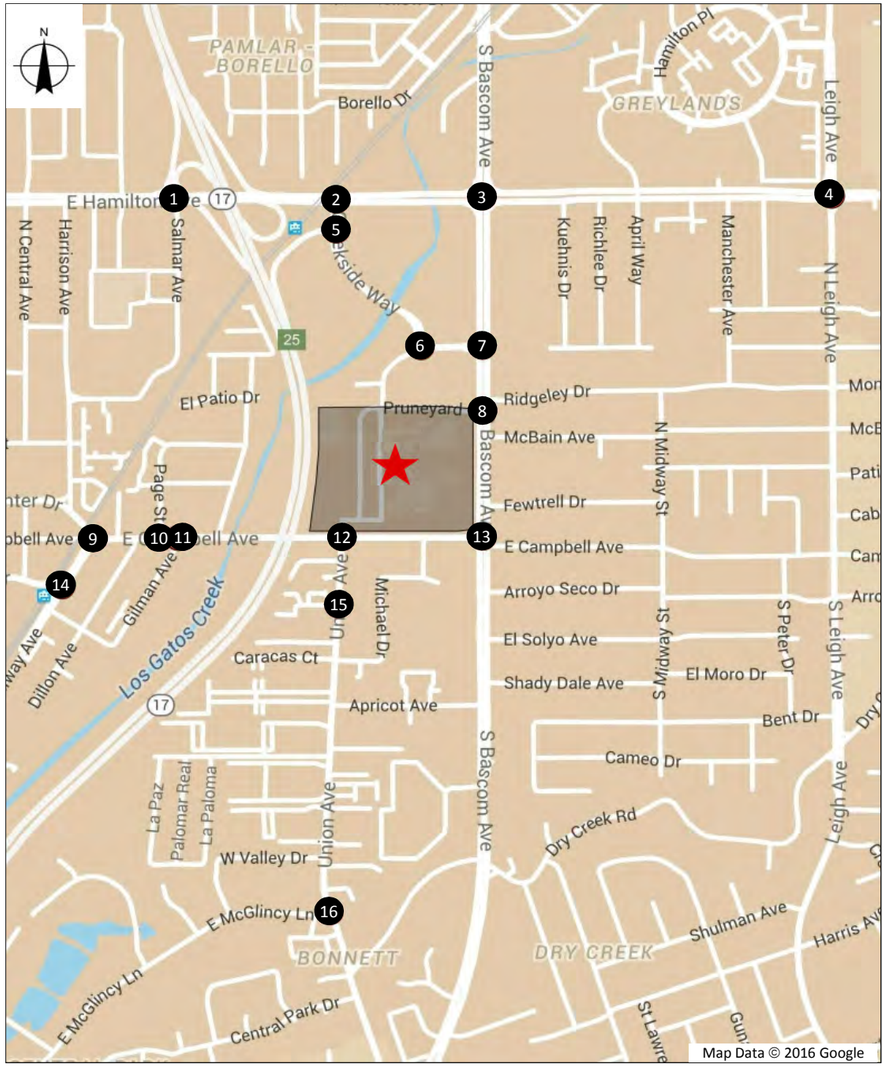
NOTES:
1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D.
5. LOS standard for unsignalized City intersections is LOS E for the worst approach.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. - = Not Applicable
9. LOS highlighted in red indicates operations are below level of service standard.
10. Critical V/C, Critial Delay or side-street delay highlighted in yellow indicates a project impact.

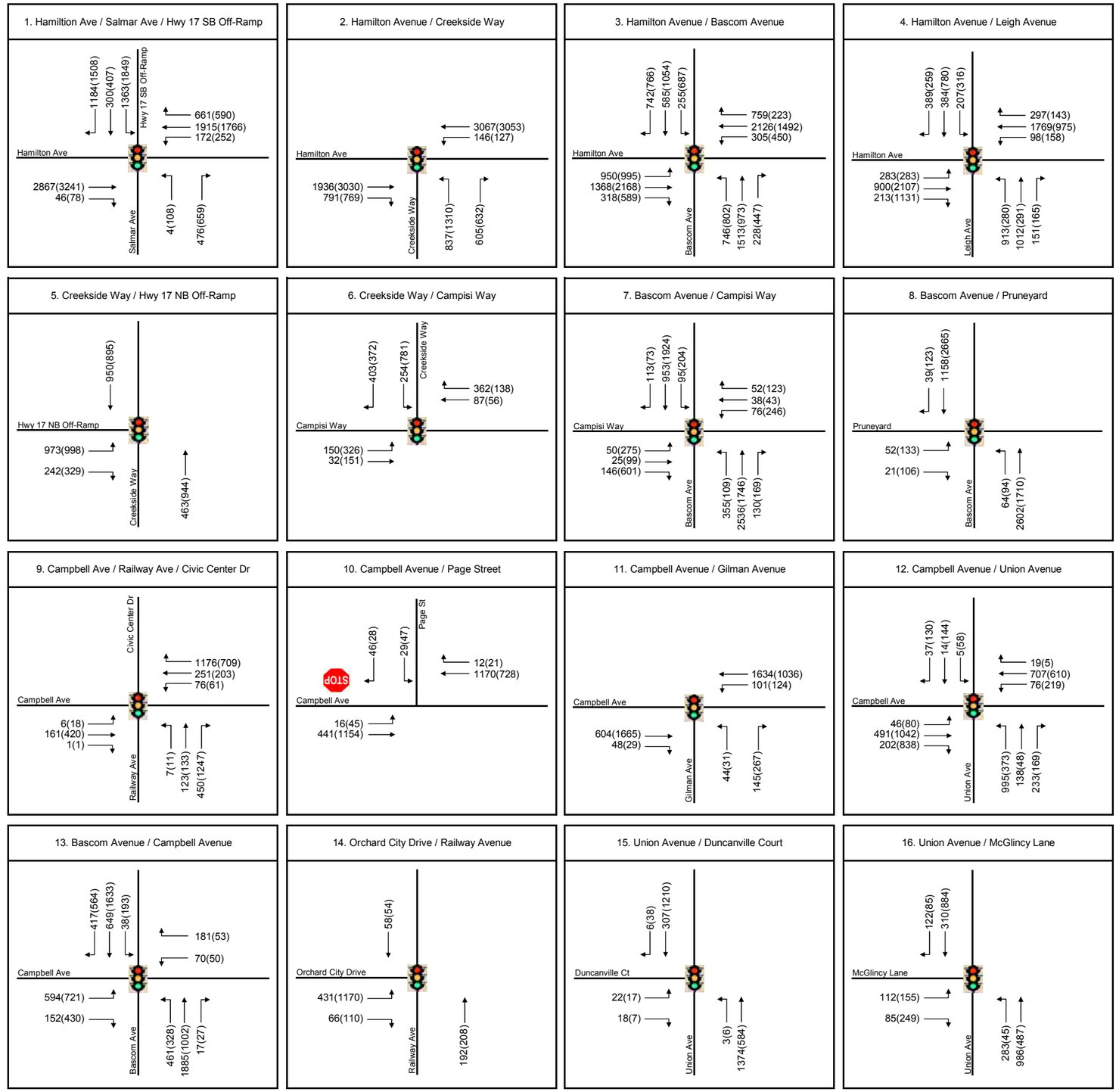
Hatch Mott MacDonald

I:\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 LOS 062416.xlsx

Exhibit 20

Background and Background Plus Project Intersection Levels of Service





LEGEND

XX (YY) = AM (PM)

Study Intersection #

Lane Configuration

Stop Sign

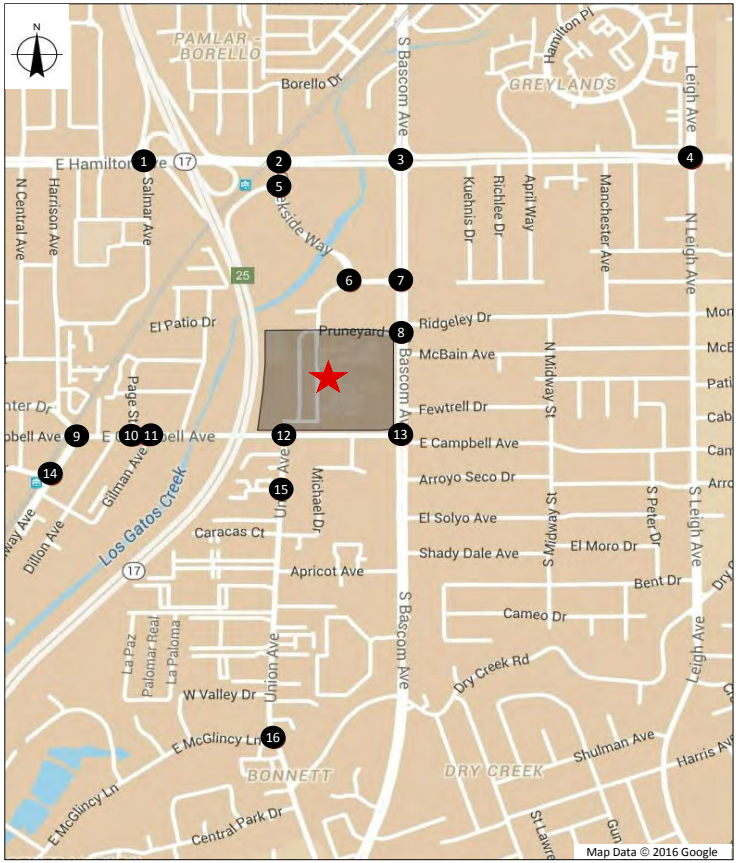
Traffic Signal

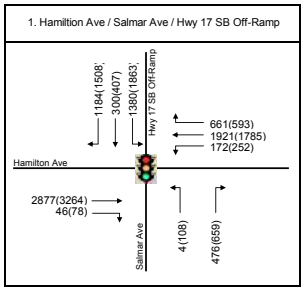
Project Location

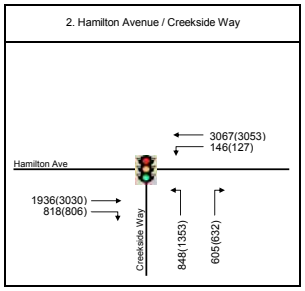
Hatch Mott MacDonald

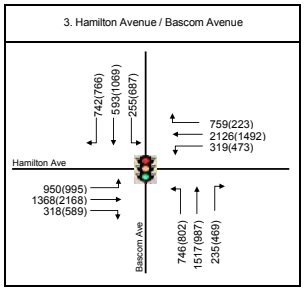
Exhibit 21
Cumulative Conditions
AM & PM Peak Hour Volumes

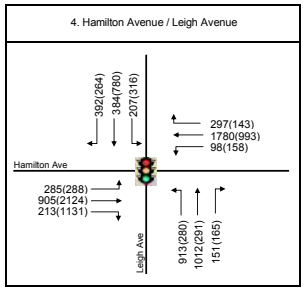
\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits 020816.xls

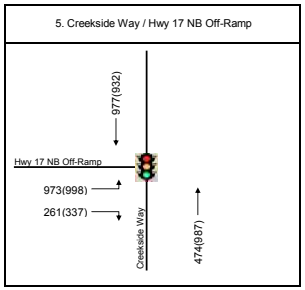


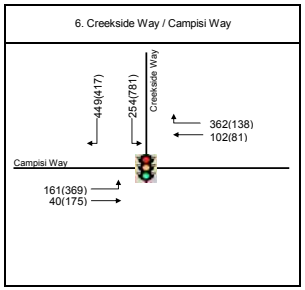


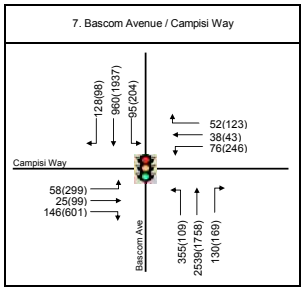


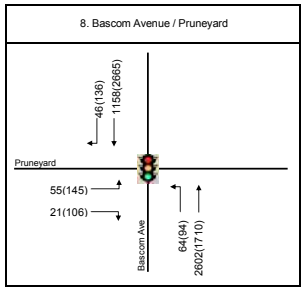


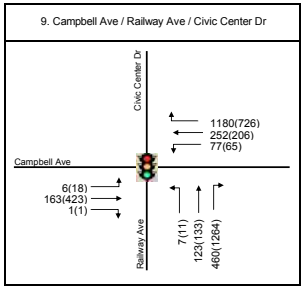


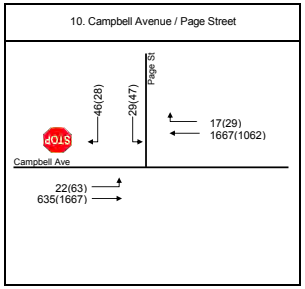


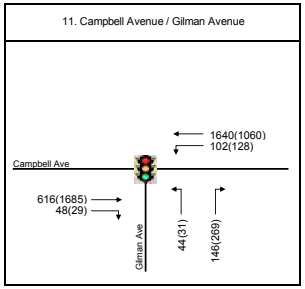


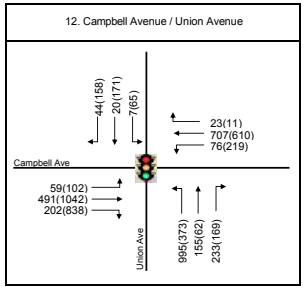


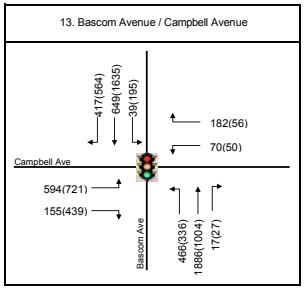


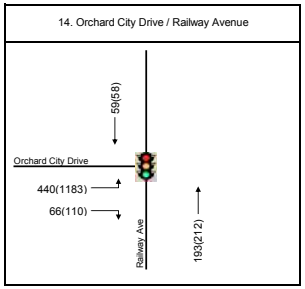


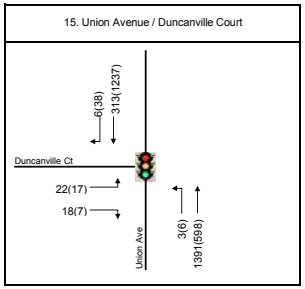


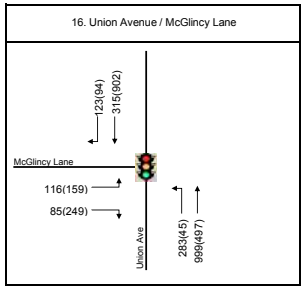












LEGEND

XX (YY) = AM (PM)

Study Intersection #

Lane Configuration

Stop Sign

Traffic Signal

Project Location

Hatch Mott MacDonald

I:\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits 020916.xls

Exhibit 22

Cumulative + Project Conditions

AM & PM Peak Hour Volumes

	N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Cumulative Conditions								Cumulative + Project Conditions											
						AM Peak Hr				PM Peak Hr				AM Peak Hr						PM Peak Hr					
																		Change						Change	
						LOS	Delay (sec)	Crit. V/C	Crit. Delay	LOS	Delay (sec)	Crit. V/C	Crit. Delay	LOS	Delay (sec)	Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay	LOS	Delay (sec)	Crit. V/C	Crit. Delay	Crit. V/C	Crit. Delay
1	Salmar Avenue- Hwy 17 SB Off-Ramp	Hamilton Avenue	NB 1L, 2-R SB 2-L, 1-L/T, 1-R EB 4-T, 1-T/R WB 1-L, 1-T, 1-T/R	Signal W/Ramp Widening	E	F	90.7	1.145	137.6	F	122.7	1.252	158.3	F E-	92.3 76.5	1.151 1.105	140.2 118.2	0.006 -0.040	2.6 -19.4	F F	125.2 102.1	1.261 1.201	162.2 136.3	0.009 -0.051	3.9 -22.0
2	Creekside Way	Hamilton Avenue	NB 3-L, 1-R EB 3-T, 1-R WB 1-L, 4-T	Signal	E	C	23.8	0.738	31.5	D+	37.4	0.944	49.0	C	23.8	0.738	31.5	0.000	0.0	D+	38.3	0.953	53.5	0.009	4.5
3	Bascom Avenue	Hamilton Avenue	NB 2-L, 3-T, 1-R SB 2-L, 3-T, 1-R EB 2-L, 3-T, 1-R WB 2-L, 3-T, 1-R	Signal	E	F	98.3	1.114	122.1	F	91.4	1.096	122.3	F	98.5	1.114	122.1	0.000	0.0	F	93.1	1.099	123.4	0.003	1.1
4	Leigh Avenue	Hamilton Avenue	NB 1-L, 1-L/T, 1-T, 1-R SB 1-L, 1-L/T, 2-T, 1-R EB 2-L, 2-T, 1-R WB 1-L, 2-T, 1-T/R	Signal	D	E	73.6	1.014	83.8	E+	56.6	0.967	70.0	E	74.4	1.018	85.0	0.004	1.2	E+	57.0	0.972	70.9	0.005	0.9
5	Creekside Way	Hwy 17 NB Off-Ramp	NB 3-T SB 2-T EB 2-L, 1-R	Signal	D	B	15.9	0.690	17.0	B-	19.2	0.646	19.7	B	16.1	0.699	17.2	0.009	0.2	B-	19.3	0.657	20.0	0.011	0.3
6	Creekside Way	Campisi Way	SB 1-L, 1-L/R EB 1-L, 1-T WB 1-T, 1-R	Signal	D	B+	11.6	0.434	15.3	B	17.0	0.651	19.5	B	12.3	0.475	16.0	0.041	0.7	B-	18.8	0.715	22.1	0.064	2.6
7	Bascom Avenue	Campisi Way	NB 2-L, 2-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 1-L, 1-T, 1-R WB 1-L, 1-T/R	Signal	D	C+	22.0	0.731	19.6	E	65.8	1.043	84.9	C+	22.1	0.731	19.6	0.000	0.0	E	66.6	1.046	85.6	0.003	0.7
8	Bascom Avenue	Pruneyard	NB 1-L, 3-T SB 2-T, 1-T/R EB 2-L, 1-R	Signal	D	D	43.2	0.922	59.0	B	16.3	0.722	21.3	D	43.4	0.925	59.5	0.003	0.5	B	16.4	0.729	21.5	0.007	0.2
9	Railway Avenue- Civic Center Drive	Campbell Avenue	NB 1-L/T, 2-R EB 1-L/T/R WB 1-L/T/R, 1-R	Signal	D	B	15.2	0.760	20.5	C	23.3	0.741	30.6	B	15.3	0.764	20.7	0.004	0.2	C	23.4	0.753	30.9	0.012	0.3
10	Page Street	Campbell Avenue	SB 1-L/R EB 1-L, 2-T WB 1-T, 1-T/R	1-Way Stop- WA (SB)	E	E	35.6	-	-	D	30.3	-	-	E	36.0	-	-	-	-	D	31.2	-	-	-	-
11	Gilman Avenue	Campbell Avenue	NB 1-L, 1-R EB 1-T, 1-T/R WB 1-L, 2-T	Signal	D	B+	11.4	0.500	6.8	B	16.7	0.736	21.7	B+	11.4	0.502	6.9	0.002	0.1	B	16.9	0.746	22.1	0.010	0.4
10/11	Gilman Avenue- Page Street	Campbell Avenue	NB 1-L, 1-R SB 1-T/R EB 1-L/T, 1-T/R WB 1-L/T, 1-T/R	Signal (E. Campbell Ave. Master Plan Geometrics)	D	C	23.6	0.724	23.1	D+	37.3	0.733	35.3	C	23.9	0.726	23.4	0.002	0.3	D	40.2	0.748	37.1	0.015	1.8
12	Union Avenue	Campbell Avenue	NB 1-L, 1-L/T/R SB 1-L/T, 1-R EB 1-L, 2-T, 1-R WB 1-L, 1-T, 1-T/R	Signal	D	D+	37.2	0.816	47.1	C	27.4	0.810	31.0	D+	38.6	0.841	50.1	0.025	3.0	C	28.8	0.831	32.7	0.021	1.7
13	Bascom Avenue	Campbell Avenue	NB 2-L, 2-T, 1-T/R SB 1-L, 2-T, 1-T/R EB 2-L, 1-R WB 1-L, 1-R	Signal	E	C	30.2	0.703	30.2	C-	35.0	0.808	35.2	C	30.3	0.703	30.2	0.000	0.0	D+	35.2	0.811	35.5	0.003	0.3
14	Railway Avenue	Orchard City Drive	NB 1-T SB 1-T EB 1-L, 1-L/R	Signal	D	B v	15.4	0.288	15.0	B+	11.8	0.557	11.4	B	15.3	0.291	15.0	0.003	0.0	B	12.0	0.563	11.6	0.006	0.2
15	Union Avenue	Duncanville Court	NB 1-L, 1-T SB 1-T/R EB 1-L/R	Signal	D	B+	10.5	0.794	10.6	A	10.0	0.719	13.6	B+	11.0	0.803	11.2	0.009	0.6	B+	10.8	0.734	14.9	0.015	1.3
16	Union Avenue	McGlincy Lane	NB 1-L, 1-T SB 1-T/R EB 1-L, 1-R	Signal	D	B	15.6	0.641	9.4	B-	19.9	0.749	23.4	B	15.8	0.651	9.7	0.010	0.3	C+	20.4	0.765	24.1	0.016	0.7

NOTES:
1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Analysis performed using 2000 *Highway Capacity Manual* Methodologies
4. LOS standard for signalized City intersections is LOS D.
5. LOS standard for unsignalized City intersections is LOS E for the worst approach.
6. LOS standard for CMP intersections is LOS E.
7. WA = Worst Approach
8. - = Not Applicable
9. LOS highlighted in red indicates operations are below level of service standard.
10. Critical V/C, Critial Delay or side-street delay highlighted in yellow indicates a project impact.
10. ECAMP: East Campbell Avenue Master Plan

Hatch Mott MacDonald

I:\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 LOS 062416.xlsx

Exhibit 23

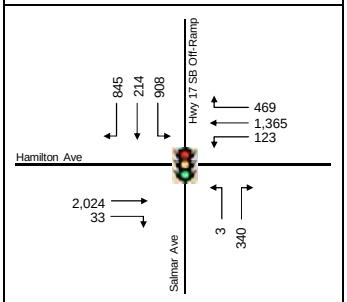
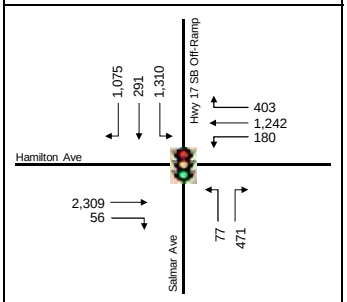
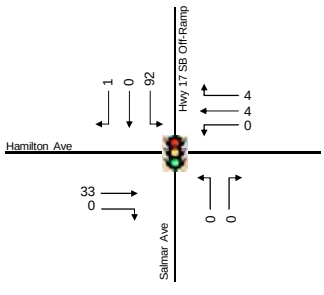
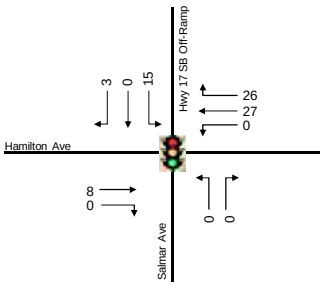
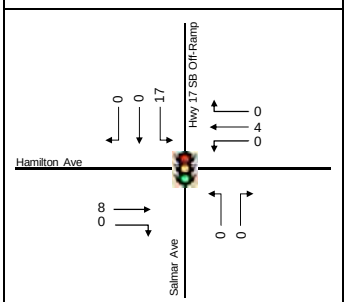
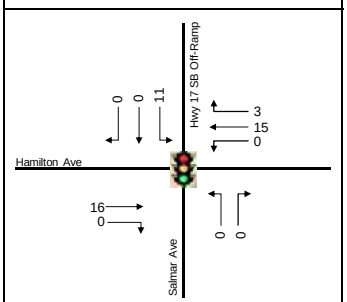
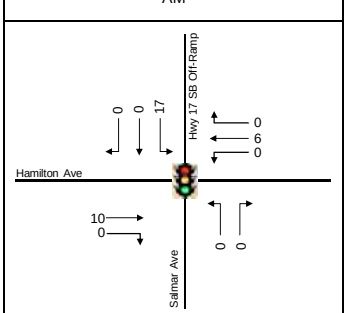
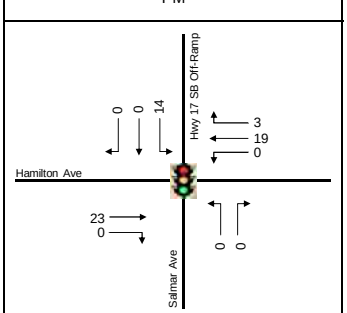
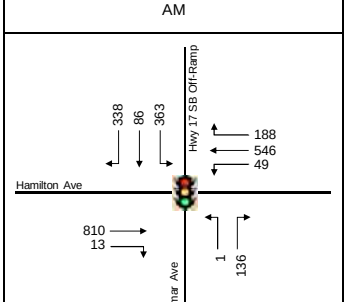
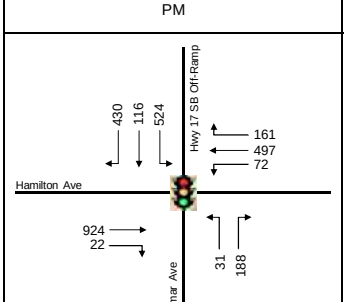
Cumulative and Cumulative Plus Project Intersection Levels of Service

Transit Vehicle Delay Summary

Bus Route	26 EB (AM)	26 WB (AM)	61 NB (AM)	61 SB (AM)	62 NB (AM)	62 SB (AM)	82 NB (AM)	82 SB (AM)	Total AM Increase in Delay (sec)
Int. ID	Affected Movement								
1	-	-	-	-	-	-	EBT	WBT	1.6
2	-	-	-	-	-	-	EBT	WBT	0.0
3	-	-	NBT	SBT	NBT	SBT	EBT	WBT	1.0
4	-	-	-	-	-	-	EBT	WBT	-0.2
5	-	-	-	-	-	-	-	-	0.0
6	-	-	-	-	-	-	-	-	0.0
7	-	-	NBT	SBT	NBT	SBT	-	-	-1.6
8	-	-	NBT	SBT	NBT	SBT	-	-	0.0
9	NBR	WBR	-	-	-	-	-	-	0.2
10	EBT	WBT	-	-	-	-	-	-	0.0
11	EBT	WBT	-	-	-	-	-	-	-0.1
12	EBT	WBT	-	-	-	-	-	-	2.3
13	EBR	NBL	NBT	SBT	NBT	SBT	-	-	0.3
14	EBL	-	-	-	-	-	-	-	-0.2
15	-	-	-	-	-	-	-	-	0.0
16	-	-	-	-	-	-	-	-	0.0

Bus Route	26 EB (PM)	26 WB (PM)	61 NB (PM)	61 SB (PM)	62 NB (PM)	62 SB (PM)	82 NB (PM)	82 SB (PM)	Total PM Increase in Delay (sec)
Int. ID	Affected Movement								
1	-	-	-	-	-	-	EBT	WBT	4.0
2	-	-	-	-	-	-	EBT	WBT	1.0
3	-	-	NBT	SBT	NBT	SBT	EBT	WBT	2.6
4	-	-	-	-	-	-	EBT	WBT	0.0
5	-	-	-	-	-	-	-	-	0.0
6	-	-	-	-	-	-	-	-	0.0
7	-	-	NBT	SBT	NBT	SBT	-	-	6.4
8	-	-	NBT	SBT	NBT	SBT	-	-	0.0
9	NBR	WBR	-	-	-	-	-	-	-1.2
10	EBT	WBT	-	-	-	-	-	-	0.0
11	EBT	WBT	-	-	-	-	-	-	0.6
12	EBT	WBT	-	-	-	-	-	-	6.3
13	EBR	NBL	NBT	SBT	NBT	SBT	-	-	1.2
14	EBL	-	-	-	-	-	-	-	0.6
15	-	-	-	-	-	-	-	-	0.0
16	-	-	-	-	-	-	-	-	0.0

Exhibit 24
Transit Vehicle Delay Summary

	AM	PM
Existing Conditions		
Approved Projects		
Project Option A		
Project Option B		
Cumulative Growth		

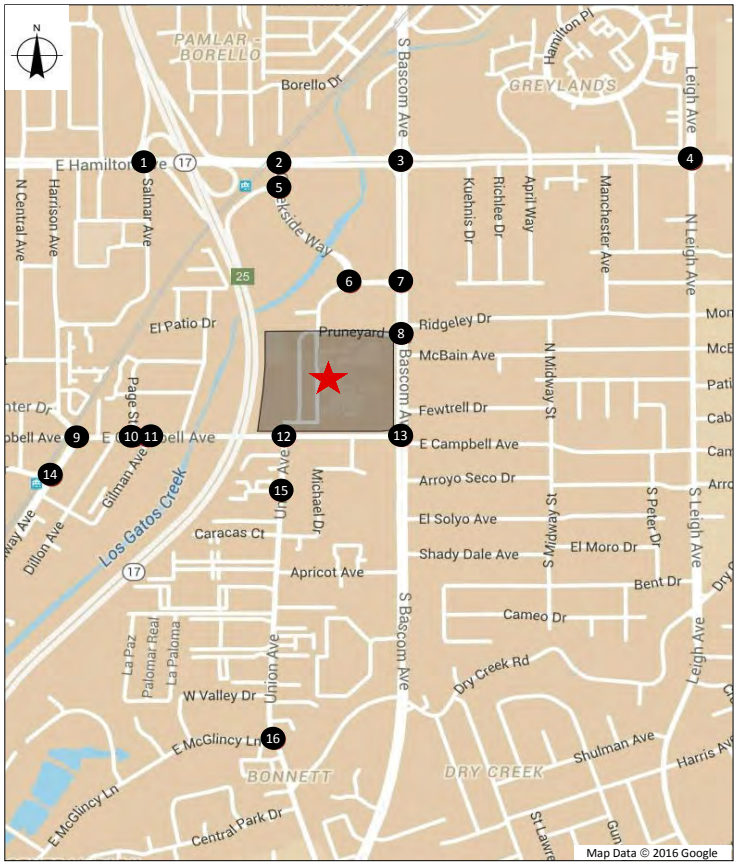
Hatch Mott MacDonald

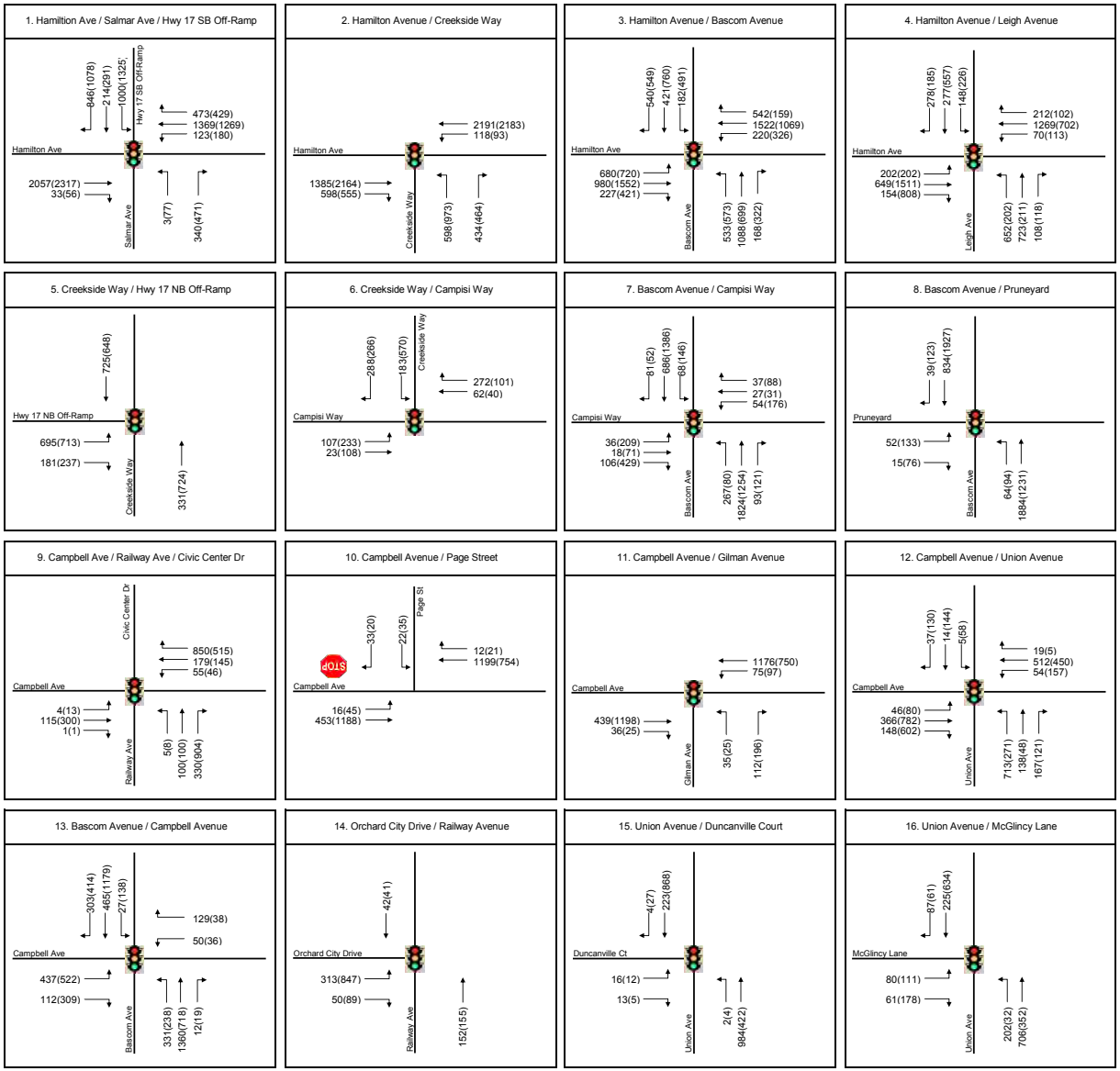
\\Gil-data-vm\fileserver\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits 020816.xls

Exhibit 25

Trip Origins

Analysis Summary





LEGEND

XX (YY) = AM (PM)

Study Intersection #

Lane Configuration

Stop Sign

Traffic Signal

Project Location

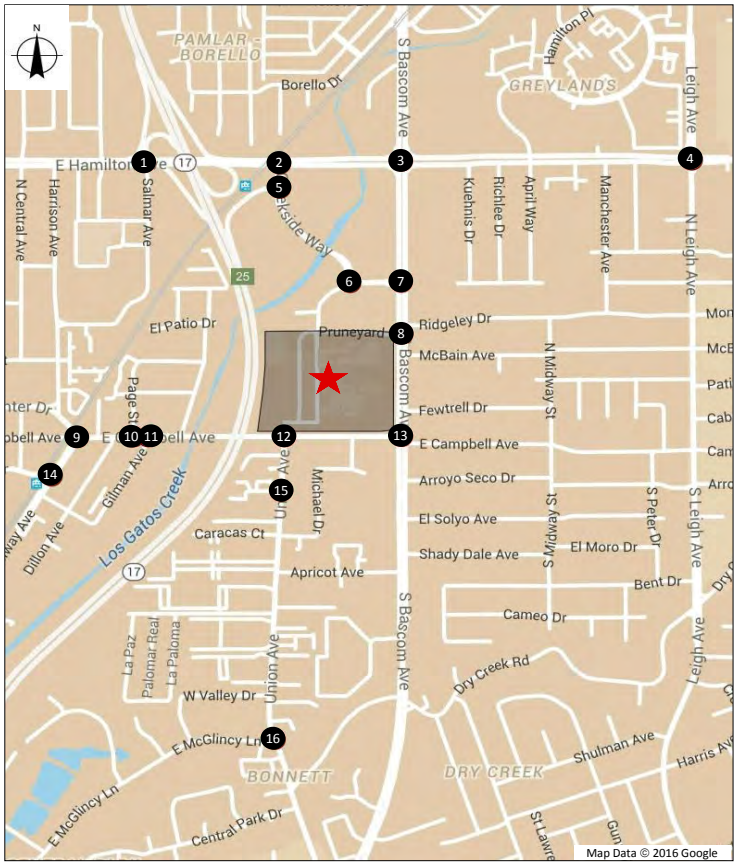
Hatch Mott MacDonald

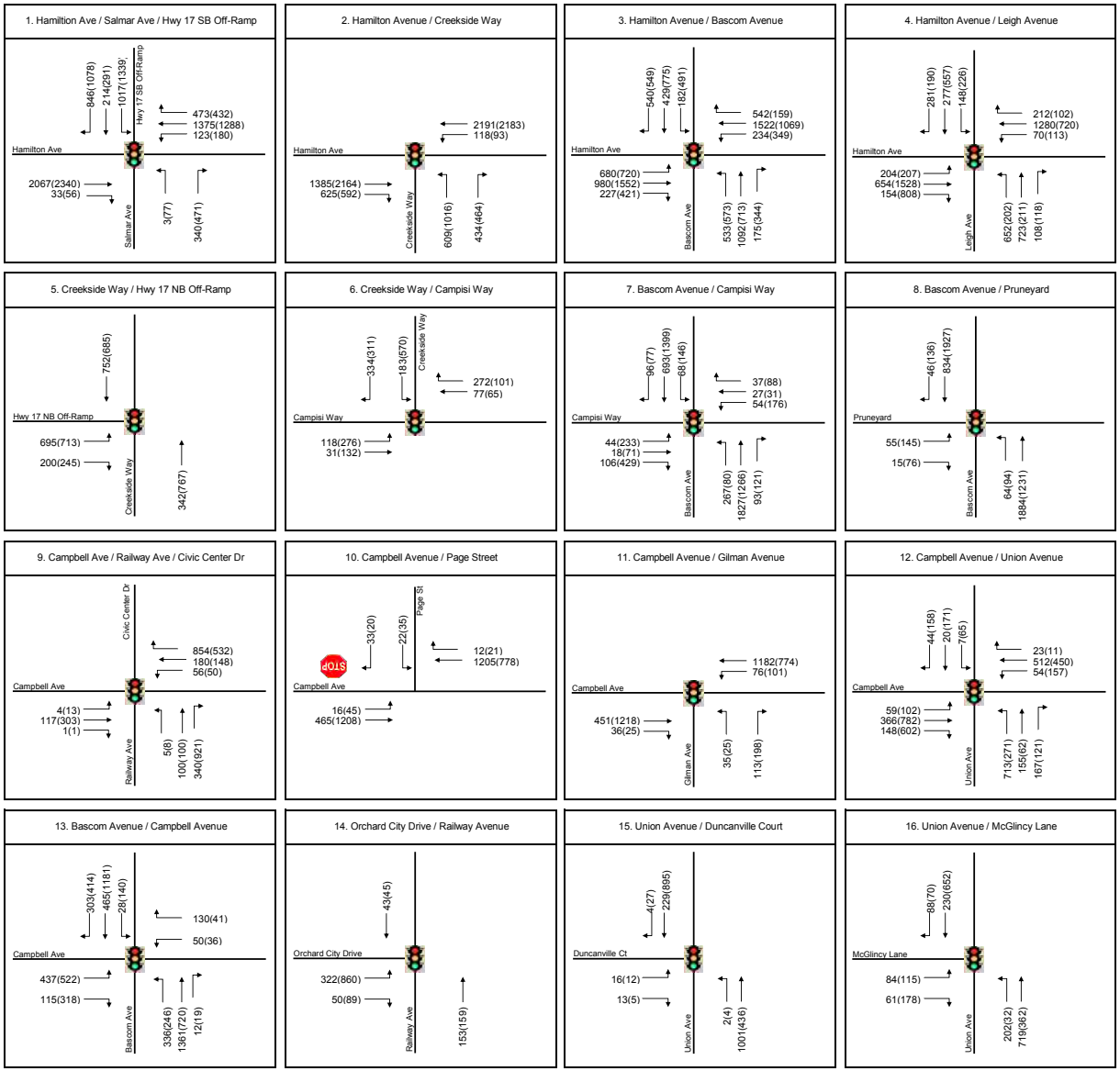
I:\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits Near Term Cumulative.xls

Exhibit 26

Near-Term Cumulative Conditions

AM & PM Peak Hour Volumes





LEGEND

XX (YY) = AM (PM)

Study Intersection #

Lane Configuration

Stop Sign

Traffic Signal

Project Location

Hatch Mott MacDonald

Exhibit 27

Near Term Cumulative + Project Conditions

AM & PM Peak Hour Volumes

I:\2015\Jobs\363381 - Pruneyard TIA\Exhibits\363381 Volume Exhibits Near Term Cumulative.xls

E. CAMPBELL AVENUE CORRIDOR OPERATIONS													
					Near-Term Cumulative Conditions								
	Existing Conditions				Without Pruneyard Project				With Pruneyard Project				
	Delay (sec/veh)	Travel Time (sec)	Arterial Speed (mph)	Level of Service	Delay (sec/veh)	Travel Time (sec)	Arterial Speed (mph)	Level of Service	Delay (sec/veh)	Travel Time (sec)	Arterial Speed (mph)	Level of Service	Percent Travel Time Change
AM PEAK HOUR													
Eastbound - Railway to Bascom	35.4	103.2	19	B	47.3	114.5	17	C	47.3	114.2	17	C	-
Westbound - Bascom to Railway	215.2	278.7	7	**E**	238.5	301.4	6	**F**	241.2	304.3	6	**F**	1.0%
PM PEAK HOUR													
Eastbound - Railway to Bascom	58.7	125.5	15	C	73.3	138.7	14	C	73	138.4	14	C	-
Westbound - Bascom to Railway	59.2	125.2	15	C	84.6	150.8	13	C	99.8	165.9	12	D	-

Notes:
1. LOS based upon HCM 2000 methodologies.
2. E. Campbell Avenue modeled as Class IV Arterial - free flow speed = 30 mph.

Exhibit 28
Near Term Cumulative Condiitons
E. Campbell Avenue Corridor
Levels of Service

Appendix A

Freeway Analysis

Appendix A-1

Freeway Analysis Requirement Determination

ID	Freeway	From / To	Direction	Peak Hour	Flow[1]		LOS[1] (Density)		Mixed Lanes	Mixed Lane Capacity	Project Trips	< 1%?
					Mixed	HOV	Mixed	HOV				
27	SR 17	SR 85 / San Tomas-Camden	NB	AM	5,330	-	F	-	3	6,900	19	Yes
27	SR 17	SR 85 / San Tomas-Camden	NB	PM	3,770	-	C	-	3	6,900	8	Yes
34	SR 17	San Tomas-Camden / SR 85	SB	AM	3,960	-	C	-	3	6,900	0	Yes
34	SR 17	San Tomas-Camden / SR 85	SB	PM	5,510	-	D	-	3	6,900	3	Yes
26	SR 17	San Tomas-Camden / Hamilton	NB	AM	5,040	-	F	-	3	6,900	19	Yes
26	SR 17	San Tomas-Camden / Hamilton	NB	PM	4,160	-	C	-	3	6,900	8	Yes
33	SR 17	Hamilton / San Tomas-Camden	SB	AM	5,390	-	C	-	3	6,900	0	Yes
33	SR 17	Hamilton / San Tomas-Camden	SB	PM	5,610	-	C	-	3	6,900	3	Yes
25	SR 17	Hamilton / I-280	NB	AM	5,110	-	F	-	3	6,900	5	Yes
25	SR 17	Hamilton / I-280	NB	PM	5,310	-	D	-	3	6,900	21	Yes
32	SR 17	I-280 / Hamilton	SB	AM	4,760	-	C	-	3	6,900	17	Yes
32	SR 17	I-280 / Hamilton	SB	PM	6,430	-	D	-	3	6,900	14	Yes
177	SR 85	S. Bascom Ave / SR 17	NB	AM	2,880	1,230	F	F	2	4,400	4	Yes
177	SR 85	S. Bascom Ave / SR 17	NB	PM	2,640	770	C	A	2	4,400	2	Yes
196	SR 85	SR 17 / S. Bascom Ave	SB	AM	2,130	740	B	A	2	4,400	0	Yes
196	SR 85	SR 17 / S. Bascom Ave	SB	PM	3,600	1,540	F	C	2	4,400	1	Yes
176	SR 85	SR 17 / Winchester Blvd	NB	AM	3,280	1,440	F	F	2	4,400	0	Yes
176	SR 85	SR 17 / Winchester Blvd	NB	PM	1,870	700	B	A	2	4,400	0	Yes
195	SR 85	Winchester Blvd / SR 17	SB	AM	2,510	470	C	A	2	4,400	6	Yes
195	SR 85	Winchester Blvd / SR 17	SB	PM	4,320	2,300	E	D	2	4,400	2	Yes

Notes:

1. Source: VTA 2014 Monitorning and Conformance Report

Appendix A-2
Freeway Analysis Summary

Freeway	Segment	Direction	Capacity (vph)	Peak Hour	Existing Conditions					Project Conditions			
					Mixed Lanes	Average Speed (mph)	Volume (vph)	Density (pcpmpl)	LOS	Project Trips (vph)	Density (pcpmpl)	LOS	% Impact
SR 17	SR 85 / San Tomas-Camden	NB	6,900	AM	3	24	5,330	74.0	F	19	74.3	F	0.28%
SR 17	SR 85 / San Tomas-Camden	NB	6,900	PM	3	66	3,770	19.0	C	8	19.1	C	-
SR 17	San Tomas-Camden / SR 85	SB	6,900	AM	3	66	3,960	20.0	C	0	20.0	C	-
SR 17	San Tomas-Camden / SR 85	SB	6,900	PM	3	66	5,510	27.8	D	3	27.8	D	-
SR 17	San Tomas-Camden / Hamilton	NB	6,900	AM	3	21	5,040	80.0	F	19	80.3	F	0.28%
SR 17	San Tomas-Camden / Hamilton	NB	6,900	PM	3	66	4,160	21.0	C	8	21.1	C	-
SR 17	Hamilton / San Tomas-Camden	SB	6,900	AM	3	66	5,390	27.2	D	0	27.2	D	-
SR 17	Hamilton / San Tomas-Camden	SB	6,900	PM	3	66	5,610	28.3	D	3	28.3	D	-
SR 17	Hamilton / I-280	NB	6,900	AM	3	21	5,110	81.1	F	5	81.2	F	0.07%
SR 17	Hamilton / I-280	NB	6,900	PM	3	66	5,310	26.8	D	21	26.9	D	-
SR 17	I-280 / Hamilton	SB	6,900	AM	3	66	4,760	24.0	C	17	24.1	C	0.25%
SR 17	I-280 / Hamilton	SB	6,900	PM	3	63	6,430	34.0	D	14	34.1	D	-
SR 85	S. Bascom Ave / SR 17	NB	4,400	AM	2	15	2,880	96.0	F	4	96.1	F	0.09%
SR 85	S. Bascom Ave / SR 17	NB	4,400	PM	2	66	2,640	20.0	C	2	20.0	C	-
SR 85	SR 17 / S. Bascom Ave	SB	4,400	AM	2	67	2,130	15.9	B	0	15.9	B	-
SR 85	SR 17 / S. Bascom Ave	SB	4,400	PM	2	25	3,600	72.0	F	1	72.0	F	0.02%
SR 85	SR 17 / Winchester Blvd	NB	4,400	AM	2	20	3,280	82.0	F	0	82.0	F	0.00%
SR 85	SR 17 / Winchester Blvd	NB	4,400	PM	2	67	1,870	14.0	B	0	14.0	B	-
SR 85	Winchester Blvd / SR 17	SB	4,400	AM	2	66	2,510	19.0	C	6	19.1	C	-
SR 85	Winchester Blvd / SR 17	SB	4,400	PM	2	45	4,320	48.0	E	2	48.0	E	-

NOTES:
1. D = V/NxS, where D = Density (passenger cars per mile per lane), V = Peak Hour Volume (passenger cars per hour), N = Number of Travel Lanes, S = Average Travel Speed (mph).
2. LOS highlighted in red indicates operations are below VTA level of service standard.
3. Project's percent Impact calculated by dividing number of project trips by the freeway segment capacity.
4. Percent Impact highlighted in yellow indicates a significant project impact.
5. To be conservative, project trips were only assigned to mixed-flow lanes; therefore the analysis does not include HOV lanes.

Appendix B

Level of Service Descriptions for Signalized and Un-Signalized Intersections

APPENDIX B-1

LEVEL OF SERVICE (LOS) DESCRIPTION
SIGNALIZED INTERSECTIONS

The capacity of an urban street is related primarily to the signal timing and the geometric characteristics of the facility as well as to the composition of traffic on the facility. Geometrics are a fixed characteristic of a facility. Thus, while traffic composition may vary somewhat over time, the capacity of a facility is generally a stable value that can be significantly improved only by initiating geometric improvements. A traffic signal essentially allocates time among conflicting traffic movements that seek to use the same space. The way in which time is allocated significantly affects the operation and the capacity of the intersection and its approaches.

The methodology for signalized intersection is designed to consider individual intersection approaches and individual lane groups within approaches. A lane group consists of one or more lanes on an intersection approach. The outputs from application of the method described in the HCM 2000 are reported on the basis of each lane. For a given lane group at a signalized intersection, three indications are displayed: green, yellow and red. The red indication may include a short period during which all indications are red, referred to as an all-red interval and the yellow indication forms the change and clearance interval between two green phases.

The methodology for analyzing the capacity and level of service must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology addresses the capacity, LOS, and other performance measures for lane groups and the intersection approaches and the LOS for the intersection as a whole.

Capacity is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). The methodology does not take into account the potential impact of downstream congestion on intersection operation, nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.

LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS

(Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	**<10**
B+	**>10 - 12**
B	**>12 - 18**
B-	**>18 - 20**
C+	**>20 - 23**
C	**>23 - 32**
C-	**>32 - 35**
D+	**>35 - 39**
D	**>39 - 51**
D-	**>51 - 55**
E+	**>55 - 60**
E	**>60 - 75**
E-	**>75 - 80**
F	**> 80**

APPENDIX B-2

LEVEL OF SERVICE (LOS) DESCRIPTION
UNSIGNALIZED INTERSECTIONS WITH TWO-WAY STOP CONTROL (TWSC)

TWSC intersections are widely used and stop signs are used to control vehicle movements at such intersections. At TWSC intersections, the stop-controlled approaches are referred to as the minor street approaches; they can be either public streets or private driveways. The intersection approaches that are not controlled by stop signs are referred to as the major street approaches. A three-leg intersection is considered to be a standard type of TWSC intersection if the single minor street approach (i.e. the stem of the T configuration) is controlled by a stop sign. Three-leg intersections where two of the three approaches are controlled by stop signs are a special form of unsignalized intersection control.

At TWSC intersections, drivers on the controlled approaches are required to select gaps in the major street flow through which to execute crossing or turning maneuvers on the basis of judgement. In the presence of a queue, each driver on the controlled approach must use some time to move into the front-of-queue position and prepare to evaluate gaps in the major street flow. Capacity analysis at TWSC intersections depends on a clear description and understanding of the interaction of drivers on the minor or stop-controlled approach with drivers on the major street. Both gap acceptance and empirical models have been developed to describe this interaction.

Thus, the capacity of the controlled legs is based on three factors:

- o the distribution of gaps in the major street traffic stream,;
- o driver judgement in selecting gaps through which to execute the desired maneuvers; and
- o the follow-up time required by each driver in a queue.

The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incident, control, traffic or geometric delay. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation and referred to as level of service.

LEVEL OF SERVICE (LOS) CRITERIA FOR TWSC INTERSECTIONS

(Reference Highway Capacity Manual 2000)

Level of Service	Control Delay (seconds / vehicle)
A	**0 - 10**
B	**>10 - 15**
C	**>15 - 25**
D	**>25 - 35**
E	**>35 - 50**
F	**>50**

APPENDIX B-3

LEVEL OF SERVICE DESCRIPTION
URBAN AND SUBURBAN STREETS

Source: *Highway Capacity Manual - 2000*, Transportation Research Board, Washington, D.C., 2000, pg. 15-3.

Level of service is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

Urban and suburban streets are locations outside the central business district and have either intersection signalization spacing at an average of two miles or less or speed limits of 35 miles per hour or less due to extensive roadside development.

For urban and suburban arterials, the levels of service are defined as follows.

	AVERAGE OVERALL TRAVEL SPEED *		
LEVEL OF SERVICE DESCRIPTION	35-45 MPH	30-35 MPH	25-35 MPH
A Free flow, low volumes, little delay, posted speed limit can be maintained.	35 mph or more	30 mph or more	25 mph or more
B Stable flow, operating speeds being to be restricted somewhat by traffic condition, slight delay.	28 mph or more	24 mph or more	19 mph or more
C Stable flow, speed and maneuverability are more closely controlled by the higher volumes, acceptable delay.	22 mph or more	18 mph or more	13 mph or more
D Approaching unstable flow with tolerable delay being maintained though considerably affected by change in operating conditions.	17 mph or more	14 mph or more	9 mph or more
E Unstable flow, congestion, intolerable delay.	13 mph or more	10 mph or more	7 mph or more
F Forced flow, jammed.	Less than 13 mph	Less than 10 mph	Less than 7 mph

* Average overall travel speed includes time lost due to delays at intersections from turning vehicles, stop signs or traffic signals. The associated range of free flow speeds is noted in the column headings. Volume levels for levels of service vary widely depending upon amount of mid-block turning movements and upon the levels of service at controlling intersections.

Appendix C

Traffic Count Data

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-9196 -- English (ENU)

Datasets:
Site: **[1] ARROYO SECO DR E OF BASCOM AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 08, 2015 - Total=707, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**1**	**0**	**1**	**5**	**4**	**20**	**39**	**23**	**40**	**37**	**39**	**41**	**38**	**55**	**66**	**83**	**72**	**48**	**33**	**45**	**10**	**4**	
0	0	1	0	1	3	1	3	12	4	9	**6**	5	11	11	12	13	**29**	19	16	6	10	3	1	0
1	0	0	0	0	2	1	5	11	4	10	**8**	11	9	9	18	15	**15**	17	11	5	14	1	2	1
0	1	0	0	0	0	2	3	7	8	7	**13**	9	6	12	9	25	**26**	18	11	14	14	1	1	0
1	0	0	0	0	0	0	9	9	7	**14**	10	14	15	6	16	**13**	13	18	10	8	7	5	0	0

AM Peak 1045 - 1145 (41), AM PHF=0.73 PM Peak 1645 - 1745 (83), PM PHF=0.72

*** Wednesday, December 09, 2015 - Total=762, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**5**	**1**	**0**	**0**	**1**	**6**	**17**	**34**	**33**	**27**	**39**	**45**	**40**	**55**	**73**	**69**	**100**	**68**	**49**	**45**	**34**	**14**	**6**	
0	2	1	0	0	0	0	0	5	7	6	9	**18**	12	13	19	12	**26**	23	12	8	7	6	4	1
1	3	0	0	0	0	5	5	12	6	5	6	**12**	9	8	21	22	**28**	17	10	9	6	4	1	1
0	0	0	0	0	0	0	4	8	9	9	**12**	8	9	14	23	18	**25**	16	21	12	15	2	1	0
0	0	0	0	0	1	1	8	9	11	7	**12**	7	10	20	10	17	**21**	12	6	16	6	2	0	0

AM Peak 1130 - 1230 (54), AM PHF=0.75 PM Peak 1700 - 1800 (100), PM PHF=0.89

*** Thursday, December 10, 2015 - Total=732, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**4**	**0**	**1**	**0**	**2**	**7**	**16**	**34**	**31**	**28**	**22**	**49**	**48**	**55**	**60**	**72**	**92**	**60**	**46**	**35**	**34**	**25**	**9**	
1	1	0	0	0	1	1	1	9	5	5	6	**11**	8	19	12	21	**21**	17	14	10	9	12	2	1
1	0	0	0	0	1	2	8	9	7	11	3	**9**	12	14	18	14	**27**	20	10	9	8	7	2	2
0	1	0	0	0	0	2	3	10	10	2	7	**15**	13	12	14	18	**21**	13	10	7	10	2	3	2
0	2	0	1	0	0	2	4	6	9	10	**6**	14	15	10	16	19	**23**	10	12	9	7	4	2	0

AM Peak 1145 - 1245 (41), AM PHF=0.68 PM Peak 1700 - 1800 (92), PM PHF=0.85

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-9194 -- English (ENU)

Datasets:
Site: **[1] ARROYO SECO DR E OF BASCOM AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 08, 2015 - Total=704, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**2**	**0**	**0**	**12**	**15**	**83**	**73**	**46**	**30**	**41**	**50**	**43**	**41**	**44**	**52**	**45**	**48**	**31**	**22**	**13**	**7**	**4**	
1	0	1	0	0	4	3	11	**19**	17	5	11	11	12	9	7	**15**	8	6	11	3	3	0	2	0
1	0	0	0	0	3	3	14	**20**	13	12	10	14	10	14	14	**13**	12	14	6	8	6	3	1	0
0	0	0	0	0	2	3	**26**	20	4	5	10	8	11	8	10	**13**	13	16	8	7	3	1	0	0
0	0	1	0	0	3	6	**32**	14	12	8	10	17	10	10	**13**	11	12	12	6	4	1	3	1	0

AM Peak 0730 - 0830 (97), AM PHF=0.76 PM Peak 1545 - 1645 (54), PM PHF=0.90

*** Wednesday, December 09, 2015 - Total=667, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**3**	**3**	**0**	**2**	**6**	**16**	**81**	**58**	**42**	**42**	**40**	**41**	**43**	**46**	**51**	**40**	**49**	**42**	**24**	**22**	**11**	**3**	**2**	
0	2	0	0	0	1	3	7	**13**	12	10	8	9	9	**17**	13	5	12	12	4	4	5	2	0	1
0	1	1	0	0	2	3	**19**	12	6	5	10	11	12	**14**	14	8	14	11	6	7	2	0	1	0
0	0	2	0	0	1	4	**29**	17	13	12	12	11	**12**	6	9	12	10	8	5	7	2	0	1	0
0	0	0	0	2	2	6	**26**	16	11	15	10	10	**10**	9	15	15	13	11	9	4	2	1	0	0

AM Peak 0715 - 0815 (87), AM PHF=0.75 PM Peak 1330 - 1430 (53), PM PHF=0.78

*** Thursday, December 10, 2015 - Total=711, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**3**	**1**	**2**	**2**	**9**	**14**	**83**	**70**	**52**	**49**	**34**	**43**	**41**	**49**	**39**	**51**	**49**	**43**	**34**	**10**	**13**	**11**	**8**	
1	1	0	0	1	1	3	9	**26**	13	12	7	8	9	**16**	7	14	10	9	8	1	7	4	0	0
0	0	1	0	0	0	1	**20**	20	12	13	8	10	12	**17**	11	13	11	11	9	2	0	4	6	2
0	0	0	2	0	5	6	**24**	13	13	5	6	13	**11**	8	14	16	15	15	9	5	3	1	2	1
0	2	0	0	1	3	4	**30**	11	14	19	13	12	**9**	8	7	8	13	8	8	2	3	2	0	2

AM Peak 0715 - 0815 (100), AM PHF=0.83 PM Peak 1330 - 1430 (53), PM PHF=0.78

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-9198 -- English (ENU)

Datasets:

Site:	**[2] CAMPBELL AVE E OF BASCOM AVE**
Input A:	4 - West bound. - Lane= 0, Excluded from totals.
Input B:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 08, 2015=1009, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**3**	**1**	**1**	**0**	**4**	**9**	**13**	**39**	**39**	**42**	**66**	**68**	**64**	**78**	**72**	**94**	**151**	**127**	**64**	**40**	**20**	**10**	**5**	
0	0	0	0	0	0	0	7	7	12	13	15	**21**	17	16	16	18	28	**39**	13	16	4	3	3	0
0	1	1	0	0	1	3	3	14	10	7	**18**	14	17	20	18	18	**45**	39	17	12	11	2	0	1
1	1	0	0	0	2	2	1	9	8	11	**15**	19	19	16	17	29	**29**	27	14	9	2	3	0	0
0	1	0	1	0	1	4	2	9	9	11	**18**	14	11	27	21	29	**49**	23	20	3	3	2	2	2

AM Peak 1115 - 1215 (72), AM PHF=0.86 PM Peak 1715 - 1815 (162), PM PHF=0.82

*** Wednesday, December 09, 2015=969, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**2**	**1**	**0**	**2**	**4**	**13**	**23**	**34**	**34**	**45**	**52**	**53**	**77**	**54**	**77**	**105**	**149**	**108**	**55**	**36**	**23**	**16**	**7**	
0	0	0	0	1	0	2	4	12	8	10	**16**	8	12	8	15	19	34	**37**	7	15	5	5	3	1
1	2	1	0	0	3	2	8	8	2	9	**10**	13	24	10	20	22	**36**	29	21	10	7	4	1	2
0	0	0	0	1	0	2	8	8	9	11	**13**	18	23	17	20	35	**38**	22	16	4	6	5	0	1
2	0	0	0	0	1	7	3	6	15	**15**	13	14	18	19	22	30	**41**	20	11	7	5	2	3	2

AM Peak 1045 - 1145 (54), AM PHF=0.84 PM Peak 1715 - 1815 (152), PM PHF=0.92

*** Thursday, December 10, 2015=892, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	**3**	**2**	**0**	**0**	**2**	**9**	**21**	**31**	**41**	**44**	**44**	**59**	**51**	**62**	**86**	**95**	**118**	**91**	**51**	**34**	**19**	**15**	**9**	
1	0	1	0	0	0	1	4	12	7	11	10	**14**	13	15	19	16	**34**	30	16	12	8	5	3	2
2	0	0	0	0	0	1	7	5	13	9	10	**14**	12	14	27	27	**39**	26	15	5	2	6	3	0
1	2	1	0	0	1	2	3	5	11	11	**12**	10	13	16	14	**24**	19	16	12	14	5	1	1	0
2	1	0	0	0	1	5	7	9	11	13	**12**	21	13	17	26	**28**	27	19	8	3	4	3	2	1

AM Peak 1130 - 1230 (52), AM PHF=0.93 PM Peak 1630 - 1730 (125), PM PHF=0.81

Traffic Data Service -- Campbell, CA
Event Counts

EventCount-9197 -- English (ENU)

Datasets:

Site:	**[2] CAMPBELL AVE E OF BASCOM AVE**
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	2 - East bound. - Lane= 0, Excluded from totals.
Data type:	Axle sensors - Separate (Count)

Profile:

Name:	Default Profile
Scheme:	Count events divided by setup divisor
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 08, 2015=1338, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**2**	**1**	**4**	**5**	**13**	**27**	**139**	**179**	**102**	**78**	**110**	**93**	**91**	**93**	**86**	**96**	**78**	**59**	**36**	**17**	**18**	**12**	**4**	
0	0	0	1	0	1	5	29	**40**	23	20	20	22	21	**32**	18	26	11	9	10	7	4	3	1	0
0	0	1	3	0	1	6	21	**54**	37	23	22	31	**31**	25	27	27	21	19	7	6	7	2	0	0
0	2	0	0	4	2	6	37	**46**	16	10	40	20	**14**	20	22	27	20	14	8	2	4	5	3	1
0	0	0	0	1	9	10	**52**	40	28	25	28	20	**25**	17	19	16	27	17	12	3	3	2	0	0

AM Peak 0745 - 0845 (191), AM PHF=0.89 PM Peak 1315 - 1415 (101), PM PHF=0.80

*** Wednesday, December 09, 2015=1346, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**4**	**2**	**4**	**9**	**32**	**150**	**176**	**87**	**100**	**94**	**87**	**101**	**89**	**89**	**97**	**68**	**54**	**51**	**30**	**17**	**4**	**1**	
0	0	0	0	1	1	5	19	**46**	26	28	27	21	**24**	21	26	24	11	14	20	7	3	1	0	1
0	0	1	2	0	0	2	28	**57**	29	25	21	24	**27**	27	20	20	13	16	11	7	6	1	1	0
1	1	1	0	3	1	8	38	**38**	16	27	24	19	**25**	22	20	29	19	13	11	11	5	2	0	1
0	0	2	0	0	7	17	**66**	35	17	21	24	24	**26**	20	24	25	25	11	10	5	3	0	0	2

AM Peak 0745 - 0845 (207), AM PHF=0.78 PM Peak 1300 - 1400 (101), PM PHF=0.94

*** Thursday, December 10, 2015=1345, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
4	**4**	**2**	**1**	**4**	**12**	**26**	**137**	**187**	**88**	**76**	**94**	**79**	**104**	**84**	**85**	**93**	**86**	**55**	**56**	**40**	**15**	**14**	**2**	
1	2	1	0	0	1	6	13	**47**	27	20	20	21	25	18	23	14	**24**	22	19	19	3	1	0	2
0	1	0	1	0	2	2	25	**52**	20	17	26	22	24	24	15	21	**25**	11	12	8	6	6	0	0
1	0	1	0	3	2	5	**45**	38	24	18	23	9	28	23	23	**25**	16	7	9	8	4	3	1	2
2	1	0	0	1	7	13	**54**	51	18	22	27	28	28	19	24	**33**	21	15	16	5	2	4	1	2

AM Peak 0730 - 0830 (197), AM PHF=0.92 PM Peak 1630 - 1730 (107), PM PHF=0.82

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-9201 -- English (ENU)

Datasets:
Site: **[3] FEWTRELL DR E OF BASCOM AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 08, 2015 - Total=457, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**0**	**0**	**1**	**0**	**1**	**19**	**24**	**14**	**15**	**22**	**35**	**27**	**13**	**41**	**60**	**68**	**41**	**19**	**22**	**18**	**13**	**2**	
0	0	0	0	0	0	0	3	8	3	3	4	**8**	8	4	10	11	**15**	6	6	6	3	2	0	0
0	0	0	0	0	0	0	3	2	1	6	5	**7**	8	2	13	12	**17**	12	7	4	6	5	0	1
1	0	0	0	1	0	1	4	4	5	3	**7**	7	4	5	9	13	**20**	17	4	6	8	4	1	1
0	1	0	0	0	0	0	9	10	5	3	**6**	13	7	2	9	**24**	16	6	2	6	1	2	1	0

AM Peak 1130 - 1230 (28), AM PHF=0.88 PM Peak 1645 - 1745 (76), PM PHF=0.79

*** Wednesday, December 09, 2015 - Total=420, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**0**	**0**	**0**	**0**	**0**	**1**	**19**	**18**	**15**	**17**	**19**	**18**	**19**	**29**	**36**	**42**	**70**	**41**	**17**	**20**	**20**	**10**	**7**	
0	0	0	0	0	0	1	6	**6**	6	10	4	4	3	7	9	13	**16**	8	6	4	7	5	2	0
1	0	0	0	0	0	0	7	**3**	6	3	8	4	6	5	11	10	**18**	12	4	4	1	1	2	1
1	0	0	0	0	0	0	0	**6**	1	2	3	2	5	10	7	6	**20**	7	4	8	8	4	2	0
0	0	0	0	0	0	0	**6**	3	2	2	4	8	5	7	9	13	**16**	14	3	4	4	0	1	0

AM Peak 0745 - 0845 (21), AM PHF=0.88 PM Peak 1700 - 1800 (70), PM PHF=0.88

*** Thursday, December 10, 2015 - Total=485, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**1**	**1**	**0**	**0**	**3**	**15**	**27**	**25**	**15**	**32**	**36**	**42**	**36**	**36**	**44**	**56**	**36**	**23**	**17**	**20**	**14**	**4**	
0	0	0	1	0	0	1	1	12	6	2	6	**8**	10	9	10	8	**14**	9	8	8	6	2	2	0
1	0	1	0	0	0	0	4	5	4	2	5	**10**	11	9	13	9	**17**	12	9	3	7	3	1	0
0	0	0	0	0	0	1	2	6	9	5	10	**14**	10	13	5	12	**13**	8	3	2	1	3	0	2
0	1	0	0	0	0	1	8	4	6	6	**11**	4	11	5	8	**15**	12	7	3	4	6	6	1	0

AM Peak 1145 - 1245 (43), AM PHF=0.77 PM Peak 1645 - 1745 (59), PM PHF=0.87

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-9199 -- English (ENU)

Datasets:
Site: **[3] FEWTRELL DR E OF BASCOM AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 08, 2015 - Total=418, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**4**	**1**	**1**	**0**	**2**	**4**	**24**	**25**	**20**	**22**	**15**	**38**	**47**	**34**	**24**	**24**	**30**	**31**	**22**	**20**	**10**	**11**	**7**	
0	0	0	1	0	1	0	3	5	6	7	3	**10**	**15**	7	5	7	4	11	4	4	3	7	2	2
0	0	0	0	0	1	1	7	6	7	9	3	**10**	**8**	4	5	5	10	8	7	4	3	1	0	0
1	3	1	0	0	0	1	7	7	3	2	4	**14**	**12**	16	6	4	9	5	5	4	2	2	4	1
1	1	0	0	0	0	2	7	7	4	4	**5**	4	**12**	7	8	8	7	7	6	8	2	1	1	0

AM Peak 1145 - 1245 (39), AM PHF=0.70 PM Peak 1300 - 1400 (47), PM PHF=0.78

*** Wednesday, December 09, 2015 - Total=411, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**3**	**3**	**1**	**1**	**5**	**6**	**32**	**32**	**25**	**16**	**26**	**23**	**35**	**22**	**24**	**26**	**28**	**23**	**26**	**16**	**17**	**4**	**14**	
2	0	1	1	0	1	2	5	**10**	6	4	0	9	**11**	7	7	4	9	4	12	6	7	2	2	0
0	0	1	0	0	0	1	**11**	4	6	2	7	4	**11**	7	7	4	4	9	5	3	4	0	3	1
1	3	0	0	0	2	0	**5**	10	9	7	12	5	**8**	1	5	11	11	4	5	3	5	1	6	1
0	0	1	0	1	2	3	**11**	8	4	3	7	**5**	5	7	5	7	4	6	4	4	1	1	3	0

AM Peak 0715 - 0815 (37), AM PHF=0.84 PM Peak 1245 - 1345 (35), PM PHF=0.80

*** Thursday, December 10, 2015 - Total=573, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**3**	**1**	**0**	**0**	**1**	**6**	**25**	**28**	**22**	**25**	**46**	**61**	**66**	**35**	**36**	**40**	**39**	**36**	**28**	**28**	**21**	**14**	**10**	
0	1	0	0	0	1	1	3	8	5	6	9	**16**	**17**	6	13	10	8	7	8	10	5	4	5	7
1	0	1	0	0	0	2	4	3	7	4	8	**13**	**13**	13	7	11	5	3	7	7	4	6	2	2
1	2	0	0	0	0	0	10	11	3	6	17	**18**	**18**	10	6	6	19	12	9	8	7	1	0	1
0	0	0	0	0	0	3	8	6	7	9	**12**	14	**18**	6	10	13	7	14	4	3	5	3	3	2

AM Peak 1145 - 1245 (59), AM PHF=0.82 PM Peak 1300 - 1400 (66), PM PHF=0.92

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-9204 -- English (ENU)

Datasets:
Site: **[4] MCBAIN AVE E OF BASCOM AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 08, 2015 - Total=496, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**2**	**1**	**0**	**0**	**2**	**0**	**11**	**15**	**27**	**32**	**31**	**35**	**17**	**31**	**45**	**42**	**69**	**58**	**29**	**19**	**18**	**7**	**3**	
0	2	1	0	0	0	0	0	4	5	**7**	6	5	4	7	11	14	**22**	20	7	8	1	5	2	0
1	0	0	0	0	1	0	4	5	7	**9**	12	9	8	11	14	8	**13**	14	8	1	6	1	1	0
0	0	0	0	0	0	0	0	4	7	**12**	6	12	3	6	8	10	**18**	9	8	4	5	0	0	1
1	0	0	0	0	1	0	7	2	**8**	4	7	9	2	7	12	10	**16**	15	6	6	6	1	0	1

AM Peak 0945 - 1045 (36), AM PHF=0.75 PM Peak 1700 - 1800 (69), PM PHF=0.78

*** Wednesday, December 09, 2015 - Total=554, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
2	**1**	**0**	**0**	**0**	**0**	**1**	**10**	**16**	**18**	**26**	**30**	**38**	**42**	**47**	**47**	**45**	**90**	**45**	**30**	**34**	**20**	**6**	**6**	
0	0	0	0	0	0	0	4	4	5	5	7	**8**	10	19	14	13	**21**	15	12	12	8	2	1	0
0	0	0	0	0	0	0	0	3	6	5	7	**6**	9	16	9	9	**25**	13	8	9	6	3	3	1
1	1	0	0	0	0	1	2	4	4	11	7	**12**	14	7	16	11	**21**	6	6	4	3	1	0	2
1	0	0	0	0	0	0	4	5	3	5	**9**	12	9	5	8	12	**23**	11	4	9	3	0	2	0

AM Peak 1145 - 1245 (35), AM PHF=0.73 PM Peak 1700 - 1800 (90), PM PHF=0.90

*** Thursday, December 10, 2015 - Total=534, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**1**	**1**	**0**	**0**	**1**	**3**	**8**	**14**	**21**	**26**	**29**	**36**	**37**	**35**	**46**	**49**	**80**	**54**	**31**	**22**	**17**	**11**	**9**	
0	0	0	0	0	0	1	1	3	4	11	4	**10**	8	8	11	13	**24**	13	10	10	4	4	4	1
1	0	0	0	0	0	1	1	3	8	7	7	**12**	8	8	14	16	**18**	12	9	4	6	0	0	0
2	1	1	0	0	0	0	1	3	4	4	**10**	8	9	11	12	7	**16**	7	6	2	4	2	1	0
0	0	0	0	0	1	1	5	5	5	4	**8**	6	12	8	9	13	**22**	22	6	6	3	5	4	0

AM Peak 1130 - 1230 (40), AM PHF=0.83 PM Peak 1700 - 1800 (80), PM PHF=0.83

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-9202 -- English (ENU)

Datasets:
Site: **[4] MCBAIN AVE E OF BASCOM AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 08, 2015 - Total=366, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**1**	**0**	**7**	**13**	**43**	**51**	**37**	**29**	**27**	**17**	**8**	**25**	**26**	**21**	**14**	**23**	**8**	**5**	**6**	**4**	**0**	
0	0	0	0	0	2	2	9	**25**	5	11	8	5	2	5	**8**	7	5	4	4	1	1	1	0	0
1	0	0	0	0	0	3	**10**	10	10	7	7	4	3	5	**6**	7	2	7	1	1	2	0	0	0
0	0	0	0	0	2	3	**8**	8	11	5	8	4	2	**7**	4	4	4	5	0	2	0	2	0	0
0	0	0	1	0	3	5	**16**	8	11	6	4	4	1	**8**	8	3	3	7	3	1	3	1	0	0

AM Peak 0715 - 0815 (59), AM PHF=0.59 PM Peak 1430 - 1530 (29), PM PHF=0.91

*** Wednesday, December 09, 2015 - Total=388, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**0**	**1**	**5**	**17**	**37**	**52**	**28**	**33**	**17**	**28**	**25**	**22**	**29**	**20**	**22**	**20**	**15**	**8**	**7**	**0**	**1**	
0	0	0	0	1	2	1	6	**14**	7	7	6	8	5	4	**8**	10	7	5	4	3	3	0	0	0
0	0	0	0	0	0	6	10	**12**	7	8	2	6	0	3	**8**	3	4	6	5	2	2	0	0	0
0	0	0	0	0	1	4	11	**19**	7	7	7	5	10	**8**	5	3	5	5	6	0	2	0	0	0
0	1	0	0	0	2	6	**10**	7	7	11	2	9	10	**7**	8	4	6	4	0	3	0	0	1	1

AM Peak 0745 - 0845 (55), AM PHF=0.72 PM Peak 1430 - 1530 (31), PM PHF=0.97

*** Thursday, December 10, 2015 - Total=381, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**0**	**0**	**0**	**5**	**2**	**16**	**40**	**46**	**31**	**27**	**26**	**14**	**24**	**24**	**26**	**25**	**22**	**18**	**15**	**7**	**7**	**4**	**1**	
0	0	0	0	2	0	3	4	**8**	9	8	7	3	5	8	5	**8**	2	6	3	4	1	2	0	0
0	0	0	0	1	1	3	11	**16**	10	5	9	4	7	5	6	**7**	7	6	5	1	6	0	0	0
0	0	0	0	0	0	6	11	**13**	5	6	7	3	6	8	2	**6**	7	5	4	1	0	1	1	2
1	0	0	0	2	1	4	**14**	9	7	8	3	4	6	3	**13**	4	6	1	3	1	0	1	0	0

AM Peak 0745 - 0845 (51), AM PHF=0.80 PM Peak 1545 - 1645 (34), PM PHF=0.65

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-9207 -- English (ENU)

Datasets:
Site: **[5] RIDGELEY DR E OF BASCOM AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 08, 2015 - Total=405, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**0**	**0**	**1**	**2**	**8**	**34**	**17**	**11**	**21**	**18**	**19**	**25**	**34**	**51**	**50**	**37**	**27**	**21**	**15**	**11**	**2**	
0	1	0	0	0	0	2	3	**13**	6	3	7	0	6	6	7	5	**12**	10	5	6	5	2	1	0
0	0	0	0	0	0	0	1	**7**	6	2	5	0	3	6	12	15	**18**	6	10	5	5	3	1	0
0	0	0	0	0	0	0	1	**2**	2	2	8	2	6	9	9	**11**	11	13	6	7	2	4	0	0
0	0	0	0	0	1	0	3	**12**	3	4	1	16	4	4	6	**20**	9	8	6	3	3	2	0	1

AM Peak 0800 - 0900 (34), AM PHF=0.65 PM Peak 1630 - 1730 (61), PM PHF=0.76

*** Wednesday, December 09, 2015 - Total=423, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**0**	**0**	**0**	**1**	**2**	**16**	**26**	**20**	**7**	**22**	**23**	**25**	**41**	**40**	**28**	**60**	**34**	**38**	**24**	**6**	**8**	**0**	
0	1	0	0	0	0	0	4	**8**	4	2	7	5	9	11	9	11	**17**	15	6	8	4	1	0	0
0	0	0	0	0	0	0	3	**7**	6	2	5	9	6	10	11	5	**16**	7	11	4	1	4	0	1
0	0	0	0	0	0	0	4	**8**	5	2	5	5	1	12	8	8	**12**	6	13	2	1	2	0	0
1	0	0	0	0	1	2	**5**	3	5	1	5	4	9	8	12	4	**15**	6	8	10	0	1	0	0

AM Peak 0745 - 0845 (28), AM PHF=0.88 PM Peak 1700 - 1800 (60), PM PHF=0.88

*** Thursday, December 10, 2015 - Total=487, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**2**	**1**	**0**	**0**	**2**	**5**	**12**	**38**	**16**	**14**	**30**	**24**	**35**	**32**	**46**	**45**	**58**	**49**	**23**	**16**	**14**	**18**	**6**	
0	0	0	0	0	1	0	2	**7**	6	1	3	7	6	7	13	4	9	**22**	3	4	4	4	1	0
1	0	1	0	0	1	1	3	**14**	2	4	7	9	6	6	10	13	**18**	10	6	3	4	4	0	0
0	2	0	0	0	0	1	2	**10**	4	2	7	3	12	14	10	13	**18**	11	7	2	4	6	0	0
0	0	0	0	0	0	3	5	**7**	4	7	13	5	11	5	13	15	**13**	6	7	7	2	4	5	0

AM Peak 0800 - 0900 (38), AM PHF=0.68 PM Peak 1715 - 1815 (71), PM PHF=0.81

Traffic Data Service -- Campbell, CA
Vehicle Counts

VehicleCount-9205 -- English (ENU)

Datasets:
Site: **[5] RIDGELEY DR E OF BASCOM AVE**
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Name: Default Profile
Scheme: Vehicle classification (Scheme F)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

*** Tuesday, December 08, 2015 - Total=914, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**2**	**0**	**1**	**1**	**12**	**41**	**156**	**137**	**69**	**55**	**30**	**14**	**57**	**54**	**45**	**59**	**68**	**47**	**30**	**12**	**15**	**6**	**3**	
0	2	0	0	0	0	6	18	**39**	24	12	10	0	11	10	17	9	16	**19**	10	7	5	2	2	0
0	0	0	0	1	2	1	32	**33**	18	14	9	0	15	17	12	15	**18**	16	8	4	5	2	1	0
0	0	0	0	0	5	19	**47**	30	15	15	9	6	17	15	6	19	**20**	8	5	1	1	1	0	0
0	0	0	1	0	5	15	**59**	35	12	14	2	8	14	12	10	16	**14**	4	7	0	4	1	0	1

AM Peak 0730 - 0830 (178), AM PHF=0.75 PM Peak 1715 - 1815 (71), PM PHF=0.89

*** Wednesday, December 09, 2015 - Total=955, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	**1**	**0**	**1**	**2**	**17**	**45**	**138**	**140**	**67**	**42**	**55**	**51**	**66**	**44**	**58**	**57**	**57**	**42**	**35**	**21**	**11**	**4**	**0**	
0	0	0	0	1	0	2	15	**37**	17	7	13	13	10	**16**	19	20	11	14	9	5	6	1	0	0
0	1	0	0	0	3	5	29	**35**	21	10	8	15	**20**	7	14	17	19	10	11	3	1	1	0	0
0	0	0	1	1	3	15	**45**	39	17	10	16	15	**16**	13	11	9	12	10	5	7	3	1	0	0
1	0	0	0	0	11	23	**49**	29	12	15	18	8	**20**	8	14	11	15	8	10	6	1	1	0	0

AM Peak 0730 - 0830 (166), AM PHF=0.85 PM Peak 1315 - 1415 (72), PM PHF=0.90

*** Thursday, December 10, 2015 - Total=1023, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
0	**1**	**0**	**0**	**2**	**11**	**33**	**145**	**149**	**57**	**38**	**61**	**39**	**70**	**54**	**75**	**74**	**60**	**61**	**50**	**16**	**12**	**6**	**9**	
0	0	0	0	1	0	4	17	**35**	17	13	16	8	14	11	17	**20**	17	12	18	0	5	2	6	2
0	0	0	0	0	2	7	34	**41**	15	6	19	15	14	21	**23**	18	12	13	17	8	3	2	0	1
0	1	0	0	0	3	7	**51**	37	11	12	15	9	21	11	**19**	14	16	16	8	5	2	1	1	0
0	0	0	0	1	6	15	**43**	36	14	7	11	7	21	11	**16**	22	15	20	7	3	2	1	2	0

AM Peak 0730 - 0830 (170), AM PHF=0.83 PM Peak 1515 - 1615 (78), PM PHF=0.85

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

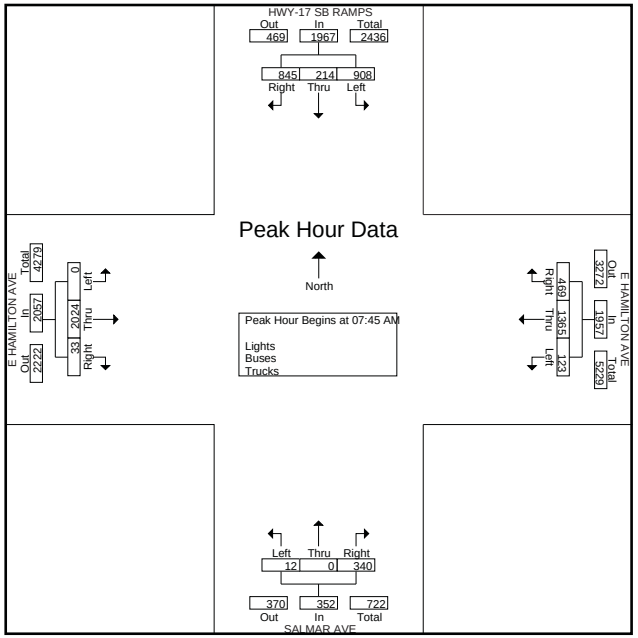
	HWY-17 SB RAMPS Southbound					E HAMILTON AVE Westbound					SALMAR AVE Northbound					E HAMILTON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	151	47	104	0	302	47	253	20	0	320	59	0	3	5	67	6	271	0	0	277	966
07:15 AM	148	53	172	0	373	92	289	22	0	403	102	0	2	0	104	2	363	0	0	365	1245
07:30 AM	180	41	163	0	384	136	342	31	0	509	76	0	5	4	85	3	434	0	0	437	1415
07:45 AM	182	49	196	0	427	125	389	27	0	541	83	0	2	1	86	3	593	0	0	596	1650
Total	661	190	635	0	1486	400	1273	100	0	1773	320	0	12	10	342	14	1661	0	0	1675	5276
08:00 AM	229	52	215	0	496	108	380	30	0	518	82	0	3	1	86	8	426	0	0	434	1534
08:15 AM	217	53	263	1	534	123	304	31	0	458	90	0	3	1	94	10	547	0	0	557	1643
08:30 AM	217	60	234	0	511	113	292	35	0	440	85	0	4	6	95	12	458	0	2	472	1518
08:45 AM	189	61	260	2	512	127	334	46	0	507	78	0	4	2	84	6	420	0	1	427	1530
Total	852	226	972	3	2053	471	1310	142	0	1923	335	0	14	10	359	36	1851	0	3	1890	6225
Grand Total	1513	416	1607	3	3539	871	2583	242	0	3696	655	0	26	20	701	50	3512	0	3	3565	11501
Apprch %	42.8	11.8	45.4	0.1		23.6	69.9	6.5	0		93.4	0	3.7	2.9		1.4	98.5	0	0.1		
Total %	13.2	3.6	14	0	30.8	7.6	22.5	2.1	0	32.1	5.7	0	0.2	0.2	6.1	0.4	30.5	0	0	31	
Lights	1473	407	1568	3	3451	858	2550	237	0	3645	633	0	21	20	674	49	3452	0	3	3504	11274
% Lights	97.4	97.8	97.6	100	97.5	98.5	98.7	97.9	0	98.6	96.6	0	80.8	100	96.1	98	98.3	0	100	98.3	98
Buses	20	4	6	0	30	5	21	1	0	27	5	0	3	0	8	1	13	0	0	14	79
% Buses	1.3	1	0.4	0	0.8	0.6	0.8	0.4	0	0.7	0.8	0	11.5	0	1.1	2	0.4	0	0	0.4	0.7
Trucks	20	5	33	0	58	8	12	4	0	24	17	0	2	0	19	0	47	0	0	47	148
% Trucks	1.3	1.2	2.1	0	1.6	0.9	0.5	1.7	0	0.6	2.6	0	7.7	0	2.7	0	1.3	0	0	1.3	1.3

	HWY-17 SB RAMPS Southbound				E HAMILTON AVE Westbound				SALMAR AVE Northbound				E HAMILTON AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	182	49	196	427	**125**	**389**	27	**541**	83	0	2	85	3	**593**	0	**596**	**1649**
08:00 AM	**229**	52	215	496	108	380	30	518	82	0	3	85	8	426	0	434	1533
08:15 AM	217	53	**263**	**533**	123	304	31	458	**90**	0	3	**93**	10	547	0	557	1641
08:30 AM	217	**60**	234	511	113	292	**35**	440	85	0	**4**	89	**12**	458	0	470	1510
Total Volume	845	214	908	1967	469	1365	123	1957	340	0	12	352	33	2024	0	2057	6333
% App. Total	43	10.9	46.2		24	69.7	6.3		96.6	0	3.4		1.6	98.4	0		
PHF	.922	.892	.863	.923	.938	.877	.879	.904	.944	.000	.750	.946	.688	.853	.000	.863	.960

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 1AM FINAL
Site Code : 00000001
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

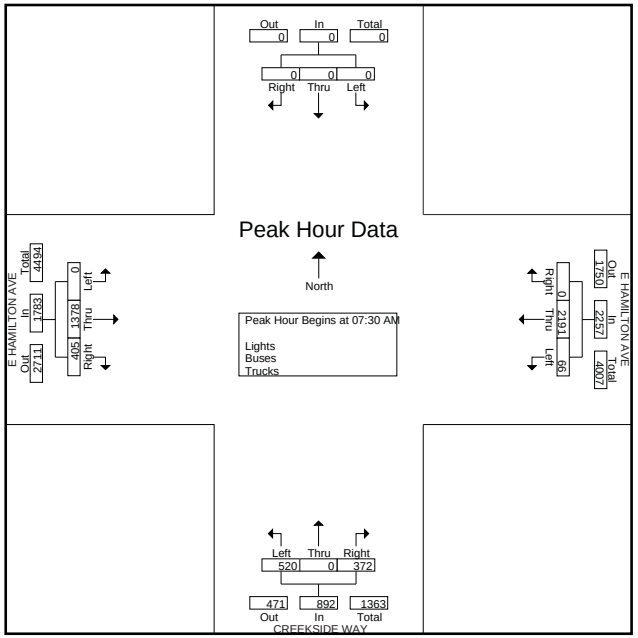
	Southbound					E HAMILTON AVE Westbound					CREEKSIDE WAY Northbound					E HAMILTON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	466	7	0	473	52	0	132	2	186	45	180	0	0	225	884
07:15 AM	0	0	0	0	0	0	517	7	0	524	85	0	104	0	189	68	230	0	0	298	1011
07:30 AM	0	0	0	0	0	0	610	9	0	619	71	0	131	0	202	63	272	0	0	335	1156
07:45 AM	0	0	0	0	0	0	598	13	1	612	90	0	123	4	217	108	350	0	0	458	1287
Total	0	0	0	0	0	0	2191	36	1	2228	298	0	490	6	794	284	1032	0	0	1316	4338
08:00 AM	0	0	0	0	0	0	554	25	0	579	102	0	138	2	242	107	315	0	0	422	1243
08:15 AM	0	0	0	0	0	0	429	19	0	448	109	0	128	1	238	127	441	0	0	568	1254
08:30 AM	0	0	0	0	0	0	402	21	1	424	106	0	107	3	216	126	374	0	0	500	1140
08:45 AM	0	0	0	0	0	0	434	20	0	454	123	0	159	3	285	136	359	0	0	495	1234
Total	0	0	0	0	0	0	1819	85	1	1905	440	0	532	9	981	496	1489	0	0	1985	4871
Grand Total	0	0	0	0	0	0	4010	121	2	4133	738	0	1022	15	1775	780	2521	0	0	3301	9209
Apprch %	0	0	0	0		0	97	2.9	0		41.6	0	57.6	0.8		23.6	76.4	0	0		
Total %	0	0	0	0	0	0	43.5	1.3	0	44.9	8	0	11.1	0.2	19.3	8.5	27.4	0	0	35.8	
Lights	0	0	0	0	0	0	3924	119	2	4045	720	0	1010	15	1745	777	2454	0	0	3231	9021
% Lights	0	0	0	0	0	0	97.9	98.3	100	97.9	97.6	0	98.8	100	98.3	99.6	97.3	0	0	97.9	98
Buses	0	0	0	0	0	0	11	0	0	11	4	0	0	0	4	0	17	0	0	17	32
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0.5	0	0	0	0.2	0	0.7	0	0	0.5	0.3
Trucks	0	0	0	0	0	0	75	2	0	77	14	0	12	0	26	3	50	0	0	53	156
% Trucks	0	0	0	0	0	0	1.9	1.7	0	1.9	1.9	0	1.2	0	1.5	0.4	2	0	0	1.6	1.7

	Southbound				E HAMILTON AVE Westbound				CREEKSIDE WAY Northbound				E HAMILTON AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**610**	9	**619**	71	0	131	202	63	272	0	335	1156
07:45 AM	0	0	0	0	0	598	13	611	90	0	123	213	108	350	0	458	**1282**
08:00 AM	0	0	0	0	0	554	**25**	579	102	0	**138**	**240**	107	315	0	422	1241
08:15 AM	0	0	0	0	0	429	19	448	**109**	0	128	237	**127**	**441**	0	**568**	1253
Total Volume	0	0	0	0	0	2191	66	2257	372	0	520	892	405	1378	0	1783	4932
% App. Total	0	0	0		0	97.1	2.9		41.7	0	58.3		22.7	77.3	0		
PHF	.000	.000	.000	.000	.000	.898	.660	.912	.853	.000	.942	.929	.797	.781	.000	.785	.962

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 2AM FINAL
Site Code : 00000002
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

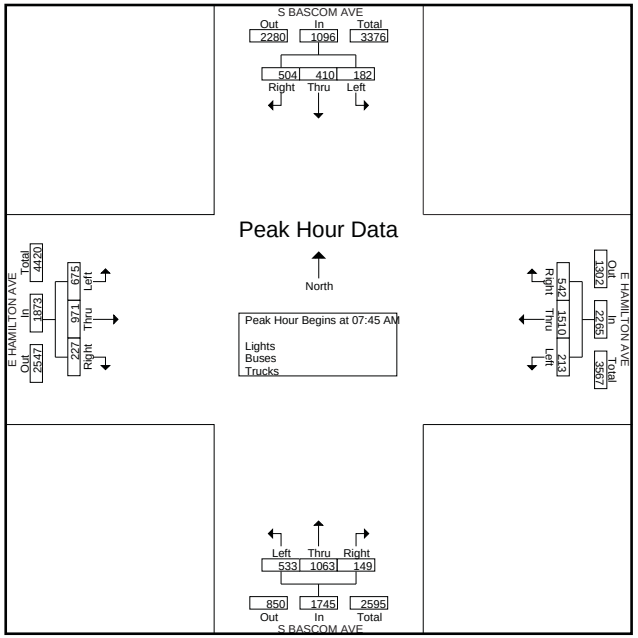
	S BASCOM AVE Southbound					E HAMILTON AVE Westbound					S BASCOM AVE Northbound					E HAMILTON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	90	55	30	1	176	97	326	26	0	449	23	142	85	2	252	29	109	92	1	231	1108
07:15 AM	101	58	29	0	188	113	383	30	1	527	16	158	105	3	282	48	137	117	0	302	1299
07:30 AM	142	95	51	2	290	127	369	36	0	532	22	267	141	0	430	28	157	138	4	327	1579
07:45 AM	141	106	35	1	283	130	418	49	0	597	31	266	127	8	432	48	236	176	4	464	1776
Total	474	314	145	4	937	467	1496	141	1	2105	92	833	458	13	1396	153	639	523	9	1324	5762
08:00 AM	169	141	58	0	368	112	351	59	2	524	36	257	158	6	457	43	216	143	0	402	1751
08:15 AM	107	75	44	0	226	161	370	57	2	590	45	238	107	12	402	75	299	204	0	578	1796
08:30 AM	87	88	45	0	220	139	371	48	2	560	37	302	141	11	491	61	220	152	0	433	1704
08:45 AM	118	98	44	0	260	116	317	65	2	500	32	222	126	18	398	58	221	185	0	464	1622
Total	481	402	191	0	1074	528	1409	229	8	2174	150	1019	532	47	1748	237	956	684	0	1877	6873
Grand Total	955	716	336	4	2011	995	2905	370	9	4279	242	1852	990	60	3144	390	1595	1207	9	3201	12635
Apprch %	47.5	35.6	16.7	0.2		23.3	67.9	8.6	0.2		7.7	58.9	31.5	1.9		12.2	49.8	37.7	0.3		
Total %	7.6	5.7	2.7	0	15.9	7.9	23	2.9	0.1	33.9	1.9	14.7	7.8	0.5	24.9	3.1	12.6	9.6	0.1	25.3	
Lights	937	688	330	4	1959	984	2869	359	7	4219	233	1826	971	60	3090	367	1541	1191	8	3107	12375
% Lights	98.1	96.1	98.2	100	97.4	98.9	98.8	97	77.8	98.6	96.3	98.6	98.1	100	98.3	94.1	96.6	98.7	88.9	97.1	97.9
Buses	3	17	1	0	21	2	8	4	0	14	0	17	1	0	18	1	11	7	0	19	72
% Buses	0.3	2.4	0.3	0	1	0.2	0.3	1.1	0	0.3	0	0.9	0.1	0	0.6	0.3	0.7	0.6	0	0.6	0.6
Trucks	15	11	5	0	31	9	28	7	2	46	9	9	18	0	36	22	43	9	1	75	188
% Trucks	1.6	1.5	1.5	0	1.5	0.9	1	1.9	22.2	1.1	3.7	0.5	1.8	0	1.1	5.6	2.7	0.7	11.1	2.3	1.5

	S BASCOM AVE Southbound				E HAMILTON AVE Westbound				S BASCOM AVE Northbound				E HAMILTON AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	141	106	35	282	130	**418**	49	**597**	31	266	127	424	48	236	176	460	1763
08:00 AM	**169**	**141**	**58**	**368**	112	351	**59**	522	36	257	**158**	451	43	216	143	402	1743
08:15 AM	107	75	44	226	**161**	370	57	588	**45**	238	107	390	**75**	**299**	**204**	**578**	**1782**
08:30 AM	87	88	45	220	139	371	48	558	37	**302**	141	**480**	61	220	152	433	1691
Total Volume	504	410	182	1096	542	1510	213	2265	149	1063	533	1745	227	971	675	1873	6979
% App. Total	46	37.4	16.6		23.9	66.7	9.4		8.5	60.9	30.5		12.1	51.8	36		
PHF	.746	.727	.784	.745	.842	.903	.903	.948	.828	.880	.843	.909	.757	.812	.827	.810	.979

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 12AM FINAL
Site Code : 00000012
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

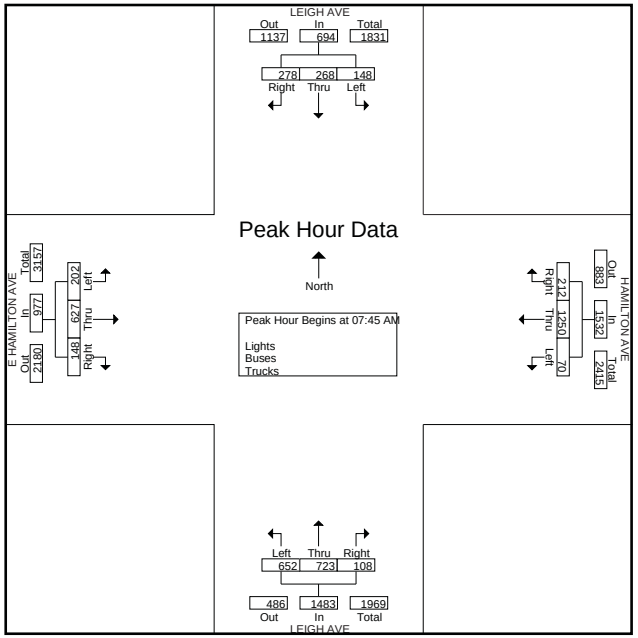
	LEIGH AVE Southbound					HAMILTON AVE Westbound					LEIGH AVE Northbound					E HAMILTON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	30	16	16	0	62	19	299	4	1	323	6	61	109	0	176	17	90	20	1	128	689
07:15 AM	51	37	28	0	116	32	307	6	1	346	12	115	123	0	250	24	92	17	1	134	846
07:30 AM	72	65	35	0	172	50	289	15	1	355	24	199	168	0	391	32	103	51	0	186	1104
07:45 AM	69	60	37	1	167	61	362	12	0	435	20	159	167	1	347	28	160	31	2	221	1170
Total	222	178	116	1	517	162	1257	37	3	1459	62	534	567	1	1164	101	445	119	4	669	3809
08:00 AM	67	89	47	1	204	63	262	13	3	341	22	208	153	2	385	33	127	53	0	213	1143
08:15 AM	75	68	33	2	178	46	319	30	4	399	29	172	165	2	368	48	176	65	2	291	1236
08:30 AM	67	51	31	0	149	42	307	15	1	365	37	184	167	0	388	39	164	53	1	257	1159
08:45 AM	36	30	20	1	87	29	302	13	2	346	23	119	118	0	260	33	163	36	1	233	926
Total	245	238	131	4	618	180	1190	71	10	1451	111	683	603	4	1401	153	630	207	4	994	4464
Grand Total	467	416	247	5	1135	342	2447	108	13	2910	173	1217	1170	5	2565	254	1075	326	8	1663	8273
Apprch %	41.1	36.7	21.8	0.4		11.8	84.1	3.7	0.4		6.7	47.4	45.6	0.2		15.3	64.6	19.6	0.5		
Total %	5.6	5	3	0.1	13.7	4.1	29.6	1.3	0.2	35.2	2.1	14.7	14.1	0.1	31	3.1	13	3.9	0.1	20.1	
Lights	455	409	244	5	1113	334	2418	108	13	2873	172	1199	1162	5	2538	245	1037	318	8	1608	8132
% Lights	97.4	98.3	98.8	100	98.1	97.7	98.8	100	100	98.7	99.4	98.5	99.3	100	98.9	96.5	96.5	97.5	100	96.7	98.3
Buses	7	6	1	0	14	6	7	0	0	13	0	17	0	0	17	3	4	5	0	12	56
% Buses	1.5	1.4	0.4	0	1.2	1.8	0.3	0	0	0.4	0	1.4	0	0	0.7	1.2	0.4	1.5	0	0.7	0.7
Trucks	5	1	2	0	8	2	22	0	0	24	1	1	8	0	10	6	34	3	0	43	85
% Trucks	1.1	0.2	0.8	0	0.7	0.6	0.9	0	0	0.8	0.6	0.1	0.7	0	0.4	2.4	3.2	0.9	0	2.6	1

	LEIGH AVE Southbound				HAMILTON AVE Westbound				LEIGH AVE Northbound				E HAMILTON AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	69	60	37	166	61	**362**	12	**435**	20	159	**167**	346	28	160	31	219	1166
08:00 AM	67	**89**	**47**	**203**	**63**	262	13	338	22	**208**	153	383	33	127	53	213	1137
08:15 AM	**75**	68	33	176	46	319	**30**	395	29	172	165	366	**48**	**176**	**65**	**289**	**1226**
08:30 AM	67	51	31	149	42	307	15	364	**37**	184	167	**388**	39	164	53	256	1157
Total Volume	278	268	148	694	212	1250	70	1532	108	723	652	1483	148	627	202	977	4686
% App. Total	40.1	38.6	21.3		13.8	81.6	4.6		7.3	48.8	44		15.1	64.2	20.7		
PHF	.927	.753	.787	.855	.841	.863	.583	.880	.730	.869	.976	.956	.771	.891	.777	.845	.956

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 12AM FINAL
Site Code : 00000012
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 12PM FINAL
Site Code : 00000012
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

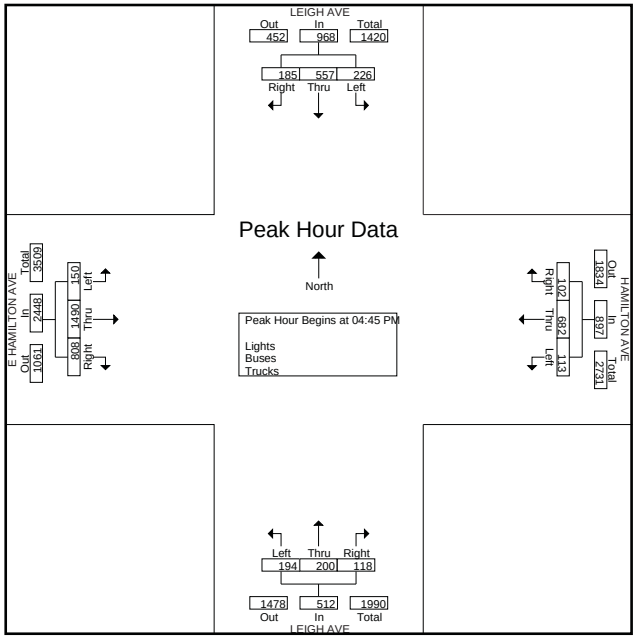
	LEIGH AVE Southbound					HAMILTON AVE Westbound					LEIGH AVE Northbound					E HAMILTON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	36	78	45	1	160	24	192	27	1	244	17	43	31	0	91	123	357	34	0	514	1009
04:15 PM	40	119	67	0	226	27	144	19	0	190	25	56	37	0	118	150	333	45	0	528	1062
04:30 PM	45	113	51	5	214	26	173	25	5	229	18	70	55	0	143	163	365	41	0	569	1155
04:45 PM	43	118	47	1	209	30	169	21	3	223	26	42	39	1	108	179	414	41	1	635	1175
Total	164	428	210	7	809	107	678	92	9	886	86	211	162	1	460	615	1469	161	1	2246	4401
05:00 PM	33	150	50	1	234	22	168	25	3	218	32	70	56	2	160	190	356	30	0	576	1188
05:15 PM	57	139	49	1	246	32	199	40	0	271	35	40	45	1	121	221	400	41	0	662	1300
05:30 PM	52	150	80	1	283	18	146	27	3	194	25	48	54	2	129	218	320	38	0	576	1182
05:45 PM	44	121	54	0	219	38	147	39	0	224	22	54	55	0	131	202	251	70	0	523	1097
Total	186	560	233	3	982	110	660	131	6	907	114	212	210	5	541	831	1327	179	0	2337	4767
Grand Total	350	988	443	10	1791	217	1338	223	15	1793	200	423	372	6	1001	1446	2796	340	1	4583	9168
Apprch %	19.5	55.2	24.7	0.6		12.1	74.6	12.4	0.8		20	42.3	37.2	0.6		31.6	61	7.4	0		
Total %	3.8	10.8	4.8	0.1	19.5	2.4	14.6	2.4	0.2	19.6	2.2	4.6	4.1	0.1	10.9	15.8	30.5	3.7	0	50	
Lights	343	984	441	10	1778	214	1328	220	15	1777	199	417	370	6	992	1441	2778	340	1	4560	9107
% Lights	98	99.6	99.5	100	99.3	98.6	99.3	98.7	100	99.1	99.5	98.6	99.5	100	99.1	99.7	99.4	100	100	99.5	99.3
Buses	7	3	0	0	10	1	3	1	0	5	0	3	0	0	3	0	4	0	0	4	22
% Buses	2	0.3	0	0	0.6	0.5	0.2	0.4	0	0.3	0	0.7	0	0	0.3	0	0.1	0	0	0.1	0.2
Trucks	0	1	2	0	3	2	7	2	0	11	1	3	2	0	6	5	14	0	0	19	39
% Trucks	0	0.1	0.5	0	0.2	0.9	0.5	0.9	0	0.6	0.5	0.7	0.5	0	0.6	0.3	0.5	0	0	0.4	0.4

	LEIGH AVE Southbound				HAMILTON AVE Westbound				LEIGH AVE Northbound				E HAMILTON AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	43	118	47	208	30	169	21	220	26	42	39	107	179	**414**	**41**	634	1169
05:00 PM	33	**150**	50	233	22	168	25	215	32	**70**	**56**	**158**	190	356	30	576	1182
05:15 PM	**57**	139	49	245	**32**	**199**	**40**	**271**	**35**	40	45	120	**221**	400	41	**662**	**1298**
05:30 PM	52	150	**80**	**282**	18	146	27	191	25	48	54	127	218	320	38	576	1176
Total Volume	185	557	226	968	102	682	113	897	118	200	194	512	808	1490	150	2448	4825
% App. Total	19.1	57.5	23.3		11.4	76	12.6		23	39.1	37.9		33	60.9	6.1		
PHF	.811	.928	.706	.858	.797	.857	.706	.827	.843	.714	.866	.810	.914	.900	.915	.924	.929

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 12PM FINAL
Site Code : 00000012
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

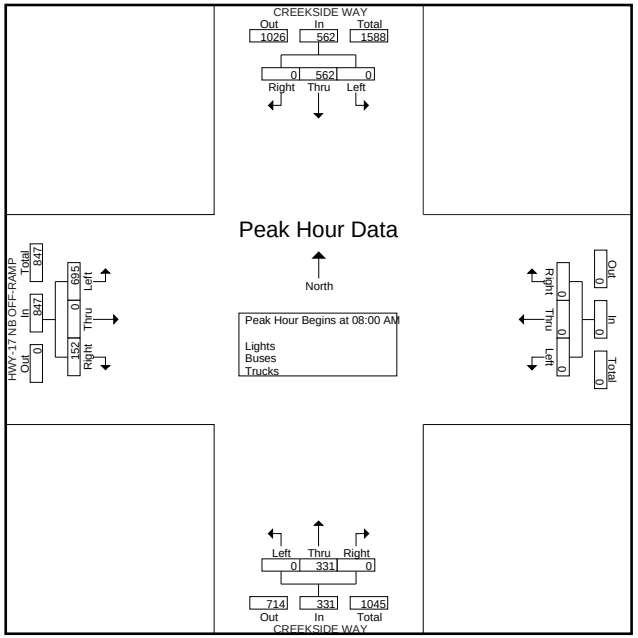
	CREEKSIDE WAY Southbound					Westbound					CREEKSIDE WAY Northbound					HWY-17 NB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	48	0	0	48	0	0	0	0	0	0	76	0	0	76	14	0	110	3	127	251
07:15 AM	0	71	0	0	71	0	0	0	0	0	0	78	0	0	78	18	0	121	3	142	291
07:30 AM	0	68	0	0	68	0	0	0	0	0	0	72	0	1	73	13	0	126	6	145	286
07:45 AM	0	111	1	0	112	0	0	0	0	0	0	84	0	3	87	24	0	125	5	154	353
Total	0	298	1	0	299	0	0	0	0	0	0	310	0	4	314	69	0	482	17	568	1181
08:00 AM	0	124	0	0	124	0	0	0	0	0	0	108	0	3	111	28	0	151	4	183	418
08:15 AM	0	145	0	0	145	0	0	0	0	0	0	93	0	1	94	31	0	155	7	193	432
08:30 AM	0	141	0	0	141	0	0	0	0	0	0	67	0	8	75	41	0	155	11	207	423
08:45 AM	0	152	0	0	152	0	0	0	0	0	0	63	0	1	64	52	0	234	1	287	503
Total	0	562	0	0	562	0	0	0	0	0	0	331	0	13	344	152	0	695	23	870	1776
Grand Total	0	860	1	0	861	0	0	0	0	0	0	641	0	17	658	221	0	1177	40	1438	2957
Apprch %	0	99.9	0.1	0		0	0	0	0		0	97.4	0	2.6		15.4	0	81.8	2.8		
Total %	0	29.1	0	0	29.1	0	0	0	0	0	0	21.7	0	0.6	22.3	7.5	0	39.8	1.4	48.6	
Lights	0	859	1	0	860	0	0	0	0	0	0	635	0	17	652	219	0	1158	40	1417	2929
% Lights	0	99.9	100	0	99.9	0	0	0	0	0	0	99.1	0	100	99.1	99.1	0	98.4	100	98.5	99.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.3	0.1
Trucks	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	2	0	15	0	17	24
% Trucks	0	0.1	0	0	0.1	0	0	0	0	0	0	0.9	0	0	0.9	0.9	0	1.3	0	1.2	0.8

	CREEKSIDE WAY Southbound				Westbound				CREEKSIDE WAY Northbound				HWY-17 NB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	124	0	124	0	0	0	0	0	**108**	0	**108**	28	0	151	179	411
08:15 AM	0	145	0	145	0	0	0	0	0	93	0	93	31	0	155	186	424
08:30 AM	0	141	0	141	0	0	0	0	0	67	0	67	41	0	155	196	404
08:45 AM	0	**152**	0	**152**	0	0	0	0	0	63	0	63	**52**	0	**234**	**286**	**501**
Total Volume	0	562	0	562	0	0	0	0	0	331	0	331	152	0	695	847	1740
% App. Total	0	100	0		0	0	0		0	100	0		17.9	0	82.1		
PHF	.000	.924	.000	.924	.000	.000	.000	.000	.000	.766	.000	.766	.731	.000	.743	.740	.868

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 4PM FINAL
Site Code : 00000004
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

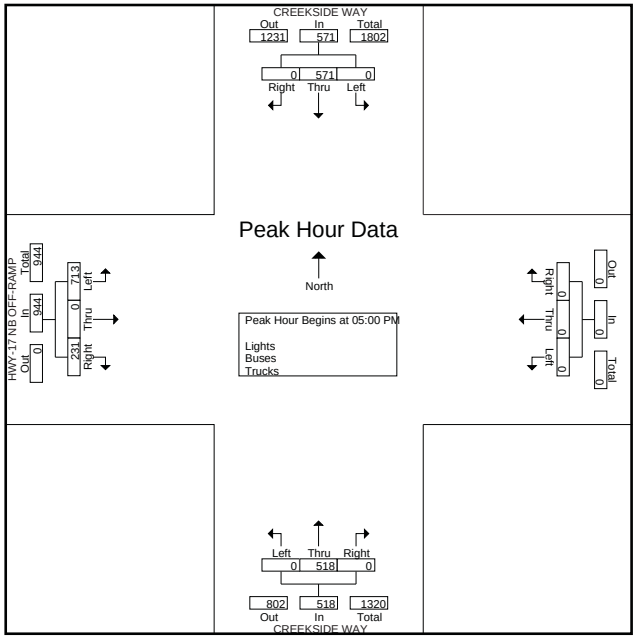
	CREEKSIDE WAY Southbound					Westbound					CREEKSIDE WAY Northbound					HWY-17 NB OFF-RAMP Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	129	0	0	129	0	0	0	0	0	0	108	0	3	111	30	0	168	5	203	443
04:15 PM	0	119	0	0	119	0	0	0	0	0	0	95	0	0	95	43	0	148	1	192	406
04:30 PM	0	155	0	0	155	0	0	0	0	0	0	106	0	5	111	45	0	144	7	196	462
04:45 PM	0	150	0	0	150	0	0	0	0	0	0	124	0	2	126	62	0	178	2	242	518
Total	0	553	0	0	553	0	0	0	0	0	0	433	0	10	443	180	0	638	15	833	1829
05:00 PM	0	120	0	0	120	0	0	0	0	0	0	148	0	8	156	42	0	172	7	221	497
05:15 PM	0	141	0	0	141	0	0	0	0	0	0	140	0	8	148	52	0	154	2	208	497
05:30 PM	0	139	0	0	139	0	0	0	0	0	0	114	0	2	116	69	0	214	0	283	538
05:45 PM	0	171	0	0	171	0	0	0	0	0	0	116	0	4	120	68	0	173	4	245	536
Total	0	571	0	0	571	0	0	0	0	0	0	518	0	22	540	231	0	713	13	957	2068
Grand Total	0	1124	0	0	1124	0	0	0	0	0	0	951	0	32	983	411	0	1351	28	1790	3897
Apprch %	0	100	0	0		0	0	0	0		0	96.7	0	3.3		23	0	75.5	1.6		
Total %	0	28.8	0	0	28.8	0	0	0	0	0	0	24.4	0	0.8	25.2	10.5	0	34.7	0.7	45.9	
Lights	0	1120	0	0	1120	0	0	0	0	0	0	945	0	32	977	410	0	1346	28	1784	3881
% Lights	0	99.6	0	0	99.6	0	0	0	0	0	0	99.4	0	100	99.4	99.8	0	99.6	100	99.7	99.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	1	0	5	0	6	16
% Trucks	0	0.4	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.6	0.2	0	0.4	0	0.3	0.4

	CREEKSIDE WAY Southbound				Westbound				CREEKSIDE WAY Northbound				HWY-17 NB OFF-RAMP Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	120	0	120	0	0	0	0	0	**148**	0	**148**	42	0	172	214	482
05:15 PM	0	141	0	141	0	0	0	0	0	140	0	140	52	0	154	206	487
05:30 PM	0	139	0	139	0	0	0	0	0	114	0	114	**69**	0	**214**	**283**	**536**
05:45 PM	0	**171**	0	**171**	0	0	0	0	0	116	0	116	68	0	173	241	528
Total Volume	0	571	0	571	0	0	0	0	0	518	0	518	231	0	713	944	2033
% App. Total	0	100	0		0	0	0		0	100	0		24.5	0	75.5		
PHF	.000	.835	.000	.835	.000	.000	.000	.000	.000	.875	.000	.875	.837	.000	.833	.834	.948

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 4PM FINAL
Site Code : 00000004
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 5AM FINAL
Site Code : 00000005
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

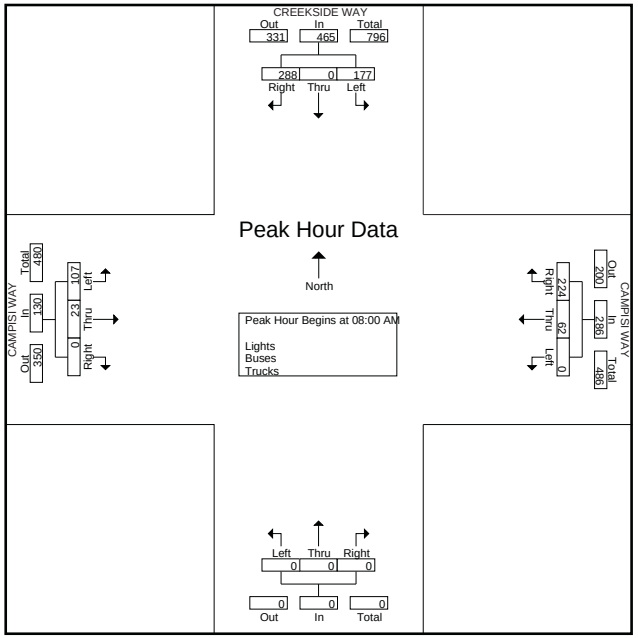
	CREEKSIDE WAY Southbound					CAMPISI WAY Westbound					Northbound					CAMPISI WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	30	0	18	1	49	50	9	0	0	59	0	0	0	0	0	0	1	24	0	25	133
07:15 AM	38	0	27	4	69	48	8	0	0	56	0	0	0	0	0	0	4	30	0	34	159
07:30 AM	33	0	25	3	61	56	6	0	0	62	0	0	0	0	0	0	3	18	1	22	145
07:45 AM	53	0	36	2	91	63	16	0	0	79	0	0	0	0	0	0	5	34	0	39	209
Total	154	0	106	10	270	217	39	0	0	256	0	0	0	0	0	0	13	106	1	120	646
08:00 AM	63	0	36	4	103	64	16	0	0	80	0	0	0	0	0	0	8	32	0	40	223
08:15 AM	76	0	36	4	116	61	16	0	0	77	0	0	0	0	0	0	5	23	0	28	221
08:30 AM	71	0	48	3	122	53	13	0	0	66	0	0	0	0	0	0	6	23	3	32	220
08:45 AM	78	0	57	6	141	46	17	0	0	63	0	0	0	0	0	0	4	29	2	35	239
Total	288	0	177	17	482	224	62	0	0	286	0	0	0	0	0	0	23	107	5	135	903
Grand Total	442	0	283	27	752	441	101	0	0	542	0	0	0	0	0	0	36	213	6	255	1549
Apprch %	58.8	0	37.6	3.6		81.4	18.6	0	0		0	0	0	0		0	14.1	83.5	2.4		
Total %	28.5	0	18.3	1.7	48.5	28.5	6.5	0	0	35	0	0	0	0	0	0	2.3	13.8	0.4	16.5	
Lights	441	0	281	27	749	437	101	0	0	538	0	0	0	0	0	0	36	210	6	252	1539
% Lights	99.8	0	99.3	100	99.6	99.1	100	0	0	99.3	0	0	0	0	0	0	100	98.6	100	98.8	99.4
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0.4	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	1	0	1	0	2	4	0	0	0	4	0	0	0	0	0	0	0	3	0	3	9
% Trucks	0.2	0	0.4	0	0.3	0.9	0	0	0	0.7	0	0	0	0	0	0	0	1.4	0	1.2	0.6

	CREEKSIDE WAY Southbound				CAMPISI WAY Westbound				Northbound				CAMPISI WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	63	0	36	99	**64**	16	0	**80**	0	0	0	0	0	**8**	**32**	**40**	219
08:15 AM	76	0	36	112	61	16	0	77	0	0	0	0	0	5	23	28	217
08:30 AM	71	0	48	119	53	13	0	66	0	0	0	0	0	6	23	29	214
08:45 AM	**78**	0	**57**	**135**	46	**17**	0	63	0	0	0	0	0	4	29	33	**231**
Total Volume	288	0	177	465	224	62	0	286	0	0	0	0	0	23	107	130	881
% App. Total	61.9	0	38.1		78.3	21.7	0		0	0	0		0	17.7	82.3		
PHF	.923	.000	.776	.861	.875	.912	.000	.894	.000	.000	.000	.000	.000	.719	.836	.813	.953

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 5AM FINAL
Site Code : 00000005
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 5PM FINAL
Site Code : 00000005
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

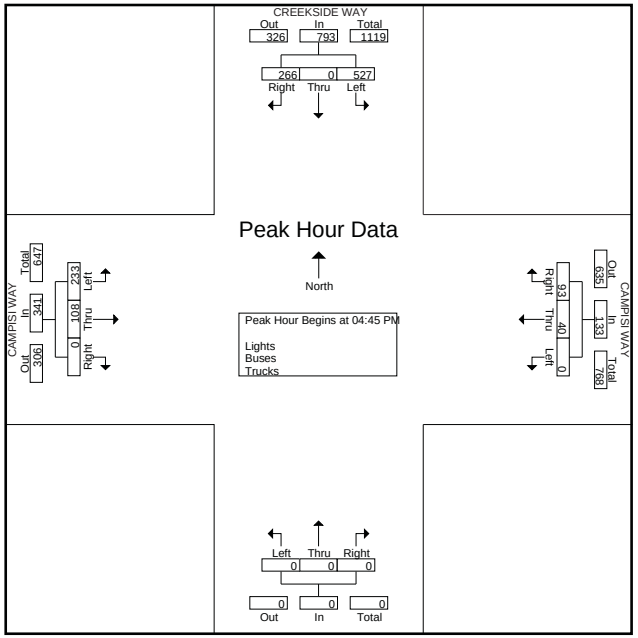
	CREEKSIDE WAY Southbound					CAMPISI WAY Westbound					Northbound					CAMPISI WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	56	0	85	4	145	22	6	0	1	29	0	0	0	0	0	0	13	41	1	55	229
04:15 PM	64	0	92	2	158	21	7	0	0	28	0	0	0	0	0	0	14	40	0	54	240
04:30 PM	77	0	114	1	192	24	4	0	0	28	0	0	0	0	0	0	10	35	0	45	265
04:45 PM	73	0	132	7	212	22	12	0	0	34	0	0	0	0	0	0	21	61	2	84	330
Total	270	0	423	14	707	89	29	0	1	119	0	0	0	0	0	0	58	177	3	238	1064
05:00 PM	49	0	120	9	178	28	5	0	0	33	0	0	0	0	0	0	46	67	7	120	331
05:15 PM	65	0	142	7	214	22	15	0	0	37	0	0	0	0	0	0	26	54	1	81	332
05:30 PM	79	0	133	13	225	21	8	0	0	29	0	0	0	0	0	0	15	51	1	67	321
05:45 PM	72	0	150	2	224	17	3	0	0	20	0	0	0	0	0	0	15	33	0	48	292
Total	265	0	545	31	841	88	31	0	0	119	0	0	0	0	0	0	102	205	9	316	1276
Grand Total	535	0	968	45	1548	177	60	0	1	238	0	0	0	0	0	0	160	382	12	554	2340
Apprch %	34.6	0	62.5	2.9		74.4	25.2	0	0.4		0	0	0	0		0	28.9	69	2.2		
Total %	22.9	0	41.4	1.9	66.2	7.6	2.6	0	0	10.2	0	0	0	0	0	0	6.8	16.3	0.5	23.7	
Lights	533	0	965	45	1543	174	60	0	1	235	0	0	0	0	0	0	158	380	12	550	2328
% Lights	99.6	0	99.7	100	99.7	98.3	100	0	100	98.7	0	0	0	0	0	0	98.8	99.5	100	99.3	99.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	2	0	3	0	5	3	0	0	0	3	0	0	0	0	0	0	2	2	0	4	12
% Trucks	0.4	0	0.3	0	0.3	1.7	0	0	0	1.3	0	0	0	0	0	0	1.2	0.5	0	0.7	0.5

	CREEKSIDE WAY Southbound				CAMPISI WAY Westbound				Northbound				CAMPISI WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	73	0	132	205	22	12	0	34	0	0	0	0	0	21	61	82	321
05:00 PM	49	0	120	169	**28**	5	0	33	0	0	0	0	0	**46**	**67**	**113**	315
05:15 PM	65	0	**142**	207	22	**15**	0	**37**	0	0	0	0	0	26	54	80	**324**
05:30 PM	**79**	0	133	**212**	21	8	0	29	0	0	0	0	0	15	51	66	307
Total Volume	266	0	527	793	93	40	0	133	0	0	0	0	0	108	233	341	1267
% App. Total	33.5	0	66.5		69.9	30.1	0		0	0	0		0	31.7	68.3		
PHF	.842	.000	.928	.935	.830	.667	.000	.899	.000	.000	.000	.000	.000	.587	.869	.754	.978

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 5PM FINAL
Site Code : 00000005
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 6AM FINAL
Site Code : 00000006
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

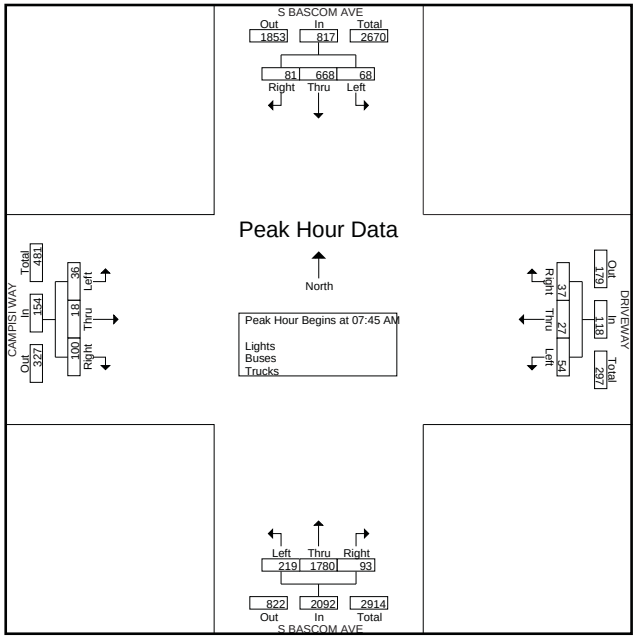
	S BASCOM AVE Southbound					DRIVEWAY Westbound					S BASCOM AVE Northbound					CAMPISI WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	16	100	20	1	137	1	2	5	2	10	9	242	42	2	295	13	2	2	1	18	460
07:15 AM	8	113	15	0	136	1	4	7	3	15	9	278	45	4	336	22	2	6	4	34	521
07:30 AM	17	106	8	1	132	1	5	3	3	12	18	406	42	2	468	20	4	5	3	32	644
07:45 AM	23	163	10	1	197	8	3	10	1	22	16	448	57	1	522	26	2	6	3	37	778
Total	64	482	53	3	602	11	14	25	9	59	52	1374	186	9	1621	81	10	19	11	121	2403
08:00 AM	24	180	14	4	222	11	7	9	4	31	21	447	55	0	523	31	3	10	1	45	821
08:15 AM	18	167	21	1	207	7	9	11	2	29	22	455	60	1	538	19	5	6	1	31	805
08:30 AM	16	158	23	0	197	11	8	24	1	44	34	430	47	2	513	24	8	14	4	50	804
08:45 AM	21	135	15	6	177	6	3	11	3	23	20	363	42	5	430	42	8	7	3	60	690
Total	79	640	73	11	803	35	27	55	10	127	97	1695	204	8	2004	116	24	37	9	186	3120
Grand Total	143	1122	126	14	1405	46	41	80	19	186	149	3069	390	17	3625	197	34	56	20	307	5523
Apprch %	10.2	79.9	9	1		24.7	22	43	10.2		4.1	84.7	10.8	0.5		64.2	11.1	18.2	6.5		
Total %	2.6	20.3	2.3	0.3	25.4	0.8	0.7	1.4	0.3	3.4	2.7	55.6	7.1	0.3	65.6	3.6	0.6	1	0.4	5.6	
Lights	139	1070	122	14	1345	39	41	79	19	178	146	3018	387	17	3568	193	34	55	20	302	5393
% Lights	97.2	95.4	96.8	100	95.7	84.8	100	98.8	100	95.7	98	98.3	99.2	100	98.4	98	100	98.2	100	98.4	97.6
Buses	0	24	1	0	25	0	0	0	0	0	0	16	0	0	16	1	0	0	0	1	42
% Buses	0	2.1	0.8	0	1.8	0	0	0	0	0	0	0.5	0	0	0.4	0.5	0	0	0	0.3	0.8
Trucks	4	28	3	0	35	7	0	1	0	8	3	35	3	0	41	3	0	1	0	4	88
% Trucks	2.8	2.5	2.4	0	2.5	15.2	0	1.2	0	4.3	2	1.1	0.8	0	1.1	1.5	0	1.8	0	1.3	1.6

	S BASCOM AVE Southbound				DRIVEWAY Westbound				S BASCOM AVE Northbound				CAMPISI WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	23	163	10	196	8	3	10	21	16	448	57	521	26	2	6	34	772
08:00 AM	**24**	**180**	14	**218**	**11**	7	9	27	21	447	55	523	**31**	3	10	44	**812**
08:15 AM	18	167	21	206	7	**9**	11	27	22	**455**	**60**	**537**	19	5	6	30	800
08:30 AM	16	158	**23**	197	11	8	**24**	**43**	**34**	430	47	511	24	**8**	**14**	**46**	797
Total Volume	81	668	68	817	37	27	54	118	93	1780	219	2092	100	18	36	154	3181
% App. Total	9.9	81.8	8.3		31.4	22.9	45.8		4.4	85.1	10.5		64.9	11.7	23.4		
PHF	.844	.928	.739	.937	.841	.750	.563	.686	.684	.978	.913	.974	.806	.563	.643	.837	.979

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 6AM FINAL
Site Code : 00000006
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 6PM FINAL
Site Code : 00000006
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

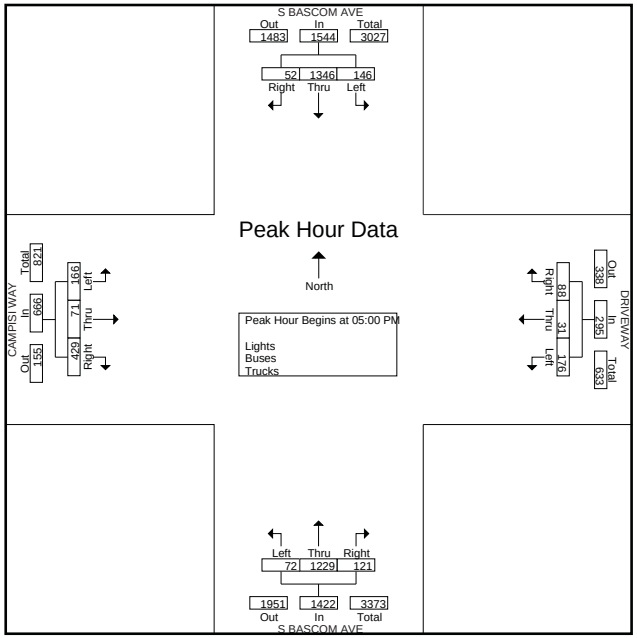
	S BASCOM AVE Southbound					DRIVEWAY Westbound					S BASCOM AVE Northbound					CAMPISI WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	252	27	11	298	19	7	56	7	89	32	279	16	5	332	69	10	15	11	105	824
04:15 PM	12	315	49	3	379	19	6	36	6	67	40	306	19	10	375	75	10	17	16	118	939
04:30 PM	10	302	44	7	363	32	7	49	1	89	41	259	22	4	326	103	8	22	6	139	917
04:45 PM	18	308	46	5	377	23	7	41	7	78	40	264	23	7	334	106	18	27	5	156	945
Total	48	1177	166	26	1417	93	27	182	21	323	153	1108	80	26	1367	353	46	81	38	518	3625
05:00 PM	14	317	31	3	365	19	10	48	5	82	34	296	20	6	356	107	28	54	4	193	996
05:15 PM	15	363	36	8	422	28	9	42	2	81	30	318	23	1	372	106	15	37	3	161	1036
05:30 PM	15	338	31	2	386	22	7	46	4	79	36	308	13	2	359	101	15	41	2	159	983
05:45 PM	8	328	48	2	386	19	5	40	4	68	21	307	16	2	346	115	13	34	1	163	963
Total	52	1346	146	15	1559	88	31	176	15	310	121	1229	72	11	1433	429	71	166	10	676	3978
Grand Total	100	2523	312	41	2976	181	58	358	36	633	274	2337	152	37	2800	782	117	247	48	1194	7603
Apprch %	3.4	84.8	10.5	1.4		28.6	9.2	56.6	5.7		9.8	83.5	5.4	1.3		65.5	9.8	20.7	4		
Total %	1.3	33.2	4.1	0.5	39.1	2.4	0.8	4.7	0.5	8.3	3.6	30.7	2	0.5	36.8	10.3	1.5	3.2	0.6	15.7	
Lights	97	2502	311	41	2951	181	58	357	36	632	273	2314	150	37	2774	781	117	244	48	1190	7547
% Lights	97	99.2	99.7	100	99.2	100	100	99.7	100	99.8	99.6	99	98.7	100	99.1	99.9	100	98.8	100	99.7	99.3
Buses	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.2	0	0	0	0	0	0.2
Trucks	3	13	1	0	17	0	0	1	0	1	1	16	2	0	19	1	0	3	0	4	41
% Trucks	3	0.5	0.3	0	0.6	0	0	0.3	0	0.2	0.4	0.7	1.3	0	0.7	0.1	0	1.2	0	0.3	0.5

	S BASCOM AVE Southbound				DRIVEWAY Westbound				S BASCOM AVE Northbound				CAMPISI WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	14	317	31	362	19	**10**	**48**	77	34	296	20	350	107	**28**	**54**	**189**	978
05:15 PM	**15**	**363**	36	**414**	**28**	9	42	**79**	30	**318**	**23**	**371**	106	15	37	158	**1022**
05:30 PM	15	338	31	384	22	7	46	75	**36**	308	13	357	101	15	41	157	973
05:45 PM	8	328	**48**	384	19	5	40	64	21	307	16	344	**115**	13	34	162	954
Total Volume	52	1346	146	1544	88	31	176	295	121	1229	72	1422	429	71	166	666	3927
% App. Total	3.4	87.2	9.5		29.8	10.5	59.7		8.5	86.4	5.1		64.4	10.7	24.9		
PHF	.867	.927	.760	.932	.786	.775	.917	.934	.840	.966	.783	.958	.933	.634	.769	.881	.961

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 6PM FINAL
Site Code : 00000006
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 16AM FINAL
Site Code : 00000016
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

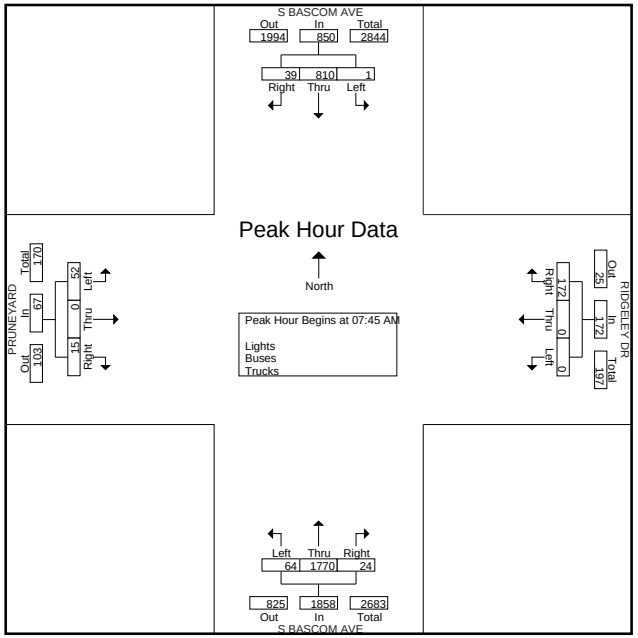
	S BASCOM AVE Southbound					RIDGELEY DR Westbound					S BASCOM AVE Northbound					PRUNEYARD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	113	0	0	117	20	0	0	0	20	2	255	7	1	265	3	0	5	1	9	411
07:15 AM	3	141	0	0	144	31	0	0	0	31	1	281	11	2	295	3	1	3	8	15	485
07:30 AM	6	131	0	0	137	51	0	0	0	51	1	404	9	0	414	8	0	7	0	15	617
07:45 AM	7	195	0	0	202	59	0	0	0	59	4	427	15	1	447	6	0	4	1	11	719
Total	20	580	0	0	600	161	0	0	0	161	8	1367	42	4	1421	20	1	19	10	50	2232
08:00 AM	9	217	0	0	226	46	0	0	2	48	11	428	18	3	460	4	0	12	3	19	753
08:15 AM	15	192	1	0	208	31	0	0	2	33	6	464	11	6	487	3	0	18	0	21	749
08:30 AM	8	206	0	0	214	36	0	0	2	38	3	451	20	1	475	2	0	18	4	24	751
08:45 AM	4	189	0	0	193	37	0	0	2	39	10	383	16	1	410	2	1	11	2	16	658
Total	36	804	1	0	841	150	0	0	8	158	30	1726	65	11	1832	11	1	59	9	80	2911
Grand Total	56	1384	1	0	1441	311	0	0	8	319	38	3093	107	15	3253	31	2	78	19	130	5143
Apprch %	3.9	96	0.1	0		97.5	0	0	2.5		1.2	95.1	3.3	0.5		23.8	1.5	60	14.6		
Total %	1.1	26.9	0	0	28	6	0	0	0.2	6.2	0.7	60.1	2.1	0.3	63.3	0.6	0	1.5	0.4	2.5	
Lights	56	1325	1	0	1382	309	0	0	8	317	36	3039	106	14	3195	31	2	77	19	129	5023
% Lights	100	95.7	100	0	95.9	99.4	0	0	100	99.4	94.7	98.3	99.1	93.3	98.2	100	100	98.7	100	99.2	97.7
Buses	0	26	0	0	26	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	43
% Buses	0	1.9	0	0	1.8	0.3	0	0	0	0.3	0	0.5	0	0	0.5	0	0	0	0	0	0.8
Trucks	0	33	0	0	33	1	0	0	0	1	2	38	1	1	42	0	0	1	0	1	77
% Trucks	0	2.4	0	0	2.3	0.3	0	0	0	0.3	5.3	1.2	0.9	6.7	1.3	0	0	1.3	0	0.8	1.5

	S BASCOM AVE Southbound				RIDGELEY DR Westbound				S BASCOM AVE Northbound				PRUNEYARD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	7	195	0	202	**59**	0	0	**59**	4	427	15	446	**6**	0	4	10	717
08:00 AM	9	**217**	0	**226**	46	0	0	46	**11**	428	18	457	4	0	12	16	**745**
08:15 AM	**15**	192	**1**	208	31	0	0	31	6	**464**	11	**481**	3	0	**18**	**21**	741
08:30 AM	8	206	0	214	36	0	0	36	3	451	**20**	474	2	0	18	20	744
Total Volume	39	810	1	850	172	0	0	172	24	1770	64	1858	15	0	52	67	2947
% App. Total	4.6	95.3	0.1		100	0	0		1.3	95.3	3.4		22.4	0	77.6		
PHF	.650	.933	.250	.940	.729	.000	.000	.729	.545	.954	.800	.966	.625	.000	.722	.798	.989

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 16AM FINAL
Site Code : 00000016
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 16PM FINAL
Site Code : 00000016
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

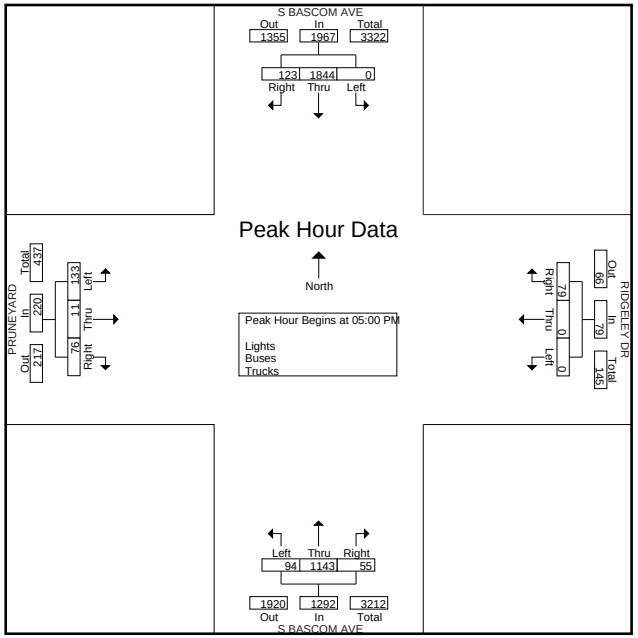
	S BASCOM AVE Southbound					RIDGELEY DR Westbound					S BASCOM AVE Northbound					PRUNEYARD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	26	363	0	0	389	11	0	0	3	14	5	252	25	9	291	9	0	38	3	50	744
04:15 PM	22	424	0	0	446	12	0	0	4	16	15	301	17	4	337	10	4	32	3	49	848
04:30 PM	32	421	0	0	453	16	0	0	2	18	12	264	27	1	304	8	2	34	3	47	822
04:45 PM	30	451	0	0	481	16	0	0	2	18	17	263	30	1	311	14	0	35	11	60	870
Total	110	1659	0	0	1769	55	0	0	11	66	49	1080	99	15	1243	41	6	139	20	206	3284
05:00 PM	32	437	0	0	469	17	0	0	8	25	9	265	32	2	308	29	6	42	3	80	882
05:15 PM	32	502	0	0	534	22	0	0	1	23	19	320	14	3	356	8	3	34	6	51	964
05:30 PM	32	408	0	0	440	26	0	0	1	27	17	277	29	6	329	24	1	37	8	70	866
05:45 PM	27	497	0	0	524	14	0	0	0	14	10	281	19	2	312	15	1	20	6	42	892
Total	123	1844	0	0	1967	79	0	0	10	89	55	1143	94	13	1305	76	11	133	23	243	3604
Grand Total	233	3503	0	0	3736	134	0	0	21	155	104	2223	193	28	2548	117	17	272	43	449	6888
Apprch %	6.2	93.8	0	0		86.5	0	0	13.5		4.1	87.2	7.6	1.1		26.1	3.8	60.6	9.6		
Total %	3.4	50.9	0	0	54.2	1.9	0	0	0.3	2.3	1.5	32.3	2.8	0.4	37	1.7	0.2	3.9	0.6	6.5	
Lights	233	3483	0	0	3716	132	0	0	21	153	104	2203	193	28	2528	117	17	270	43	447	6844
% Lights	100	99.4	0	0	99.5	98.5	0	0	100	98.7	100	99.1	100	100	99.2	100	100	99.3	100	99.6	99.4
Buses	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0.2
Trucks	0	14	0	0	14	2	0	0	0	2	0	12	0	0	12	0	0	2	0	2	30
% Trucks	0	0.4	0	0	0.4	1.5	0	0	0	1.3	0	0.5	0	0	0.5	0	0	0.7	0	0.4	0.4

	S BASCOM AVE Southbound				RIDGELEY DR Westbound				S BASCOM AVE Northbound				PRUNEYARD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**32**	437	0	469	17	0	0	17	9	265	**32**	306	**29**	**6**	**42**	**77**	869
05:15 PM	32	**502**	0	**534**	22	0	0	22	**19**	**320**	14	**353**	8	3	34	45	**954**
05:30 PM	32	408	0	440	**26**	0	0	**26**	17	277	29	323	24	1	37	62	851
05:45 PM	27	497	0	524	14	0	0	14	10	281	19	310	15	1	20	36	884
Total Volume	123	1844	0	1967	79	0	0	79	55	1143	94	1292	76	11	133	220	3558
% App. Total	6.3	93.7	0		100	0	0		4.3	88.5	7.3		34.5	5	60.5		
PHF	.961	.918	.000	.921	.760	.000	.000	.760	.724	.893	.734	.915	.655	.458	.792	.714	.932

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 16PM FINAL
Site Code : 00000016
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 15AM FINAL
Site Code : 00000015
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

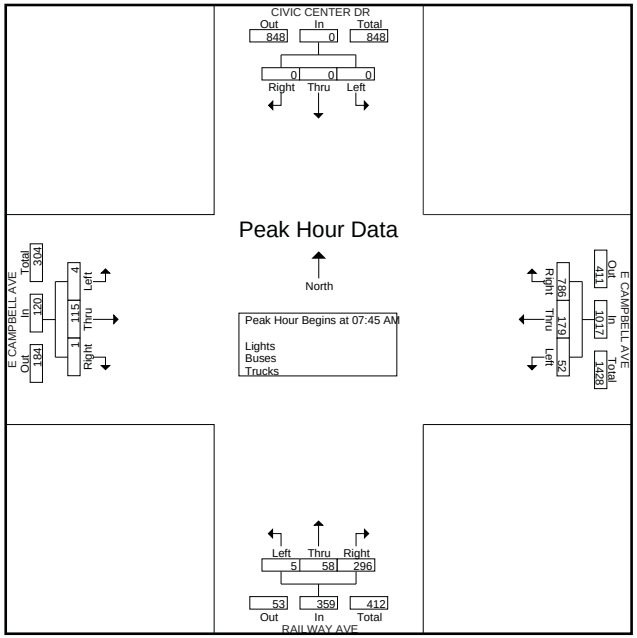
	CIVIC CENTER DR Southbound					E CAMPBELL AVE Westbound					RAILWAY AVE Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	119	19	2	0	140	36	18	1	7	62	0	25	2	0	27	229
07:15 AM	0	0	0	0	0	158	30	5	1	194	35	20	0	2	57	0	11	1	0	12	263
07:30 AM	0	0	0	0	0	201	29	15	1	246	43	10	2	4	59	0	19	0	0	19	324
07:45 AM	0	0	0	0	0	228	41	20	0	289	71	8	0	5	84	0	25	0	0	25	398
Total	0	0	0	0	0	706	119	42	2	869	185	56	3	18	262	0	80	3	0	83	1214
08:00 AM	0	0	0	0	0	194	52	18	2	266	73	15	2	11	101	0	24	1	0	25	392
08:15 AM	0	0	0	0	0	185	42	5	0	232	79	18	2	3	102	0	35	2	0	37	371
08:30 AM	0	0	0	0	0	179	44	9	1	233	73	17	1	2	93	1	31	1	0	33	359
08:45 AM	0	0	0	0	0	141	48	7	1	197	107	6	0	7	120	0	31	6	1	38	355
Total	0	0	0	0	0	699	186	39	4	928	332	56	5	23	416	1	121	10	1	133	1477
Grand Total	0	0	0	0	0	1405	305	81	6	1797	517	112	8	41	678	1	201	13	1	216	2691
Apprch %	0	0	0	0		78.2	17	4.5	0.3		76.3	16.5	1.2	6		0.5	93.1	6	0.5		
Total %	0	0	0	0	0	52.2	11.3	3	0.2	66.8	19.2	4.2	0.3	1.5	25.2	0	7.5	0.5	0	8	
Lights	0	0	0	0	0	1381	299	79	6	1765	508	104	8	41	661	1	196	13	1	211	2637
% Lights	0	0	0	0	0	98.3	98	97.5	100	98.2	98.3	92.9	100	100	97.5	100	97.5	100	100	97.7	98
Buses	0	0	0	0	0	16	1	0	0	17	6	1	0	0	7	0	1	0	0	1	25
% Buses	0	0	0	0	0	1.1	0.3	0	0	0.9	1.2	0.9	0	0	1	0	0.5	0	0	0.5	0.9
Trucks	0	0	0	0	0	8	5	2	0	15	3	7	0	0	10	0	4	0	0	4	29
% Trucks	0	0	0	0	0	0.6	1.6	2.5	0	0.8	0.6	6.2	0	0	1.5	0	2	0	0	1.9	1.1

	CIVIC CENTER DR Southbound				E CAMPBELL AVE Westbound				RAILWAY AVE Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**228**	41	**20**	**289**	71	8	0	79	0	25	0	25	**393**
08:00 AM	0	0	0	0	194	**52**	18	264	73	15	**2**	90	0	24	1	25	379
08:15 AM	0	0	0	0	185	42	5	232	**79**	**18**	2	**99**	0	**35**	**2**	**37**	368
08:30 AM	0	0	0	0	179	44	9	232	73	17	1	91	**1**	31	1	33	356
Total Volume	0	0	0	0	786	179	52	1017	296	58	5	359	1	115	4	120	1496
% App. Total	0	0	0		77.3	17.6	5.1		82.5	16.2	1.4		0.8	95.8	3.3		
PHF	.000	.000	.000	.000	.862	.861	.650	.880	.937	.806	.625	.907	.250	.821	.500	.811	.952

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 15AM FINAL
Site Code : 00000015
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 15PM FINAL
Site Code : 00000015
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

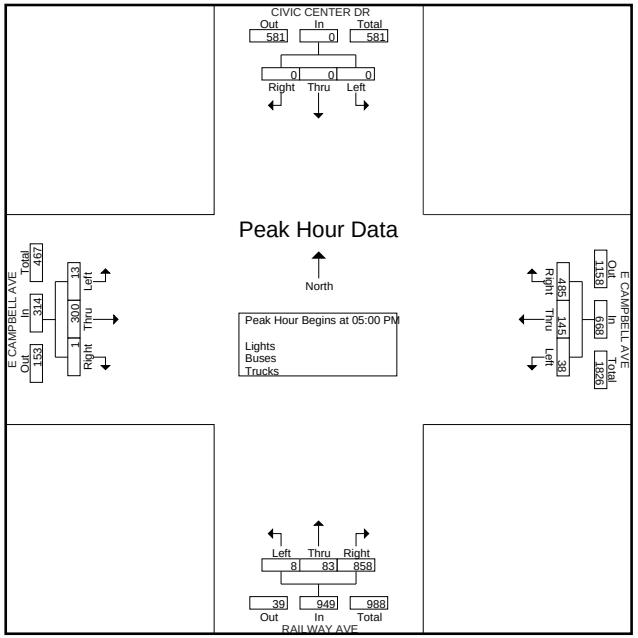
	CIVIC CENTER DR Southbound					E CAMPBELL AVE Westbound					RAILWAY AVE Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	111	28	13	2	154	139	20	4	4	167	1	65	3	1	70	391
04:15 PM	0	0	0	1	1	102	29	11	0	142	151	20	3	3	177	1	88	2	1	92	412
04:30 PM	0	0	0	1	1	145	32	11	1	189	179	12	2	4	197	0	67	3	0	70	457
04:45 PM	0	0	0	0	0	109	33	8	2	152	168	13	3	5	189	1	81	3	0	85	426
Total	0	0	0	2	2	467	122	43	5	637	637	65	12	16	730	3	301	11	2	317	1686
05:00 PM	0	0	0	4	4	125	29	3	4	161	216	22	4	5	247	0	83	6	5	94	506
05:15 PM	0	0	0	0	0	117	28	10	3	158	221	31	2	4	258	0	68	2	0	70	486
05:30 PM	0	0	0	0	0	126	39	11	0	176	226	16	0	5	247	0	86	2	0	88	511
05:45 PM	0	0	0	3	3	117	49	14	3	183	195	14	2	12	223	1	63	3	0	67	476
Total	0	0	0	7	7	485	145	38	10	678	858	83	8	26	975	1	300	13	5	319	1979
Grand Total	0	0	0	9	9	952	267	81	15	1315	1495	148	20	42	1705	4	601	24	7	636	3665
Apprch %	0	0	0	100		72.4	20.3	6.2	1.1		87.7	8.7	1.2	2.5		0.6	94.5	3.8	1.1		
Total %	0	0	0	0.2	0.2	26	7.3	2.2	0.4	35.9	40.8	4	0.5	1.1	46.5	0.1	16.4	0.7	0.2	17.4	
Lights	0	0	0	9	9	941	266	81	15	1303	1488	146	20	42	1696	4	593	24	7	628	3636
% Lights	0	0	0	100	100	98.8	99.6	100	100	99.1	99.5	98.6	100	100	99.5	100	98.7	100	100	98.7	99.2
Buses	0	0	0	0	0	5	1	0	0	6	4	0	0	0	4	0	0	0	0	0	10
% Buses	0	0	0	0	0	0.5	0.4	0	0	0.5	0.3	0	0	0	0.2	0	0	0	0	0	0.3
Trucks	0	0	0	0	0	6	0	0	0	6	3	2	0	0	5	0	8	0	0	8	19
% Trucks	0	0	0	0	0	0.6	0	0	0	0.5	0.2	1.4	0	0	0.3	0	1.3	0	0	1.3	0.5

	CIVIC CENTER DR Southbound				E CAMPBELL AVE Westbound				RAILWAY AVE Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	125	29	3	157	216	22	**4**	242	0	83	**6**	**89**	488
05:15 PM	0	0	0	0	117	28	10	155	221	**31**	2	**254**	0	68	2	70	479
05:30 PM	0	0	0	0	**126**	39	11	176	**226**	16	0	242	0	**86**	2	88	**506**
05:45 PM	0	0	0	0	117	**49**	**14**	**180**	195	14	2	211	**1**	63	3	67	458
Total Volume	0	0	0	0	485	145	38	668	858	83	8	949	1	300	13	314	1931
% App. Total	0	0	0		72.6	21.7	5.7		90.4	8.7	0.8		0.3	95.5	4.1		
PHF	.000	.000	.000	.000	.962	.740	.679	.928	.949	.669	.500	.934	.250	.872	.542	.882	.954

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 15PM FINAL
Site Code : 00000015
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 14AM FINAL
Site Code : 00000014
Start Date : 12/8/2015
Page No : 1

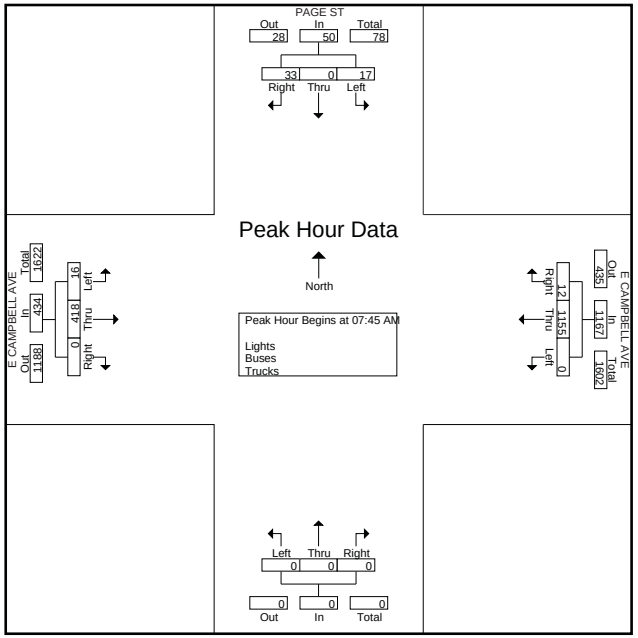
Groups Printed- Lights - Buses - Trucks

	PAGE ST Southbound					E CAMPBELL AVE Westbound					Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	11	0	0	2	13	1	147	0	0	148	0	0	0	0	0	0	55	2	0	57	218
07:15 AM	12	0	6	3	21	1	198	0	0	199	0	0	0	0	0	0	46	1	0	47	267
07:30 AM	4	0	5	3	12	0	262	0	0	262	0	0	0	0	0	0	53	4	0	57	331
07:45 AM	11	0	3	6	20	2	341	0	0	343	0	0	0	0	0	0	106	4	0	110	473
Total	38	0	14	14	66	4	948	0	0	952	0	0	0	0	0	0	260	11	0	271	1289
08:00 AM	10	0	2	1	13	1	290	0	0	291	0	0	0	0	0	0	104	2	0	106	410
08:15 AM	8	0	7	1	16	6	271	0	0	277	0	0	0	0	0	0	112	6	0	118	411
08:30 AM	4	0	5	8	17	3	253	0	0	256	0	0	0	0	0	0	96	4	0	100	373
08:45 AM	2	0	2	4	8	2	220	0	1	223	0	0	0	0	0	0	141	4	0	145	376
Total	24	0	16	14	54	12	1034	0	1	1047	0	0	0	0	0	0	453	16	0	469	1570
Grand Total	62	0	30	28	120	16	1982	0	1	1999	0	0	0	0	0	0	713	27	0	740	2859
Apprch %	51.7	0	25	23.3		0.8	99.1	0	0.1		0	0	0	0		0	96.4	3.6	0		
Total %	2.2	0	1	1	4.2	0.6	69.3	0	0	69.9	0	0	0	0	0	0	24.9	0.9	0	25.9	
Lights	62	0	29	28	119	16	1944	0	1	1961	0	0	0	0	0	0	686	27	0	713	2793
% Lights	100	0	96.7	100	99.2	100	98.1	0	100	98.1	0	0	0	0	0	0	96.2	100	0	96.4	97.7
Buses	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	6	0	0	6	24
% Buses	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	0	0.8	0	0	0.8	0.8
Trucks	0	0	1	0	1	0	20	0	0	20	0	0	0	0	0	0	21	0	0	21	42
% Trucks	0	0	3.3	0	0.8	0	1	0	0	1	0	0	0	0	0	0	2.9	0	0	2.8	1.5

	PAGE ST Southbound				E CAMPBELL AVE Westbound				Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**11**	0	3	14	2	**341**	0	**343**	0	0	0	0	0	106	4	110	**467**
08:00 AM	10	0	2	12	1	290	0	291	0	0	0	0	0	104	2	106	409
08:15 AM	8	0	**7**	**15**	**6**	271	0	277	0	0	0	0	0	**112**	**6**	**118**	410
08:30 AM	4	0	5	9	3	253	0	256	0	0	0	0	0	96	4	100	365
Total Volume	33	0	17	50	12	1155	0	1167	0	0	0	0	0	418	16	434	1651
% App. Total	66	0	34		1	99	0		0	0	0		0	96.3	3.7		
PHF	.750	.000	.607	.833	.500	.847	.000	.851	.000	.000	.000	.000	.000	.933	.667	.919	.884

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 14AM FINAL
Site Code : 00000014
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 14PM FINAL
Site Code : 00000014
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

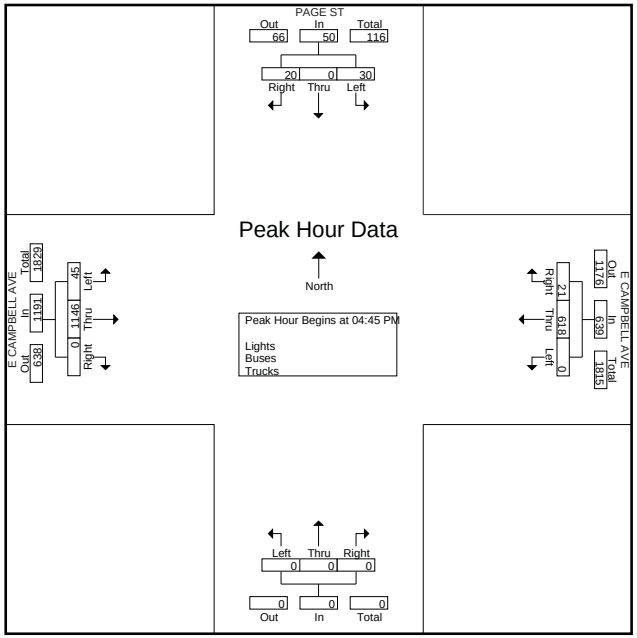
	PAGE ST Southbound					E CAMPBELL AVE Westbound					Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	0	6	2	13	9	161	0	0	170	0	0	0	0	0	0	214	10	1	225	408
04:15 PM	1	0	8	3	12	6	174	0	0	180	0	0	0	0	0	0	228	8	0	236	428
04:30 PM	2	0	7	3	12	4	177	0	0	181	0	0	0	0	0	0	251	8	0	259	452
04:45 PM	6	0	3	1	10	3	167	0	0	170	0	0	0	0	0	0	261	8	0	269	449
Total	14	0	24	9	47	22	679	0	0	701	0	0	0	0	0	0	954	34	1	989	1737
05:00 PM	5	0	7	4	16	3	140	0	1	144	0	0	0	0	0	0	296	8	0	304	464
05:15 PM	6	0	10	7	23	6	160	0	0	166	0	0	0	0	0	0	270	11	0	281	470
05:30 PM	3	0	10	3	16	9	151	0	0	160	0	0	0	0	0	0	319	18	0	337	513
05:45 PM	6	0	12	6	24	3	150	0	0	153	0	0	0	0	0	0	236	14	0	250	427
Total	20	0	39	20	79	21	601	0	1	623	0	0	0	0	0	0	1121	51	0	1172	1874
Grand Total	34	0	63	29	126	43	1280	0	1	1324	0	0	0	0	0	0	2075	85	1	2161	3611
Apprch %	27	0	50	23		3.2	96.7	0	0.1		0	0	0	0		0	96	3.9	0		
Total %	0.9	0	1.7	0.8	3.5	1.2	35.4	0	0	36.7	0	0	0	0	0	0	57.5	2.4	0	59.8	
Lights	34	0	62	29	125	43	1270	0	1	1314	0	0	0	0	0	0	2059	85	1	2145	3584
% Lights	100	0	98.4	100	99.2	100	99.2	0	100	99.2	0	0	0	0	0	0	99.2	100	100	99.3	99.3
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.2
Trucks	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	12	0	0	12	18
% Trucks	0	0	1.6	0	0.8	0	0.4	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.6	0.5

	PAGE ST Southbound				E CAMPBELL AVE Westbound				Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**6**	0	3	9	3	**167**	0	**170**	0	0	0	0	0	261	8	269	448
05:00 PM	5	0	7	12	3	140	0	143	0	0	0	0	0	296	8	304	459
05:15 PM	6	0	**10**	**16**	6	160	0	166	0	0	0	0	0	270	11	281	463
05:30 PM	3	0	10	13	**9**	151	0	160	0	0	0	0	0	**319**	**18**	**337**	**510**
Total Volume	20	0	30	50	21	618	0	639	0	0	0	0	0	1146	45	1191	1880
% App. Total	40	0	60		3.3	96.7	0		0	0	0		0	96.2	3.8		
PHF	.833	.000	.750	.781	.583	.925	.000	.940	.000	.000	.000	.000	.000	.898	.625	.884	.922

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 14PM FINAL
Site Code : 00000014
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 13AM FINAL
Site Code : 00000013
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

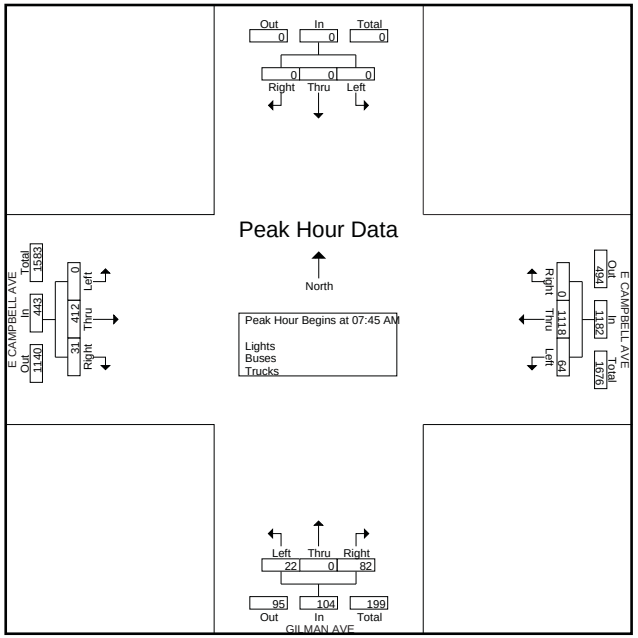
	Southbound					E CAMPBELL AVE Westbound					GILMAN AVE Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	141	16	2	159	6	0	10	7	23	8	49	0	0	57	239
07:15 AM	0	0	0	0	0	0	193	15	1	209	7	0	8	3	18	3	49	0	0	52	279
07:30 AM	0	0	0	0	0	0	260	11	3	274	11	0	4	5	20	3	56	0	0	59	353
07:45 AM	0	0	0	0	0	0	338	6	4	348	22	0	4	6	32	6	104	0	0	110	490
Total	0	0	0	0	0	0	932	48	10	990	46	0	26	21	93	20	258	0	0	278	1361
08:00 AM	0	0	0	0	0	0	279	12	5	296	25	0	8	10	43	5	103	0	0	108	447
08:15 AM	0	0	0	0	0	0	260	22	0	282	23	0	8	4	35	11	109	0	0	120	437
08:30 AM	0	0	0	0	0	0	241	24	3	268	12	0	2	6	20	9	96	0	0	105	393
08:45 AM	0	0	0	0	0	0	222	11	6	239	23	0	6	7	36	7	133	0	0	140	415
Total	0	0	0	0	0	0	1002	69	14	1085	83	0	24	27	134	32	441	0	0	473	1692
Grand Total	0	0	0	0	0	0	1934	117	24	2075	129	0	50	48	227	52	699	0	0	751	3053
Apprch %	0	0	0	0		0	93.2	5.6	1.2		56.8	0	22	21.1		6.9	93.1	0	0		
Total %	0	0	0	0	0	0	63.3	3.8	0.8	68	4.2	0	1.6	1.6	7.4	1.7	22.9	0	0	24.6	
Lights	0	0	0	0	0	0	1902	117	24	2043	125	0	48	48	221	52	680	0	0	732	2996
% Lights	0	0	0	0	0	0	98.3	100	100	98.5	96.9	0	96	100	97.4	100	97.3	0	0	97.5	98.1
Buses	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	5	0	0	5	21
% Buses	0	0	0	0	0	0	0.8	0	0	0.8	0	0	0	0	0	0	0.7	0	0	0.7	0.7
Trucks	0	0	0	0	0	0	16	0	0	16	4	0	2	0	6	0	14	0	0	14	36
% Trucks	0	0	0	0	0	0	0.8	0	0	0.8	3.1	0	4	0	2.6	0	2	0	0	1.9	1.2

	Southbound				E CAMPBELL AVE Westbound				GILMAN AVE Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**338**	6	**344**	22	0	4	26	6	104	0	110	**480**
08:00 AM	0	0	0	0	0	279	12	291	**25**	0	**8**	**33**	5	103	0	108	432
08:15 AM	0	0	0	0	0	260	22	282	23	0	8	31	**11**	**109**	0	**120**	433
08:30 AM	0	0	0	0	0	241	**24**	265	12	0	2	14	9	96	0	105	384
Total Volume	0	0	0	0	0	1118	64	1182	82	0	22	104	31	412	0	443	1729
% App. Total	0	0	0		0	94.6	5.4		78.8	0	21.2		7	93	0		
PHF	.000	.000	.000	.000	.000	.827	.667	.859	.820	.000	.688	.788	.705	.945	.000	.923	.901

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 13AM FINAL
Site Code : 00000013
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 13PM FINAL
Site Code : 00000013
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

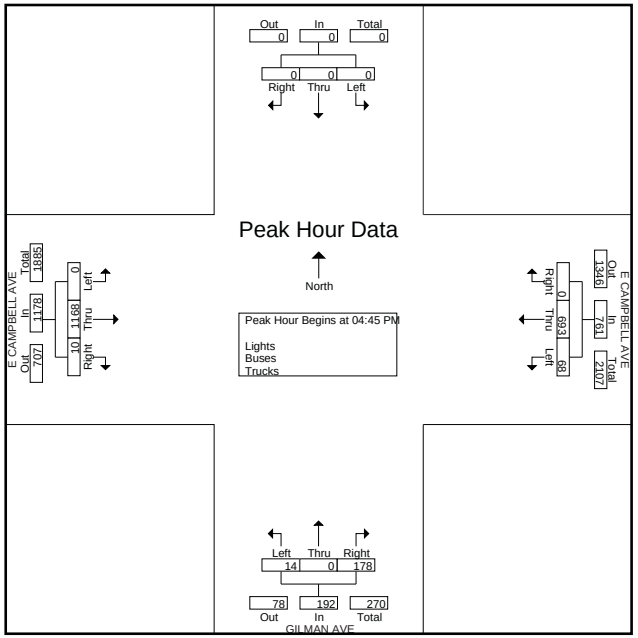
	Southbound					E CAMPBELL AVE Westbound					GILMAN AVE Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	153	8	1	162	29	0	7	3	39	2	216	0	0	218	419
04:15 PM	0	0	0	0	0	0	173	19	4	196	26	0	8	10	44	6	230	0	0	236	476
04:30 PM	0	0	0	0	0	0	178	7	5	190	34	0	9	4	47	6	248	0	0	254	491
04:45 PM	0	0	0	0	0	0	162	15	6	183	42	0	4	12	58	4	257	0	0	261	502
Total	0	0	0	0	0	0	666	49	16	731	131	0	28	29	188	18	951	0	0	969	1888
05:00 PM	0	0	0	0	0	0	167	14	2	183	45	0	5	6	56	3	308	0	0	311	550
05:15 PM	0	0	0	0	0	0	177	20	0	197	43	0	4	9	56	1	275	0	0	276	529
05:30 PM	0	0	0	0	0	0	187	19	7	213	48	0	1	8	57	2	328	0	0	330	600
05:45 PM	0	0	0	0	0	0	162	13	3	178	37	0	7	16	60	4	245	0	0	249	487
Total	0	0	0	0	0	0	693	66	12	771	173	0	17	39	229	10	1156	0	0	1166	2166
Grand Total	0	0	0	0	0	0	1359	115	28	1502	304	0	45	68	417	28	2107	0	0	2135	4054
Apprch %	0	0	0	0		0	90.5	7.7	1.9		72.9	0	10.8	16.3		1.3	98.7	0	0		
Total %	0	0	0	0	0	0	33.5	2.8	0.7	37	7.5	0	1.1	1.7	10.3	0.7	52	0	0	52.7	
Lights	0	0	0	0	0	0	1348	114	28	1490	304	0	45	68	417	28	2089	0	0	2117	4024
% Lights	0	0	0	0	0	0	99.2	99.1	100	99.2	100	0	100	100	100	100	99.1	0	0	99.2	99.3
Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.2
Trucks	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	14	0	0	14	20
% Trucks	0	0	0	0	0	0	0.4	0.9	0	0.4	0	0	0	0	0	0	0.7	0	0	0.7	0.5

	Southbound				E CAMPBELL AVE Westbound				GILMAN AVE Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	162	15	177	42	0	4	46	**4**	257	0	261	484
05:00 PM	0	0	0	0	0	167	14	181	45	0	**5**	**50**	3	308	0	311	542
05:15 PM	0	0	0	0	0	177	**20**	197	43	0	4	47	1	275	0	276	520
05:30 PM	0	0	0	0	0	**187**	19	**206**	**48**	0	1	49	2	**328**	0	**330**	**585**
Total Volume	0	0	0	0	0	693	68	761	178	0	14	192	10	1168	0	1178	2131
% App. Total	0	0	0		0	91.1	8.9		92.7	0	7.3		0.8	99.2	0		
PHF	.000	.000	.000	.000	.000	.926	.850	.924	.927	.000	.700	.960	.625	.890	.000	.892	.911

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 13PM FINAL
Site Code : 00000013
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 8AM FINAL
Site Code : 00000008
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

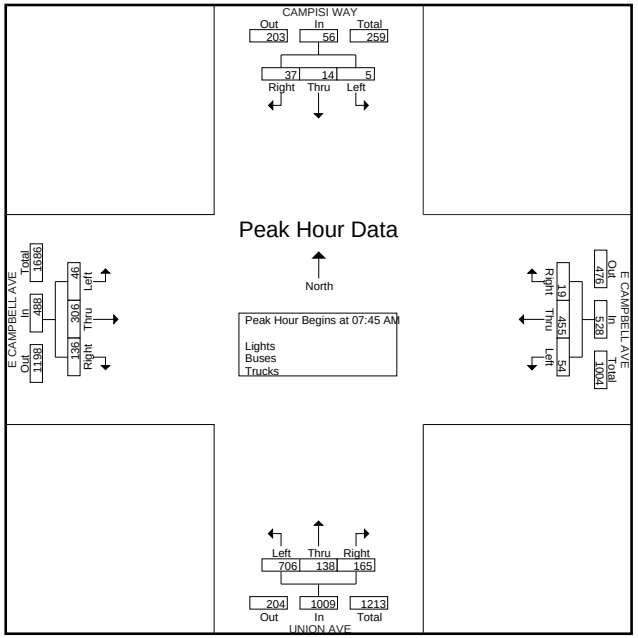
	CAMPISI WAY Southbound					E CAMPBELL AVE Westbound					UNION AVE Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	4	0	0	8	3	51	15	0	69	55	17	102	2	176	10	36	2	0	48	301
07:15 AM	1	3	2	0	6	5	63	18	3	89	40	23	135	6	204	27	31	7	0	65	364
07:30 AM	11	6	5	0	22	5	93	8	4	110	55	18	154	1	228	27	36	10	0	73	433
07:45 AM	4	6	2	4	16	3	136	8	6	153	49	38	204	6	297	36	81	11	0	128	594
Total	20	19	9	4	52	16	343	49	13	421	199	96	595	15	905	100	184	30	0	314	1692
08:00 AM	11	4	1	2	18	1	122	14	9	146	32	39	161	18	250	33	79	10	0	122	536
08:15 AM	9	3	0	0	12	8	113	16	3	140	41	32	170	3	246	39	81	13	0	133	531
08:30 AM	13	1	2	0	16	7	84	16	2	109	43	29	171	4	247	28	65	12	0	105	477
08:45 AM	11	5	0	0	16	6	86	11	10	113	49	21	131	5	206	43	91	20	0	154	489
Total	44	13	3	2	62	22	405	57	24	508	165	121	633	30	949	143	316	55	0	514	2033
Grand Total	64	32	12	6	114	38	748	106	37	929	364	217	1228	45	1854	243	500	85	0	828	3725
Apprch %	56.1	28.1	10.5	5.3		4.1	80.5	11.4	4		19.6	11.7	66.2	2.4		29.3	60.4	10.3	0		
Total %	1.7	0.9	0.3	0.2	3.1	1	20.1	2.8	1	24.9	9.8	5.8	33	1.2	49.8	6.5	13.4	2.3	0	22.2	
Lights	62	32	12	6	112	35	728	104	37	904	352	217	1214	45	1828	237	486	84	0	807	3651
% Lights	96.9	100	100	100	98.2	92.1	97.3	98.1	100	97.3	96.7	100	98.9	100	98.6	97.5	97.2	98.8	0	97.5	98
Buses	0	0	0	0	0	0	13	1	0	14	0	0	4	0	4	1	5	0	0	6	24
% Buses	0	0	0	0	0	0	1.7	0.9	0	1.5	0	0	0.3	0	0.2	0.4	1	0	0	0.7	0.6
Trucks	2	0	0	0	2	3	7	1	0	11	12	0	10	0	22	5	9	1	0	15	50
% Trucks	3.1	0	0	0	1.8	7.9	0.9	0.9	0	1.2	3.3	0	0.8	0	1.2	2.1	1.8	1.2	0	1.8	1.3

	CAMPISI WAY Southbound				E CAMPBELL AVE Westbound				UNION AVE Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	**6**	**2**	12	3	**136**	8	**147**	**49**	38	**204**	**291**	36	**81**	11	128	**578**
08:00 AM	11	4	1	**16**	1	122	14	137	32	**39**	161	232	33	79	10	122	507
08:15 AM	9	3	0	12	**8**	113	**16**	137	41	32	170	243	**39**	81	**13**	**133**	525
08:30 AM	**13**	1	2	16	7	84	16	107	43	29	171	243	28	65	12	105	471
Total Volume	37	14	5	56	19	455	54	528	165	138	706	1009	136	306	46	488	2081
% App. Total	66.1	25	8.9		3.6	86.2	10.2		16.4	13.7	70		27.9	62.7	9.4		
PHF	.712	.583	.625	.875	.594	.836	.844	.898	.842	.885	.865	.867	.872	.944	.885	.917	.900

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 8AM FINAL
Site Code : 00000008
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 8PM FINAL
Site Code : 00000008
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

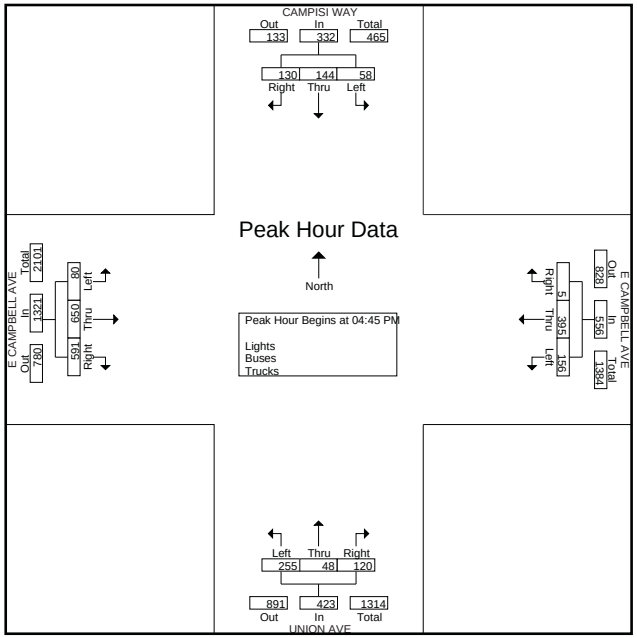
	CAMPISI WAY Southbound					E CAMPBELL AVE Westbound					UNION AVE Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	16	18	10	0	44	3	89	23	5	120	20	11	58	2	91	111	123	17	0	251	506
04:15 PM	34	25	11	0	70	2	92	22	6	122	37	15	72	7	131	113	118	19	0	250	573
04:30 PM	31	24	7	0	62	2	95	28	7	132	38	14	63	5	120	137	150	14	0	301	615
04:45 PM	29	32	14	0	75	3	106	32	8	149	33	15	61	10	119	136	135	15	0	286	629
Total	110	99	42	0	251	10	382	105	26	523	128	55	254	24	461	497	526	65	0	1088	2323
05:00 PM	31	40	18	0	89	0	89	42	5	136	30	8	53	0	91	156	173	21	0	350	666
05:15 PM	37	37	19	2	95	1	98	39	12	150	36	13	77	0	126	140	161	21	0	322	693
05:30 PM	33	35	7	1	76	1	102	43	8	154	21	12	64	0	97	159	181	23	0	363	690
05:45 PM	25	28	5	1	59	0	110	33	7	150	26	12	50	0	88	136	139	32	0	307	604
Total	126	140	49	4	319	2	399	157	32	590	113	45	244	0	402	591	654	97	0	1342	2653
Grand Total	236	239	91	4	570	12	781	262	58	1113	241	100	498	24	863	1088	1180	162	0	2430	4976
Apprch %	41.4	41.9	16	0.7		1.1	70.2	23.5	5.2		27.9	11.6	57.7	2.8		44.8	48.6	6.7	0		
Total %	4.7	4.8	1.8	0.1	11.5	0.2	15.7	5.3	1.2	22.4	4.8	2	10	0.5	17.3	21.9	23.7	3.3	0	48.8	
Lights	236	239	90	4	569	12	773	257	58	1100	236	100	494	24	854	1079	1171	162	0	2412	4935
% Lights	100	100	98.9	100	99.8	100	99	98.1	100	98.8	97.9	100	99.2	100	99	99.2	99.2	100	0	99.3	99.2
Buses	0	0	1	0	1	0	6	0	0	6	0	0	1	0	1	0	5	0	0	5	13
% Buses	0	0	1.1	0	0.2	0	0.8	0	0	0.5	0	0	0.2	0	0.1	0	0.4	0	0	0.2	0.3
Trucks	0	0	0	0	0	0	2	5	0	7	5	0	3	0	8	9	4	0	0	13	28
% Trucks	0	0	0	0	0	0	0.3	1.9	0	0.6	2.1	0	0.6	0	0.9	0.8	0.3	0	0	0.5	0.6

	CAMPISI WAY Southbound				E CAMPBELL AVE Westbound				UNION AVE Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	29	32	14	75	**3**	**106**	32	141	33	**15**	61	109	136	135	15	286	611
05:00 PM	31	**40**	18	89	0	89	42	131	30	8	53	91	156	173	21	350	661
05:15 PM	**37**	37	**19**	**93**	1	98	39	138	**36**	13	**77**	**126**	140	161	21	322	679
05:30 PM	33	35	7	75	1	102	**43**	**146**	21	12	64	97	**159**	**181**	**23**	**363**	**681**
Total Volume	130	144	58	332	5	395	156	556	120	48	255	423	591	650	80	1321	2632
% App. Total	39.2	43.4	17.5		0.9	71	28.1		28.4	11.3	60.3		44.7	49.2	6.1		
PHF	.878	.900	.763	.892	.417	.932	.907	.952	.833	.800	.828	.839	.929	.898	.870	.910	.966

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 8PM FINAL
Site Code : 00000008
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 7AM FINAL
Site Code : 00000007
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

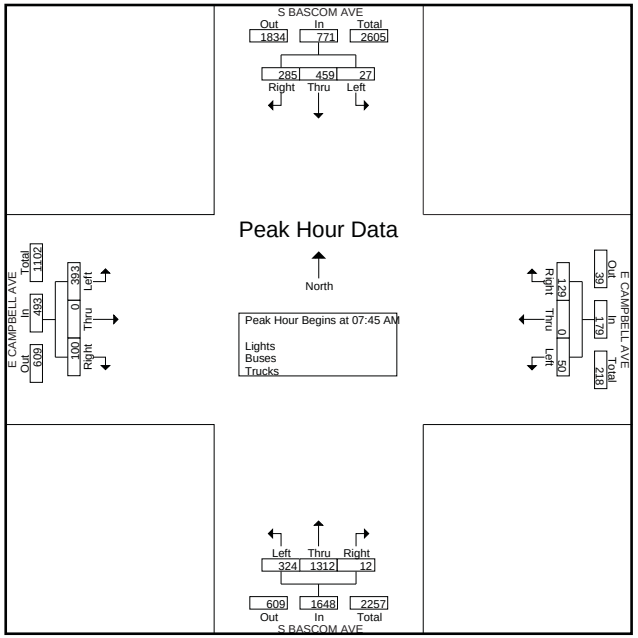
	S BASCOM AVE Southbound					E CAMPBELL AVE Westbound					S BASCOM AVE Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	47	65	8	0	120	16	0	11	4	31	1	177	35	2	215	9	0	83	1	93	459
07:15 AM	48	82	3	0	133	18	0	5	1	24	1	208	37	4	250	9	0	66	1	76	483
07:30 AM	45	92	1	0	138	29	0	9	1	39	1	305	65	0	371	12	0	90	1	103	651
07:45 AM	72	107	6	0	185	34	0	13	2	49	1	316	95	6	418	24	0	113	1	138	790
Total	212	346	18	0	576	97	0	38	8	143	4	1006	232	12	1254	54	0	352	4	410	2383
08:00 AM	90	116	5	0	211	26	0	10	8	44	5	289	70	0	364	26	0	96	0	122	741
08:15 AM	58	117	7	0	182	35	0	19	5	59	5	355	84	0	444	30	0	103	0	133	818
08:30 AM	65	119	9	0	193	34	0	8	0	42	1	352	75	0	428	20	0	81	0	101	764
08:45 AM	56	109	7	0	172	26	1	9	3	39	4	276	61	0	341	41	0	98	0	139	691
Total	269	461	28	0	758	121	1	46	16	184	15	1272	290	0	1577	117	0	378	0	495	3014
Grand Total	481	807	46	0	1334	218	1	84	24	327	19	2278	522	12	2831	171	0	730	4	905	5397
Apprch %	36.1	60.5	3.4	0		66.7	0.3	25.7	7.3		0.7	80.5	18.4	0.4		18.9	0	80.7	0.4		
Total %	8.9	15	0.9	0	24.7	4	0	1.6	0.4	6.1	0.4	42.2	9.7	0.2	52.5	3.2	0	13.5	0.1	16.8	
Lights	468	773	44	0	1285	213	1	84	24	322	18	2245	506	12	2781	161	0	712	4	877	5265
% Lights	97.3	95.8	95.7	0	96.3	97.7	100	100	100	98.5	94.7	98.6	96.9	100	98.2	94.2	0	97.5	100	96.9	97.6
Buses	5	17	1	0	23	2	0	0	0	2	0	10	9	0	19	5	0	2	0	7	51
% Buses	1	2.1	2.2	0	1.7	0.9	0	0	0	0.6	0	0.4	1.7	0	0.7	2.9	0	0.3	0	0.8	0.9
Trucks	8	17	1	0	26	3	0	0	0	3	1	23	7	0	31	5	0	16	0	21	81
% Trucks	1.7	2.1	2.2	0	1.9	1.4	0	0	0	0.9	5.3	1	1.3	0	1.1	2.9	0	2.2	0	2.3	1.5

	S BASCOM AVE Southbound				E CAMPBELL AVE Westbound				S BASCOM AVE Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	72	107	6	185	34	0	13	47	1	316	**95**	412	24	0	**113**	**137**	781
08:00 AM	**90**	116	5	**211**	26	0	10	36	**5**	289	70	364	26	0	96	122	733
08:15 AM	58	117	7	182	**35**	0	**19**	**54**	5	**355**	84	**444**	**30**	0	103	133	**813**
08:30 AM	65	**119**	**9**	193	34	0	8	42	1	352	75	428	20	0	81	101	764
Total Volume	285	459	27	771	129	0	50	179	12	1312	324	1648	100	0	393	493	3091
% App. Total	37	59.5	3.5		72.1	0	27.9		0.7	79.6	19.7		20.3	0	79.7		
PHF	.792	.964	.750	.914	.921	.000	.658	.829	.600	.924	.853	.928	.833	.000	.869	.900	.950

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 7AM FINAL
Site Code : 00000007
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 11AM FINAL
Site Code : 00000011
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

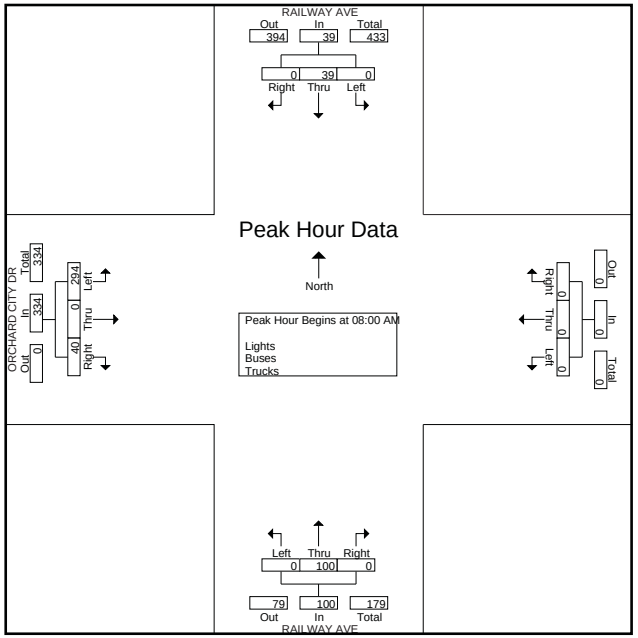
	RAILWAY AVE Southbound					Westbound					RAILWAY AVE Northbound					ORCHARD CITY DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	26	0	1	27	15	0	25	4	44	73
07:15 AM	0	6	0	1	7	0	0	0	0	0	0	20	0	2	22	14	0	32	5	51	80
07:30 AM	0	16	0	0	16	0	0	0	0	0	0	21	0	1	22	8	0	23	5	36	74
07:45 AM	0	20	0	0	20	0	0	0	0	0	0	28	0	1	29	10	0	62	1	73	122
Total	0	44	0	1	45	0	0	0	0	0	0	95	0	5	100	47	0	142	15	204	349
08:00 AM	0	18	0	0	18	0	0	0	0	0	0	21	0	2	23	8	0	67	3	78	119
08:15 AM	0	5	0	0	5	0	0	0	0	0	0	33	0	2	35	13	0	68	2	83	123
08:30 AM	0	10	0	0	10	0	0	0	0	0	0	22	0	2	24	8	0	67	0	75	109
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	24	0	1	25	11	0	92	2	105	136
Total	0	39	0	0	39	0	0	0	0	0	0	100	0	7	107	40	0	294	7	341	487
Grand Total	0	83	0	1	84	0	0	0	0	0	0	195	0	12	207	87	0	436	22	545	836
Apprch %	0	98.8	0	1.2		0	0	0	0		0	94.2	0	5.8		16	0	80	4		
Total %	0	9.9	0	0.1	10	0	0	0	0	0	0	23.3	0	1.4	24.8	10.4	0	52.2	2.6	65.2	
Lights	0	81	0	1	82	0	0	0	0	0	0	186	0	12	198	83	0	426	22	531	811
% Lights	0	97.6	0	100	97.6	0	0	0	0	0	0	95.4	0	100	95.7	95.4	0	97.7	100	97.4	97
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.6	0	1.3	0.8
Trucks	0	2	0	0	2	0	0	0	0	0	0	9	0	0	9	4	0	3	0	7	18
% Trucks	0	2.4	0	0	2.4	0	0	0	0	0	0	4.6	0	0	4.3	4.6	0	0.7	0	1.3	2.2

	RAILWAY AVE Southbound				Westbound				RAILWAY AVE Northbound				ORCHARD CITY DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**18**	0	**18**	0	0	0	0	0	21	0	21	8	0	67	75	114
08:15 AM	0	5	0	5	0	0	0	0	0	**33**	0	**33**	**13**	0	68	81	119
08:30 AM	0	10	0	10	0	0	0	0	0	22	0	22	8	0	67	75	107
08:45 AM	0	6	0	6	0	0	0	0	0	24	0	24	11	0	**92**	**103**	**133**
Total Volume	0	39	0	39	0	0	0	0	0	100	0	100	40	0	294	334	473
% App. Total	0	100	0		0	0	0		0	100	0		12	0	88		
PHF	.000	.542	.000	.542	.000	.000	.000	.000	.000	.758	.000	.758	.769	.000	.799	.811	.889

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 11AM FINAL
Site Code : 00000011
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 11PM FINAL
Site Code : 00000011
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

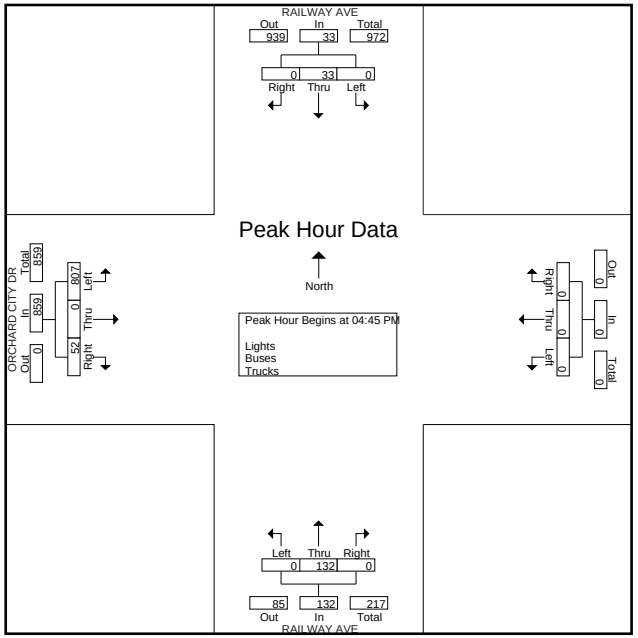
	RAILWAY AVE Southbound					Westbound					RAILWAY AVE Northbound					ORCHARD CITY DR Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	13	0	1	14	0	0	0	0	0	0	24	0	6	30	11	0	146	2	159	203
04:15 PM	0	10	1	0	11	0	0	0	0	0	0	32	0	3	35	20	0	141	2	163	209
04:30 PM	0	9	0	0	9	0	0	0	0	0	0	32	0	4	36	10	0	141	1	152	197
04:45 PM	0	10	0	1	11	0	0	0	0	0	0	30	0	3	33	13	0	177	1	191	235
Total	0	42	1	2	45	0	0	0	0	0	0	118	0	16	134	54	0	605	6	665	844
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	36	0	14	50	10	0	199	5	214	269
05:15 PM	0	8	0	0	8	0	0	0	0	0	0	35	0	9	44	13	0	204	0	217	269
05:30 PM	0	10	0	0	10	0	0	0	0	0	0	31	0	3	34	16	0	227	3	246	290
05:45 PM	0	13	0	0	13	0	0	0	0	0	0	24	0	4	28	8	0	174	3	185	226
Total	0	36	0	0	36	0	0	0	0	0	0	126	0	30	156	47	0	804	11	862	1054
Grand Total	0	78	1	2	81	0	0	0	0	0	0	244	0	46	290	101	0	1409	17	1527	1898
Apprch %	0	96.3	1.2	2.5		0	0	0	0		0	84.1	0	15.9		6.6	0	92.3	1.1		
Total %	0	4.1	0.1	0.1	4.3	0	0	0	0	0	0	12.9	0	2.4	15.3	5.3	0	74.2	0.9	80.5	
Lights	0	78	1	2	81	0	0	0	0	0	0	241	0	46	287	100	0	1403	17	1520	1888
% Lights	0	100	100	100	100	0	0	0	0	0	0	98.8	0	100	99	99	0	99.6	100	99.5	99.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0.3	0.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	6
% Trucks	0	0	0	0	0	0	0	0	0	0	0	1.2	0	0	1	1	0	0.1	0	0.2	0.3

	RAILWAY AVE Southbound				Westbound				RAILWAY AVE Northbound				ORCHARD CITY DR Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**10**	0	**10**	0	0	0	0	0	30	0	30	13	0	177	190	230
05:00 PM	0	5	0	5	0	0	0	0	0	**36**	0	**36**	10	0	199	209	250
05:15 PM	0	8	0	8	0	0	0	0	0	35	0	35	13	0	204	217	260
05:30 PM	0	10	0	10	0	0	0	0	0	31	0	31	**16**	0	**227**	**243**	**284**
Total Volume	0	33	0	33	0	0	0	0	0	132	0	132	52	0	807	859	1024
% App. Total	0	100	0		0	0	0		0	100	0		6.1	0	93.9		
PHF	.000	.825	.000	.825	.000	.000	.000	.000	.000	.917	.000	.917	.813	.000	.889	.884	.901

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 11PM FINAL
Site Code : 00000011
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 9AM FINAL
Site Code : 00000009
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

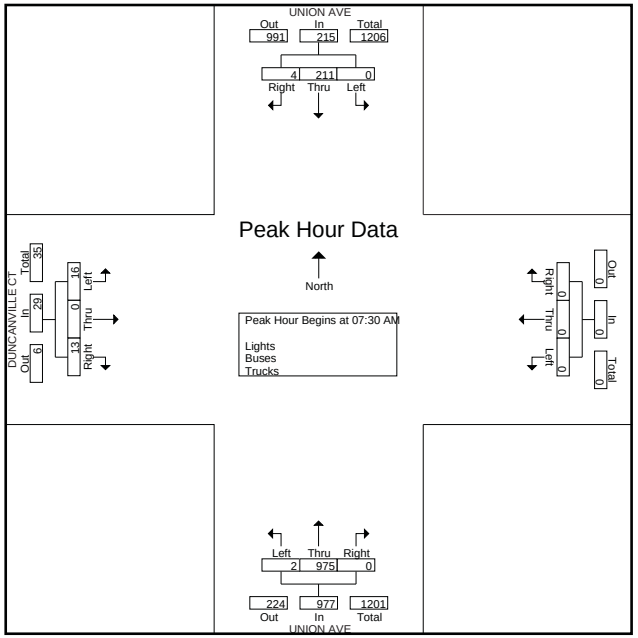
	UNION AVE Southbound					Westbound					UNION AVE Northbound					DUNCANVILLE CT Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	30	0	0	31	0	0	0	0	0	0	172	0	1	173	0	0	8	2	10	214
07:15 AM	4	45	0	0	49	0	0	0	0	0	0	196	4	3	203	0	0	5	3	8	260
07:30 AM	1	44	0	0	45	0	0	0	0	0	0	249	0	2	251	4	0	7	6	17	313
07:45 AM	2	57	0	0	59	0	0	0	0	0	0	263	0	2	265	1	0	3	6	10	334
Total	8	176	0	0	184	0	0	0	0	0	0	880	4	8	892	5	0	23	17	45	1121
08:00 AM	1	56	0	0	57	0	0	0	0	0	0	234	0	0	234	6	0	4	3	13	304
08:15 AM	0	54	0	0	54	0	0	0	0	0	0	229	2	1	232	2	0	2	6	10	296
08:30 AM	0	46	0	0	46	0	0	0	0	0	0	232	2	0	234	1	0	7	4	12	292
08:45 AM	2	55	0	0	57	0	0	0	0	0	0	189	0	7	196	0	0	4	9	13	266
Total	3	211	0	0	214	0	0	0	0	0	0	884	4	8	896	9	0	17	22	48	1158
Grand Total	11	387	0	0	398	0	0	0	0	0	0	1764	8	16	1788	14	0	40	39	93	2279
Apprch %	2.8	97.2	0	0		0	0	0	0		0	98.7	0.4	0.9		15.1	0	43	41.9		
Total %	0.5	17	0	0	17.5	0	0	0	0	0	0	77.4	0.4	0.7	78.5	0.6	0	1.8	1.7	4.1	
Lights	11	374	0	0	385	0	0	0	0	0	0	1744	8	16	1768	14	0	40	39	93	2246
% Lights	100	96.6	0	0	96.7	0	0	0	0	0	0	98.9	100	100	98.9	100	0	100	100	100	98.6
Buses	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Trucks	0	11	0	0	11	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	27
% Trucks	0	2.8	0	0	2.8	0	0	0	0	0	0	0.9	0	0	0.9	0	0	0	0	0	1.2

	UNION AVE Southbound				Westbound				UNION AVE Northbound				DUNCANVILLE CT Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	44	0	45	0	0	0	0	0	249	0	249	4	0	**7**	**11**	305
07:45 AM	**2**	**57**	0	**59**	0	0	0	0	0	**263**	0	**263**	1	0	3	4	**326**
08:00 AM	1	56	0	57	0	0	0	0	0	234	0	234	**6**	0	4	10	301
08:15 AM	0	54	0	54	0	0	0	0	0	229	**2**	231	2	0	2	4	289
Total Volume	4	211	0	215	0	0	0	0	0	975	2	977	13	0	16	29	1221
% App. Total	1.9	98.1	0		0	0	0		0	99.8	0.2		44.8	0	55.2		
PHF	.500	.925	.000	.911	.000	.000	.000	.000	.000	.927	.250	.929	.542	.000	.571	.659	.936

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 9AM FINAL
Site Code : 00000009
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 9PM FINAL
Site Code : 00000009
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

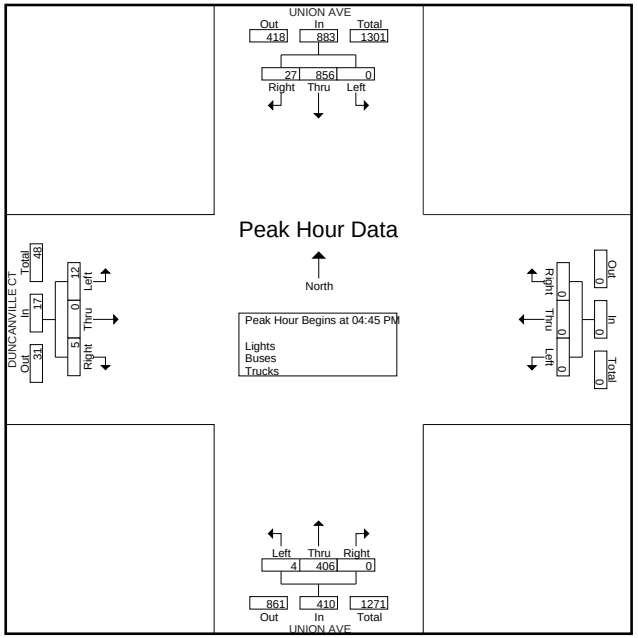
	UNION AVE Southbound					Westbound					UNION AVE Northbound					DUNCANVILLE CT Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	149	0	0	152	0	0	0	0	0	0	105	1	2	108	0	0	3	7	10	270
04:15 PM	4	159	0	0	163	0	0	0	0	0	0	114	0	0	114	1	0	1	2	4	281
04:30 PM	5	190	0	0	195	0	0	0	0	0	0	113	0	2	115	2	0	3	4	9	319
04:45 PM	5	188	0	0	193	0	0	0	0	0	0	103	2	2	107	0	0	1	5	6	306
Total	17	686	0	0	703	0	0	0	0	0	0	435	3	6	444	3	0	8	18	29	1176
05:00 PM	7	244	0	0	251	0	0	0	0	0	0	87	1	2	90	2	0	3	7	12	353
05:15 PM	6	204	0	0	210	0	0	0	0	0	0	117	1	4	122	1	0	3	9	13	345
05:30 PM	9	220	0	0	229	0	0	0	0	0	0	99	0	3	102	2	0	5	5	12	343
05:45 PM	6	192	0	0	198	0	0	0	0	0	0	89	1	4	94	2	0	1	10	13	305
Total	28	860	0	0	888	0	0	0	0	0	0	392	3	13	408	7	0	12	31	50	1346
Grand Total	45	1546	0	0	1591	0	0	0	0	0	0	827	6	19	852	10	0	20	49	79	2522
Apprch %	2.8	97.2	0	0		0	0	0	0		0	97.1	0.7	2.2		12.7	0	25.3	62		
Total %	1.8	61.3	0	0	63.1	0	0	0	0	0	0	32.8	0.2	0.8	33.8	0.4	0	0.8	1.9	3.1	
Lights	41	1536	0	0	1577	0	0	0	0	0	0	821	6	19	846	9	0	19	49	77	2500
% Lights	91.1	99.4	0	0	99.1	0	0	0	0	0	0	99.3	100	100	99.3	90	0	95	100	97.5	99.1
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0
Trucks	4	10	0	0	14	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	21
% Trucks	8.9	0.6	0	0	0.9	0	0	0	0	0	0	0.6	0	0	0.6	10	0	5	0	2.5	0.8

	UNION AVE Southbound				Westbound				UNION AVE Northbound				DUNCANVILLE CT Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	188	0	193	0	0	0	0	0	103	**2**	105	0	0	1	1	299
05:00 PM	7	**244**	0	**251**	0	0	0	0	0	87	1	88	**2**	0	3	5	**344**
05:15 PM	6	204	0	210	0	0	0	0	0	**117**	1	**118**	1	0	3	4	332
05:30 PM	**9**	220	0	229	0	0	0	0	0	99	0	99	2	0	**5**	**7**	335
Total Volume	27	856	0	883	0	0	0	0	0	406	4	410	5	0	12	17	1310
% App. Total	3.1	96.9	0		0	0	0		0	99	1		29.4	0	70.6		
PHF	.750	.877	.000	.879	.000	.000	.000	.000	.000	.868	.500	.869	.625	.000	.600	.607	.952

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 9PM FINAL
Site Code : 00000009
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 10AM FINAL
Site Code : 00000010
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

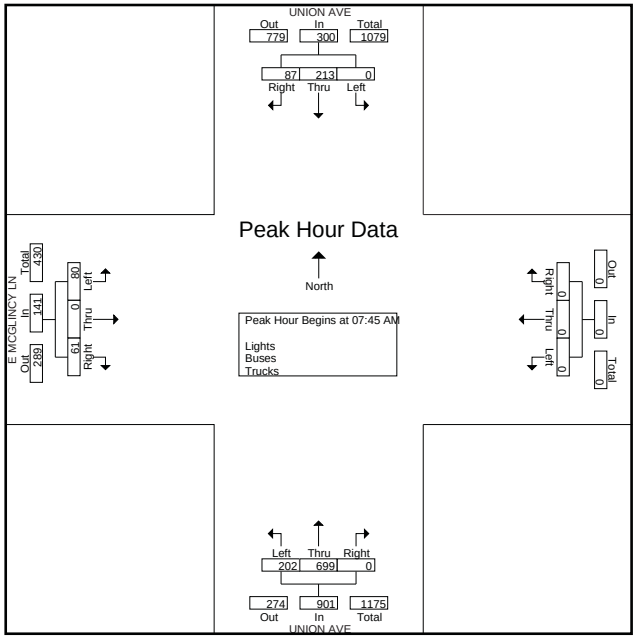
	UNION AVE Southbound					Westbound					UNION AVE Northbound					E MCGLINCY LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	20	30	0	0	50	0	0	0	0	0	0	86	38	0	124	13	0	7	1	21	195
07:15 AM	27	43	0	0	70	0	0	0	0	0	0	114	40	0	154	8	0	15	0	23	247
07:30 AM	18	56	0	0	74	0	0	0	0	0	0	133	38	0	171	13	0	17	2	32	277
07:45 AM	23	64	0	0	87	0	0	0	0	0	0	181	51	1	233	15	0	28	0	43	363
Total	88	193	0	0	281	0	0	0	0	0	0	514	167	1	682	49	0	67	3	119	1082
08:00 AM	25	68	0	0	93	0	0	0	0	0	0	155	55	0	210	19	0	21	2	42	345
08:15 AM	20	49	0	0	69	0	0	0	0	0	0	182	45	0	227	10	0	14	0	24	320
08:30 AM	19	32	0	0	51	0	0	0	0	0	0	181	51	0	232	17	0	17	1	35	318
08:45 AM	12	44	0	0	56	0	0	0	0	0	0	130	44	0	174	18	0	18	0	36	266
Total	76	193	0	0	269	0	0	0	0	0	0	648	195	0	843	64	0	70	3	137	1249
Grand Total	164	386	0	0	550	0	0	0	0	0	0	1162	362	1	1525	113	0	137	6	256	2331
Apprch %	29.8	70.2	0	0		0	0	0	0		0	76.2	23.7	0.1		44.1	0	53.5	2.3		
Total %	7	16.6	0	0	23.6	0	0	0	0	0	0	49.8	15.5	0	65.4	4.8	0	5.9	0.3	11	
Lights	161	382	0	0	543	0	0	0	0	0	0	1151	355	1	1507	102	0	125	6	233	2283
% Lights	98.2	99	0	0	98.7	0	0	0	0	0	0	99.1	98.1	100	98.8	90.3	0	91.2	100	91	97.9
Buses	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
% Buses	0	0.5	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.3	0.9	0	0	0	0.4	0.3
Trucks	3	2	0	0	5	0	0	0	0	0	0	7	7	0	14	10	0	12	0	22	41
% Trucks	1.8	0.5	0	0	0.9	0	0	0	0	0	0	0.6	1.9	0	0.9	8.8	0	8.8	0	8.6	1.8

	UNION AVE Southbound				Westbound				UNION AVE Northbound				E MCGLINCY LN Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	23	64	0	87	0	0	0	0	0	181	51	**232**	15	0	**28**	**43**	**362**
08:00 AM	**25**	**68**	0	**93**	0	0	0	0	0	155	**55**	210	**19**	0	21	40	343
08:15 AM	20	49	0	69	0	0	0	0	0	**182**	45	227	10	0	14	24	320
08:30 AM	19	32	0	51	0	0	0	0	0	181	51	232	17	0	17	34	317
Total Volume	87	213	0	300	0	0	0	0	0	699	202	901	61	0	80	141	1342
% App. Total	29	71	0		0	0	0		0	77.6	22.4		43.3	0	56.7		
PHF	.870	.783	.000	.806	.000	.000	.000	.000	.000	.960	.918	.971	.803	.000	.714	.820	.927

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 10AM FINAL
Site Code : 00000010
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 10PM FINAL
Site Code : 00000010
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

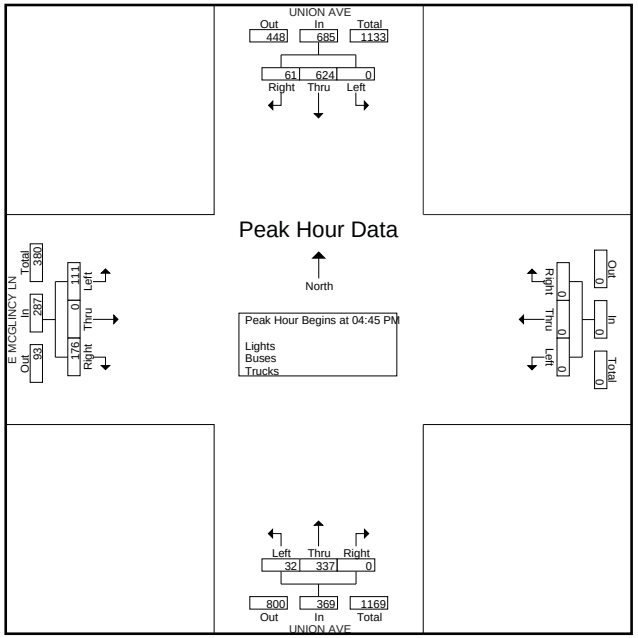
	UNION AVE Southbound					Westbound					UNION AVE Northbound					E MCGLINCY LN Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	108	0	0	123	0	0	0	0	0	0	77	14	2	93	47	0	21	3	71	287
04:15 PM	9	133	0	0	142	0	0	0	0	0	0	77	11	1	89	38	0	30	3	71	302
04:30 PM	12	130	0	0	142	0	0	0	0	0	0	84	13	0	97	25	0	33	1	59	298
04:45 PM	20	141	0	0	161	0	0	0	0	0	0	75	6	0	81	45	0	32	1	78	320
Total	56	512	0	0	568	0	0	0	0	0	0	313	44	3	360	155	0	116	8	279	1207
05:00 PM	19	164	0	0	183	0	0	0	0	0	0	75	10	1	86	38	0	33	1	72	341
05:15 PM	12	164	0	0	176	0	0	0	0	0	0	103	9	0	112	49	0	22	2	73	361
05:30 PM	10	155	0	0	165	0	0	0	0	0	0	84	7	0	91	44	0	24	1	69	325
05:45 PM	9	144	0	0	153	0	0	0	0	0	0	95	13	0	108	26	0	14	0	40	301
Total	50	627	0	0	677	0	0	0	0	0	0	357	39	1	397	157	0	93	4	254	1328
Grand Total	106	1139	0	0	1245	0	0	0	0	0	0	670	83	4	757	312	0	209	12	533	2535
Apprch %	8.5	91.5	0	0		0	0	0	0		0	88.5	11	0.5		58.5	0	39.2	2.3		
Total %	4.2	44.9	0	0	49.1	0	0	0	0	0	0	26.4	3.3	0.2	29.9	12.3	0	8.2	0.5	21	
Lights	98	1135	0	0	1233	0	0	0	0	0	0	668	79	4	751	310	0	207	12	529	2513
% Lights	92.5	99.6	0	0	99	0	0	0	0	0	0	99.7	95.2	100	99.2	99.4	0	99	100	99.2	99.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0.2	0
Trucks	8	4	0	0	12	0	0	0	0	0	0	2	4	0	6	2	0	1	0	3	21
% Trucks	7.5	0.4	0	0	1	0	0	0	0	0	0	0.3	4.8	0	0.8	0.6	0	0.5	0	0.6	0.8

	UNION AVE Southbound				Westbound				UNION AVE Northbound				E MCGLINCY LN Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**20**	141	0	161	0	0	0	0	0	75	6	81	45	0	32	**77**	319
05:00 PM	19	**164**	0	**183**	0	0	0	0	0	75	**10**	85	38	0	**33**	71	339
05:15 PM	12	164	0	176	0	0	0	0	0	**103**	9	**112**	**49**	0	22	71	**359**
05:30 PM	10	155	0	165	0	0	0	0	0	84	7	91	44	0	24	68	324
Total Volume	61	624	0	685	0	0	0	0	0	337	32	369	176	0	111	287	1341
% App. Total	8.9	91.1	0		0	0	0		0	91.3	8.7		61.3	0	38.7		
PHF	.763	.951	.000	.936	.000	.000	.000	.000	.000	.818	.800	.824	.898	.000	.841	.932	.934

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 10PM FINAL
Site Code : 00000010
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 17AM FINAL
Site Code : 00000017
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

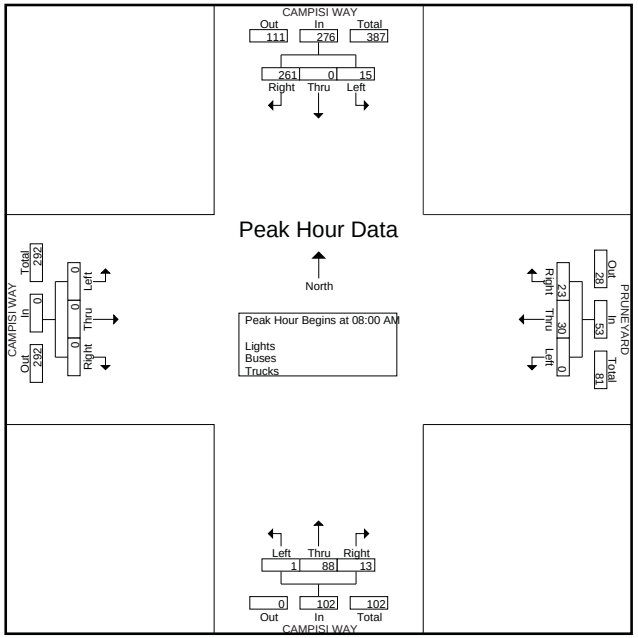
	CAMPISI WAY Southbound					PRUNEYARD Westbound					CAMPISI WAY Northbound					CAMPISI WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	30	0	1	0	31	4	6	0	0	10	2	18	1	0	21	0	0	0	0	0	62
07:15 AM	36	0	5	1	42	6	5	0	2	13	0	20	0	0	20	0	0	0	4	4	79
07:30 AM	30	0	7	1	38	4	3	0	3	10	0	13	0	0	13	0	0	0	2	2	63
07:45 AM	52	0	8	0	60	3	5	1	1	10	1	25	1	2	29	0	0	0	3	3	102
Total	148	0	21	2	171	17	19	1	6	43	3	76	2	2	83	0	0	0	9	9	306
08:00 AM	62	0	4	1	67	8	5	0	2	15	2	26	0	0	28	0	0	0	4	4	114
08:15 AM	70	0	7	1	78	5	8	0	1	14	4	17	1	0	22	0	0	0	4	4	118
08:30 AM	59	0	3	1	63	4	10	0	2	16	4	26	0	0	30	0	0	0	4	4	113
08:45 AM	70	0	1	0	71	6	7	0	5	18	3	19	0	0	22	0	0	0	6	6	117
Total	261	0	15	3	279	23	30	0	10	63	13	88	1	0	102	0	0	0	18	18	462
Grand Total	409	0	36	5	450	40	49	1	16	106	16	164	3	2	185	0	0	0	27	27	768
Apprch %	90.9	0	8	1.1		37.7	46.2	0.9	15.1		8.6	88.6	1.6	1.1		0	0	0	100		
Total %	53.3	0	4.7	0.7	58.6	5.2	6.4	0.1	2.1	13.8	2.1	21.4	0.4	0.3	24.1	0	0	0	3.5	3.5	
Lights	408	0	36	5	449	39	49	0	16	104	15	162	3	2	182	0	0	0	27	27	762
% Lights	99.8	0	100	100	99.8	97.5	100	0	100	98.1	93.8	98.8	100	100	98.4	0	0	0	100	100	99.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	1	0	0	0	1	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	6
% Trucks	0.2	0	0	0	0.2	2.5	0	100	0	1.9	6.2	1.2	0	0	1.6	0	0	0	0	0	0.8

	CAMPISI WAY Southbound				PRUNEYARD Westbound				CAMPISI WAY Northbound				CAMPISI WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	62	0	4	66	**8**	5	0	13	2	**26**	0	28	0	0	0	0	107
08:15 AM	**70**	0	**7**	**77**	5	8	0	13	**4**	17	**1**	22	0	0	0	0	**112**
08:30 AM	59	0	3	62	4	**10**	0	**14**	4	26	0	**30**	0	0	0	0	106
08:45 AM	70	0	1	71	6	7	0	13	3	19	0	22	0	0	0	0	106
Total Volume	261	0	15	276	23	30	0	53	13	88	1	102	0	0	0	0	431
% App. Total	94.6	0	5.4		43.4	56.6	0		12.7	86.3	1		0	0	0		
PHF	.932	.000	.536	.896	.719	.750	.000	.946	.813	.846	.250	.850	.000	.000	.000	.000	.962

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 17AM FINAL
Site Code : 00000017
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 17PM FINAL
Site Code : 00000017
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

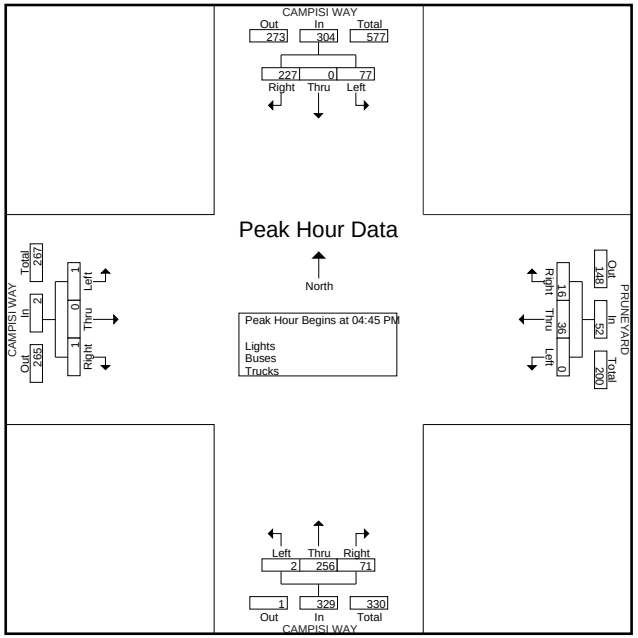
	CAMPISI WAY Southbound					PRUNEYARD Westbound					CAMPISI WAY Northbound					CAMPISI WAY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	51	0	10	0	61	7	8	0	3	18	12	37	0	1	50	0	0	0	1	1	130
04:15 PM	53	0	14	0	67	5	4	0	2	11	11	43	1	0	55	0	0	0	2	2	135
04:30 PM	65	0	12	0	77	2	8	0	5	15	17	40	1	1	59	0	0	0	2	2	153
04:45 PM	58	0	21	0	79	7	9	0	4	20	16	62	0	0	78	0	0	0	4	4	181
Total	227	0	57	0	284	21	29	0	14	64	56	182	2	2	242	0	0	0	9	9	599
05:00 PM	45	0	16	0	61	4	8	0	7	19	23	80	0	0	103	0	0	1	3	4	187
05:15 PM	62	0	14	4	80	3	10	0	6	19	15	68	0	0	83	1	0	0	0	1	183
05:30 PM	62	0	26	0	88	2	9	0	4	15	17	46	2	0	65	0	0	0	8	8	176
05:45 PM	56	0	16	0	72	7	12	0	3	22	10	41	1	0	52	0	0	0	0	0	146
Total	225	0	72	4	301	16	39	0	20	75	65	235	3	0	303	1	0	1	11	13	692
Grand Total	452	0	129	4	585	37	68	0	34	139	121	417	5	2	545	1	0	1	20	22	1291
Apprch %	77.3	0	22.1	0.7		26.6	48.9	0	24.5		22.2	76.5	0.9	0.4		4.5	0	4.5	90.9		
Total %	35	0	10	0.3	45.3	2.9	5.3	0	2.6	10.8	9.4	32.3	0.4	0.2	42.2	0.1	0	0.1	1.5	1.7	
Lights	451	0	128	4	583	37	68	0	34	139	121	414	5	2	542	1	0	1	20	22	1286
% Lights	99.8	0	99.2	100	99.7	100	100	0	100	100	100	99.3	100	100	99.4	100	0	100	100	100	99.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	1	0	1	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
% Trucks	0.2	0	0.8	0	0.3	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0.4

	CAMPISI WAY Southbound				PRUNEYARD Westbound				CAMPISI WAY Northbound				CAMPISI WAY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	58	0	21	79	**7**	9	0	**16**	16	62	0	78	0	0	0	0	173
05:00 PM	45	0	16	61	4	8	0	12	**23**	**80**	0	**103**	0	0	**1**	**1**	**177**
05:15 PM	**62**	0	14	76	3	**10**	0	13	15	68	0	83	**1**	0	0	1	173
05:30 PM	62	0	**26**	**88**	2	9	0	11	17	46	**2**	65	0	0	0	0	164
Total Volume	227	0	77	304	16	36	0	52	71	256	2	329	1	0	1	2	687
% App. Total	74.7	0	25.3		30.8	69.2	0		21.6	77.8	0.6		50	0	50		
PHF	.915	.000	.740	.864	.571	.900	.000	.813	.772	.800	.250	.799	.250	.000	.250	.500	.970

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 17PM FINAL
Site Code : 00000017
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 18AM FINAL
Site Code : 00000018
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

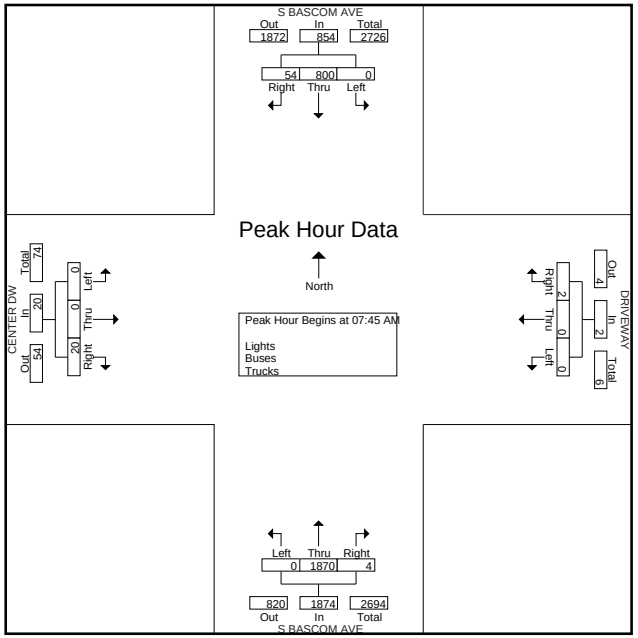
	S BASCOM AVE Southbound					DRIVEWAY Westbound					S BASCOM AVE Northbound					CENTER DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	120	0	0	126	0	0	0	2	2	3	267	0	0	270	3	0	0	1	4	402
07:15 AM	4	148	0	0	152	0	0	0	1	1	1	293	0	0	294	3	0	0	2	5	452
07:30 AM	3	142	0	0	145	0	0	0	1	1	0	422	0	0	422	2	0	0	1	3	571
07:45 AM	13	207	0	0	220	1	0	0	1	2	3	460	0	0	463	4	0	0	1	5	690
Total	26	617	0	0	643	1	0	0	5	6	7	1442	0	0	1449	12	0	0	5	17	2115
08:00 AM	11	219	0	0	230	0	0	0	1	1	0	436	0	0	436	6	0	0	2	8	675
08:15 AM	10	185	0	0	195	0	0	0	2	2	0	505	0	0	505	8	0	0	1	9	711
08:30 AM	20	189	0	0	209	1	0	0	5	6	1	469	0	0	470	2	0	0	1	3	688
08:45 AM	16	183	0	0	199	0	0	0	1	1	3	421	0	0	424	7	0	0	2	9	633
Total	57	776	0	0	833	1	0	0	9	10	4	1831	0	0	1835	23	0	0	6	29	2707
Grand Total	83	1393	0	0	1476	2	0	0	14	16	11	3273	0	0	3284	35	0	0	11	46	4822
Apprch %	5.6	94.4	0	0		12.5	0	0	87.5		0.3	99.7	0	0		76.1	0	0	23.9		
Total %	1.7	28.9	0	0	30.6	0	0	0	0.3	0.3	0.2	67.9	0	0	68.1	0.7	0	0	0.2	1	
Lights	83	1333	0	0	1416	2	0	0	14	16	11	3219	0	0	3230	35	0	0	11	46	4708
% Lights	100	95.7	0	0	95.9	100	0	0	100	100	100	98.4	0	0	98.4	100	0	0	100	100	97.6
Buses	0	26	0	0	26	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	41
% Buses	0	1.9	0	0	1.8	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.9
Trucks	0	34	0	0	34	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	73
% Trucks	0	2.4	0	0	2.3	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	1.5

	S BASCOM AVE Southbound				DRIVEWAY Westbound				S BASCOM AVE Northbound				CENTER DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	13	207	0	220	**1**	0	0	**1**	**3**	460	0	463	4	0	0	4	688
08:00 AM	11	**219**	0	**230**	0	0	0	0	0	436	0	436	6	0	0	6	672
08:15 AM	10	185	0	195	0	0	0	0	0	**505**	0	**505**	**8**	0	0	**8**	**708**
08:30 AM	**20**	189	0	209	1	0	0	1	1	469	0	470	2	0	0	2	682
Total Volume	54	800	0	854	2	0	0	2	4	1870	0	1874	20	0	0	20	2750
% App. Total	6.3	93.7	0		100	0	0		0.2	99.8	0		100	0	0		
PHF	.675	.913	.000	.928	.500	.000	.000	.500	.333	.926	.000	.928	.625	.000	.000	.625	.971

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 18AM FINAL
Site Code : 00000018
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 18PM FINAL
Site Code : 00000018
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

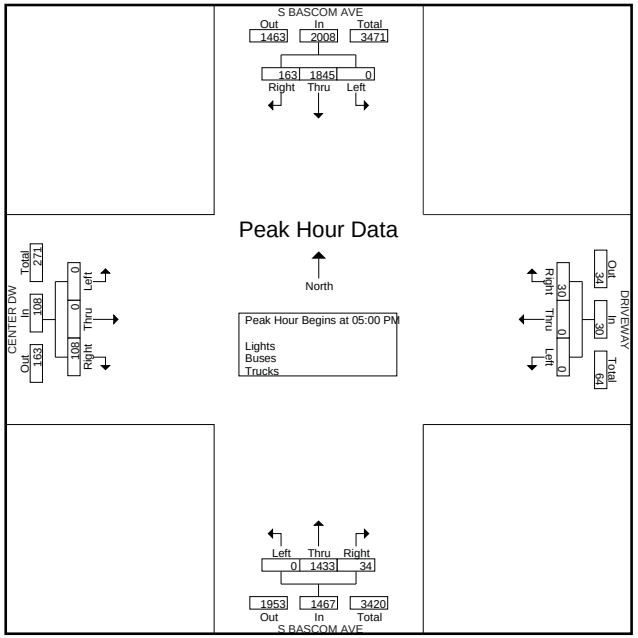
	S BASCOM AVE Southbound					DRIVEWAY Westbound					S BASCOM AVE Northbound					CENTER DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	30	354	0	0	384	6	0	0	9	15	9	302	0	0	311	20	0	0	3	23	733
04:15 PM	46	400	0	0	446	7	0	0	7	14	7	346	0	0	353	28	0	0	1	29	842
04:30 PM	40	411	0	0	451	5	0	0	9	14	6	300	0	0	306	26	0	0	0	26	797
04:45 PM	40	433	0	0	473	9	0	0	10	19	7	318	0	0	325	31	0	0	3	34	851
Total	156	1598	0	0	1754	27	0	0	35	62	29	1266	0	0	1295	105	0	0	7	112	3223
05:00 PM	40	448	0	1	489	11	0	0	6	17	8	319	0	0	327	35	0	0	4	39	872
05:15 PM	43	486	0	0	529	7	0	0	0	7	9	395	0	0	404	28	0	0	7	35	975
05:30 PM	41	429	0	0	470	7	0	0	1	8	5	369	0	0	374	24	0	0	4	28	880
05:45 PM	39	482	0	0	521	5	0	0	1	6	12	350	0	0	362	21	0	0	4	25	914
Total	163	1845	0	1	2009	30	0	0	8	38	34	1433	0	0	1467	108	0	0	19	127	3641
Grand Total	319	3443	0	1	3763	57	0	0	43	100	63	2699	0	0	2762	213	0	0	26	239	6864
Apprch %	8.5	91.5	0	0		57	0	0	43		2.3	97.7	0	0		89.1	0	0	10.9		
Total %	4.6	50.2	0	0	54.8	0.8	0	0	0.6	1.5	0.9	39.3	0	0	40.2	3.1	0	0	0.4	3.5	
Lights	319	3424	0	1	3744	57	0	0	43	100	63	2675	0	0	2738	213	0	0	26	239	6821
% Lights	100	99.4	0	100	99.5	100	0	0	100	100	100	99.1	0	0	99.1	100	0	0	100	100	99.4
Buses	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2
Trucks	0	13	0	0	13	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	31
% Trucks	0	0.4	0	0	0.3	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.5

	S BASCOM AVE Southbound				DRIVEWAY Westbound				S BASCOM AVE Northbound				CENTER DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	40	448	0	488	**11**	0	0	**11**	8	319	0	327	**35**	0	0	**35**	861
05:15 PM	**43**	**486**	0	**529**	7	0	0	7	9	**395**	0	**404**	28	0	0	28	**968**
05:30 PM	41	429	0	470	7	0	0	7	5	369	0	374	24	0	0	24	875
05:45 PM	39	482	0	521	5	0	0	5	**12**	350	0	362	21	0	0	21	909
Total Volume	163	1845	0	2008	30	0	0	30	34	1433	0	1467	108	0	0	108	3613
% App. Total	8.1	91.9	0		100	0	0		2.3	97.7	0		100	0	0		
PHF	.948	.949	.000	.949	.682	.000	.000	.682	.708	.907	.000	.908	.771	.000	.000	.771	.933

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 18PM FINAL
Site Code : 00000018
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 19AM FINAL
Site Code : 00000019
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

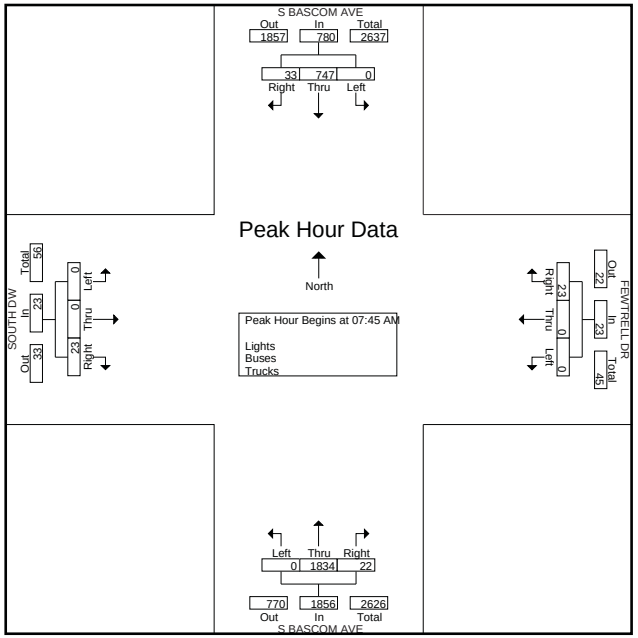
	S BASCOM AVE Southbound					FEWTRELL DR Westbound					S BASCOM AVE Northbound					SOUTH DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	111	0	0	113	3	0	0	2	5	3	277	0	0	280	2	0	0	1	3	401
07:15 AM	7	139	0	0	146	7	0	0	3	10	3	288	0	0	291	1	0	0	1	2	449
07:30 AM	2	134	0	0	136	10	0	0	0	10	4	425	0	0	429	2	0	0	1	3	578
07:45 AM	7	178	0	0	185	5	0	0	1	6	9	467	0	0	476	3	0	0	2	5	672
Total	18	562	0	0	580	25	0	0	6	31	19	1457	0	0	1476	8	0	0	5	13	2100
08:00 AM	11	205	0	0	216	4	0	0	1	5	6	413	0	0	419	4	0	0	2	6	646
08:15 AM	8	176	0	0	184	6	0	0	2	8	2	510	0	0	512	9	0	0	1	10	714
08:30 AM	7	188	0	0	195	8	0	0	1	9	5	444	0	0	449	7	0	0	1	8	661
08:45 AM	9	169	0	0	178	5	0	0	1	6	10	378	0	0	388	7	0	0	2	9	581
Total	35	738	0	0	773	23	0	0	5	28	23	1745	0	0	1768	27	0	0	6	33	2602
Grand Total	53	1300	0	0	1353	48	0	0	11	59	42	3202	0	0	3244	35	0	0	11	46	4702
Apprch %	3.9	96.1	0	0		81.4	0	0	18.6		1.3	98.7	0	0		76.1	0	0	23.9		
Total %	1.1	27.6	0	0	28.8	1	0	0	0.2	1.3	0.9	68.1	0	0	69	0.7	0	0	0.2	1	
Lights	48	1248	0	0	1296	47	0	0	11	58	41	3148	0	0	3189	35	0	0	11	46	4589
% Lights	90.6	96	0	0	95.8	97.9	0	0	100	98.3	97.6	98.3	0	0	98.3	100	0	0	100	100	97.6
Buses	2	24	0	0	26	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	39
% Buses	3.8	1.8	0	0	1.9	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.8
Trucks	3	28	0	0	31	1	0	0	0	1	1	41	0	0	42	0	0	0	0	0	74
% Trucks	5.7	2.2	0	0	2.3	2.1	0	0	0	1.7	2.4	1.3	0	0	1.3	0	0	0	0	0	1.6

	S BASCOM AVE Southbound				FEWTRELL DR Westbound				S BASCOM AVE Northbound				SOUTH DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	7	178	0	185	5	0	0	5	**9**	467	0	476	3	0	0	3	669
08:00 AM	**11**	**205**	0	**216**	4	0	0	4	6	413	0	419	4	0	0	4	643
08:15 AM	8	176	0	184	6	0	0	6	2	**510**	0	**512**	**9**	0	0	**9**	**711**
08:30 AM	7	188	0	195	**8**	0	0	**8**	5	444	0	449	7	0	0	7	659
Total Volume	33	747	0	780	23	0	0	23	22	1834	0	1856	23	0	0	23	2682
% App. Total	4.2	95.8	0		100	0	0		1.2	98.8	0		100	0	0		
PHF	.750	.911	.000	.903	.719	.000	.000	.719	.611	.899	.000	.906	.639	.000	.000	.639	.943

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 19AM FINAL
Site Code : 00000019
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 19PM FINAL
Site Code : 00000019
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

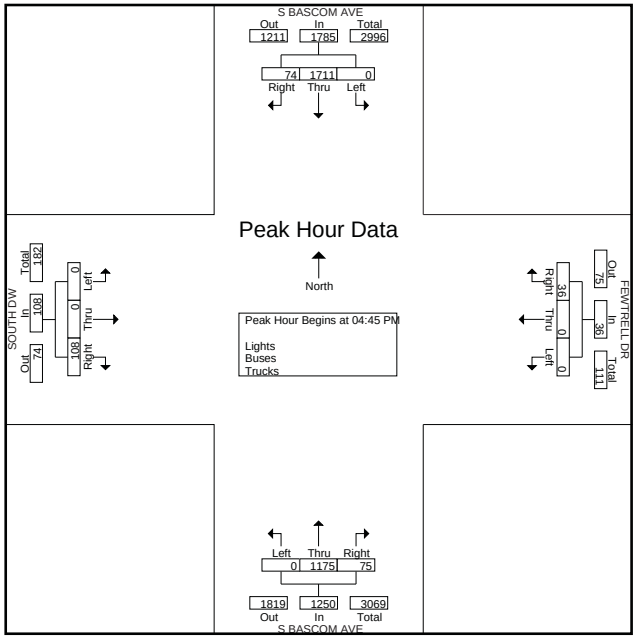
	S BASCOM AVE Southbound					FEWTRELL DR Westbound					S BASCOM AVE Northbound					SOUTH DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	26	315	0	0	341	6	0	0	0	6	8	294	0	0	302	26	0	0	2	28	677
04:15 PM	26	367	0	1	394	7	0	0	7	14	12	283	0	0	295	22	0	0	1	23	726
04:30 PM	27	378	0	0	405	2	0	0	3	5	13	304	0	0	317	34	0	0	1	35	762
04:45 PM	25	415	0	0	440	9	0	0	0	9	24	273	0	0	297	26	0	0	3	29	775
Total	104	1475	0	1	1580	24	0	0	10	34	57	1154	0	0	1211	108	0	0	7	115	2940
05:00 PM	19	432	0	0	451	3	0	0	9	12	17	293	0	0	310	27	0	0	5	32	805
05:15 PM	20	453	0	0	473	13	0	0	4	17	14	305	0	0	319	33	0	0	6	39	848
05:30 PM	10	411	0	0	421	11	0	0	0	11	20	304	0	0	324	22	0	0	2	24	780
05:45 PM	22	426	0	0	448	8	0	0	2	10	14	256	0	0	270	33	0	0	2	35	763
Total	71	1722	0	0	1793	35	0	0	15	50	65	1158	0	0	1223	115	0	0	15	130	3196
Grand Total	175	3197	0	1	3373	59	0	0	25	84	122	2312	0	0	2434	223	0	0	22	245	6136
Apprch %	5.2	94.8	0	0		70.2	0	0	29.8		5	95	0	0		91	0	0	9		
Total %	2.9	52.1	0	0	55	1	0	0	0.4	1.4	2	37.7	0	0	39.7	3.6	0	0	0.4	4	
Lights	175	3177	0	1	3353	59	0	0	25	84	122	2285	0	0	2407	222	0	0	22	244	6088
% Lights	100	99.4	0	100	99.4	100	0	0	100	100	100	98.8	0	0	98.9	99.6	0	0	100	99.6	99.2
Buses	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2
Trucks	0	14	0	0	14	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	35
% Trucks	0	0.4	0	0	0.4	0	0	0	0	0	0	0.9	0	0	0.8	0.4	0	0	0	0.4	0.6

	S BASCOM AVE Southbound				FEWTRELL DR Westbound				S BASCOM AVE Northbound				SOUTH DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**25**	415	0	440	9	0	0	9	**24**	273	0	297	26	0	0	26	772
05:00 PM	19	432	0	451	3	0	0	3	17	293	0	310	27	0	0	27	791
05:15 PM	20	**453**	0	**473**	**13**	0	0	**13**	14	**305**	0	319	**33**	0	0	**33**	**838**
05:30 PM	10	411	0	421	11	0	0	11	20	304	0	**324**	22	0	0	22	778
Total Volume	74	1711	0	1785	36	0	0	36	75	1175	0	1250	108	0	0	108	3179
% App. Total	4.1	95.9	0		100	0	0		6	94	0		100	0	0		
PHF	.740	.944	.000	.943	.692	.000	.000	.692	.781	.963	.000	.965	.818	.000	.000	.818	.948

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 19PM FINAL
Site Code : 00000019
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 20AM FINAL
Site Code : 00000020
Start Date : 12/8/2015
Page No : 1

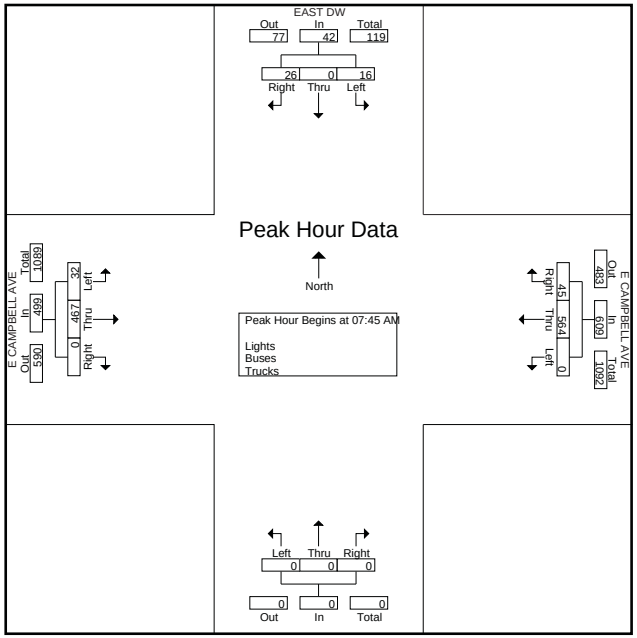
Groups Printed- Lights - Buses - Trucks

	EAST DW Southbound					E CAMPBELL AVE Westbound					Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	0	1	1	7	5	69	0	0	74	0	0	0	0	0	0	89	3	0	92	173
07:15 AM	4	0	0	0	4	3	88	0	0	91	0	0	0	0	0	0	72	0	0	72	167
07:30 AM	2	0	1	0	3	2	106	0	0	108	0	0	0	0	0	0	103	1	0	104	215
07:45 AM	3	0	3	1	7	7	153	0	0	160	0	0	0	0	0	0	133	4	0	137	304
Total	14	0	5	2	21	17	416	0	0	433	0	0	0	0	0	0	397	8	0	405	859
08:00 AM	8	0	4	0	12	17	149	0	0	166	0	0	0	0	0	0	121	9	0	130	308
08:15 AM	9	0	4	0	13	9	135	0	0	144	0	0	0	0	0	0	117	11	0	128	285
08:30 AM	6	0	5	1	12	12	127	0	1	140	0	0	0	0	0	0	96	8	1	105	257
08:45 AM	5	0	4	0	9	9	105	0	2	116	0	0	0	0	0	0	135	8	0	143	268
Total	28	0	17	1	46	47	516	0	3	566	0	0	0	0	0	0	469	36	1	506	1118
Grand Total	42	0	22	3	67	64	932	0	3	999	0	0	0	0	0	0	866	44	1	911	1977
Apprch %	62.7	0	32.8	4.5		6.4	93.3	0	0.3		0	0	0	0		0	95.1	4.8	0.1		
Total %	2.1	0	1.1	0.2	3.4	3.2	47.1	0	0.2	50.5	0	0	0	0	0	0	43.8	2.2	0.1	46.1	
Lights	40	0	19	3	62	63	908	0	3	974	0	0	0	0	0	0	841	44	1	886	1922
% Lights	95.2	0	86.4	100	92.5	98.4	97.4	0	100	97.5	0	0	0	0	0	0	97.1	100	100	97.3	97.2
Buses	1	0	1	0	2	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	20
% Buses	2.4	0	4.5	0	3	0	1.3	0	0	1.2	0	0	0	0	0	0	0.7	0	0	0.7	1
Trucks	1	0	2	0	3	1	12	0	0	13	0	0	0	0	0	0	19	0	0	19	35
% Trucks	2.4	0	9.1	0	4.5	1.6	1.3	0	0	1.3	0	0	0	0	0	0	2.2	0	0	2.1	1.8

	EAST DW Southbound				E CAMPBELL AVE Westbound				Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	0	3	6	7	**153**	0	160	0	0	0	0	0	**133**	4	**137**	303
08:00 AM	8	0	4	12	**17**	149	0	**166**	0	0	0	0	0	121	9	130	**308**
08:15 AM	**9**	0	4	**13**	9	135	0	144	0	0	0	0	0	117	**11**	128	285
08:30 AM	6	0	**5**	11	12	127	0	139	0	0	0	0	0	96	8	104	254
Total Volume	26	0	16	42	45	564	0	609	0	0	0	0	0	467	32	499	1150
% App. Total	61.9	0	38.1		7.4	92.6	0		0	0	0		0	93.6	6.4		
PHF	.722	.000	.800	.808	.662	.922	.000	.917	.000	.000	.000	.000	.000	.878	.727	.911	.933

Traffic Data Service
Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 20AM FINAL
Site Code : 00000020
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 20PM FINAL
Site Code : 00000020
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

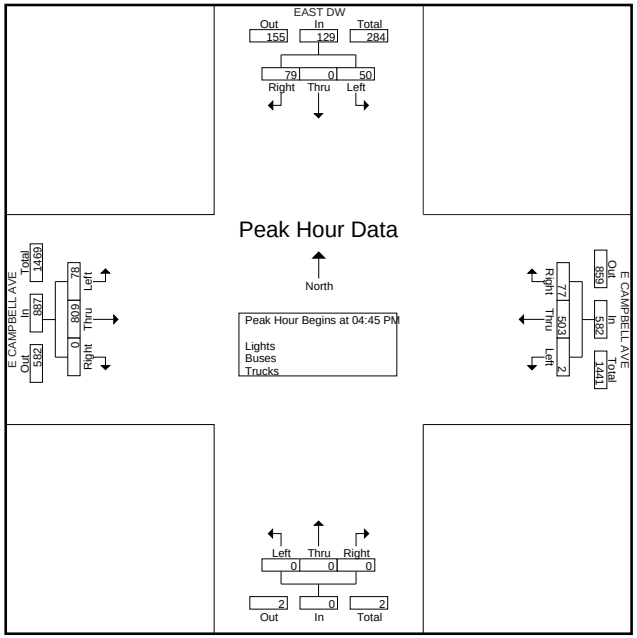
	EAST DW Southbound					E CAMPBELL AVE Westbound					Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	0	17	1	33	8	112	0	0	120	0	0	0	0	0	0	147	11	0	158	311
04:15 PM	25	0	21	1	47	28	113	0	0	141	0	0	0	0	0	0	166	9	0	175	363
04:30 PM	16	0	20	2	38	18	108	0	0	126	0	0	0	0	0	0	177	14	0	191	355
04:45 PM	19	0	9	1	29	20	135	0	0	155	0	0	0	0	0	0	170	17	0	187	371
Total	75	0	67	5	147	74	468	0	0	542	0	0	0	0	0	0	660	51	0	711	1400
05:00 PM	15	0	14	3	32	24	109	0	0	133	0	0	0	0	0	0	210	20	2	232	397
05:15 PM	18	0	10	3	31	16	126	2	0	144	0	0	0	0	0	0	224	21	0	245	420
05:30 PM	27	0	17	1	45	17	133	0	0	150	0	0	0	0	0	0	205	20	0	225	420
05:45 PM	20	0	13	2	35	14	121	2	0	137	0	0	0	0	0	0	169	9	0	178	350
Total	80	0	54	9	143	71	489	4	0	564	0	0	0	0	0	0	808	70	2	880	1587
Grand Total	155	0	121	14	290	145	957	4	0	1106	0	0	0	0	0	0	1468	121	2	1591	2987
Apprch %	53.4	0	41.7	4.8		13.1	86.5	0.4	0		0	0	0	0		0	92.3	7.6	0.1		
Total %	5.2	0	4.1	0.5	9.7	4.9	32	0.1	0	37	0	0	0	0	0	0	49.1	4.1	0.1	53.3	
Lights	154	0	120	14	288	142	943	4	0	1089	0	0	0	0	0	0	1455	121	2	1578	2955
% Lights	99.4	0	99.2	100	99.3	97.9	98.5	100	0	98.5	0	0	0	0	0	0	99.1	100	100	99.2	98.9
Buses	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	11
% Buses	0	0	0.8	0	0.3	0	0.6	0	0	0.5	0	0	0	0	0	0	0.3	0	0	0.3	0.4
Trucks	1	0	0	0	1	3	8	0	0	11	0	0	0	0	0	0	9	0	0	9	21
% Trucks	0.6	0	0	0	0.3	2.1	0.8	0	0	1	0	0	0	0	0	0	0.6	0	0	0.6	0.7

	EAST DW Southbound				E CAMPBELL AVE Westbound				Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	19	0	9	28	20	**135**	0	**155**	0	0	0	0	0	170	17	187	370
05:00 PM	15	0	14	29	**24**	109	0	133	0	0	0	0	0	210	20	230	392
05:15 PM	18	0	10	28	16	126	**2**	144	0	0	0	0	0	**224**	**21**	**245**	417
05:30 PM	**27**	0	**17**	**44**	17	133	0	150	0	0	0	0	0	205	20	225	**419**
Total Volume	79	0	50	129	77	503	2	582	0	0	0	0	0	809	78	887	1598
% App. Total	61.2	0	38.8		13.2	86.4	0.3		0	0	0		0	91.2	8.8		
PHF	.731	.000	.735	.733	.802	.931	.250	.939	.000	.000	.000	.000	.000	.903	.929	.905	.953

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 20PM FINAL
Site Code : 00000020
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 21AM FINAL
Site Code : 00000021
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

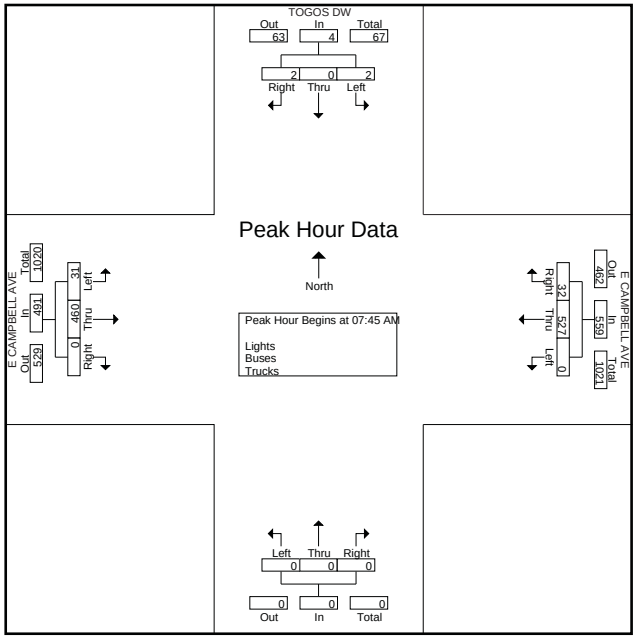
	TOGOS DW Southbound					E CAMPBELL AVE Westbound					Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	3	0	3	1	70	0	0	71	0	0	0	0	0	0	88	4	1	93	167
07:15 AM	0	0	2	0	2	3	88	0	0	91	0	0	0	0	0	0	66	3	0	69	162
07:30 AM	1	0	1	0	2	2	106	0	0	108	0	0	0	0	0	0	94	2	0	96	206
07:45 AM	0	0	1	1	2	5	149	0	0	154	0	0	0	0	0	0	128	7	0	135	291
Total	1	0	7	1	9	11	413	0	0	424	0	0	0	0	0	0	376	16	1	393	826
08:00 AM	0	0	0	0	0	7	144	0	0	151	0	0	0	0	0	0	113	5	0	118	269
08:15 AM	2	0	1	1	4	9	126	0	0	135	0	0	0	0	0	0	119	6	0	125	264
08:30 AM	0	0	0	0	0	11	108	0	0	119	0	0	0	0	0	0	100	13	0	113	232
08:45 AM	1	0	3	0	4	3	100	0	0	103	0	0	0	0	0	0	137	9	1	147	254
Total	3	0	4	1	8	30	478	0	0	508	0	0	0	0	0	0	469	33	1	503	1019
Grand Total	4	0	11	2	17	41	891	0	0	932	0	0	0	0	0	0	845	49	2	896	1845
Apprch %	23.5	0	64.7	11.8		4.4	95.6	0	0		0	0	0	0		0	94.3	5.5	0.2		
Total %	0.2	0	0.6	0.1	0.9	2.2	48.3	0	0	50.5	0	0	0	0	0	0	45.8	2.7	0.1	48.6	
Lights	4	0	11	2	17	38	864	0	0	902	0	0	0	0	0	0	819	48	2	869	1788
% Lights	100	0	100	100	100	92.7	97	0	0	96.8	0	0	0	0	0	0	96.9	98	100	97	96.9
Buses	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	5	0	0	5	19
% Buses	0	0	0	0	0	0	1.6	0	0	1.5	0	0	0	0	0	0	0.6	0	0	0.6	1
Trucks	0	0	0	0	0	3	13	0	0	16	0	0	0	0	0	0	21	1	0	22	38
% Trucks	0	0	0	0	0	7.3	1.5	0	0	1.7	0	0	0	0	0	0	2.5	2	0	2.5	2.1

	TOGOS DW Southbound				E CAMPBELL AVE Westbound				Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	**1**	1	5	**149**	0	**154**	0	0	0	0	0	**128**	7	**135**	**290**
08:00 AM	0	0	0	0	7	144	0	151	0	0	0	0	0	113	5	118	269
08:15 AM	**2**	0	1	**3**	9	126	0	135	0	0	0	0	0	119	6	125	263
08:30 AM	0	0	0	0	**11**	108	0	119	0	0	0	0	0	100	**13**	113	232
Total Volume	2	0	2	4	32	527	0	559	0	0	0	0	0	460	31	491	1054
% App. Total	50	0	50		5.7	94.3	0		0	0	0		0	93.7	6.3		
PHF	.250	.000	.500	.333	.727	.884	.000	.907	.000	.000	.000	.000	.000	.898	.596	.909	.909

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 21AM FINAL
Site Code : 00000021
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 21PM FINAL
Site Code : 00000021
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

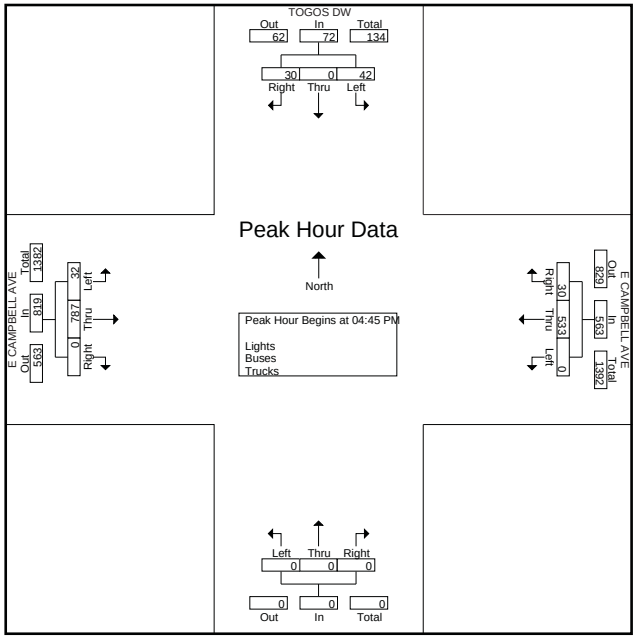
	TOGOS DW Southbound					E CAMPBELL AVE Westbound					Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	0	9	0	15	7	109	0	0	116	0	0	0	0	0	0	146	10	0	156	287
04:15 PM	6	0	16	1	23	8	119	0	0	127	0	0	0	0	0	0	149	17	0	166	316
04:30 PM	9	0	10	1	20	4	111	0	0	115	0	0	0	0	0	0	172	15	1	188	323
04:45 PM	7	0	9	2	18	9	135	0	0	144	0	0	0	0	0	0	169	11	0	180	342
Total	28	0	44	4	76	28	474	0	0	502	0	0	0	0	0	0	636	53	1	690	1268
05:00 PM	10	0	9	1	20	6	120	0	0	126	0	0	0	0	0	0	207	9	0	216	362
05:15 PM	7	0	17	2	26	9	124	0	0	133	0	0	0	0	0	0	213	4	0	217	376
05:30 PM	6	0	7	1	14	6	154	0	0	160	0	0	0	0	0	0	198	8	0	206	380
05:45 PM	8	0	10	2	20	7	129	0	0	136	0	0	0	0	0	0	158	9	0	167	323
Total	31	0	43	6	80	28	527	0	0	555	0	0	0	0	0	0	776	30	0	806	1441
Grand Total	59	0	87	10	156	56	1001	0	0	1057	0	0	0	0	0	0	1412	83	1	1496	2709
Apprch %	37.8	0	55.8	6.4		5.3	94.7	0	0		0	0	0	0		0	94.4	5.5	0.1		
Total %	2.2	0	3.2	0.4	5.8	2.1	37	0	0	39	0	0	0	0	0	0	52.1	3.1	0	55.2	
Lights	59	0	87	10	156	55	986	0	0	1041	0	0	0	0	0	0	1398	82	1	1481	2678
% Lights	100	0	100	100	100	98.2	98.5	0	0	98.5	0	0	0	0	0	0	99	98.8	100	99	98.9
Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
% Buses	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0	0.3	0	0	0.3	0.4
Trucks	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	10	1	0	11	21
% Trucks	0	0	0	0	0	1.8	0.9	0	0	0.9	0	0	0	0	0	0	0.7	1.2	0	0.7	0.8

	TOGOS DW Southbound				E CAMPBELL AVE Westbound				Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	0	9	16	**9**	135	0	144	0	0	0	0	0	169	**11**	180	340
05:00 PM	**10**	0	9	19	6	120	0	126	0	0	0	0	0	207	9	216	361
05:15 PM	7	0	**17**	**24**	9	124	0	133	0	0	0	0	0	**213**	4	**217**	374
05:30 PM	6	0	7	13	6	**154**	0	**160**	0	0	0	0	0	198	8	206	**379**
Total Volume	30	0	42	72	30	533	0	563	0	0	0	0	0	787	32	819	1454
% App. Total	41.7	0	58.3		5.3	94.7	0		0	0	0		0	96.1	3.9		
PHF	.750	.000	.618	.750	.833	.865	.000	.880	.000	.000	.000	.000	.000	.924	.727	.944	.959

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 21PM FINAL
Site Code : 00000021
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 22AM FINAL
Site Code : 00000022
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

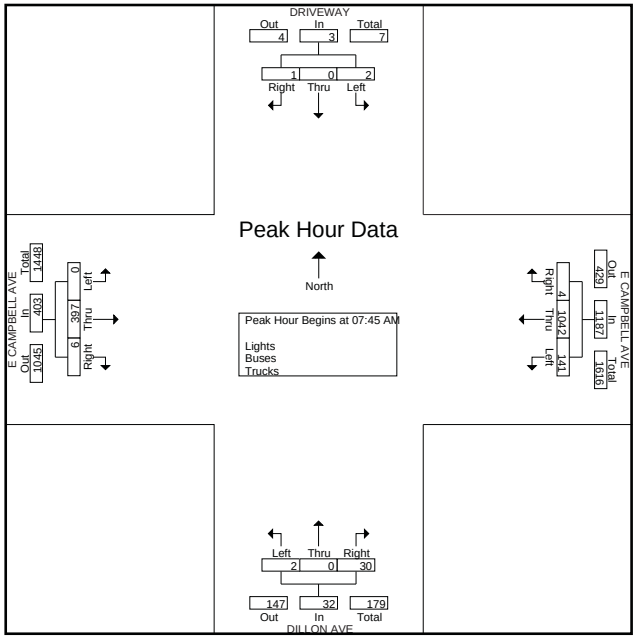
	DRIVEWAY Southbound					E CAMPBELL AVE Westbound					DILLON AVE Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	1	0	2	4	1	140	19	0	160	5	0	10	7	22	2	55	2	2	61	247
07:15 AM	0	0	0	0	0	0	215	12	0	227	3	0	1	4	8	0	43	0	0	43	278
07:30 AM	1	0	0	0	1	0	230	45	0	275	5	0	1	5	11	0	62	0	0	62	349
07:45 AM	0	0	0	0	0	0	301	65	0	366	12	0	2	7	21	2	93	0	0	95	482
Total	2	1	0	2	5	1	886	141	0	1028	25	0	14	23	62	4	253	2	2	261	1356
08:00 AM	0	0	0	0	0	1	263	32	1	297	9	0	0	9	18	0	97	0	0	97	412
08:15 AM	1	0	0	0	1	1	248	26	0	275	5	0	0	5	10	1	110	0	0	111	397
08:30 AM	0	0	2	0	2	2	230	18	0	250	4	0	0	4	8	3	97	0	0	100	360
08:45 AM	1	0	0	0	1	4	196	18	0	218	12	0	1	5	18	0	130	0	0	130	367
Total	2	0	2	0	4	8	937	94	1	1040	30	0	1	23	54	4	434	0	0	438	1536
Grand Total	4	1	2	2	9	9	1823	235	1	2068	55	0	15	46	116	8	687	2	2	699	2892
Apprch %	44.4	11.1	22.2	22.2		0.4	88.2	11.4	0		47.4	0	12.9	39.7		1.1	98.3	0.3	0.3		
Total %	0.1	0	0.1	0.1	0.3	0.3	63	8.1	0	71.5	1.9	0	0.5	1.6	4	0.3	23.8	0.1	0.1	24.2	
Lights	4	1	2	2	9	8	1792	229	1	2030	51	0	13	46	110	8	674	2	2	686	2835
% Lights	100	100	100	100	100	88.9	98.3	97.4	100	98.2	92.7	0	86.7	100	94.8	100	98.1	100	100	98.1	98
Buses	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	0	6	0	0	6	25
% Buses	0	0	0	0	0	0	1	0.4	0	0.9	0	0	0	0	0	0	0.9	0	0	0.9	0.9
Trucks	0	0	0	0	0	1	13	5	0	19	4	0	2	0	6	0	7	0	0	7	32
% Trucks	0	0	0	0	0	11.1	0.7	2.1	0	0.9	7.3	0	13.3	0	5.2	0	1	0	0	1	1.1

	DRIVEWAY Southbound				E CAMPBELL AVE Westbound				DILLON AVE Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	**301**	**65**	**366**	**12**	0	**2**	**14**	2	93	0	95	**475**
08:00 AM	0	0	0	0	1	263	32	296	9	0	0	9	0	97	0	97	402
08:15 AM	**1**	0	0	1	1	248	26	275	5	0	0	5	1	**110**	0	**111**	392
08:30 AM	0	0	**2**	**2**	**2**	230	18	250	4	0	0	4	**3**	97	0	100	356
Total Volume	1	0	2	3	4	1042	141	1187	30	0	2	32	6	397	0	403	1625
% App. Total	33.3	0	66.7		0.3	87.8	11.9		93.8	0	6.2		1.5	98.5	0		
PHF	.250	.000	.250	.375	.500	.865	.542	.811	.625	.000	.250	.571	.500	.902	.000	.908	.855

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 22AM FINAL
Site Code : 00000022
Start Date : 12/8/2015
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 22PM FINAL
Site Code : 00000022
Start Date : 12/8/2015
Page No : 1

Groups Printed- Lights - Buses - Trucks

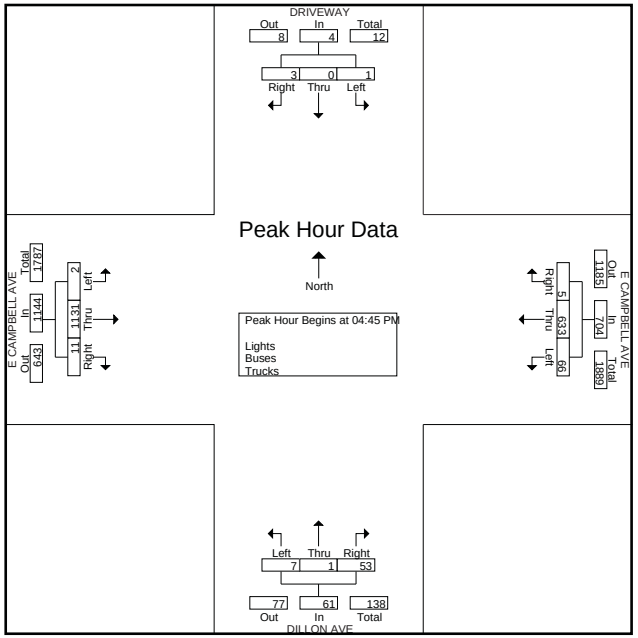
	DRIVEWAY Southbound					E CAMPBELL AVE Westbound					DILLON AVE Northbound					E CAMPBELL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	1	1	2	2	149	12	0	163	19	0	4	5	28	8	201	2	0	211	404
04:15 PM	1	0	0	0	1	5	143	27	0	175	11	0	3	6	20	2	239	1	0	242	438
04:30 PM	1	1	0	0	2	0	169	22	0	191	17	0	6	8	31	5	239	1	0	245	469
04:45 PM	1	0	0	0	1	1	153	15	0	169	16	0	2	8	26	4	244	1	0	249	445
Total	3	1	1	1	6	8	614	76	0	698	63	0	15	27	105	19	923	5	0	947	1756
05:00 PM	1	0	0	1	2	2	148	18	0	168	13	0	3	8	24	1	300	0	0	301	495
05:15 PM	1	0	1	0	2	1	162	20	0	183	11	0	0	9	20	3	274	0	0	277	482
05:30 PM	0	0	0	0	0	1	170	13	0	184	13	1	2	8	24	3	313	1	0	317	525
05:45 PM	4	0	1	0	5	3	159	13	0	175	9	0	0	14	23	5	241	2	0	248	451
Total	6	0	2	1	9	7	639	64	0	710	46	1	5	39	91	12	1128	3	0	1143	1953
Grand Total	9	1	3	2	15	15	1253	140	0	1408	109	1	20	66	196	31	2051	8	0	2090	3709
Apprch %	60	6.7	20	13.3		1.1	89	9.9	0		55.6	0.5	10.2	33.7		1.5	98.1	0.4	0		
Total %	0.2	0	0.1	0.1	0.4	0.4	33.8	3.8	0	38	2.9	0	0.5	1.8	5.3	0.8	55.3	0.2	0	56.3	
Lights	9	1	3	2	15	15	1241	137	0	1393	107	1	19	66	193	30	2037	8	0	2075	3676
% Lights	100	100	100	100	100	100	99	97.9	0	98.9	98.2	100	95	100	98.5	96.8	99.3	100	0	99.3	99.1
Buses	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
% Buses	0	0	0	0	0	0	0.5	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.3
Trucks	0	0	0	0	0	0	6	3	0	9	2	0	1	0	3	1	10	0	0	11	23
% Trucks	0	0	0	0	0	0	0.5	2.1	0	0.6	1.8	0	5	0	1.5	3.2	0.5	0	0	0.5	0.6

	DRIVEWAY Southbound				E CAMPBELL AVE Westbound				DILLON AVE Northbound				E CAMPBELL AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	1	1	153	15	169	**16**	0	2	**18**	**4**	244	**1**	249	437
05:00 PM	1	0	0	1	**2**	148	18	168	13	0	**3**	16	1	300	0	301	486
05:15 PM	1	0	**1**	**2**	1	162	**20**	183	11	0	0	11	3	274	0	277	473
05:30 PM	0	0	0	0	1	**170**	13	**184**	13	**1**	2	16	3	**313**	1	**317**	**517**
Total Volume	3	0	1	4	5	633	66	704	53	1	7	61	11	1131	2	1144	1913
% App. Total	75	0	25		0.7	89.9	9.4		86.9	1.6	11.5		1	98.9	0.2		
PHF	.750	.000	.250	.500	.625	.931	.825	.957	.828	.250	.583	.847	.688	.903	.500	.902	.925

Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 22PM FINAL
Site Code : 00000022
Start Date : 12/8/2015
Page No : 2

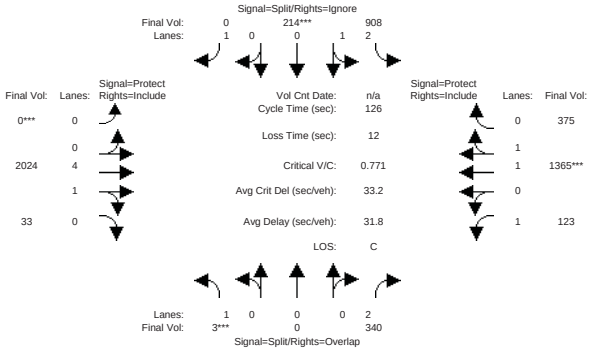


Appendix D

Level of Service Calculation Worksheets

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

Intersection #1: Hwy 17 SB/Hamilton

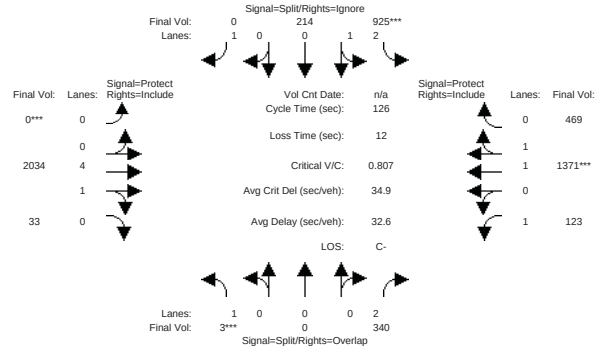


Street Name:	Hwy 17 SB						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	0	340	908	214	845	0	2024	33	123	1365	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	340	908	214	845	0	2024	33	123	1365	469
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.80
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	340	908	214	0	0	2024	33	123	1365	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	340	908	214	0	0	2024	33	123	1365	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	340	908	214	0	0	2024	33	123	1365	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	2.51	0.49	1.00	0.00	4.92	0.08	1.00	1.54	0.46
Final Sat.:	1750	0	3150	3953	932	1750	0	9348	152	1750	2927	804
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.23	0.23	0.00	0.00	0.22	0.22	0.07	0.47	0.47
Crit Moves:	****				****		****				****	
Green Time:	7.0	0.0	24.6	35.3	35.3	0.0	0.0	54.1	54.1	17.6	71.7	71.7
Volume/Cap:	0.03	0.00	0.55	0.82	0.82	0.00	0.00	0.50	0.50	0.50	0.82	0.82
Uniform Del:	56.3	0.0	45.8	42.4	42.4	0.0	0.0	26.2	26.2	50.2	21.9	21.9
IncremntDel:	0.1	0.0	1.1	4.1	4.1	0.0	0.0	0.1	0.1	1.7	2.7	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.4	0.0	46.9	46.4	46.4	0.0	0.0	26.3	26.3	51.9	24.6	24.6
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:	56.4	0.0	46.9	46.4	46.4	0.0	0.0	26.3	26.3	51.9	24.6	24.6
LOS by Move:	E+	A	D	D	D	A	A	C	C	D-	C	C
HCM2kAvgQ:	0	0	8	18	18	0	0	11	12	5	29	29

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #1: Hwy 17 SB/Hamilton

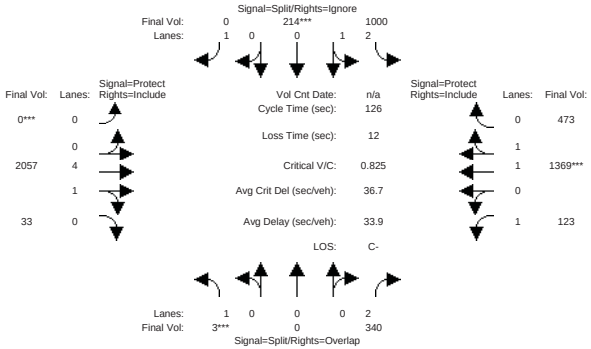


Street Name:	Hwy 17 SB						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	0	340	925	214	845	0	2034	33	123	1371	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	0	340	925	214	845	0	2034	33	123	1371	469
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	340	925	214	0	0	2034	33	123	1371	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	340	925	214	0	0	2034	33	123	1371	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	340	925	214	0	0	2034	33	123	1371	469
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	2.52	0.48	1.00	0.00	4.92	0.08	1.00	1.46	0.54
Final Sat.:	1750	0	3150	3965	917	1750	0	9349	152	1750	2771	948
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.23	0.23	0.00	0.00	0.22	0.22	0.07	0.49	0.49
Crit Moves:	****				****		****				****	
Green Time:	7.0	0.0	24.8	34.3	34.3	0.0	0.0	55.0	55.0	17.8	72.7	72.7
Volume/Cap:	0.03	0.00	0.55	0.86	0.86	0.00	0.00	0.50	0.50	0.50	0.86	0.86
Uniform Del:	56.3	0.0	45.6	43.5	43.5	0.0	0.0	25.6	25.6	50.0	22.3	22.3
IncremntDel:	0.1	0.0	1.1	5.8	5.8	0.0	0.0	0.1	0.1	1.6	3.7	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.4	0.0	46.7	49.3	49.3	0.0	0.0	25.7	25.7	51.6	26.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	0.0	46.7	49.3	49.3	0.0	0.0	25.7	25.7	51.6	26.0	26.0
LOS by Move:	E+	A	D	D	D	A	A	C	C	D-	C	C
HCM2kAvgQ:	0	0	8	19	19	0	0	11	12	5	32	32

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

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

Intersection #1: Hwy 17 SB/Hamilton

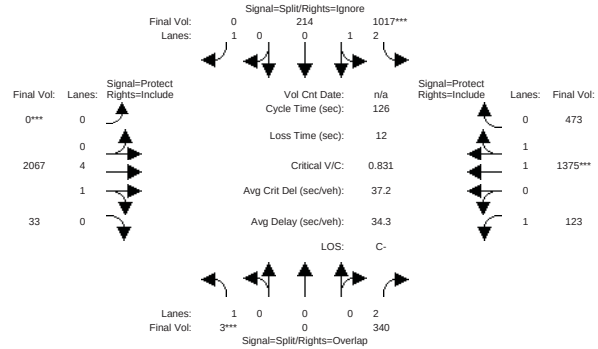


Street Name:	Hwy 17 SB									Hamilton								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	0	10			7	10	10			0	10	10			7	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module:																				
Base Vol:	3	0	340			1000	214	846			0	2057	33			123	1369	473		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	3	0	340			1000	214	846			0	2057	33			123	1369	473		
User Adj:	1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	3	0	340			1000	214	0			0	2057	33			123	1369	473		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	3	0	340			1000	214	0			0	2057	33			123	1369	473		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	3	0	340			1000	214	0			0	2057	33			123	1369	473		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.92	1.00	0.83			0.83	1.00	0.92			0.92	1.00	1.00			0.92	1.00	0.92		
Lanes:	1.00	0.00	2.00			2.55	0.45	1.00			0.00	4.92	0.08			1.00	1.45	0.55		
Final Sat.:	1750	0	3150			4013	859	1750			0	9351	150			1750	2763	955		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.11			0.25	0.25	0.00			0.00	0.22	0.22			0.07	0.50	0.50		
Crit Moves:	****						****				****						****			
Green Time:	7.0	0.0	24.2			35.8	35.8	0.0			0.0	54.0	54.0			17.2	71.2	71.2		
Volume/Cap:	0.03	0.00	0.56			0.88	0.88	0.00			0.00	0.51	0.51			0.51	0.88	0.88		
Uniform Del:	56.3	0.0	46.1			43.0	43.0	0.0			0.0	26.4	26.4			50.5	23.6	23.6		
IncremntDel:	0.1	0.0	1.2			6.6	6.6	0.0			0.0	0.1	0.1			1.9	4.5	4.5		
InitQueuDel:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Delay Adj:	1.00	0.00	1.00			1.00	1.00	0.00			0.00	1.00	1.00			1.00	1.00	1.00		
Delay/Veh:	56.4	0.0	47.3			49.6	49.6	0.0			0.0	26.5	26.5			52.4	28.2	28.2		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	56.4	0.0	47.3			49.6	49.6	0.0			0.0	26.5	26.5			52.4	28.2	28.2		
LOS by Move:	E+	A	D			D	D	A			A	C	C			D-	C	C		
HCM2kAvgQ:	0	0	8			20	20	0			0	11	13			5	34	34		

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #1: Hwy 17 SB/Hamilton

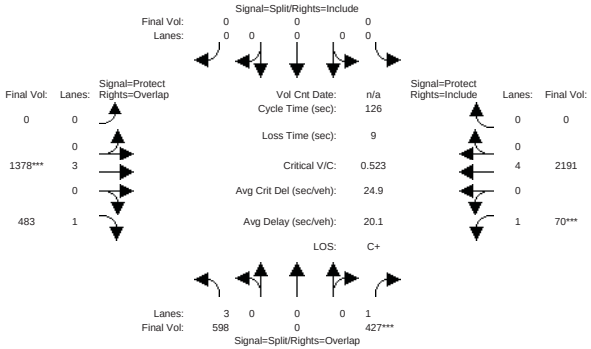


Street Name:	Hwy 17 SB									Hamilton								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	0	10			7	10	10			0	10	10			7	10	10		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Volume Module:																				
Base Vol:	3	0	340			1017	214	846			0	2067	33			123	1375	473		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	3	0	340			1017	214	846			0	2067	33			123	1375	473		
User Adj:	1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	3	0	340			1017	214	0			0	2067	33			123	1375	473		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	3	0	340			1017	214	0			0	2067	33			123	1375	473		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	0.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	3	0	340			1017	214	0			0	2067	33			123	1375	473		
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900			1900	1900	1900			1900	1900	1900			1900	1900	1900		
Adjustment:	0.92	1.00	0.83			0.83	1.00	0.92			0.92	1.00	1.00			0.92	1.00	0.92		
Lanes:	1.00	0.00	2.00			2.55	0.45	1.00			0.00	4.92	0.08			1.00	1.46	0.54		
Final Sat.:	1750	0	3150			4023	847	1750			0	9351	149			1750	2767	952		
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.11			0.25	0.25	0.00			0.00	0.22	0.22			0.07	0.50	0.50		
Crit Moves:	****						****				****						****			
Green Time:	7.0	0.0	24.1			36.1	36.1	0.0			0.0	53.8	53.8			17.1	70.9	70.9		
Volume/Cap:	0.03	0.00	0.56			0.88	0.88	0.00			0.00	0.52	0.52			0.52	0.88	0.88		
Uniform Del:	56.3	0.0	46.2			42.9	42.9	0.0			0.0	26.5	26.5			50.6	23.9	23.9		
IncremntDel:	0.1	0.0	1.2			7.0	7.0	0.0			0.0	0.1	0.1			2.0	4.8	4.8		
InitQueuDel:	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0		
Delay Adj:	1.00	0.00	1.00			1.00	1.00	0.00			0.00	1.00	1.00			1.00	1.00	1.00		
Delay/Veh:	56.4	0.0	47.4			49.9	49.9	0.0			0.0	26.7	26.7			52.6	28.8	28.8		
User DelAdj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
AdjDel/Veh:	56.4	0.0	47.4			49.9	49.9	0.0			0.0	26.7	26.7			52.6	28.8	28.8		
LOS by Move:	E+	A	D			D	D	A			A	C	C			D-	C	C		
HCM2kAvgQ:	0	0	8			21	21	0			0	12	13			5	34	34		

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

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

Intersection #2: Creekside Way/Hamilton



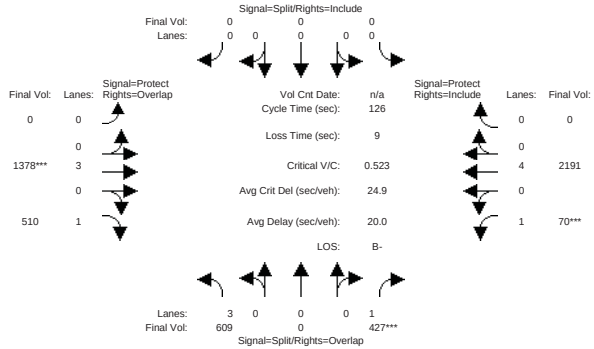
Street Name:	Creekside Way									Hamilton Ave								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	0		0		0	0		10		10	7		10		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:																				
Base Vol:	598		0		427	0		0		0	0		1378		483	70		2191		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:	598		0		427	0		0		0	0		1378		483	70		2191		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:	598		0		427	0		0		0	0		1378		483	70		2191		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	598		0		427	0		0		0	0		1378		483	70		2191		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:	598		0		427	0		0		0	0		1378		483	70		2191		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.80		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92
Lanes:	3.00		0.00		1.00	0.00		0.00		0.00	0.00		3.00		1.00	1.00		4.00		0.00
Final Sat.:	4551		0		1750	0		0		0	0		5700		1750	1750		7600		0
Capacity Analysis Module:																				
Vol/Sat:	0.13		0.00		0.24	0.00		0.00		0.00	0.00		0.24		0.28	0.04		0.29		0.00
Crit Moves:					****								****			****				
Green Time:	46.9		0.0		56.8	0.0		0.0		0.0	0.0		60.2		107.0	10.0		70.1		0.0
Volume/Cap:	0.35		0.00		0.54	0.00		0.00		0.00	0.00		0.51		0.32	0.51		0.52		0.00
Uniform Del:	28.6		0.0		25.1	0.0		0.0		0.0	0.0		22.7		2.0	55.7		17.4		0.0
IncremntDel:	0.1		0.0		0.8	0.0		0.0		0.0	0.0		0.2		0.1	3.0		0.1		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:	1.00		0.00		1.00	0.00		0.00		0.00	0.00		1.00		1.00	1.00		1.00		0.00
Delay/Veh:	28.7		0.0		25.9	0.0		0.0		0.0	0.0		22.8		2.1	58.7		17.5		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	28.7		0.0		25.9	0.0		0.0		0.0	0.0		22.8		2.1	58.7		17.5		0.0
LOS by Move:	C		A		C	A		A		A	A		C+		A	E+		B		A
HCM2kAvgQ:	7		0		13	0		0		0	0		12		4	3		12		0

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #2: Creekside Way/Hamilton



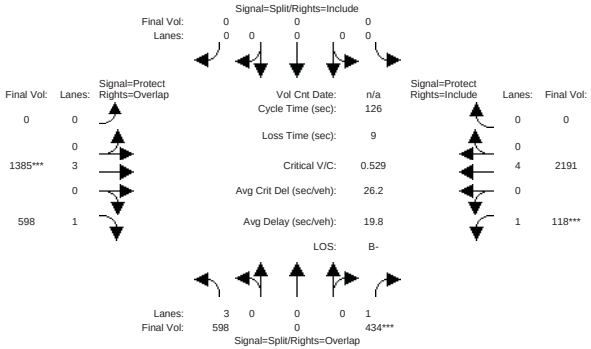
Street Name:	Creekside Way									Hamilton Ave								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	0		0		0	0		10		10	7		10		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:																				
Base Vol:	609		0		427	0		0		0	0		1378		510	70		2191		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:	609		0		427	0		0		0	0		1378		510	70		2191		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:	609		0		427	0		0		0	0		1378		510	70		2191		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	609		0		427	0		0		0	0		1378		510	70		2191		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:	609		0		427	0		0		0	0		1378		510	70		2191		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.80		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92
Lanes:	3.00		0.00		1.00	0.00		0.00		0.00	0.00		3.00		1.00	1.00		4.00		0.00
Final Sat.:	4551		0		1750	0		0		0	0		5700		1750	1750		7600		0
Capacity Analysis Module:																				
Vol/Sat:	0.13		0.00		0.24	0.00		0.00		0.00	0.00		0.24		0.29	0.04		0.29		0.00
Crit Moves:					****								****			****				
Green Time:	46.9		0.0		56.8	0.0		0.0		0.0	0.0		60.2		107.0	10.0		70.1		0.0
Volume/Cap:	0.36		0.00		0.54	0.00		0.00		0.00	0.00		0.51		0.34	0.51		0.52		0.00
Uniform Del:	28.7		0.0		25.1	0.0		0.0		0.0	0.0		22.7		2.0	55.7		17.4		0.0
IncremntDel:	0.1		0.0		0.8	0.0		0.0		0.0	0.0		0.2		0.1	3.0		0.1		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:	1.00		0.00		1.00	0.00		0.00		0.00	0.00		1.00		1.00	1.00		1.00		0.00
Delay/Veh:	28.8		0.0		25.9	0.0		0.0		0.0	0.0		22.8		2.2	58.7		17.5		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	28.8		0.0		25.9	0.0		0.0		0.0	0.0		22.8		2.2	58.7		17.5		0.0
LOS by Move:	C		A		C	A		A		A	A		C+		A	E+		B		A
HCM2kAvgQ:	7		0		13	0		0		0	0		12		5	3		12		0

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #2: Creekside Way/Hamilton

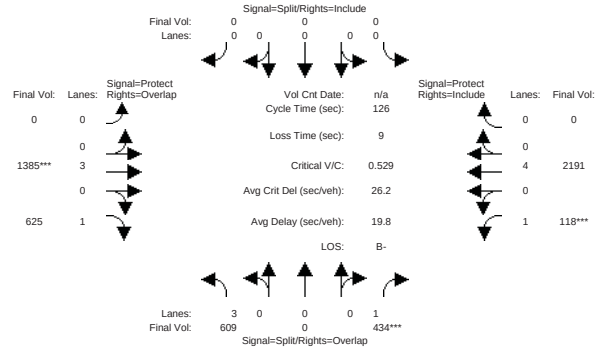


Street Name:	Creekside Way									Hamilton Ave								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	0		0		0	0		10		10	7		10		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:																				
Base Vol:	598		0		434	0		0		0	0		1385		598	118		2191		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:	598		0		434	0		0		0	0		1385		598	118		2191		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:	598		0		434	0		0		0	0		1385		598	118		2191		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	598		0		434	0		0		0	0		1385		598	118		2191		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:	598		0		434	0		0		0	0		1385		598	118		2191		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.80		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92
Lanes:	3.00		0.00		1.00	0.00		0.00		0.00	0.00		3.00		1.00	1.00		4.00		0.00
Final Sat.:	4551		0		1750	0		0		0	0		5700		1750	1750		7600		0
Capacity Analysis Module:																				
Vol/Sat:	0.13		0.00		0.25	0.00		0.00		0.00	0.00		0.24		0.34	0.07		0.29		0.00
Crit Moves:					****								****			****				
Green Time:	43.0		0.0		59.1	0.0		0.0		0.0	0.0		57.9		100.9	16.1		74.0		0.0
Volume/Cap:	0.38		0.00		0.53	0.00		0.00		0.00	0.00		0.53		0.43	0.53		0.49		0.00
Uniform Del:	31.5		0.0		23.6	0.0		0.0		0.0	0.0		24.3		3.8	51.4		15.1		0.0
IncremntDel:	0.2		0.0		0.7	0.0		0.0		0.0	0.0		0.2		0.2	2.4		0.1		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:	1.00		0.00		1.00	0.00		0.00		0.00	0.00		1.00		1.00	1.00		1.00		0.00
Delay/Veh:	31.6		0.0		24.3	0.0		0.0		0.0	0.0		24.5		4.0	53.8		15.2		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	31.6		0.0		24.3	0.0		0.0		0.0	0.0		24.5		4.0	53.8		15.2		0.0
LOS by Move:	C		A		C	A		A		A	A		C		A	D-		B		A
HCM2kAvgQ:	7		0		13	0		0		0	0		13		8	4		12		0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #2: Creekside Way/Hamilton

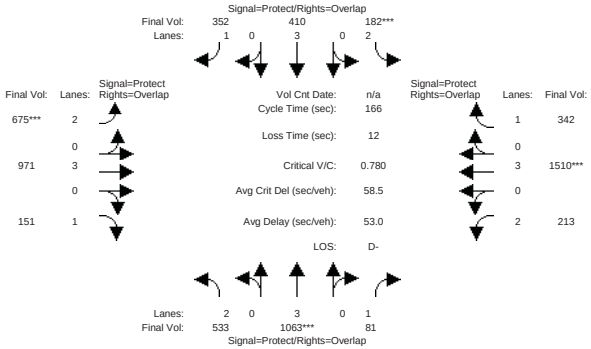


Street Name:	Creekside Way									Hamilton Ave								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	0		0		0	0		10		10	7		10		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:																				
Base Vol:	609		0		434	0		0		0	0		1385		625	118		2191		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:	609		0		434	0		0		0	0		1385		625	118		2191		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:	609		0		434	0		0		0	0		1385		625	118		2191		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	609		0		434	0		0		0	0		1385		625	118		2191		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:	609		0		434	0		0		0	0		1385		625	118		2191		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.80		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92
Lanes:	3.00		0.00		1.00	0.00		0.00		0.00	0.00		3.00		1.00	1.00		4.00		0.00
Final Sat.:	4551		0		1750	0		0		0	0		5700		1750	1750		7600		0
Capacity Analysis Module:																				
Vol/Sat:	0.13		0.00		0.25	0.00		0.00		0.00	0.00		0.24		0.36	0.07		0.29		0.00
Crit Moves:					****								****			****				
Green Time:	43.0		0.0		59.1	0.0		0.0		0.0	0.0		57.9		100.9	16.1		74.0		0.0
Volume/Cap:	0.39		0.00		0.53	0.00		0.00		0.00	0.00		0.53		0.45	0.53		0.49		0.00
Uniform Del:	31.5		0.0		23.6	0.0		0.0		0.0	0.0		24.3		3.9	51.4		15.1		0.0
IncremntDel:	0.2		0.0		0.7	0.0		0.0		0.0	0.0		0.2		0.2	2.4		0.1		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:	1.00		0.00		1.00	0.00		0.00		0.00	0.00		1.00		1.00	1.00		1.00		0.00
Delay/Veh:	31.7		0.0		24.3	0.0		0.0		0.0	0.0		24.5		4.1	53.8		15.2		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	31.7		0.0		24.3	0.0		0.0		0.0	0.0		24.5		4.1	53.8		15.2		0.0
LOS by Move:	C		A		C	A		A		A	A		C		A	D-		B		A
HCM2kAvgQ:	7		0		13	0		0		0	0		13		8	4		12		0

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

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

Intersection #3: Bascom/Hamilton

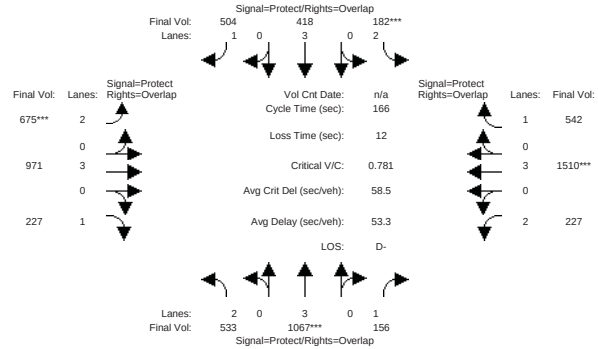


Street Name:	Bascom						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:4:45 to 5:45												
Base Vol:	533	1063	149	182	410	504	675	971	227	213	1510	542
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	1063	149	182	410	504	675	971	227	213	1510	542
User Adj:	1.00	1.00	0.54	1.00	1.00	0.70	1.00	1.00	0.66	1.00	1.00	0.63
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	1063	81	182	410	352	675	971	151	213	1510	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1063	81	182	410	352	675	971	151	213	1510	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	533	1063	81	182	410	352	675	971	151	213	1510	342
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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.05	0.06	0.07	0.20	0.21	0.17	0.09	0.07	0.26	0.20
Crit Moves:		****		****			****				****	
Green Time:	36.5	39.7	68.7	12.3	15.5	61.1	45.6	73.0	109.5	29.0	56.4	68.7
Volume/Cap:	0.77	0.78	0.11	0.78	0.77	0.55	0.78	0.39	0.13	0.39	0.78	0.47
Uniform Del:	60.8	59.1	29.9	75.5	73.5	41.5	55.6	31.4	10.5	60.6	49.2	35.5
IncremntDel:	5.3	3.0	0.1	15.4	6.8	1.0	4.6	0.1	0.1	0.5	2.1	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.1	62.0	30.0	90.9	80.3	42.4	60.1	31.5	10.6	61.1	51.3	35.9
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:	66.1	62.0	30.0	90.9	80.3	42.4	60.1	31.5	10.6	61.1	51.3	35.9
LOS by Move:	E	E	C	F	F	D	E	C	B+	E	D-	D+
HCM2kAvgQ:	15	17	3	6	7	15	19	11	3	6	24	13

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #3: Bascom/Hamilton

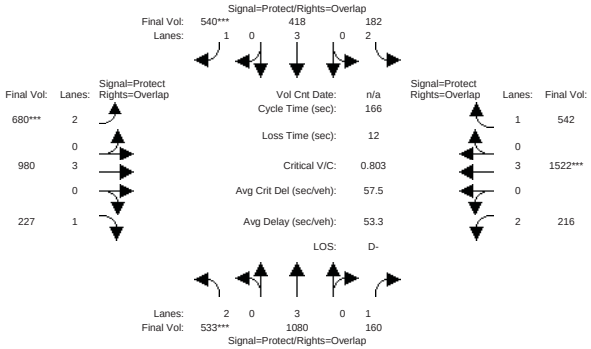


Street Name:	Bascom						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	533	1067	156	182	418	504	675	971	227	227	1510	542
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	1067	156	182	418	504	675	971	227	227	1510	542
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	533	1067	156	182	418	504	675	971	227	227	1510	542
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1067	156	182	418	504	675	971	227	227	1510	542
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	533	1067	156	182	418	504	675	971	227	227	1510	542
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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.09	0.06	0.07	0.29	0.21	0.17	0.13	0.07	0.26	0.31
Crit Moves:		****		****			****				****	
Green Time:	36.3	39.8	70.1	12.3	15.8	61.4	45.6	71.6	107.9	30.3	56.3	68.6
Volume/Cap:	0.77	0.78	0.21	0.78	0.77	0.78	0.78	0.39	0.20	0.39	0.78	0.75
Uniform Del:	61.0	59.0	30.4	75.5	73.3	46.3	55.6	32.3	11.7	59.8	49.3	41.4
IncremntDel:	5.5	3.0	0.1	15.5	6.7	6.0	4.6	0.1	0.1	0.4	2.1	4.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.5	62.0	30.6	91.0	80.0	52.3	60.2	32.5	11.8	60.2	51.4	45.7
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:	66.5	62.0	30.6	91.0	80.0	52.3	60.2	32.5	11.8	60.2	51.4	45.7
LOS by Move:	E	E	C	F	E-	D-	E	C-	B+	E	D-	D
HCM2kAvgQ:	15	17	5	6	7	25	19	11	5	6	24	26

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

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

Intersection #3: Bascom/Hamilton



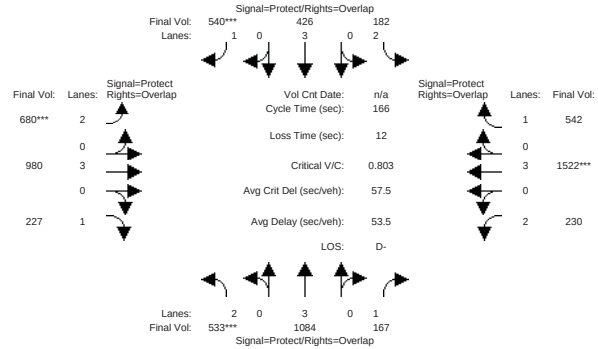
Street Name:	Bascom									Hamilton								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	- R	L	-	T	- R		L	-	T	- R		L	-	T	- R
Min. Green:	7		10	10	7		10	10		7		10	10		7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0
Volume Module:																		
Base Vol:	533	1080		160	182	418		540		680	980		227		216	1522		542
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
Initial Bse:	533	1080		160	182	418		540		680	980		227		216	1522		542
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
PHF Volume:	533	1080		160	182	418		540		680	980		227		216	1522		542
Reduct Vol:	0	0		0	0	0		0		0	0		0		0	0		0
Reduced Vol:	533	1080		160	182	418		540		680	980		227		216	1522		542
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
MLF Adj:	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:	533	1080		160	182	418		540		680	980		227		216	1522		542
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		0.92
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00		2.00	3.00		1.00		2.00	3.00		1.00
Final Sat.:	3150	5700		1750	3150	5700		1750		3150	5700		1750		3150	5700		1750
Capacity Analysis Module:																		
Vol/Sat:	0.17	0.19		0.09	0.06	0.07		0.31		0.22	0.17		0.13		0.07	0.27		0.31
Crit Moves:	****							****		****						****		
Green Time:	35.0	41.5		70.0	12.7	19.2		63.8		44.6	71.4		106.4		28.5	55.2		67.9
Volume/Cap:	0.80	0.76		0.22	0.76	0.64		0.80		0.80	0.40		0.20		0.40	0.80		0.76
Uniform Del:	62.2	57.6		30.6	75.2	70.1		45.5		56.6	32.6		12.3		61.2	50.4		42.0
IncremntDel:	7.0	2.4		0.1	13.0	2.1		6.9		5.6	0.1		0.1		0.5	2.6		4.7
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
Delay/Veh:	69.2	60.0		30.7	88.2	72.1		52.4		62.2	32.7		12.4		61.7	53.0		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:	69.2	60.0		30.7	88.2	72.1		52.4		62.2	32.7		12.4		61.7	53.0		46.7
LOS by Move:	E	E		C	F	E		D-		E	C-		B		E	D-		D
HCM2kAvgQ:	16	17		5	6	7		27		20	11		5		6	25		26

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #3: Bascom/Hamilton



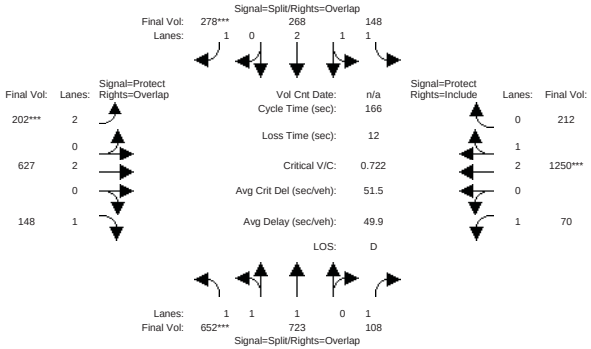
Street Name:	Bascom									Hamilton								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	- R	L	-	T	- R		L	-	T	- R		L	-	T	- R
Min. Green:	7		10	10	7		10	10		7		10	10		7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0
Volume Module:																		
Base Vol:	533	1084		167	182	426		540		680	980		227		230	1522		542
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
Initial Bse:	533	1084		167	182	426		540		680	980		227		230	1522		542
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
PHF Volume:	533	1084		167	182	426		540		680	980		227		230	1522		542
Reduct Vol:	0	0		0	0	0		0		0	0		0		0	0		0
Reduced Vol:	533	1084		167	182	426		540		680	980		227		230	1522		542
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
MLF Adj:	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:	533	1084		167	182	426		540		680	980		227		230	1522		542
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		0.92
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00		2.00	3.00		1.00		2.00	3.00		1.00
Final Sat.:	3150	5700		1750	3150	5700		1750		3150	5700		1750		3150	5700		1750
Capacity Analysis Module:																		
Vol/Sat:	0.17	0.19		0.10	0.06	0.07		0.31		0.22	0.17		0.13		0.07	0.27		0.31
Crit Moves:	****							****		****						****		
Green Time:	35.0	41.5		71.3	12.6	19.2		63.8		44.6	70.1		105.1		29.8	55.2		67.8
Volume/Cap:	0.80	0.76		0.22	0.76	0.65		0.80		0.80	0.41		0.20		0.41	0.80		0.76
Uniform Del:	62.2	57.6		29.9	75.2	70.2		45.5		56.6	33.5		12.8		60.3	50.4		42.1
IncremntDel:	7.0	2.4		0.2	13.2	2.3		6.9		5.6	0.1		0.1		0.5	2.6		4.7
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00
Delay/Veh:	69.2	60.1		30.0	88.4	72.4		52.4		62.2	33.6		12.9		60.8	53.0		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:	69.2	60.1		30.0	88.4	72.4		52.4		62.2	33.6		12.9		60.8	53.0		46.7
LOS by Move:	E	E		C	F	E		D-		E	C-		B		E	D-		D
HCM2kAvgQ:	16	17		5	6	7		27		20	11		5		6	25		26

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #4: Hamilton/Leigh



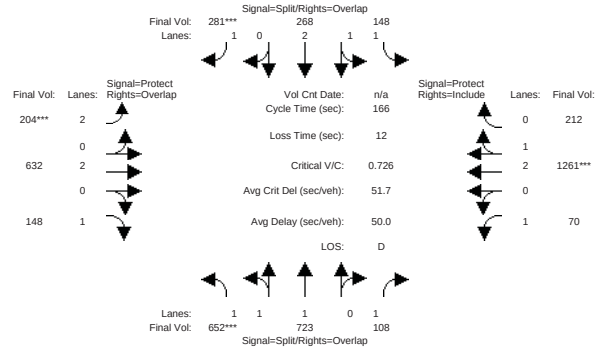
Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	652	723	108	148	268	278	202	627	148	70	1250	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	652	723	108	148	268	278	202	627	148	70	1250	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	652	723	108	148	268	278	202	627	148	70	1250	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	652	723	108	148	268	278	202	627	148	70	1250	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	652	723	108	148	268	278	202	627	148	70	1250	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	1.00	1.50	2.50	1.00	2.00	2.00	1.00	1.00	2.53	0.47
Final Sat.:	2597	2880	1750	2624	4751	1750	3150	3800	1750	1750	4814	816
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.06	0.06	0.06	0.16	0.06	0.17	0.08	0.04	0.26	0.26
Crit Moves:	****					****	****				****	
Green Time:	57.7	57.7	72.9	21.8	21.8	36.5	14.7	59.3	117.1	15.2	59.7	59.7
Volume/Cap:	0.72	0.72	0.14	0.43	0.43	0.72	0.72	0.46	0.12	0.44	0.72	0.72
Uniform Del:	47.1	47.1	27.8	66.4	66.4	60.0	73.6	41.1	7.9	71.4	46.0	46.0
IncremntDel:	1.4	1.4	0.1	0.3	0.3	6.6	8.9	0.2	0.0	1.9	1.3	1.3
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.5	48.5	27.9	66.7	66.7	66.6	82.5	41.3	7.9	73.3	47.3	47.3
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:	48.5	48.5	27.9	66.7	66.7	66.6	82.5	41.3	7.9	73.3	47.3	47.3
LOS by Move:	D	D	C	E	E	E	F	D	A	E	D	D
HCM2kAvgQ:	22	22	3	5	5	15	7	12	3	4	22	22

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #4: Hamilton/Leigh



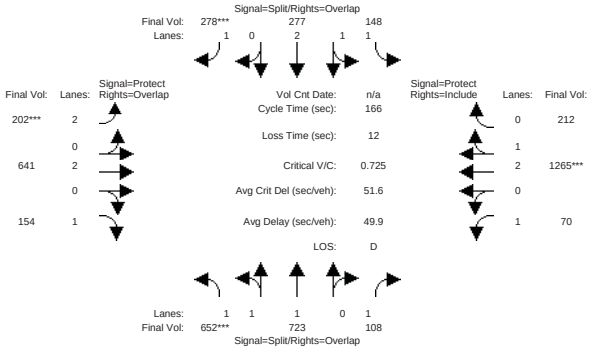
Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	652	723	108	148	268	281	204	632	148	70	1261	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	652	723	108	148	268	281	204	632	148	70	1261	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	652	723	108	148	268	281	204	632	148	70	1261	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	652	723	108	148	268	281	204	632	148	70	1261	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	652	723	108	148	268	281	204	632	148	70	1261	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	1.00	1.50	2.50	1.00	2.00	2.00	1.00	1.00	2.54	0.46
Final Sat.:	2597	2880	1750	2624	4751	1750	3150	3800	1750	1750	4820	810
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.06	0.06	0.06	0.16	0.06	0.17	0.08	0.04	0.26	0.26
Crit Moves:	****					****	****				****	
Green Time:	57.4	57.4	72.5	21.9	21.9	36.7	14.8	59.6	117.0	15.1	59.8	59.8
Volume/Cap:	0.73	0.73	0.14	0.43	0.43	0.73	0.73	0.46	0.12	0.44	0.73	0.73
Uniform Del:	47.4	47.4	28.0	66.3	66.3	60.0	73.6	40.9	7.9	71.4	46.0	46.0
IncremntDel:	1.4	1.4	0.1	0.3	0.3	6.7	9.1	0.3	0.0	1.9	1.3	1.3
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.8	48.8	28.1	66.6	66.6	66.7	82.7	41.2	7.9	73.4	47.3	47.3
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:	48.8	48.8	28.1	66.6	66.6	66.7	82.7	41.2	7.9	73.4	47.3	47.3
LOS by Move:	D	D	C	E	E	E	F	D	A	E	D	D
HCM2kAvgQ:	22	22	3	5	5	15	7	12	3	4	22	22

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #4: Hamilton/Leigh



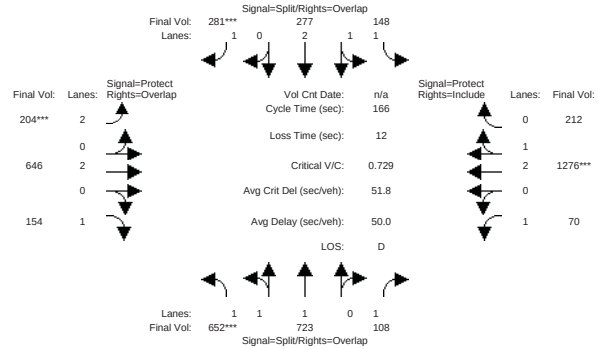
Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	652	723	108	148	277	278	202	641	154	70	1265	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	652	723	108	148	277	278	202	641	154	70	1265	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	652	723	108	148	277	278	202	641	154	70	1265	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	652	723	108	148	277	278	202	641	154	70	1265	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	652	723	108	148	277	278	202	641	154	70	1265	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	1.00	1.47	2.53	1.00	2.00	2.00	1.00	1.00	2.54	0.46
Final Sat.:	2597	2880	1750	2570	4810	1750	3150	3800	1750	1750	4823	808
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.06	0.06	0.06	0.16	0.06	0.17	0.09	0.04	0.26	0.26
Crit Moves:	****					****	****				****	
Green Time:	57.5	57.5	72.5	21.7	21.7	36.4	14.7	59.8	117.3	15.0	60.1	60.1
Volume/Cap:	0.72	0.72	0.14	0.44	0.44	0.72	0.72	0.47	0.12	0.44	0.72	0.72
Uniform Del:	47.3	47.3	28.1	66.5	66.5	60.2	73.7	40.8	7.8	71.6	45.8	45.8
IncremntDel:	1.4	1.4	0.1	0.3	0.3	6.7	9.1	0.3	0.0	2.0	1.3	1.3
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.8	48.8	28.2	66.9	66.9	66.9	82.8	41.1	7.9	73.6	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	48.8	28.2	66.9	66.9	66.9	82.8	41.1	7.9	73.6	47.1	47.1
LOS by Move:	D	D	C	E	E	E	F	D	A	E	D	D
HCM2kAvgQ:	22	22	3	5	5	15	7	12	3	4	22	22

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #4: Hamilton/Leigh



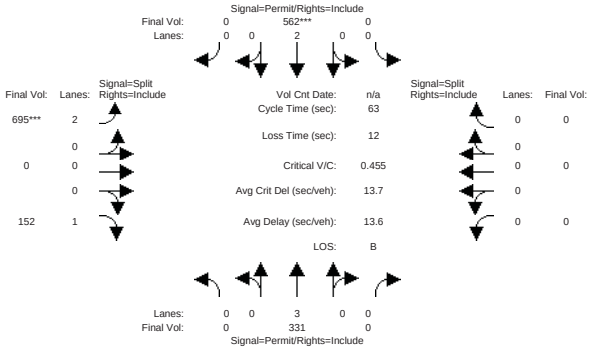
Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	652	723	108	148	277	281	204	646	154	70	1276	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	652	723	108	148	277	281	204	646	154	70	1276	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	652	723	108	148	277	281	204	646	154	70	1276	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	652	723	108	148	277	281	204	646	154	70	1276	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	652	723	108	148	277	281	204	646	154	70	1276	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	1.00	1.47	2.53	1.00	2.00	2.00	1.00	1.00	2.54	0.46
Final Sat.:	2597	2880	1750	2570	4810	1750	3150	3800	1750	1750	4829	802
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.06	0.06	0.06	0.16	0.06	0.17	0.09	0.04	0.26	0.26
Crit Moves:	****					****	****				****	
Green Time:	57.2	57.2	72.1	21.8	21.8	36.6	14.8	60.1	117.3	14.9	60.2	60.2
Volume/Cap:	0.73	0.73	0.14	0.44	0.44	0.73	0.73	0.47	0.12	0.45	0.73	0.73
Uniform Del:	47.6	47.6	28.3	66.4	66.4	60.1	73.7	40.7	7.8	71.6	45.8	45.8
IncremntDel:	1.5	1.5	0.1	0.3	0.3	6.9	9.3	0.3	0.0	2.0	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.1	49.1	28.4	66.7	66.7	67.0	83.0	41.0	7.9	73.6	47.2	47.2
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:	49.1	49.1	28.4	66.7	66.7	67.0	83.0	41.0	7.9	73.6	47.2	47.2
LOS by Move:	D	D	C	E	E	E	F	D	A	E	D	D
HCM2kAvgQ:	22	22	3	5	5	15	8	12	3	4	22	22

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #5: Creekside Way/SR 17 Off-ramp

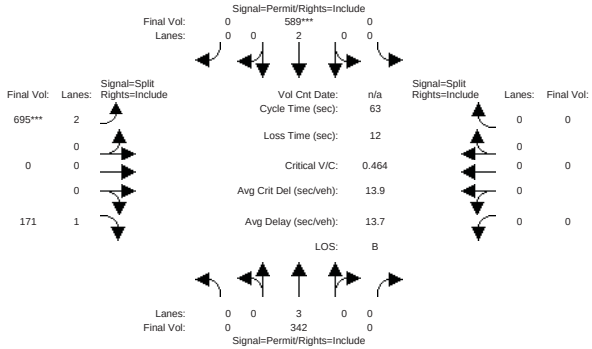


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	331	0	0	562	0	695	0	152	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	331	0	0	562	0	695	0	152	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	331	0	0	562	0	695	0	152	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	331	0	0	562	0	695	0	152	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	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	331	0	0	562	0	695	0	152	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5700	0	0	3800	0	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.00	0.00	0.15	0.00	0.22	0.00	0.09	0.00	0.00	0.00				
Crit Moves:					****		****									
Green Time:	0.0	20.5	0.0	0.0	20.5	0.0	30.5	0.0	30.5	0.0	0.0	0.0				
Volume/Cap:	0.00	0.18	0.00	0.00	0.46	0.00	0.46	0.00	0.18	0.00	0.00	0.00				
Uniform Del:	0.0	15.2	0.0	0.0	16.8	0.0	10.7	0.0	9.2	0.0	0.0	0.0				
IncremntDel:	0.0	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.1	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	15.3	0.0	0.0	17.1	0.0	11.0	0.0	9.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	15.3	0.0	0.0	17.1	0.0	11.0	0.0	9.3	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	B	A	B+	A	A	A	A	A				
HCM2kAvgQ:	0	2	0	0	5	0	6	0	2	0	0	0				

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #5: Creekside Way/SR 17 Off-ramp

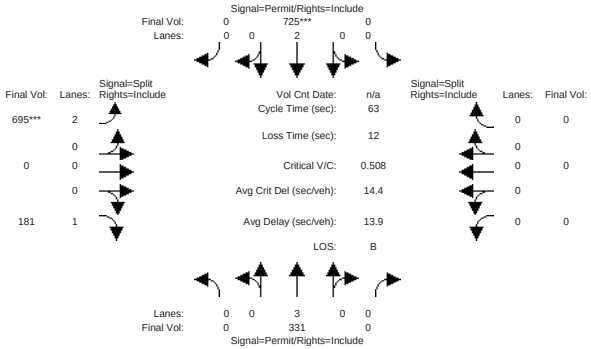


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	342	0	0	589	0	695	0	171	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	342	0	0	589	0	695	0	171	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	342	0	0	589	0	695	0	171	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	342	0	0	589	0	695	0	171	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	342	0	0	589	0	695	0	171	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5700	0	0	3800	0	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06	0.00	0.00	0.16	0.00	0.22	0.00	0.10	0.00	0.00	0.00				
Crit Moves:					****		****									
Green Time:	0.0	21.0	0.0	0.0	21.0	0.0	30.0	0.0	30.0	0.0	0.0	0.0				
Volume/Cap:	0.00	0.18	0.00	0.00	0.46	0.00	0.46	0.00	0.21	0.00	0.00	0.00				
Uniform Del:	0.0	14.9	0.0	0.0	16.5	0.0	11.1	0.0	9.6	0.0	0.0	0.0				
IncremntDel:	0.0	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.1	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	14.9	0.0	0.0	16.8	0.0	11.3	0.0	9.7	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	14.9	0.0	0.0	16.8	0.0	11.3	0.0	9.7	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	B	A	B+	A	A	A	A	A				
HCM2kAvgQ:	0	2	0	0	5	0	6	0	2	0	0	0				

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

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

Intersection #5: Creekside Way/SR 17 Off-ramp

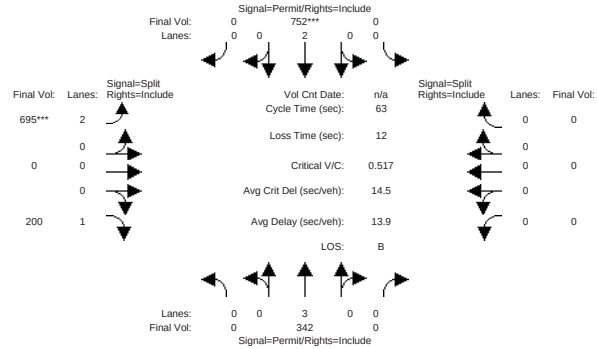


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0	331		0	0	725		0	695		0	181	0		0	0
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	331		0	0	725		0	695		0	181	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	331		0	0	725		0	695		0	181	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	331		0	0	725		0	695		0	181	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	331		0	0	725		0	695		0	181	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	0.00	3.00		0.00	0.00	2.00		0.00	2.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	0	5700		0	0	3800		0	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06		0.00	0.00	0.19		0.00	0.22	0.00		0.10	0.00	0.00		0.00
Crit Moves:						****			****							
Green Time:	0.0	23.7		0.0	0.0	23.7		0.0	27.3		0.0	27.3	0.0		0.0	0.0
Volume/Cap:	0.00	0.15		0.00	0.00	0.51		0.00	0.51	0.00		0.24	0.00	0.00		0.00
Uniform Del:	0.0	13.0		0.0	0.0	15.2		0.0	12.9		0.0	11.3	0.0		0.0	0.0
IncremntDel:	0.0	0.0		0.0	0.0	0.3		0.0	0.3		0.0	0.2	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	1.00		0.00	0.00	1.00		0.00	1.00	0.00		1.00	0.00	0.00		0.00
Delay/Veh:	0.0	13.1		0.0	0.0	15.5		0.0	13.3		0.0	11.4	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	13.1		0.0	0.0	15.5		0.0	13.3		0.0	11.4	0.0		0.0	0.0
LOS by Move:	A	B		A	A	B		A	B		A	B+	A		A	A
HCM2kAvgQ:	0	1		0	0	6		0	6		0	2	0		0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #5: Creekside Way/SR 17 Off-ramp

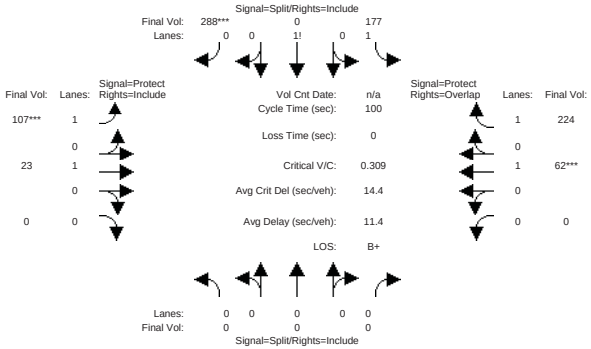


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0	342		0	0	752		0	695		0	200	0		0	0
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	342		0	0	752		0	695		0	200	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	342		0	0	752		0	695		0	200	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	342		0	0	752		0	695		0	200	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	342		0	0	752		0	695		0	200	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	0.00	3.00		0.00	0.00	2.00		0.00	2.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	0	5700		0	0	3800		0	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.06		0.00	0.00	0.20		0.00	0.22	0.00		0.11	0.00	0.00		0.00
Crit Moves:						****			****							
Green Time:	0.0	24.1		0.0	0.0	24.1		0.0	26.9		0.0	26.9	0.0		0.0	0.0
Volume/Cap:	0.00	0.16		0.00	0.00	0.52		0.00	0.52	0.00		0.27	0.00	0.00		0.00
Uniform Del:	0.0	12.8		0.0	0.0	15.0		0.0	13.3		0.0	11.7	0.0		0.0	0.0
IncremntDel:	0.0	0.0		0.0	0.0	0.3		0.0	0.4		0.0	0.2	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	1.00		0.00	0.00	1.00		0.00	1.00	0.00		1.00	0.00	0.00		0.00
Delay/Veh:	0.0	12.8		0.0	0.0	15.3		0.0	13.6		0.0	11.9	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	0.0	12.8		0.0	0.0	15.3		0.0	13.6		0.0	11.9	0.0		0.0	0.0
LOS by Move:	A	B		A	A	B		A	B		A	B+	A		A	A
HCM2kAvgQ:	0	1		0	0	6		0	6		0	3	0		0	0

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

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

Intersection #6: Creekside Way/Campisi Way

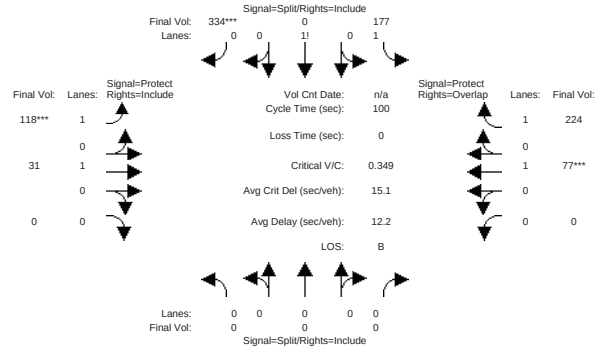


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	10	10	10	10	7	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	0	0	0	177	0	288	0	107	23	0	0	0	62	224	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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	177	0	288	0	107	23	0	0	0	62	224	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	177	0	288	0	107	23	0	0	0	62	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	177	0	288	0	107	23	0	0	0	62	224	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	177	0	288	0	107	23	0	0	0	62	224	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.24	0.00	0.76	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	0	0	0	2161	0	1339	1750	1900	0	0	1900	1750	0	1900	1750	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.22	0.06	0.01	0.00	0.00	0.03	0.13	0.00	0.00	0.00	0.08
Crit Moves:						****	****				****					****
Green Time:	0.0	0.0	0.0	69.6	0.0	69.6	19.8	30.4	0.0	0.0	10.6	80.2	0.0	0.0	0.0	69.6
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.31	0.31	0.04	0.00	0.00	0.31	0.16	0.00	0.00	0.00	0.12
Uniform Del:	0.0	0.0	0.0	5.0	0.0	5.9	34.3	24.5	0.0	0.0	41.3	2.2	0.0	0.0	0.0	5.0
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.9	0.1	0.0	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	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Delay/Veh:	0.0	0.0	0.0	5.0	0.0	6.0	34.8	24.6	0.0	0.0	42.2	2.3	0.0	0.0	0.0	5.0
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	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	5.0	0.0	6.0	34.8	24.6	0.0	0.0	42.2	2.3	0.0	0.0	0.0	5.0
LOS by Move:	A	A	A	A	A	A	C-	C	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	5	3	0	0	0	2	2	0	0	0	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #6: Creekside Way/Campisi Way

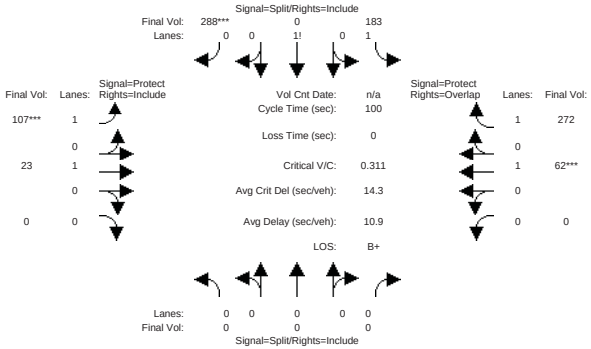


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	10	10	10	10	7	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	0	0	0	177	0	334	0	118	31	0	0	0	77	224	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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	177	0	334	0	118	31	0	0	0	77	224	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	177	0	334	0	118	31	0	0	0	77	224	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	177	0	334	0	118	31	0	0	0	77	224	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	177	0	334	0	118	31	0	0	0	77	224	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.21	0.00	0.79	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	0	0	0	2117	0	1383	1750	1900	0	0	1900	1750	0	1900	1750	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.24	0.07	0.02	0.00	0.00	0.04	0.13	0.00	0.00	0.00	0.08
Crit Moves:						****	****				****					****
Green Time:	0.0	0.0	0.0	69.1	0.0	69.1	19.3	30.9	0.0	0.0	11.6	80.7	0.0	0.0	0.0	69.1
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.35	0.35	0.05	0.00	0.00	0.35	0.16	0.00	0.00	0.00	0.12
Uniform Del:	0.0	0.0	0.0	5.2	0.0	6.3	34.9	24.3	0.0	0.0	40.7	2.1	0.0	0.0	0.0	5.2
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.0	0.0	0.0	1.0	0.1	0.0	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	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Delay/Veh:	0.0	0.0	0.0	5.2	0.0	6.4	35.5	24.3	0.0	0.0	41.7	2.2	0.0	0.0	0.0	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	5.2	0.0	6.4	35.5	24.3	0.0	0.0	41.7	2.2	0.0	0.0	0.0	5.2
LOS by Move:	A	A	A	A	A	A	D+	C	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	6	4	1	0	0	2	2	0	0	0	2

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

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

Intersection #6: Creekside Way/Campisi Way



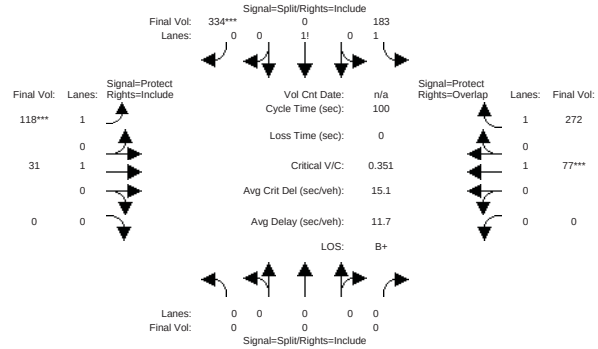
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	183	0	288	107	23	0	0	62	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	183	0	288	107	23	0	0	62	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	183	0	288	107	23	0	0	62	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	183	0	288	107	23	0	0	62	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	183	0	288	107	23	0	0	62	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.24	0.00	0.76	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2172	0	1328	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.22	0.06	0.01	0.00	0.00	0.03	0.16
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	69.8	0.0	69.8	19.7	30.2	0.0	0.0	10.5	80.3
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.31	0.31	0.04	0.00	0.00	0.31	0.19
Uniform Del:	0.0	0.0	0.0	5.0	0.0	5.8	34.4	24.7	0.0	0.0	41.4	2.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.1	0.5	0.0	0.0	0.0	0.9	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	5.0	0.0	5.9	34.9	24.7	0.0	0.0	42.3	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	5.0	0.0	5.9	34.9	24.7	0.0	0.0	42.3	2.4
LOS by Move:	A	A	A	A	A	A	C-	C	A	A	D	A
HCM2kAvgQ:	0	0	0	2	0	5	3	0	0	0	2	2

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #6: Creekside Way/Campisi Way



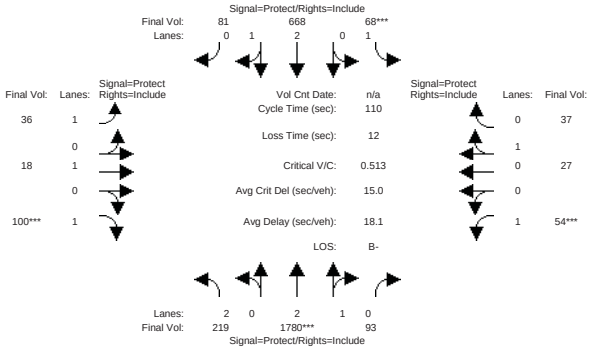
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	7	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	183	0	334	118	31	0	0	77	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	183	0	334	118	31	0	0	77	272
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	183	0	334	118	31	0	0	77	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	183	0	334	118	31	0	0	77	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	183	0	334	118	31	0	0	77	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.22	0.00	0.78	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	2126	0	1374	1750	1900	0	0	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.24	0.07	0.02	0.00	0.00	0.04	0.16
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	69.3	0.0	69.3	19.2	30.7	0.0	0.0	11.5	80.8
Volume/Cap:	0.00	0.00	0.00	0.12	0.00	0.35	0.35	0.05	0.00	0.00	0.35	0.19
Uniform Del:	0.0	0.0	0.0	5.2	0.0	6.2	35.0	24.4	0.0	0.0	40.8	2.2
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.1	0.6	0.0	0.0	0.0	1.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	5.2	0.0	6.4	35.6	24.4	0.0	0.0	41.7	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	5.2	0.0	6.4	35.6	24.4	0.0	0.0	41.7	2.3
LOS by Move:	A	A	A	A	A	A	D+	C	A	A	D	A
HCM2kAvgQ:	0	0	0	2	0	6	4	1	0	0	2	2

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #7: Bascom Ave/Campisi Way

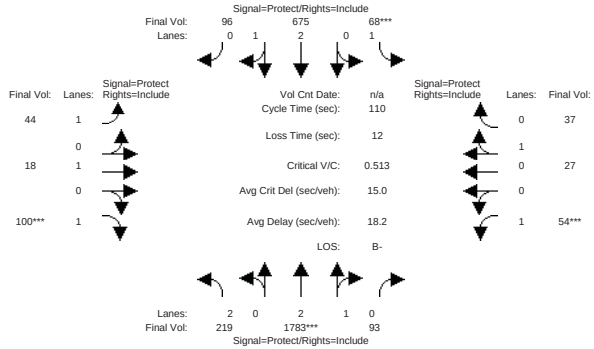


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	219		1780	93	68		668	81	36		18	100	54		27	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	219		1780	93	68		668	81	36		18	100	54		27	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	219		1780	93	68		668	81	36		18	100	54		27	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	219		1780	93	68		668	81	36		18	100	54		27	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	219		1780	93	68		668	81	36		18	100	54		27	37
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		2.84	0.16	1.00		2.65	0.35	1.00		1.00	1.00	1.00		0.40	0.60
Final Sat.:	3150		5394	282	1750		5037	611	1750		1900	1750	1750		764	1047
Capacity Analysis Module:																
Vol/Sat:	0.07		0.33	0.33	0.04		0.13	0.13	0.02		0.01	0.06	0.03		0.04	0.04
Crit Moves:			****		****							****	****			
Green Time:	27.1		70.5	70.5	8.3		51.7	51.7	7.9		12.2	12.2	7.0		11.3	11.3
Volume/Cap:	0.28		0.51	0.51	0.51		0.28	0.28	0.29		0.09	0.51	0.48		0.34	0.34
Uniform Del:	33.6		10.6	10.6	48.9		17.8	17.8	48.4		43.9	46.1	49.8		45.9	45.9
IncremntDel:	0.2		0.1	0.1	3.5		0.1	0.1	1.3		0.2	2.4	3.3		1.1	1.1
InitQueuDel:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	33.8		10.7	10.7	52.4		17.9	17.9	49.6		44.1	48.5	53.1		47.0	47.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	33.8		10.7	10.7	52.4		17.9	17.9	49.6		44.1	48.5	53.1		47.0	47.0
LOS by Move:	C-		B+	B+	D-		B	B	D		D	D	D-		D	D
HCM2kAvgQ:	3		11	11	2		5	5	2		1	4	3		2	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #7: Bascom Ave/Campisi Way

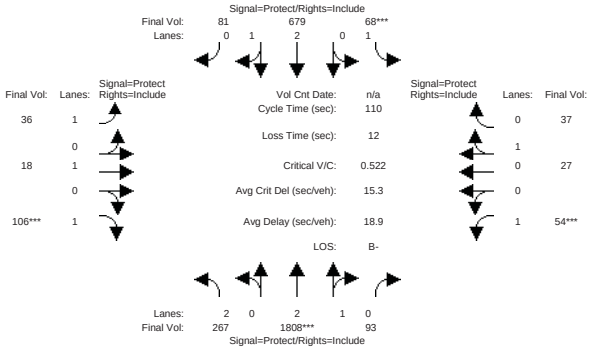


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	219		1783	93	68		675	96	44		18	100	54		27	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	219		1783	93	68		675	96	44		18	100	54		27	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	219		1783	93	68		675	96	44		18	100	54		27	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	219		1783	93	68		675	96	44		18	100	54		27	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	219		1783	93	68		675	96	44		18	100	54		27	37
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		2.84	0.16	1.00		2.60	0.40	1.00		1.00	1.00	1.00		0.40	0.60
Final Sat.:	3150		5395	281	1750		4938	702	1750		1900	1750	1750		764	1047
Capacity Analysis Module:																
Vol/Sat:	0.07		0.33	0.33	0.04		0.14	0.14	0.03		0.01	0.06	0.03		0.04	0.04
Crit Moves:			****		****							****	****			
Green Time:	26.6		70.5	70.5	8.3		52.2	52.2	7.9		12.2	12.2	7.0		11.3	11.3
Volume/Cap:	0.29		0.52	0.52	0.52		0.29	0.29	0.35		0.09	0.52	0.48		0.34	0.34
Uniform Del:	34.0		10.6	10.6	48.9		17.6	17.6	48.6		43.9	46.1	49.8		45.9	45.9
IncremntDel:	0.2		0.1	0.1	3.5		0.1	0.1	1.7		0.2	2.4	3.3		1.1	1.1
InitQueuDel:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	34.2		10.7	10.7	52.4		17.6	17.6	50.3		44.1	48.5	53.1		47.0	47.0
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:	34.2		10.7	10.7	52.4		17.6	17.6	50.3		44.1	48.5	53.1		47.0	47.0
LOS by Move:	C-		B+	B+	D-		B	B	D		D	D	D-		D	D
HCM2kAvgQ:	3		11	11	2		5	5	2		1	4	3		2	2

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

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

Intersection #7: Bascom Ave/Campisi Way

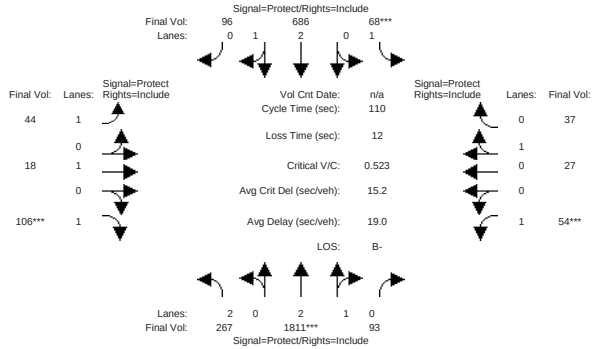


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	267		1808	93	68		679	81	36		18	106	54		27	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	267		1808	93	68		679	81	36		18	106	54		27	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	267		1808	93	68		679	81	36		18	106	54		27	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	267		1808	93	68		679	81	36		18	106	54		27	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	267		1808	93	68		679	81	36		18	106	54		27	37
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		2.84	0.16	1.00		2.66	0.34	1.00		1.00	1.00	1.00		0.40	0.60
Final Sat.:	3150		5399	278	1750		5046	602	1750		1900	1750	1750		764	1047
Capacity Analysis Module:																
Vol/Sat:	0.08		0.33	0.33	0.04		0.13	0.13	0.02		0.01	0.06	0.03		0.04	0.04
Crit Moves:			****		****							****	****			
Green Time:	30.3		70.2	70.2	8.1		48.0	48.0	8.1		12.7	12.7	7.0		11.6	11.6
Volume/Cap:	0.31		0.53	0.53	0.53		0.31	0.31	0.28		0.08	0.53	0.48		0.34	0.34
Uniform Del:	31.6		10.8	10.8	49.1		20.2	20.2	48.2		43.5	45.8	49.8		45.6	45.6
IncremntDel:	0.2		0.1	0.1	3.9		0.1	0.1	1.2		0.2	2.5	3.3		1.0	1.0
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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	31.8		11.0	11.0	53.0		20.2	20.2	49.4		43.6	48.3	53.1		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:	31.8		11.0	11.0	53.0		20.2	20.2	49.4		43.6	48.3	53.1		46.7	46.7
LOS by Move:	C		B+	B+	D-		C+	C+	D		D	D	D-		D	D
HCM2kAvgQ:	4		11	11	2		5	5	2		1	4	3		2	2

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #7: Bascom Ave/Campisi Way

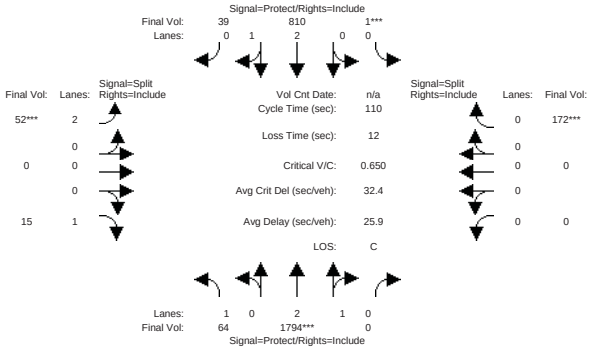


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	267		1811	93	68		686	96	44		18	106	54		27	37
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	267		1811	93	68		686	96	44		18	106	54		27	37
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	267		1811	93	68		686	96	44		18	106	54		27	37
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	267		1811	93	68		686	96	44		18	106	54		27	37
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	267		1811	93	68		686	96	44		18	106	54		27	37
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		2.84	0.16	1.00		2.60	0.40	1.00		1.00	1.00	1.00		0.40	0.60
Final Sat.:	3150		5399	277	1750		4948	692	1750		1900	1750	1750		764	1047
Capacity Analysis Module:																
Vol/Sat:	0.08		0.34	0.34	0.04		0.14	0.14	0.03		0.01	0.06	0.03		0.04	0.04
Crit Moves:			****		****							****	****			
Green Time:	29.7		70.2	70.2	8.1		48.6	48.6	8.1		12.7	12.7	7.0		11.6	11.6
Volume/Cap:	0.31		0.53	0.53	0.53		0.31	0.31	0.34		0.08	0.53	0.48		0.34	0.34
Uniform Del:	32.0		10.8	10.8	49.1		19.9	19.9	48.4		43.5	45.8	49.8		45.6	45.6
IncremntDel:	0.2		0.1	0.1	4.0		0.1	0.1	1.6		0.2	2.6	3.3		1.0	1.0
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:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	32.2		11.0	11.0	53.0		20.0	20.0	50.0		43.6	48.4	53.1		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:	32.2		11.0	11.0	53.0		20.0	20.0	50.0		43.6	48.4	53.1		46.7	46.7
LOS by Move:	C-		B+	B+	D-		B-	B-	D		D	D	D-		D	D
HCM2kAvgQ:	4		11	11	2		5	5	2		1	4	3		2	2

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

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

Intersection #8: Bascom Ave/Pruneyard

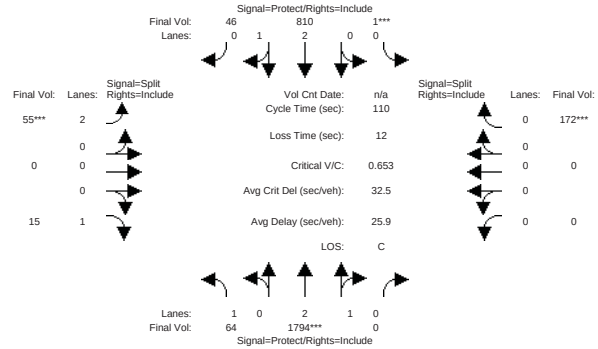


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	64	1794		0	1	810		39	52		0	15	0		0	172
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	64	1794		0	1	810		39	52		0	15	0		0	172
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	64	1794		0	1	810		39	52		0	15	0		0	172
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	64	1794		0	1	810		39	52		0	15	0		0	172
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	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:	64	1794		0	1	810		39	52		0	15	0		0	172
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00	3.00		0.00	0.01	2.84		0.15	2.00		0.00	1.00	0.00		0.00	1.00
Final Sat.:	1750	5700		0	7	5410		260	3150		0	1750	0		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.04	0.31		0.00	0.15	0.15		0.15	0.02		0.00	0.01	0.00		0.00	0.10
Crit Moves:		****			****				****							****
Green Time:	21.7	49.2		0.0	23.4	51.0		51.0	10.0		0.0	10.0	0.0		0.0	15.4
Volume/Cap:	0.19	0.70		0.00	0.70	0.32		0.32	0.18		0.00	0.09	0.00		0.00	0.70
Uniform Del:	36.8	24.5		0.0	40.1	18.6		18.6	46.2		0.0	45.8	0.0		0.0	45.1
IncremntDel:	0.3	0.9		0.0	1.9	0.1		0.1	0.3		0.0	0.3	0.0		0.0	8.9
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	1.00
Delay/Veh:	37.1	25.4		0.0	42.0	18.7		18.7	46.5		0.0	46.1	0.0		0.0	54.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	37.1	25.4		0.0	42.0	18.7		18.7	46.5		0.0	46.1	0.0		0.0	54.1
LOS by Move:	D+	C		A	D	B-		B-	D		A	D	A		A	D-
HCM2kAvgQ:	2	16		0	9	6		6	1		0	1	0		0	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #8: Bascom Ave/Pruneyard

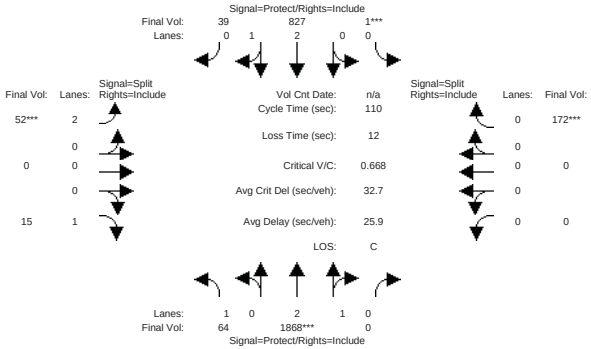


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	64	1794		0	1	810		46	55		0	15	0		0	172
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	64	1794		0	1	810		46	55		0	15	0		0	172
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	64	1794		0	1	810		46	55		0	15	0		0	172
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	64	1794		0	1	810		46	55		0	15	0		0	172
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	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:	64	1794		0	1	810		46	55		0	15	0		0	172
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00	3.00		0.00	0.01	2.82		0.17	2.00		0.00	1.00	0.00		0.00	1.00
Final Sat.:	1750	5700		0	7	5362		305	3150		0	1750	0		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.04	0.31		0.00	0.15	0.15		0.15	0.02		0.00	0.01	0.00		0.00	0.10
Crit Moves:		****			****				****							****
Green Time:	21.5	49.1		0.0	23.6	51.1		51.1	10.0		0.0	10.0	0.0		0.0	15.3
Volume/Cap:	0.19	0.71		0.00	0.71	0.32		0.32	0.19		0.00	0.09	0.00		0.00	0.71
Uniform Del:	36.9	24.6		0.0	40.0	18.6		18.6	46.3		0.0	45.8	0.0		0.0	45.2
IncremntDel:	0.3	0.9		0.0	1.9	0.1		0.1	0.3		0.0	0.3	0.0		0.0	9.0
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:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	1.00
Delay/Veh:	37.2	25.5		0.0	41.9	18.6		18.6	46.6		0.0	46.1	0.0		0.0	54.2
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:	37.2	25.5		0.0	41.9	18.6		18.6	46.6		0.0	46.1	0.0		0.0	54.2
LOS by Move:	D+	C		A	D	B-		B-	D		A	D	A		A	D-
HCM2kAvgQ:	2	16		0	9	6		6	1		0	1	0		0	7

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

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

Intersection #8: Bascom Ave/Pruneyard

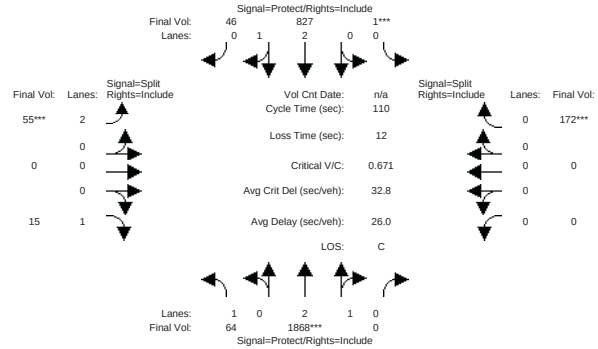


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	64	1868	0		1	827	39		52	0	15		0	0	172	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	64	1868	0		1	827	39		52	0	15		0	0	172	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	64	1868	0		1	827	39		52	0	15		0	0	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	1868	0		1	827	39		52	0	15		0	0	172	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	64	1868	0		1	827	39		52	0	15		0	0	172	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	3.00	0.00		0.01	2.85	0.14		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	1750	5700	0		7	5416	255		3150	0	1750		0	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.00		0.15	0.15	0.15		0.02	0.00	0.01		0.00	0.00	0.10	
Crit Moves:		****			****				****						****	
Green Time:	21.5	49.8	0.0		23.2	51.6	51.6		10.0	0.0	10.0		0.0	0.0	14.9	
Volume/Cap:	0.19	0.72	0.00		0.72	0.33	0.33		0.18	0.00	0.09		0.00	0.00	0.72	
Uniform Del:	37.0	24.5	0.0		40.4	18.3	18.3		46.2	0.0	45.8		0.0	0.0	45.5	
IncremntDel:	0.3	1.0	0.0		2.2	0.1	0.1		0.3	0.0	0.3		0.0	0.0	10.5	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	1.00	
Delay/Veh:	37.2	25.5	0.0		42.6	18.4	18.4		46.5	0.0	46.1		0.0	0.0	56.0	
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:	37.2	25.5	0.0		42.6	18.4	18.4		46.5	0.0	46.1		0.0	0.0	56.0	
LOS by Move:	D+	C	A		D	B-	B-		D	A	D		A	A	E+	
HCM2kAvgQ:	2	17	0		9	6	6		1	0	1		0	0	8	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #8: Bascom Ave/Pruneyard

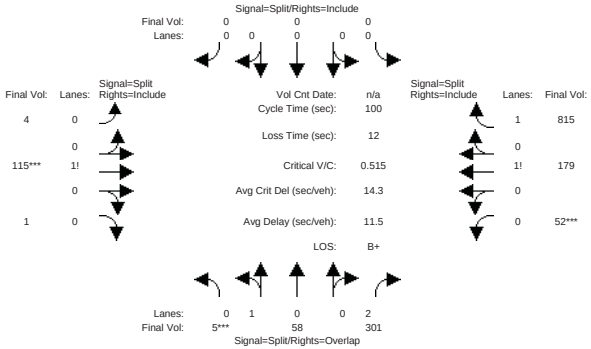


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	64	1868	0		1	827	46		55	0	15		0	0	172	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	64	1868	0		1	827	46		55	0	15		0	0	172	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	64	1868	0		1	827	46		55	0	15		0	0	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	1868	0		1	827	46		55	0	15		0	0	172	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	64	1868	0		1	827	46		55	0	15		0	0	172	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	3.00	0.00		0.01	2.82	0.17		2.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	1750	5700	0		6	5369	299		3150	0	1750		0	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.00		0.15	0.15	0.15		0.02	0.00	0.01		0.00	0.00	0.10	
Crit Moves:		****			****				****						****	
Green Time:	21.4	49.7	0.0		23.4	51.7	51.7		10.0	0.0	10.0		0.0	0.0	14.9	
Volume/Cap:	0.19	0.73	0.00		0.73	0.33	0.33		0.19	0.00	0.09		0.00	0.00	0.73	
Uniform Del:	37.1	24.6	0.0		40.3	18.2	18.2		46.3	0.0	45.8		0.0	0.0	45.6	
IncremntDel:	0.3	1.1	0.0		2.2	0.1	0.1		0.3	0.0	0.3		0.0	0.0	10.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	1.00	
Delay/Veh:	37.3	25.6	0.0		42.5	18.3	18.3		46.6	0.0	46.1		0.0	0.0	56.2	
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:	37.3	25.6	0.0		42.5	18.3	18.3		46.6	0.0	46.1		0.0	0.0	56.2	
LOS by Move:	D+	C	A		D	B-	B-		D	A	D		A	A	E+	
HCM2kAvgQ:	2	17	0		9	6	6		1	0	1		0	0	8	

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

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

Intersection #9: Railway/Campbell Ave

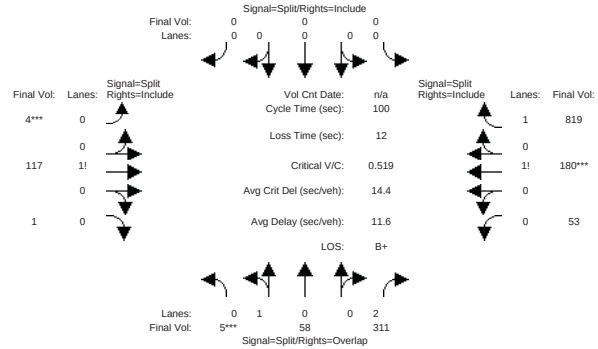


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	58	301	0	0	0	4	115	1	52	179	815
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	58	301	0	0	0	4	115	1	52	179	815
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	58	301	0	0	0	4	115	1	52	179	815
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	58	301	0	0	0	4	115	1	52	179	815
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	5	58	301	0	0	0	4	115	1	52	179	815
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	2.00	0.00	0.00	0.00	0.04	0.95	0.01	0.08	0.26	1.66
Final Sat.:	150	1737	3150	0	0	0	63	1814	16	146	502	2892
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.10	0.00	0.00	0.00	0.06	0.06	0.06	0.36	0.36	0.28
Crit Moves:	****							****		****		
Green Time:	10.0	10.0	76.2	0.0	0.0	0.0	11.8	11.8	11.8	66.2	66.2	66.2
Volume/Cap:	0.33	0.33	0.13	0.00	0.00	0.00	0.54	0.54	0.54	0.54	0.54	0.43
Uniform Del:	41.9	41.9	3.1	0.0	0.0	0.0	41.6	41.6	41.6	8.9	8.9	7.9
IncremntDel:	1.0	1.0	0.0	0.0	0.0	0.0	2.6	2.6	2.6	0.3	0.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.9	42.9	3.1	0.0	0.0	0.0	44.2	44.2	44.2	9.2	9.2	8.1
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:	42.9	42.9	3.1	0.0	0.0	0.0	44.2	44.2	44.2	9.2	9.2	8.1
LOS by Move:	D	D	A	A	A	A	D	D	D	A	A	A
HCM2kAvgQ:	2	2	1	0	0	0	3	3	3	11	11	8

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #9: Railway/Campbell Ave

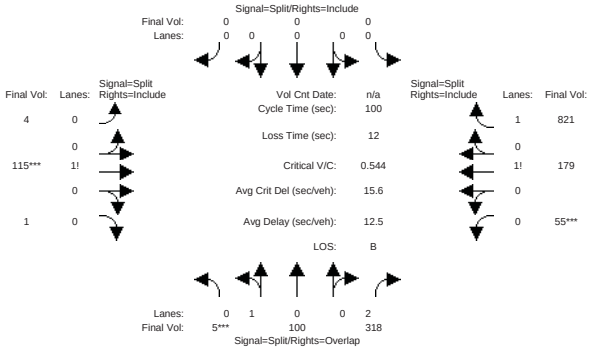


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	58	311	0	0	0	4	117	1	53	180	819
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	58	311	0	0	0	4	117	1	53	180	819
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	58	311	0	0	0	4	117	1	53	180	819
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	58	311	0	0	0	4	117	1	53	180	819
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	5	58	311	0	0	0	4	117	1	53	180	819
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	2.00	0.00	0.00	0.00	0.03	0.96	0.01	0.08	0.26	1.66
Final Sat.:	150	1737	3150	0	0	0	62	1816	16	148	501	2891
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.10	0.00	0.00	0.00	0.06	0.06	0.06	0.36	0.36	0.28
Crit Moves:	****						****				****	
Green Time:	10.0	10.0	76.1	0.0	0.0	0.0	11.9	11.9	11.9	66.1	66.1	66.1
Volume/Cap:	0.33	0.33	0.13	0.00	0.00	0.00	0.54	0.54	0.54	0.54	0.54	0.43
Uniform Del:	41.9	41.9	3.2	0.0	0.0	0.0	41.5	41.5	41.5	8.9	8.9	8.0
IncremntDel:	1.0	1.0	0.0	0.0	0.0	0.0	2.7	2.7	2.7	0.3	0.3	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.9	42.9	3.2	0.0	0.0	0.0	44.2	44.2	44.2	9.3	9.3	8.1
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:	42.9	42.9	3.2	0.0	0.0	0.0	44.2	44.2	44.2	9.3	9.3	8.1
LOS by Move:	D	D	A	A	A	A	D	D	D	A	A	A
HCM2kAvgQ:	2	2	2	0	0	0	4	4	4	11	11	8

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

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

Intersection #9: Railway/Campbell Ave

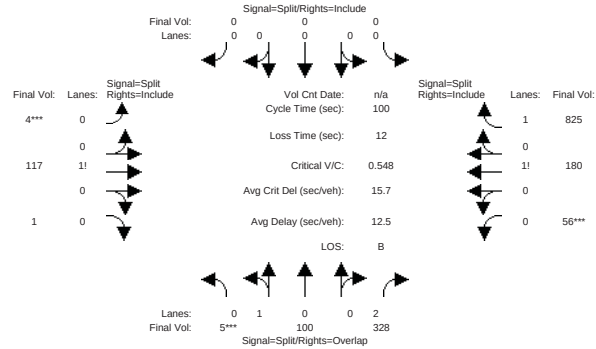


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		0	0	0		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	5	100	318		0	0	0		4	115	1		55	179	821	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	100	318		0	0	0		4	115	1		55	179	821	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	100	318		0	0	0		4	115	1		55	179	821	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	100	318		0	0	0		4	115	1		55	179	821	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	5	100	318		0	0	0		4	115	1		55	179	821	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.05	0.95	2.00		0.00	0.00	0.00		0.04	0.95	0.01		0.09	0.26	1.65	
Final Sat.:	90	1802	3150		0	0	0		63	1814	16		153	497	2890	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.10		0.00	0.00	0.00		0.06	0.06	0.06		0.36	0.36	0.28	
Crit Moves:	****									****			****			
Green Time:	10.2	10.2	76.4		0.0	0.0	0.0		11.6	11.6	11.6		66.2	66.2	66.2	
Volume/Cap:	0.54	0.54	0.13		0.00	0.00	0.00		0.54	0.54	0.54		0.54	0.54	0.43	
Uniform Del:	42.7	42.7	3.1		0.0	0.0	0.0		41.7	41.7	41.7		8.9	8.9	8.0	
IncremntDel:	3.2	3.2	0.0		0.0	0.0	0.0		2.8	2.8	2.8		0.3	0.3	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	45.9	45.9	3.1		0.0	0.0	0.0		44.5	44.5	44.5		9.3	9.3	8.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.9	45.9	3.1		0.0	0.0	0.0		44.5	44.5	44.5		9.3	9.3	8.1	
LOS by Move:	D	D	A		A	A	A		D	D	D		A	A	A	
HCM2kAvgQ:	4	4	2		0	0	0		4	4	4		11	11	8	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #9: Railway/Campbell Ave

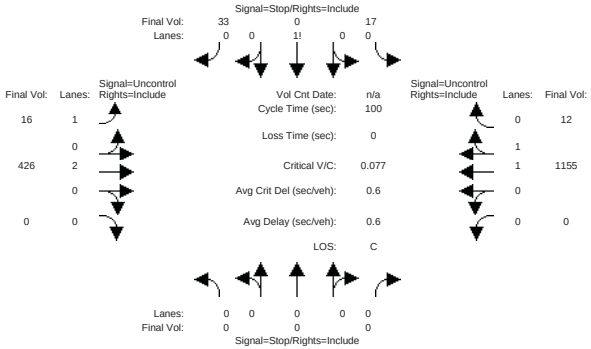


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		0	0	0		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	5	100	328		0	0	0		4	117	1		56	180	825	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	100	328		0	0	0		4	117	1		56	180	825	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	100	328		0	0	0		4	117	1		56	180	825	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	100	328		0	0	0		4	117	1		56	180	825	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	5	100	328		0	0	0		4	117	1		56	180	825	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.05	0.95	2.00		0.00	0.00	0.00		0.03	0.96	0.01		0.09	0.26	1.65	
Final Sat.:	90	1802	3150		0	0	0		62	1816	16		155	497	2888	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.10		0.00	0.00	0.00		0.06	0.06	0.06		0.36	0.36	0.29	
Crit Moves:	****								****				****			
Green Time:	10.1	10.1	76.2		0.0	0.0	0.0		11.8	11.8	11.8		66.1	66.1	66.1	
Volume/Cap:	0.55	0.55	0.14		0.00	0.00	0.00		0.55	0.55	0.55		0.55	0.55	0.43	
Uniform Del:	42.8	42.8	3.1		0.0	0.0	0.0		41.6	41.6	41.6		9.0	9.0	8.0	
IncremntDel:	3.3	3.3	0.0		0.0	0.0	0.0		2.9	2.9	2.9		0.3	0.3	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		0.00	0.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	46.1	46.1	3.2		0.0	0.0	0.0		44.5	44.5	44.5		9.3	9.3	8.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.1	46.1	3.2		0.0	0.0	0.0		44.5	44.5	44.5		9.3	9.3	8.2	
LOS by Move:	D	D	A		A	A	A		D	D	D		A	A	A	
HCM2kAvgQ:	4	4	2		0	0	0		4	4	4		11	11	8	

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

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing (AM)

Intersection #10: Page/Campbell




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    17    0    33    16  426     0     0 1155    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    17    0    33    16  426     0     0 1155    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    17    0    33    16  426     0     0 1155    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    17    0    33    16  426     0     0 1155    12
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1406 1619   584  1167 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   133  104   460   606 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   130  102   460   606 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    294  197 xxxxx   220  206 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.08 0.00  0.07  0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     B     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  335 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 17.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     *     *     *     *    *     *
ApproachDel:    xxxxxx            17.6           xxxxxx           xxxxxx
ApproachLOS:         *              C                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



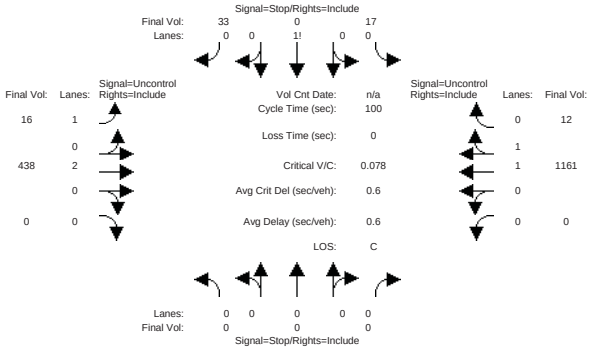
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    17    0    33    16  426     0     0 1155    12
ApproachDel:    xxxxxx            17.6           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1659]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    17    0    33    16  426     0     0 1155    12
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1609
Minor Approach Volume:           50
Minor Approach Volume Threshold: 121
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Ex + Project (AM)

Intersection #10: Page/Campbell




```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    17    0    33    16  438     0     0 1161    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    17    0    33    16  438     0     0 1161    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    17    0    33    16  438     0     0 1161    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    17    0    33    16  438     0     0 1161    12
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1418 1637   587  1173 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   130  102   458   603 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   128   99   458   603 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    290  194 xxxxx   218  203 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.08 0.00  0.07  0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     B     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  333 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 17.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            17.7           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



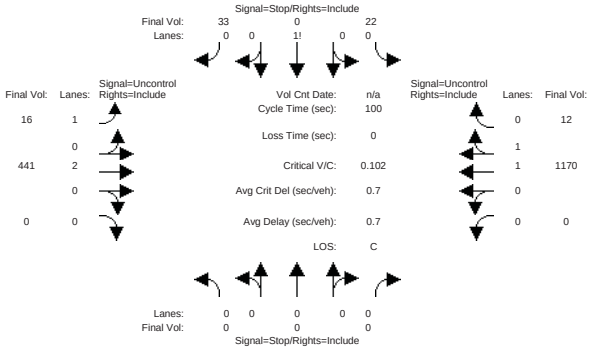
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    17    0    33    16  438     0     0 1161    12
ApproachDel:    xxxxxx            17.7           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1677]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    17    0    33    16  438     0     0 1161    12
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1627
Minor Approach Volume:           50
Minor Approach Volume Threshold: 117
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Background (AM)

Intersection #10: Page/Campbell




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    22    0    33    16  441     0     0 1170    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    22    0    33    16  441     0     0 1170    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    22    0    33    16  441     0     0 1170    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    22    0    33    16  441     0     0 1170    12
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1429 1649   591  1182 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   128  100   455   598 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   126   97   455   598 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    288  192 xxxxx   215  201 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.10 0.00  0.07  0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     B     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  315 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 18.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    C     *     *     *     *     *    *     *
ApproachDel:    xxxxxx             18.8           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



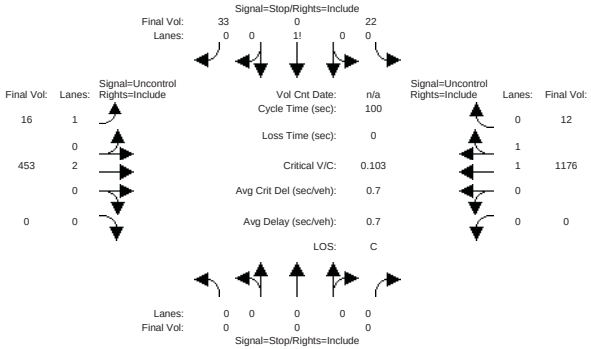
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    22    0    33    16  441     0     0 1170    12
ApproachDel:    xxxxxx             18.8           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1694]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    22    0    33    16  441     0     0 1170    12
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1639
Minor Approach Volume:           55
Minor Approach Volume Threshold: 115
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Back+Proj AM

Intersection #10: Page/Campbell




```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    22    0    33    16  453     0     0 1176    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    22    0    33    16  453     0     0 1176    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    22    0    33    16  453     0     0 1176    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    22    0    33    16  453     0     0 1176    12
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1441 1667   594  1188 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   126   97   453   595 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   123   95   453   595 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    284  190 xxxxx   213  199 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.10 0.00  0.07  0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     B     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  313 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 19.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     *     *     *     *    *     *
ApproachDel:    xxxxxx            19.0           xxxxxx           xxxxxx
ApproachLOS:         *              C                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



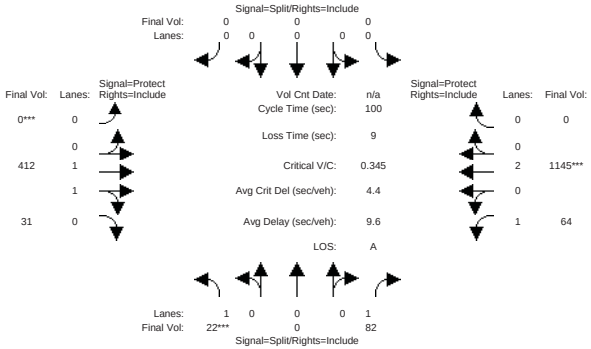
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    22    0    33    16  453     0     0 1176    12
ApproachDel:    xxxxxx            19.0           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1712]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    22    0    33    16  453     0     0 1176    12
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1657
Minor Approach Volume:           55
Minor Approach Volume Threshold: 111
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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

Intersection #11: Gillman Ave/Campbell Ave

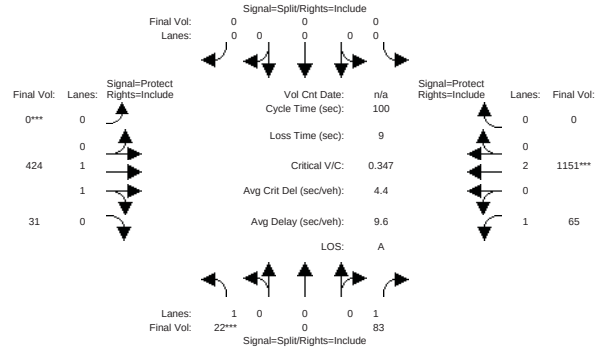


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	0		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	22		0	82	0		0	0	0	412	31		64	1145		0
Growth 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:	22		0	82	0		0	0	0	412	31		64	1145		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:	22		0	82	0		0	0	0	412	31		64	1145		0
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0		0
Reduced Vol:	22		0	82	0		0	0	0	412	31		64	1145		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:	22		0	82	0		0	0	0	412	31		64	1145		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.85	0.15		1.00	2.00	0.00	
Final Sat.:	1750		0	1750	0		0	0	0	3513	264		1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.05		0.00	0.00	0.00		0.00	0.12	0.12		0.04	0.30	0.00	
Crit Moves:	****								****					****		
Green Time:	13.6	0.0	13.6		0.0	0.0	0.0		0.0	48.5	48.5		28.9	77.4	0.0	
Volume/Cap:	0.09	0.00	0.34		0.00	0.00	0.00		0.00	0.24	0.24		0.13	0.39	0.00	
Uniform Del:	37.8	0.0	39.2		0.0	0.0	0.0		0.0	15.0	15.0		26.2	3.7	0.0	
IncremntDel:	0.2	0.0	0.9		0.0	0.0	0.0		0.0	0.1	0.1		0.1	0.1	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	38.0	0.0	40.0		0.0	0.0	0.0		0.0	15.1	15.1		26.3	3.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	38.0	0.0	40.0		0.0	0.0	0.0		0.0	15.1	15.1		26.3	3.7	0.0	
LOS by Move:	D+		A	D	A		A	A	A	B	B		C	A	A	
HCM2kAvgQ:	1		0	3	0		0	0	0	4	4		1	6	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #11: Gillman Ave/Campbell Ave

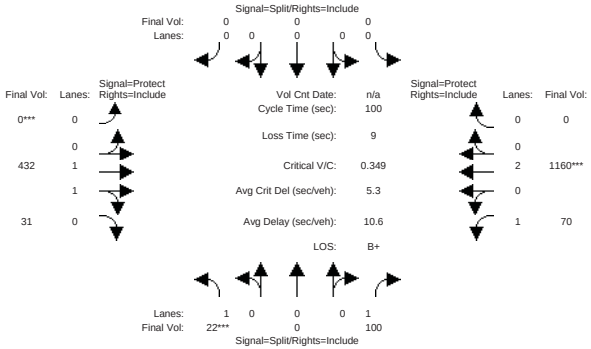


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	0		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	22		0	83	0		0	0	0	424	31		65	1151		0
Growth 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:	22		0	83	0		0	0	0	424	31		65	1151		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:	22		0	83	0		0	0	0	424	31		65	1151		0
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0		0
Reduced Vol:	22		0	83	0		0	0	0	424	31		65	1151		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:	22		0	83	0		0	0	0	424	31		65	1151		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.85	0.15		1.00	2.00	0.00	
Final Sat.:	1750		0	1750	0		0	0	0	3521	257		1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.05		0.00	0.00	0.00		0.00	0.12	0.12		0.04	0.30	0.00	
Crit Moves:	****								****					****		
Green Time:	13.7	0.0	13.7		0.0	0.0	0.0		0.0	48.9	48.9		28.4	77.3	0.0	
Volume/Cap:	0.09	0.00	0.35		0.00	0.00	0.00		0.00	0.25	0.25		0.13	0.39	0.00	
Uniform Del:	37.7	0.0	39.1		0.0	0.0	0.0		0.0	14.8	14.8		26.6	3.7	0.0	
IncremntDel:	0.2	0.0	0.9		0.0	0.0	0.0		0.0	0.1	0.1		0.1	0.1	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	37.9	0.0	40.0		0.0	0.0	0.0		0.0	14.9	14.9		26.7	3.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.9	0.0	40.0		0.0	0.0	0.0		0.0	14.9	14.9		26.7	3.8	0.0	
LOS by Move:	D+		A	D	A		A	A	A	B	B		C	A	A	
HCM2kAvgQ:	1		0	3	0		0	0	0	4	4		2	6	0	

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

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

Intersection #11: Gillman Ave/Campbell Ave

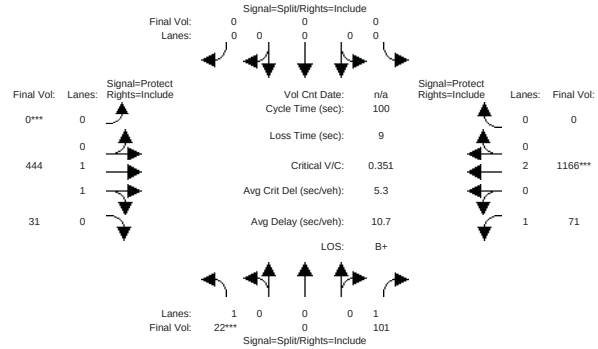


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	0		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	22		0	100	0		0	0	0	432	31		70	1160		0
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:	22		0	100	0		0	0	0	432	31		70	1160		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:	22		0	100	0		0	0	0	432	31		70	1160		0
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0		0
Reduced Vol:	22		0	100	0		0	0	0	432	31		70	1160		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:	22		0	100	0		0	0	0	432	31		70	1160		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.86	0.14		1.00	2.00	0.00	
Final Sat.:	1750		0	1750	0		0	0	0	3525	253		1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.06		0.00	0.00	0.00		0.00	0.12	0.12		0.04	0.31	0.00	
Crit Moves:	****								****					****		
Green Time:	16.4	0.0	16.4		0.0	0.0	0.0		0.0	47.5	47.5		27.1	74.6	0.0	
Volume/Cap:	0.08	0.00	0.35		0.00	0.00	0.00		0.00	0.26	0.26		0.15	0.41	0.00	
Uniform Del:	35.4	0.0	37.1		0.0	0.0	0.0		0.0	15.7	15.7		27.7	4.6	0.0	
IncremntDel:	0.1	0.0	0.7		0.0	0.0	0.0		0.0	0.1	0.1		0.1	0.1	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	35.5	0.0	37.8		0.0	0.0	0.0		0.0	15.8	15.8		27.8	4.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.5	0.0	37.8		0.0	0.0	0.0		0.0	15.8	15.8		27.8	4.7	0.0	
LOS by Move:	D+		A	D+	A		A	A	A	B	B		C	A	A	
HCM2kAvgQ:	1		0	3	0		0	0	0	4	4		2	6	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #11: Gillman Ave/Campbell Ave

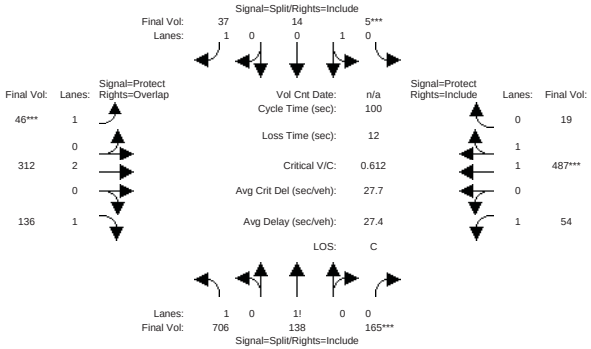


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	0		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	22		0	101	0		0	0	0	444	31		71	1166		0
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:	22		0	101	0		0	0	0	444	31		71	1166		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:	22		0	101	0		0	0	0	444	31		71	1166		0
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0		0
Reduced Vol:	22		0	101	0		0	0	0	444	31		71	1166		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:	22		0	101	0		0	0	0	444	31		71	1166		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.86	0.14		1.00	2.00	0.00	
Final Sat.:	1750		0	1750	0		0	0	0	3532	247		1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.06		0.00	0.00	0.00		0.00	0.13	0.13		0.04	0.31	0.00	
Crit Moves:	****								****					****		
Green Time:	16.4	0.0	16.4		0.0	0.0	0.0		0.0	47.9	47.9		26.7	74.6	0.0	
Volume/Cap:	0.08	0.00	0.35		0.00	0.00	0.00		0.00	0.26	0.26		0.15	0.41	0.00	
Uniform Del:	35.4	0.0	37.0		0.0	0.0	0.0		0.0	15.5	15.5		28.0	4.7	0.0	
IncremntDel:	0.1	0.0	0.7		0.0	0.0	0.0		0.0	0.1	0.1		0.2	0.1	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	35.5	0.0	37.8		0.0	0.0	0.0		0.0	15.6	15.6		28.2	4.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.5	0.0	37.8		0.0	0.0	0.0		0.0	15.6	15.6		28.2	4.8	0.0	
LOS by Move:	D+		A	D+	A		A	A	A	B	B		C	A	A	
HCM2kAvgQ:	1		0	3	0		0	0	0	4	4		2	6	0	

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

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

Intersection #12: E. Campbell Ave/Union Ave

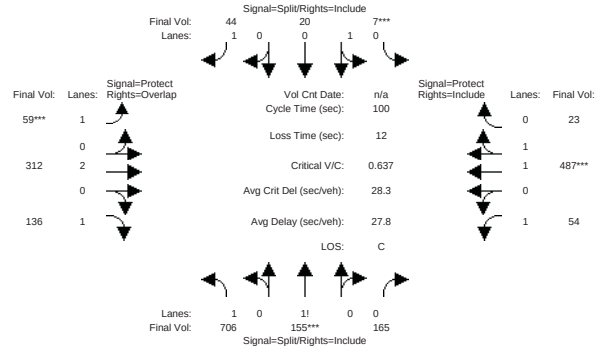


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	706	138	165	5	14	37	46	312	136	54	487	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	706	138	165	5	14	37	46	312	136	54	487	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	706	138	165	5	14	37	46	312	136	54	487	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	706	138	165	5	14	37	46	312	136	54	487	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	706	138	165	5	14	37	46	312	136	54	487	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.55	0.20	0.25	0.28	0.72	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	2708	374	448	489	1369	1750	1750	3800	1750	1750	3646	142
Capacity Analysis Module:												
Vol/Sat:	0.26	0.37	0.37	0.01	0.01	0.02	0.03	0.08	0.08	0.03	0.13	0.13
Crit Moves:			****	****			****				****	
Green Time:	52.1	52.1	52.1	10.0	10.0	10.0	7.0	15.2	67.3	10.7	18.9	18.9
Volume/Cap:	0.50	0.71	0.71	0.10	0.10	0.21	0.38	0.54	0.12	0.29	0.71	0.71
Uniform Del:	15.5	18.2	18.2	40.9	40.9	41.4	44.4	39.1	5.8	41.2	38.0	38.0
IncremntDel:	0.2	1.7	1.7	0.2	0.2	0.6	1.9	1.0	0.0	0.9	3.3	3.3
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.7	19.8	19.8	41.2	41.2	42.0	46.3	40.2	5.8	42.0	41.2	41.2
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:	15.7	19.8	19.8	41.2	41.2	42.0	46.3	40.2	5.8	42.0	41.2	41.2
LOS by Move:	B	B-	B-	D	D	D	D	D	A	D	D	D
HCM2kAvgQ:	10	17	17	1	1	1	1	4	2	2	7	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #12: E. Campbell Ave/Union Ave

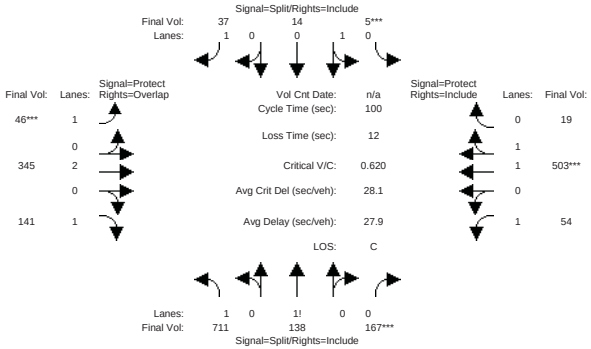


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	706	155	165	7	20	44	59	312	136	54	487	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	706	155	165	7	20	44	59	312	136	54	487	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	706	155	165	7	20	44	59	312	136	54	487	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	706	155	165	7	20	44	59	312	136	54	487	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	706	155	165	7	20	44	59	312	136	54	487	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.53	0.22	0.25	0.28	0.72	1.00	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	2685	411	437	482	1377	1750	1750	3800	1750	1750	3615	171
Capacity Analysis Module:												
Vol/Sat:	0.26	0.38	0.38	0.01	0.01	0.03	0.03	0.08	0.08	0.03	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	52.3	52.3	52.3	10.0	10.0	10.0	7.0	15.1	67.4	10.6	18.7	18.7
Volume/Cap:	0.50	0.72	0.72	0.15	0.15	0.25	0.48	0.54	0.12	0.29	0.72	0.72
Uniform Del:	15.4	18.3	18.3	41.1	41.1	41.5	44.8	39.3	5.8	41.3	38.2	38.2
IncremntDel:	0.2	1.8	1.8	0.4	0.4	0.8	3.0	1.1	0.0	0.9	3.7	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.6	20.1	20.1	41.5	41.5	42.3	47.7	40.3	5.8	42.1	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:	15.6	20.1	20.1	41.5	41.5	42.3	47.7	40.3	5.8	42.1	41.9	41.9
LOS by Move:	B	C+	C+	D	D	D	D	D	A	D	D	D
HCM2kAvgQ:	10	18	18	1	1	2	2	4	2	2	8	8

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

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

Intersection #12: E. Campbell Ave/Union Ave

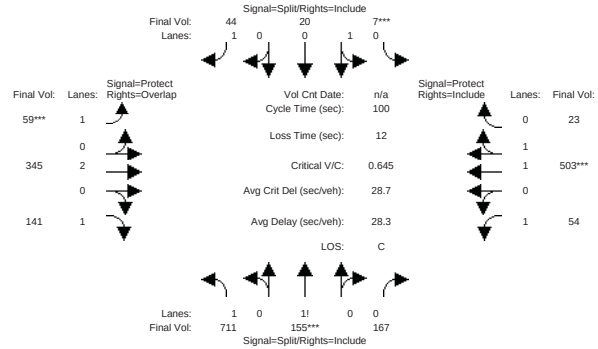


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	711	138	167	5	14	37	46	345	141	54	503	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	711	138	167	5	14	37	46	345	141	54	503	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	711	138	167	5	14	37	46	345	141	54	503	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	711	138	167	5	14	37	46	345	141	54	503	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	711	138	167	5	14	37	46	345	141	54	503	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.55	0.19	0.26	0.28	0.72	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	2708	372	450	489	1369	1750	1750	3800	1750	1750	3650	138
Capacity Analysis Module:												
Vol/Sat:	0.26	0.37	0.37	0.01	0.01	0.02	0.03	0.09	0.08	0.03	0.14	0.14
Crit Moves:			****	****			****				****	
Green Time:	51.8	51.8	51.8	10.0	10.0	10.0	7.0	15.4	67.2	10.8	19.2	19.2
Volume/Cap:	0.51	0.72	0.72	0.10	0.10	0.21	0.38	0.59	0.12	0.29	0.72	0.72
Uniform Del:	15.8	18.5	18.5	40.9	40.9	41.4	44.4	39.3	5.8	41.1	37.8	37.8
IncremntDel:	0.2	1.8	1.8	0.2	0.2	0.6	1.9	1.6	0.0	0.8	3.4	3.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	16.0	20.3	20.3	41.2	41.2	42.0	46.3	40.9	5.9	41.9	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:	16.0	20.3	20.3	41.2	41.2	42.0	46.3	40.9	5.9	41.9	41.3	41.3
LOS by Move:	B	C+	C+	D	D	D	D	D	A	D	D	D
HCM2kAvgQ:	10	17	17	1	1	1	1	5	2	2	8	8

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #12: E. Campbell Ave/Union Ave

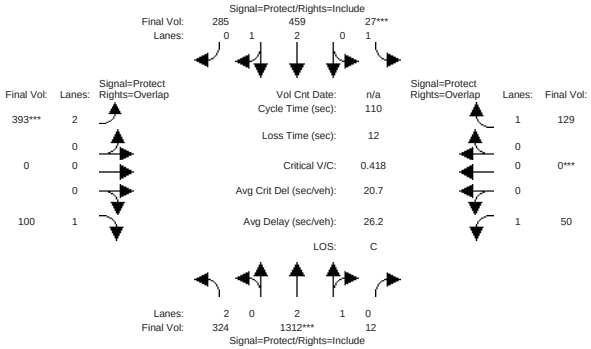


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	711	155	167	7	20	44	59	345	141	54	503	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	711	155	167	7	20	44	59	345	141	54	503	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	711	155	167	7	20	44	59	345	141	54	503	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	711	155	167	7	20	44	59	345	141	54	503	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	711	155	167	7	20	44	59	345	141	54	503	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.54	0.21	0.25	0.28	0.72	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	2685	408	439	482	1377	1750	1750	3800	1750	1750	3620	166
Capacity Analysis Module:												
Vol/Sat:	0.26	0.38	0.38	0.01	0.01	0.03	0.03	0.09	0.08	0.03	0.14	0.14
Crit Moves:		****		****			****				****	
Green Time:	52.0	52.0	52.0	10.0	10.0	10.0	7.0	15.3	67.3	10.7	19.0	19.0
Volume/Cap:	0.51	0.73	0.73	0.15	0.15	0.25	0.48	0.59	0.12	0.29	0.73	0.73
Uniform Del:	15.7	18.6	18.6	41.1	41.1	41.5	44.8	39.5	5.8	41.1	38.1	38.1
IncremntDel:	0.2	2.0	2.0	0.4	0.4	0.8	3.0	1.7	0.0	0.9	3.8	3.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	15.9	20.6	20.6	41.5	41.5	42.3	47.7	41.1	5.9	42.0	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:	15.9	20.6	20.6	41.5	41.5	42.3	47.7	41.1	5.9	42.0	41.9	41.9
LOS by Move:	B	C+	C+	D	D	D	D	D	A	D	D	D
HCM2kAvgQ:	10	18	18	1	1	2	2	5	2	2	8	8

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

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

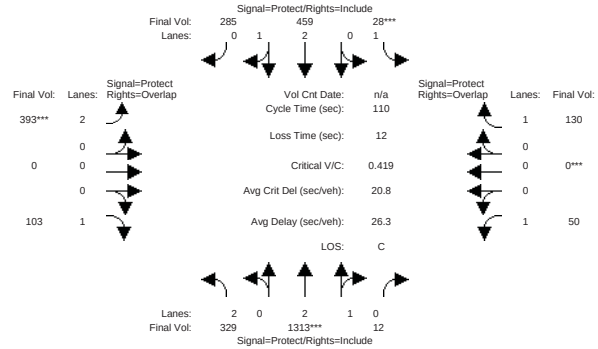
Intersection #13: Bascom/Campbell




```
Street Name:              Bascom                          Campbell
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   10    0    10   10    0    10   10    0    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:4:45 to 5:45
Base Vol:     324 1312    12   27  459   285  393    0  100   50    0  129
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  324 1312    12   27  459   285  393    0  100   50    0  129
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   324 1312    12   27  459   285  393    0  100   50    0  129
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:  324 1312    12   27  459   285  393    0  100   50    0  129
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     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:  324 1312    12   27  459   285  393    0  100   50    0  129
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 1.00  0.92 0.92 1.00  0.92 0.83 1.00 0.92 0.92 1.00 0.92
Lanes:       2.00 2.97  0.03 1.00 2.00  1.00 2.00 0.00 1.00 1.00 0.00 1.00
Final Sat.:  3150 5644    52 1750 3800  1750 3150    0 1750 1750    0 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.23  0.23 0.02 0.12  0.16 0.12 0.00 0.06 0.03 0.00 0.07
Crit Moves:       ****       ****       ****                ****
Green Time:  26.0 57.3  57.3 10.0 41.2  41.2 30.7  0.0 26.0 30.7  0.0 10.0
Volume/Cap:  0.43 0.45  0.45 0.17 0.32  0.43 0.45 0.00 0.24 0.10 0.00 0.81
Uniform Del: 35.7 16.5  16.5 46.2 24.5  25.7 32.6  0.0 34.0 29.4  0.0 49.1
IncremntDel:  0.4  0.1   0.1  0.5  0.1   0.2  0.4  0.0  0.3  0.1  0.0 25.9
InitQueuDel:  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0  0.0  0.0  0.0  0.0
Delay Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00 1.00 1.00 0.00 1.00
Delay/Veh:   36.1 16.6  16.6 46.7 24.5  25.9 33.0  0.0 34.3 29.5  0.0 75.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  36.1 16.6  16.6 46.7 24.5  25.9 33.0  0.0 34.3 29.5  0.0 75.0
LOS by Move:   D+    B     B    D    C     C    C-    A    C-    C    A    E
HCM2kAvgQ:      5    9     9    1    5     8    6    0    3    1    0    7
Note: Queue reported is the number of cars per lane.
```


Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

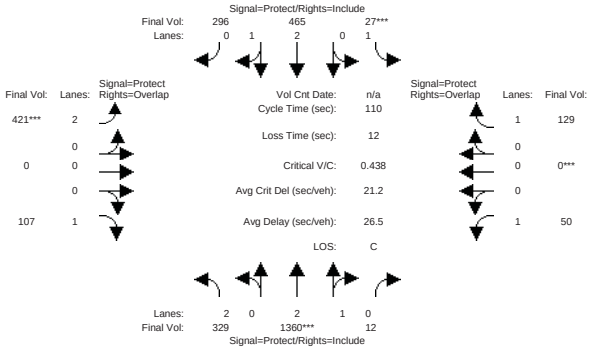
Intersection #13: Bascom/Campbell




```
Street Name:              Bascom                          Campbell
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   10    0    10   10    0    10   10    0    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     329 1313    12   28  459   285  393    0  103   50    0  130
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  329 1313    12   28  459   285  393    0  103   50    0  130
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   329 1313    12   28  459   285  393    0  103   50    0  130
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:  329 1313    12   28  459   285  393    0  103   50    0  130
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     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:  329 1313    12   28  459   285  393    0  103   50    0  130
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 1.00  0.92 0.92 1.00  0.92 0.83 1.00 0.92 0.92 1.00 0.92
Lanes:       2.00 2.97  0.03 1.00 2.00  1.00 2.00 0.00 1.00 1.00 0.00 1.00
Final Sat.:  3150 5644    52 1750 3800  1750 3150    0 1750 1750    0 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.23  0.23 0.02 0.12  0.16 0.12 0.00 0.06 0.03 0.00 0.07
Crit Moves:       ****       ****       ****                ****
Green Time:  26.3 57.3  57.3 10.0 41.0  41.0 30.7  0.0 26.3 30.7  0.0 10.0
Volume/Cap:  0.44 0.45  0.45 0.18 0.32  0.44 0.45 0.00 0.25 0.10 0.00 0.82
Uniform Del: 35.6 16.5  16.5 46.2 24.6  25.9 32.6  0.0 33.8 29.4  0.0 49.1
IncremntDel:  0.4  0.1   0.1  0.5  0.1   0.2  0.4  0.0  0.3  0.1  0.0 26.9
InitQueuDel:  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0  0.0  0.0  0.0  0.0
Delay Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00 1.00 1.00 0.00 1.00
Delay/Veh:   36.0 16.6  16.6 46.7 24.7  26.0 33.0  0.0 34.2 29.5  0.0 76.0
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:  36.0 16.6  16.6 46.7 24.7  26.0 33.0  0.0 34.2 29.5  0.0 76.0
LOS by Move:   D+    B     B    D    C     C    C-    A    C-    C    A    E-
HCM2kAvgQ:      6    9     9    1    5     8    6    0    3    1    0    7
Note: Queue reported is the number of cars per lane.
```

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

Intersection #13: Bascom/Campbell

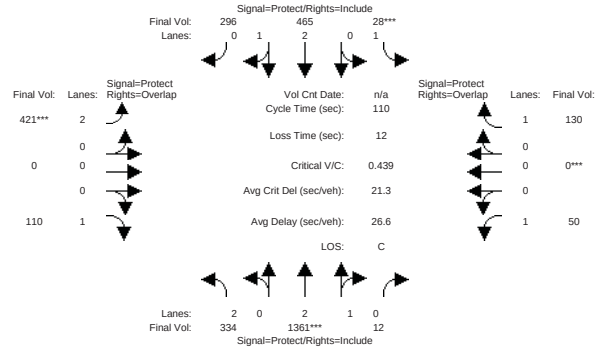


Street Name:	Bascom									Campbell						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		10	0	10		10	0	10		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	329	1360	12		27	465	296		421	0	107		50	0	129	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	329	1360	12		27	465	296		421	0	107		50	0	129	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	329	1360	12		27	465	296		421	0	107		50	0	129	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	329	1360	12		27	465	296		421	0	107		50	0	129	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	329	1360	12		27	465	296		421	0	107		50	0	129	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	2.97	0.03		1.00	2.00	1.00		2.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	3150	5646	50		1750	3800	1750		3150	0	1750		1750	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.24	0.24		0.02	0.12	0.17		0.13	0.00	0.06		0.03	0.00	0.07	
Crit Moves:		****			****				****					****		
Green Time:	25.4	56.6	56.6		10.0	41.2	41.2		31.4	0.0	25.4		31.4	0.0	10.0	
Volume/Cap:	0.45	0.47	0.47		0.17	0.33	0.45		0.47	0.00	0.26		0.10	0.00	0.81	
Uniform Del:	36.3	17.1	17.1		46.2	24.5	25.9		32.4	0.0	34.6		28.9	0.0	49.1	
IncremntDel:	0.4	0.1	0.1		0.5	0.1	0.2		0.4	0.0	0.4		0.1	0.0	25.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Delay/Veh:	36.8	17.2	17.2		46.7	24.6	26.1		32.8	0.0	35.0		29.0	0.0	75.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.8	17.2	17.2		46.7	24.6	26.1		32.8	0.0	35.0		29.0	0.0	75.0	
LOS by Move:	D+	B	B		D	C	C		C-	A	C-		C	A	E	
HCM2kAvgQ:	6	10	10		1	5	8		7	0	3		1	0	7	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #13: Bascom/Campbell

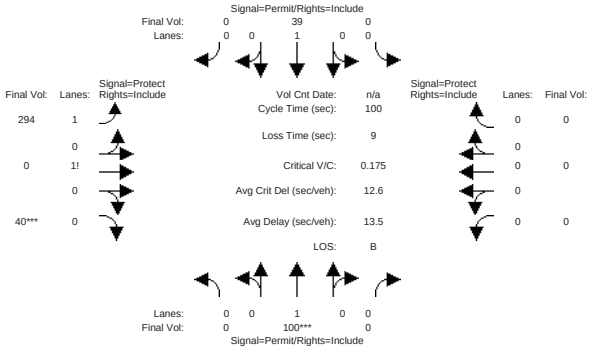


Street Name:	Bascom									Campbell						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		10	0	10		10	0	10		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	334	1361	12		28	465	296		421	0	110		50	0	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	334	1361	12		28	465	296		421	0	110		50	0	130	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	334	1361	12		28	465	296		421	0	110		50	0	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	334	1361	12		28	465	296		421	0	110		50	0	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	334	1361	12		28	465	296		421	0	110		50	0	130	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	2.97	0.03		1.00	2.00	1.00		2.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	3150	5646	50		1750	3800	1750		3150	0	1750		1750	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.24	0.24		0.02	0.12	0.17		0.13	0.00	0.06		0.03	0.00	0.07	
Crit Moves:		****			****				****					****		
Green Time:	25.7	56.6	56.6		10.0	40.9	40.9		31.4	0.0	25.7		31.4	0.0	10.0	
Volume/Cap:	0.45	0.47	0.47		0.18	0.33	0.45		0.47	0.00	0.27		0.10	0.00	0.82	
Uniform Del:	36.2	17.1	17.1		46.2	24.7	26.1		32.4	0.0	34.5		28.9	0.0	49.1	
IncremntDel:	0.4	0.1	0.1		0.5	0.1	0.2		0.4	0.0	0.4		0.1	0.0	26.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Delay/Veh:	36.6	17.2	17.2		46.7	24.8	26.3		32.8	0.0	34.9		29.0	0.0	76.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.6	17.2	17.2		46.7	24.8	26.3		32.8	0.0	34.9		29.0	0.0	76.0	
LOS by Move:	D+	B	B		D	C	C		C-	A	C-		C	A	E-	
HCM2kAvgQ:	6	10	10		1	5	8		7	0	3		1	0	7	

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

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

Intersection #14: Railway/Orchard Dr

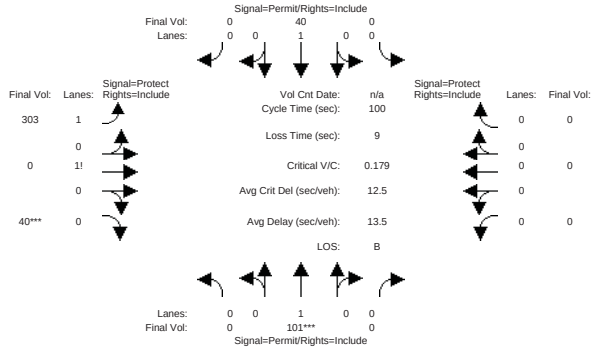


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		10	10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	100		0	0	39		0	294		0	40	0		0	0
Growth 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	100		0	0	39		0	294		0	40	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	100		0	0	39		0	294		0	40	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	100		0	0	39		0	294		0	40	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	100		0	0	39		0	294		0	40	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		1.79	0.00	0.21		0.00	0.00	0.00	
Final Sat.:	0	1900		0	0	1900		0	3126		0	374	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.00		0.00	0.02	0.00		0.09	0.00	0.11		0.00	0.00	0.00	
Crit Moves:		****									****					
Green Time:	0.0	30.0	0.0		0.0	30.0	0.0		61.0	0.0	61.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.18	0.00		0.00	0.07	0.00		0.15	0.00	0.18		0.00	0.00	0.00	
Uniform Del:	0.0	25.8	0.0		0.0	25.0	0.0		8.4	0.0	8.5		0.0	0.0	0.0	
IncremntDel:	0.0	0.1	0.0		0.0	0.1	0.0		0.0	0.0	0.0		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	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	26.0	0.0		0.0	25.0	0.0		8.4	0.0	8.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	26.0	0.0		0.0	25.0	0.0		8.4	0.0	8.6		0.0	0.0	0.0	
LOS by Move:	A	C	A		A	C	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	2	0		0	1	0		2	0	3		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #14: Railway/Orchard Dr

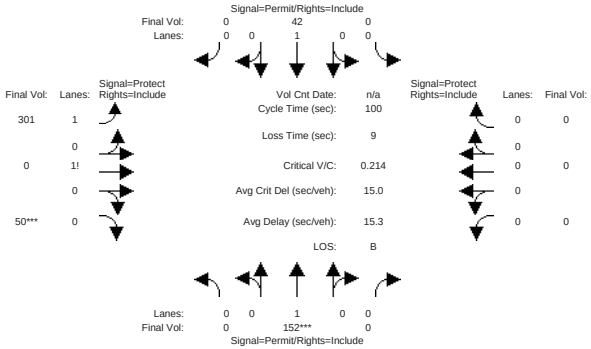


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		10	10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	101		0	0	40		0	303		0	40	0		0	0
Growth 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	101		0	0	40		0	303		0	40	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	101		0	0	40		0	303		0	40	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	101		0	0	40		0	303		0	40	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	101		0	0	40		0	303		0	40	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		1.79	0.00	0.21		0.00	0.00	0.00	
Final Sat.:	0	1900		0	0	1900		0	3134		0	366	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.00		0.00	0.02	0.00		0.10	0.00	0.11		0.00	0.00	0.00	
Crit Moves:		****									****					
Green Time:	0.0	29.8	0.0		0.0	29.8	0.0		61.2	0.0	61.2		0.0	0.0	0.0	
Volume/Cap:	0.00	0.18	0.00		0.00	0.07	0.00		0.16	0.00	0.18		0.00	0.00	0.00	
Uniform Del:	0.0	26.1	0.0		0.0	25.2	0.0		8.3	0.0	8.4		0.0	0.0	0.0	
IncremntDel:	0.0	0.2	0.0		0.0	0.1	0.0		0.0	0.0	0.0		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	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	26.2	0.0		0.0	25.3	0.0		8.3	0.0	8.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	26.2	0.0		0.0	25.3	0.0		8.3	0.0	8.5		0.0	0.0	0.0	
LOS by Move:	A	C	A		A	C	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	2	0		0	1	0		2	0	3		0	0	0	

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

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

Intersection #14: Railway/Orchard Dr

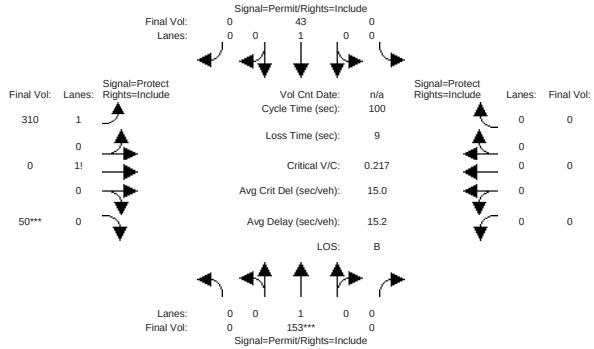


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		152	0	0		42	0	301		0	50	0		0	0
Growth 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		152	0	0		42	0	301		0	50	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		152	0	0		42	0	301		0	50	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		152	0	0		42	0	301		0	50	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		152	0	0		42	0	301		0	50	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		1.00	0.00	0.00		1.00	0.00	1.75		0.00	0.25	0.00		0.00	0.00
Final Sat.:	0		1900	0	0		1900	0	3064		0	436	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.08	0.00	0.00		0.02	0.00	0.10		0.00	0.11	0.00		0.00	0.00
Crit Moves:			****									****				
Green Time:	0.0		37.4	0.0	0.0		37.4	0.0	53.6		0.0	53.6	0.0		0.0	0.0
Volume/Cap:	0.00		0.21	0.00	0.00		0.06	0.00	0.18		0.00	0.21	0.00		0.00	0.00
Uniform Del:	0.0		21.3	0.0	0.0		20.0	0.0	11.9		0.0	12.2	0.0		0.0	0.0
IncremntDel:	0.0		0.2	0.0	0.0		0.0	0.0	0.0		0.0	0.1	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		1.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	0.0		21.4	0.0	0.0		20.1	0.0	12.0		0.0	12.2	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		21.4	0.0	0.0		20.1	0.0	12.0		0.0	12.2	0.0		0.0	0.0
LOS by Move:	A		C+	A	A		C+	A	B+		A	B	A		A	A
HCM2kAvgQ:	0		3	0	0		1	0	3		0	3	0		0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #14: Railway/Orchard Dr

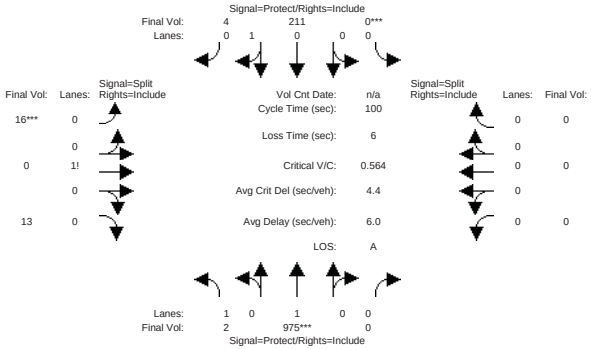


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	0		153	0	0		43	0	310		0	50	0		0	0
Growth 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		153	0	0		43	0	310		0	50	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		153	0	0		43	0	310		0	50	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0		153	0	0		43	0	310		0	50	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		153	0	0		43	0	310		0	50	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	0.00		1.00	0.00	0.00		1.00	0.00	1.76		0.00	0.24	0.00		0.00	0.00
Final Sat.:	0		1900	0	0		1900	0	3073		0	427	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.08	0.00	0.00		0.02	0.00	0.10		0.00	0.12	0.00		0.00	0.00
Crit Moves:			****									****				
Green Time:	0.0		37.1	0.0	0.0		37.1	0.0	53.9		0.0	53.9	0.0		0.0	0.0
Volume/Cap:	0.00		0.22	0.00	0.00		0.06	0.00	0.19		0.00	0.22	0.00		0.00	0.00
Uniform Del:	0.0		21.5	0.0	0.0		20.3	0.0	11.8		0.0	12.0	0.0		0.0	0.0
IncremntDel:	0.0		0.2	0.0	0.0		0.0	0.0	0.0		0.0	0.1	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		1.00	0.00	0.00		1.00	0.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	0.0		21.7	0.0	0.0		20.3	0.0	11.9		0.0	12.1	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		21.7	0.0	0.0		20.3	0.0	11.9		0.0	12.1	0.0		0.0	0.0
LOS by Move:	A		C+	A	A		C+	A	B+		A	B	A		A	A
HCM2kAvgQ:	0		3	0	0		1	0	3		0	4	0		0	0

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

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

Intersection #15: Union Ave/Duncanville Ct

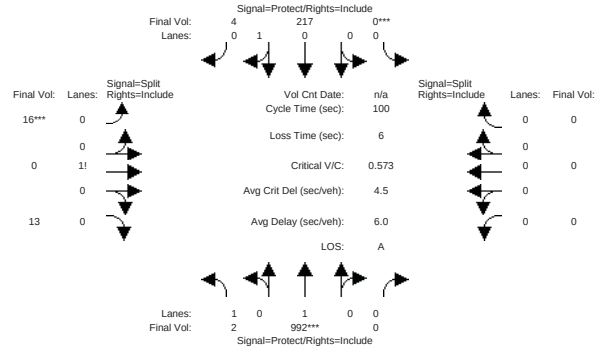


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	2		975	0	0		211	4	16		0	13	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	2		975	0	0		211	4	16		0	13	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	2		975	0	0		211	4	16		0	13	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	2		975	0	0		211	4	16		0	13	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	2		975	0	0		211	4	16		0	13	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.98	0.02	0.55		0.00	0.45	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1862	35	966		0	784	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.51	0.00	0.00		0.11	0.11	0.02		0.00	0.02	0.00		0.00	0.00
Crit Moves:			****		****				****							
Green Time:	32.1		84.0	0.0	0.0		51.9	51.9	10.0		0.0	10.0	0.0		0.0	0.0
Volume/Cap:	0.00		0.61	0.00	0.00		0.22	0.22	0.17		0.00	0.17	0.00		0.00	0.00
Uniform Del:	23.1		2.6	0.0	0.0		13.0	13.0	41.2		0.0	41.2	0.0		0.0	0.0
IncremntDel:	0.0		0.7	0.0	0.0		0.1	0.1	0.4		0.0	0.4	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:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	23.1		3.3	0.0	0.0		13.1	13.1	41.6		0.0	41.6	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	23.1		3.3	0.0	0.0		13.1	13.1	41.6		0.0	41.6	0.0		0.0	0.0
LOS by Move:	C		A	A	A		B	B	D		A	D	A		A	A
HCM2kAvgQ:	0		10	0	0		4	4	1		0	1	0		0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #15: Union Ave/Duncanville Ct

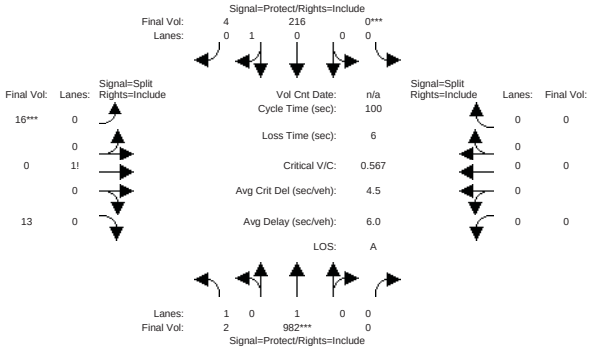


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	2		992	0	0		217	4	16		0	13	0		0	0
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	2		992	0	0		217	4	16		0	13	0		0	0
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	2		992	0	0		217	4	16		0	13	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	2		992	0	0		217	4	16		0	13	0		0	0
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	2		992	0	0		217	4	16		0	13	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.98	0.02	0.55		0.00	0.45	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1863	34	966		0	784	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.52	0.00	0.00		0.12	0.12	0.02		0.00	0.02	0.00		0.00	0.00
Crit Moves:			****		****				****							
Green Time:	31.5		84.0	0.0	0.0		52.5	52.5	10.0		0.0	10.0	0.0		0.0	0.0
Volume/Cap:	0.00		0.62	0.00	0.00		0.22	0.22	0.17		0.00	0.17	0.00		0.00	0.00
Uniform Del:	23.5		2.7	0.0	0.0		12.8	12.8	41.2		0.0	41.2	0.0		0.0	0.0
IncremntDel:	0.0		0.8	0.0	0.0		0.1	0.1	0.4		0.0	0.4	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:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	23.5		3.4	0.0	0.0		12.9	12.9	41.6		0.0	41.6	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	23.5		3.4	0.0	0.0		12.9	12.9	41.6		0.0	41.6	0.0		0.0	0.0
LOS by Move:	C		A	A	A		B	B	D		A	D	A		A	A
HCM2kAvgQ:	0		11	0	0		4	4	1		0	1	0		0	0

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

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

Intersection #15: Union Ave/Duncanville Ct

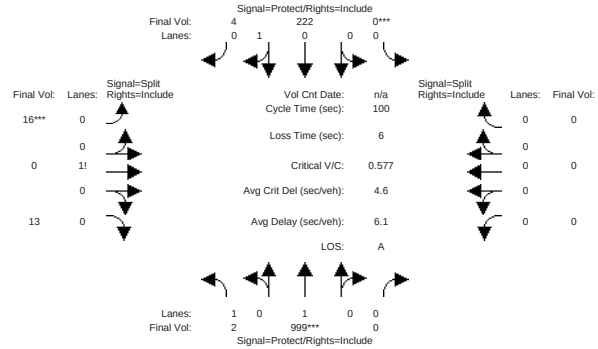


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	2	982	0		0	216	4		16	0	13		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	982	0		0	216	4		16	0	13		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	982	0		0	216	4		16	0	13		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	982	0		0	216	4		16	0	13		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	982	0		0	216	4		16	0	13		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.98	0.02		0.55	0.00	0.45		0.00	0.00	0.00	
Final Sat.:	1750	1900	0		0	1863	34		966	0	784		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.52	0.00		0.00	0.12	0.12		0.02	0.00	0.02		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	31.6	84.0	0.0		0.0	52.4	52.4		10.0	0.0	10.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.62	0.00		0.00	0.22	0.22		0.17	0.00	0.17		0.00	0.00	0.00	
Uniform Del:	23.4	2.6	0.0		0.0	12.8	12.8		41.2	0.0	41.2		0.0	0.0	0.0	
IncremntDel:	0.0	0.7	0.0		0.0	0.1	0.1		0.4	0.0	0.4		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	23.4	3.4	0.0		0.0	12.9	12.9		41.6	0.0	41.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.4	3.4	0.0		0.0	12.9	12.9		41.6	0.0	41.6		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	0	11	0		0	4	4		1	0	1		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #15: Union Ave/Duncanville Ct

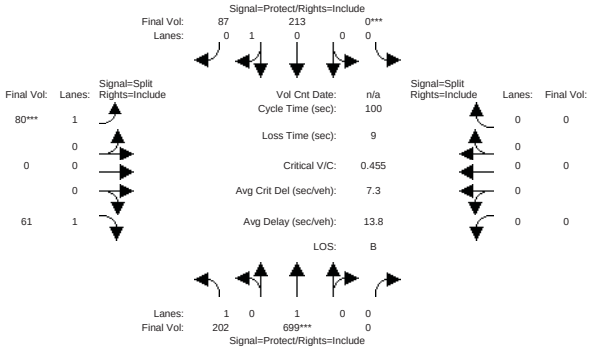


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	2	999	0		0	222	4		16	0	13		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	999	0		0	222	4		16	0	13		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	999	0		0	222	4		16	0	13		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	999	0		0	222	4		16	0	13		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	999	0		0	222	4		16	0	13		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.98	0.02		0.55	0.00	0.45		0.00	0.00	0.00	
Final Sat.:	1750	1900	0		0	1864	34		966	0	784		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.53	0.00		0.00	0.12	0.12		0.02	0.00	0.02		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	31.1	84.0	0.0		0.0	52.9	52.9		10.0	0.0	10.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.63	0.00		0.00	0.23	0.23		0.17	0.00	0.17		0.00	0.00	0.00	
Uniform Del:	23.8	2.7	0.0		0.0	12.6	12.6		41.2	0.0	41.2		0.0	0.0	0.0	
IncremntDel:	0.0	0.8	0.0		0.0	0.1	0.1		0.4	0.0	0.4		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	23.8	3.5	0.0		0.0	12.7	12.7		41.6	0.0	41.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.8	3.5	0.0		0.0	12.7	12.7		41.6	0.0	41.6		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	0	11	0		0	4	4		1	0	1		0	0	0	

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

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

Intersection #16: Union Ave/McGlincy Ave

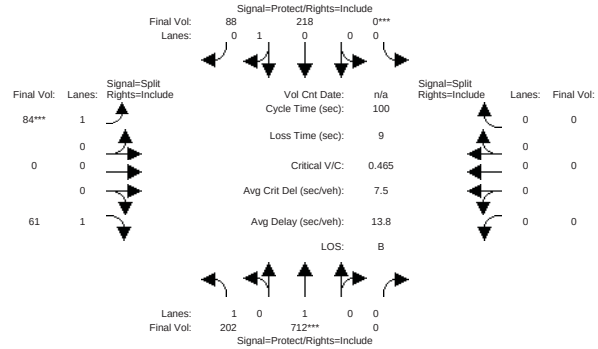


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	202		699	0	0		213	87	80		0	61	0		0	0
Growth 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:	202		699	0	0		213	87	80		0	61	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:	202		699	0	0		213	87	80		0	61	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	202		699	0	0		213	87	80		0	61	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:	202		699	0	0		213	87	80		0	61	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.69	0.31	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1316	538	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.12		0.37	0.00	0.00		0.16	0.16	0.05		0.00	0.03	0.00		0.00	0.00
Crit Moves:			****		****				****							
Green Time:	33.7		80.9	0.0	0.0		47.2	47.2	10.1		0.0	10.1	0.0		0.0	0.0
Volume/Cap:	0.34		0.45	0.00	0.00		0.34	0.34	0.45		0.00	0.35	0.00		0.00	0.00
Uniform Del:	24.8		2.9	0.0	0.0		16.6	16.6	42.4		0.0	41.9	0.0		0.0	0.0
IncremntDel:	0.3		0.2	0.0	0.0		0.2	0.2	1.9		0.0	1.2	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:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	25.2		3.1	0.0	0.0		16.8	16.8	44.2		0.0	43.1	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:	25.2		3.1	0.0	0.0		16.8	16.8	44.2		0.0	43.1	0.0		0.0	0.0
LOS by Move:	C		A	A	A		B	B	D		A	D	A		A	A
HCM2kAvgQ:	5		7	0	0		6	6	3		0	2	0		0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (AM)

Intersection #16: Union Ave/McGlincy Ave

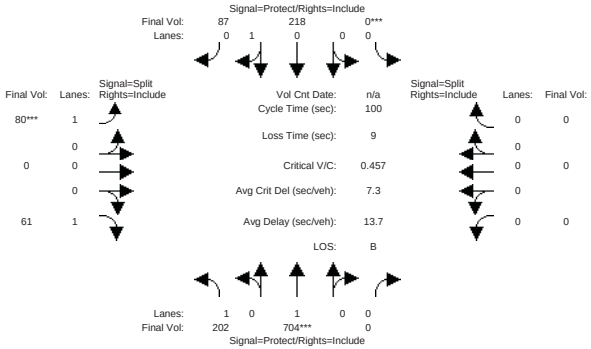


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	202		712	0	0		218	88	84		0	61	0		0	0
Growth 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:	202		712	0	0		218	88	84		0	61	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:	202		712	0	0		218	88	84		0	61	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	202		712	0	0		218	88	84		0	61	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:	202		712	0	0		218	88	84		0	61	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.70	0.30	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1321	533	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.12		0.37	0.00	0.00		0.17	0.17	0.05		0.00	0.03	0.00		0.00	0.00
Crit Moves:			****		****				****							
Green Time:	33.2		80.7	0.0	0.0		47.5	47.5	10.3		0.0	10.3	0.0		0.0	0.0
Volume/Cap:	0.35		0.46	0.00	0.00		0.35	0.35	0.46		0.00	0.34	0.00		0.00	0.00
Uniform Del:	25.2		3.0	0.0	0.0		16.5	16.5	42.2		0.0	41.7	0.0		0.0	0.0
IncremntDel:	0.4		0.2	0.0	0.0		0.2	0.2	1.9		0.0	1.1	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:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	25.6		3.2	0.0	0.0		16.8	16.8	44.1		0.0	42.8	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:	25.6		3.2	0.0	0.0		16.8	16.8	44.1		0.0	42.8	0.0		0.0	0.0
LOS by Move:	C		A	A	A		B	B	D		A	D	A		A	A
HCM2kAvgQ:	5		7	0	0		6	6	3		0	2	0		0	0

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

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

Intersection #16: Union Ave/McGlincy Ave

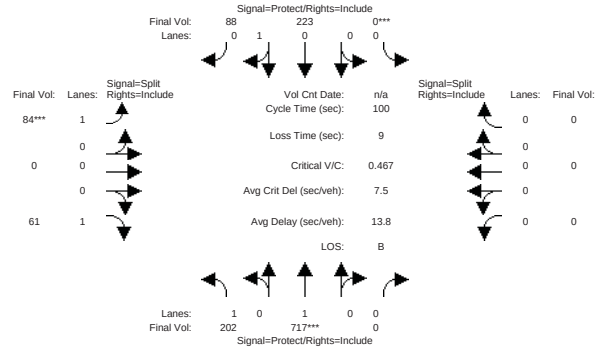


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	202	704		0	0	218		87	80		0	61	0		0	0
Growth 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:	202	704		0	0	218		87	80		0	61	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:	202	704		0	0	218		87	80		0	61	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	202	704		0	0	218		87	80		0	61	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:	202	704		0	0	218		87	80		0	61	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.70	0.30		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1750	1900		0	0	1326		529	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.12	0.37	0.00		0.00	0.16	0.16		0.05	0.00	0.03		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	33.4	81.0	0.0		0.0	47.6	47.6		10.0	0.0	10.0		0.0	0.0	0.0	
Volume/Cap:	0.35	0.46	0.00		0.00	0.35	0.35		0.46	0.00	0.35		0.00	0.00	0.00	
Uniform Del:	25.1	2.9	0.0		0.0	16.4	16.4		42.4	0.0	42.0		0.0	0.0	0.0	
IncremntDel:	0.4	0.2	0.0		0.0	0.2	0.2		1.9	0.0	1.2		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	25.4	3.1	0.0		0.0	16.7	16.7		44.3	0.0	43.2		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:	25.4	3.1	0.0		0.0	16.7	16.7		44.3	0.0	43.2		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	5	7	0		0	6	6		3	0	2		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj AM

Intersection #16: Union Ave/McGlincy Ave

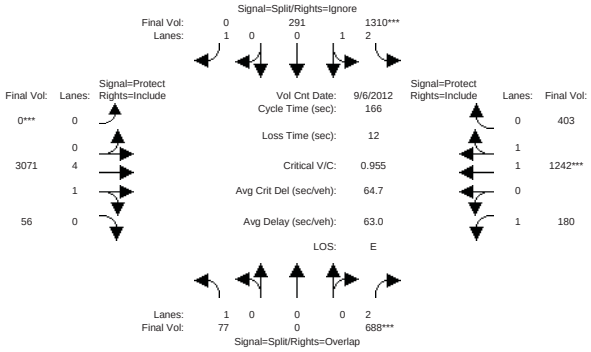


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	202	717		0	0	223		88	84		0	61	0		0	0
Growth 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:	202	717		0	0	223		88	84		0	61	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:	202	717		0	0	223		88	84		0	61	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	202	717		0	0	223		88	84		0	61	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:	202	717		0	0	223		88	84		0	61	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.70	0.30		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1750	1900		0	0	1330		525	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.12	0.38	0.00		0.00	0.17	0.17		0.05	0.00	0.03		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	32.9	80.7	0.0		0.0	47.8	47.8		10.3	0.0	10.3		0.0	0.0	0.0	
Volume/Cap:	0.35	0.47	0.00		0.00	0.35	0.35		0.47	0.00	0.34		0.00	0.00	0.00	
Uniform Del:	25.4	3.0	0.0		0.0	16.4	16.4		42.3	0.0	41.7		0.0	0.0	0.0	
IncremntDel:	0.4	0.2	0.0		0.0	0.2	0.2		1.9	0.0	1.1		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	25.8	3.2	0.0		0.0	16.6	16.6		44.2	0.0	42.8		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:	25.8	3.2	0.0		0.0	16.6	16.6		44.2	0.0	42.8		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	5	7	0		0	6	6		3	0	2		0	0	0	

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

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

Intersection #1: Hwy 17 SB/Hamilton

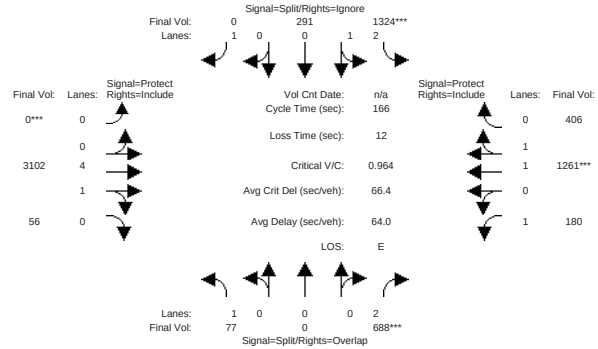


Street Name:	Hwy 17 SB									Hamilton		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Sep 2012 << 4:45-5:45 pm												
Base Vol:	77	0	471	1310	291	1075	0	2309	56	180	1242	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	0	471	1310	291	1075	0	2309	56	180	1242	403
User Adj:	1.00	1.00	1.46	1.00	1.00	0.00	1.00	1.33	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	0	688	1310	291	0	0	3071	56	180	1242	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	0	688	1310	291	0	0	3071	56	180	1242	403
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	0	688	1310	291	0	0	3071	56	180	1242	403
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	2.53	0.47	1.00	0.00	4.91	0.09	1.00	1.48	0.52
Final Sat.:	1750	0	3150	3990	886	1750	0	9331	170	1750	2810	912
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.22	0.33	0.33	0.00	0.00	0.33	0.33	0.10	0.44	0.44
Crit Moves:			****	****			****				****	
Green Time:	20.1	0.0	38.4	57.1	57.1	0.0	0.0	58.5	58.5	18.3	76.8	76.8
Volume/Cap:	0.36	0.00	0.94	0.95	0.95	0.00	0.00	0.93	0.93	0.93	0.95	0.95
Uniform Del:	67.1	0.0	62.8	53.2	53.2	0.0	0.0	51.8	51.8	73.2	42.9	42.9
IncremntDel:	1.1	0.0	20.9	12.9	12.9	0.0	0.0	5.6	5.6	46.0	12.6	12.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.2	0.0	83.6	66.1	66.1	0.0	0.0	57.5	57.5	119.2	55.5	55.5
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:	68.2	0.0	83.6	66.1	66.1	0.0	0.0	57.5	57.5	119.2	55.5	55.5
LOS by Move:	E	A	F	E	E	A	A	E+	E+	F	E+	E+
HCM2kAvgQ:	4	0	25	35	35	0	0	32	35	13	45	45

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #1: Hwy 17 SB/Hamilton

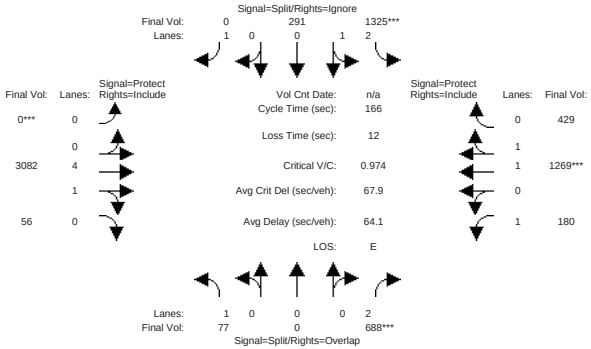


Street Name:	Hwy 17 SB									Hamilton		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	77	0	471	1324	291	1075	0	2332	56	180	1261	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	0	471	1324	291	1075	0	2332	56	180	1261	406
User Adj:	1.00	1.00	1.46	1.00	1.00	0.00	1.00	1.33	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	0	688	1324	291	0	0	3102	56	180	1261	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	0	688	1324	291	0	0	3102	56	180	1261	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	0	688	1324	291	0	0	3102	56	180	1261	406
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	2.54	0.46	1.00	0.00	4.91	0.09	1.00	1.48	0.52
Final Sat.:	1750	0	3150	3997	878	1750	0	9332	168	1750	2816	907
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.22	0.33	0.33	0.00	0.00	0.33	0.33	0.10	0.45	0.45
Crit Moves:			****	****			****				****	
Green Time:	19.9	0.0	38.1	57.0	57.0	0.0	0.0	58.9	58.9	18.2	77.1	77.1
Volume/Cap:	0.37	0.00	0.95	0.96	0.96	0.00	0.00	0.94	0.94	0.94	0.96	0.96
Uniform Del:	67.3	0.0	63.0	53.5	53.5	0.0	0.0	51.8	51.8	73.3	43.1	43.1
IncremntDel:	1.1	0.0	22.2	14.4	14.4	0.0	0.0	5.9	5.9	47.1	14.1	14.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.4	0.0	85.3	67.9	67.9	0.0	0.0	57.7	57.7	120.4	57.2	57.2
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:	68.4	0.0	85.3	67.9	67.9	0.0	0.0	57.7	57.7	120.4	57.2	57.2
LOS by Move:	E	A	F	E	E	A	A	E+	E+	F	E+	E+
HCM2kAvgQ:	4	0	25	36	36	0	0	34	37	13	47	47

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

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

Intersection #1: Hwy 17 SB/Hamilton

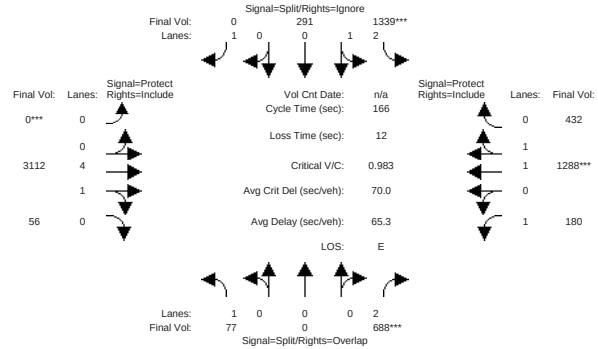


Street Name:	Hwy 17 SB									Hamilton						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	77	0	471		1325	291	1078		0	2317	56		180	1269	429	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	77	0	471		1325	291	1078		0	2317	56		180	1269	429	
User Adj:	1.00	1.00	1.46		1.00	1.00	0.00		1.00	1.33	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	77	0	688		1325	291	0		0	3082	56		180	1269	429	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	77	0	688		1325	291	0		0	3082	56		180	1269	429	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	77	0	688		1325	291	0		0	3082	56		180	1269	429	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.92	1.00	1.00		0.92	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.54	0.46	1.00		0.00	4.91	0.09		1.00	1.46	0.54	
Final Sat.:	1750	0	3150		3997	878	1750		0	9331	170		1750	2780	940	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.22		0.33	0.33	0.00		0.00	0.33	0.33		0.10	0.46	0.46	
Crit Moves:			****		****				****					****		
Green Time:	19.7	0.0	38.2		56.5	56.5	0.0		0.0	59.3	59.3		18.5	77.8	77.8	
Volume/Cap:	0.37	0.00	0.95		0.97	0.97	0.00		0.00	0.92	0.92		0.92	0.97	0.97	
Uniform Del:	67.5	0.0	63.0		54.0	54.0	0.0		0.0	51.2	51.2		73.1	43.1	43.1	
IncremntDel:	1.1	0.0	21.9		16.3	16.3	0.0		0.0	4.9	4.9		43.4	15.7	15.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	68.6	0.0	84.9		70.3	70.3	0.0		0.0	56.1	56.1		116.5	58.8	58.8	
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:	68.6	0.0	84.9		70.3	70.3	0.0		0.0	56.1	56.1		116.5	58.8	58.8	
LOS by Move:	E	A	F		E	E	A		A	E+	E+		F	E+	E+	
HCM2kAvgQ:	4	0	25		37	37	0		0	33	36		13	48	48	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #1: Hwy 17 SB/Hamilton

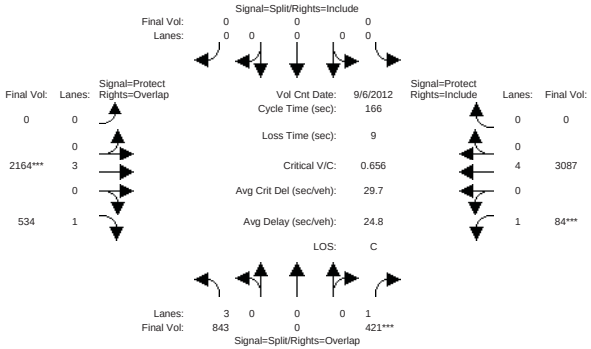


Street Name:	Hwy 17 SB									Hamilton						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	77	0	471		1339	291	1078		0	2340	56		180	1288	432	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	77	0	471		1339	291	1078		0	2340	56		180	1288	432	
User Adj:	1.00	1.00	1.46		1.00	1.00	0.00		1.00	1.33	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	77	0	688		1339	291	0		0	3112	56		180	1288	432	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	77	0	688		1339	291	0		0	3112	56		180	1288	432	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	77	0	688		1339	291	0		0	3112	56		180	1288	432	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.92	1.00	1.00		0.92	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.54	0.46	1.00		0.00	4.91	0.09		1.00	1.47	0.53	
Final Sat.:	1750	0	3150		4004	870	1750		0	9333	168		1750	2786	934	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.22		0.33	0.33	0.00		0.00	0.33	0.33		0.10	0.46	0.46	
Crit Moves:			****		****				****					****		
Green Time:	19.5	0.0	37.9		56.5	56.5	0.0		0.0	59.7	59.7		18.4	78.1	78.1	
Volume/Cap:	0.37	0.00	0.96		0.98	0.98	0.00		0.00	0.93	0.93		0.93	0.98	0.98	
Uniform Del:	67.6	0.0	63.2		54.3	54.3	0.0		0.0	51.1	51.1		73.1	43.3	43.3	
IncremntDel:	1.2	0.0	23.3		18.2	18.2	0.0		0.0	5.2	5.2		44.5	17.6	17.6	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	68.8	0.0	86.6		72.5	72.5	0.0		0.0	56.3	56.3		117.7	61.0	61.0	
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:	68.8	0.0	86.6		72.5	72.5	0.0		0.0	56.3	56.3		117.7	61.0	61.0	
LOS by Move:	E	A	F		E	E	A		A	E+	E+		F	E	E	
HCM2kAvgQ:	4	0	25		37	37	0		0	34	36		13	50	50	

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

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

Intersection #2: Creekside Way/Hamilton

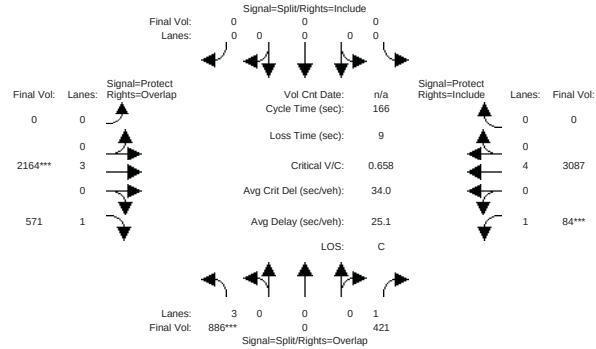



```
Street Name:          Creekside Way                    Hamilton Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    0    10     0    0     0     0   10    10     7   10     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Sep 2012 << 5:10-6:10 pm
Base Vol:     843    0   421     0    0     0     0 2164   534    84 2174     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:  843    0   421     0    0     0     0 2164   534    84 2174     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.42  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   843    0   421     0    0     0     0 2164   534    84 3087     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  843    0   421     0    0     0     0 2164   534    84 3087     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:  843    0   421     0    0     0     0 2164   534    84 3087     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       3.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  1.00 4.00  0.00
Final Sat.:  4551    0  1750     0    0     0     0 5700  1750  1750 7600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00  0.24  0.00 0.00  0.00  0.00 0.38  0.31  0.05 0.41  0.00
Crit Moves:              ****                     ****        ****
Green Time:  48.7  0.0  60.9   0.0  0.0   0.0   0.0 96.1 144.8  12.2  108   0.0
Volume/Cap:  0.63 0.00  0.66  0.00 0.00  0.00  0.00 0.66  0.35  0.66 0.62  0.00
Uniform Del: 50.8  0.0  43.8   0.0  0.0   0.0   0.0 23.7   1.9  74.9 16.9   0.0
IncremntDel:  1.0  0.0   2.5   0.0  0.0   0.0   0.0  0.5   0.1  11.7  0.2   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:   1.00 0.00  1.00  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Delay/Veh:   51.8  0.0  46.3   0.0  0.0   0.0   0.0 24.2   2.1  86.6 17.2   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  51.8  0.0  46.3   0.0  0.0   0.0   0.0 24.2   2.1  86.6 17.2   0.0
LOS by Move:   D-    A     D     A    A     A     A    C     A     F    B     A
HCM2kAvgQ:     16    0    19     0    0     0     0   24     5     4   22     0
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #2: Creekside Way/Hamilton

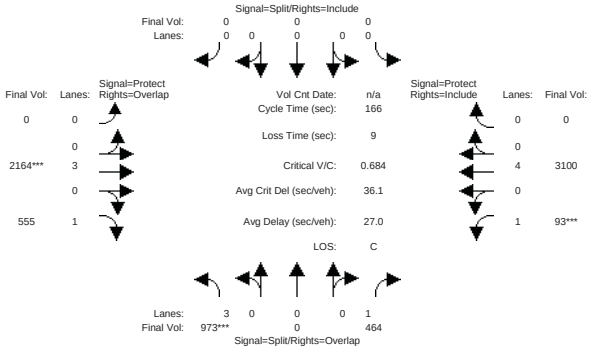



```
Street Name:          Creekside Way                    Hamilton Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10    0    10     0    0     0     0   10    10     7   10     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     886    0   421     0    0     0     0 2164   571    84 2174     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:  886    0   421     0    0     0     0 2164   571    84 2174     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.42  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   886    0   421     0    0     0     0 2164   571    84 3087     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  886    0   421     0    0     0     0 2164   571    84 3087     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:  886    0   421     0    0     0     0 2164   571    84 3087     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.80 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       3.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  1.00 4.00  0.00
Final Sat.:  4551    0  1750     0    0     0     0 5700  1750  1750 7600     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00  0.24  0.00 0.00  0.00  0.00 0.38  0.33  0.05 0.41  0.00
Crit Moves:  ****                                ****        ****
Green Time:  49.1  0.0  61.2   0.0  0.0   0.0   0.0 95.8 144.9  12.1  108   0.0
Volume/Cap:  0.66 0.00  0.65  0.00 0.00  0.00  0.00 0.66  0.37  0.66 0.62  0.00
Uniform Del: 51.1  0.0  43.5   0.0  0.0   0.0   0.0 23.9   2.0  74.9 17.1   0.0
IncremntDel:  1.2  0.0   2.4   0.0  0.0   0.0   0.0  0.5   0.2  11.9  0.3   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:   1.00 0.00  1.00  0.00 0.00  0.00  0.00 1.00  1.00  1.00 1.00  0.00
Delay/Veh:   52.3  0.0  45.9   0.0  0.0   0.0   0.0 24.4   2.1  86.8 17.4   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:  52.3  0.0  45.9   0.0  0.0   0.0   0.0 24.4   2.1  86.8 17.4   0.0
LOS by Move:   D-    A     D     A    A     A     A    C     A     F    B     A
HCM2kAvgQ:     17    0    19     0    0     0     0   25     6     4   22     0
Note: Queue reported is the number of cars per lane.
```


Copyright (c) 2008 Dowling Associates, Inc.
Licensed to HIGGINS ASSOC., GILROY

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

Intersection #2: Creekside Way/Hamilton



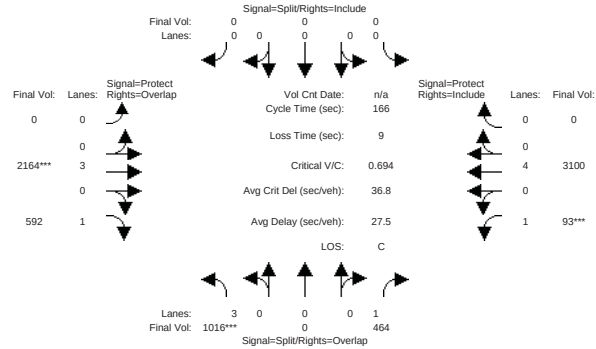
Street Name:	Creekside Way									Hamilton Ave								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	0		0		0	0		10		10	7		10		0
Y+R:	4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	
Volume Module:																				
Base Vol:	973		0		464	0		0		0	0		2164		555	93		2183		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:	973		0		464	0		0		0	0		2164		555	93		2183		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.42		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	973		0		464	0		0		0	0		2164		555	93		3100		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	973		0		464	0		0		0	0		2164		555	93		3100		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:	973		0		464	0		0		0	0		2164		555	93		3100		0
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.80	1.00		0.92		0.92	1.00		0.92		0.92	1.00		0.92		0.92	1.00		0.92	
Lanes:	3.00	0.00		1.00		0.00	0.00		0.00		0.00	3.00		1.00		1.00	4.00		0.00	
Final Sat.:	4551		0		1750	0		0		0	0		5700		1750	1750		7600		0
Capacity Analysis Module:																				
Vol/Sat:	0.21	0.00		0.27		0.00	0.00		0.00		0.00	0.38		0.32		0.05	0.41		0.00	
Crit Moves:	****											****				****				
Green Time:	51.9		0.0		64.8	0.0		0.0		0.0	0.0	92.2		144.1		12.9	105		0.0	
Volume/Cap:	0.68	0.00		0.68		0.00	0.00		0.00		0.00	0.68		0.37		0.68	0.64		0.00	
Uniform Del:	49.9		0.0		42.0	0.0		0.0		0.0	0.0	26.5		2.1		74.6	18.9		0.0	
IncremntDel:	1.4		0.0		2.8	0.0		0.0		0.0	0.0	0.6		0.1		13.4	0.3		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:	1.00	0.00		1.00		0.00	0.00		0.00		0.00	1.00		1.00		1.00	1.00		0.00	
Delay/Veh:	51.3		0.0		44.7	0.0		0.0		0.0	0.0	27.1		2.3		88.0	19.2		0.0	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	51.3		0.0		44.7	0.0		0.0		0.0	0.0	27.1		2.3		88.0	19.2		0.0	
LOS by Move:	D-		A		D	A		A		A	A	C		A		F	B-		A	
HCM2kAvgQ:	18		0		21	0		0		0	0	26		6		5	23		0	

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #2: Creekside Way/Hamilton



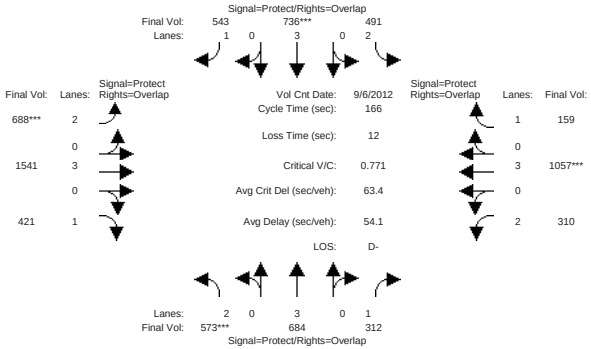
Street Name:	Creekside Way									Hamilton Ave								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	0		0		0	0		10		10	7		10		0
Y+R:	4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0	
Volume Module:																				
Base Vol:	1016		0		464	0		0		0	0		2164		592	93		2183		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:	1016		0		464	0		0		0	0		2164		592	93		2183		0
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.42		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	1016		0		464	0		0		0	0		2164		592	93		3100		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	1016		0		464	0		0		0	0		2164		592	93		3100		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:	1016		0		464	0		0		0	0		2164		592	93		3100		0
Saturation Flow Module:																				
Sat/Lane:	1900	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900	
Adjustment:	0.80	1.00		0.92		0.92	1.00		0.92		0.92	1.00		0.92		0.92	1.00		0.92	
Lanes:	3.00	0.00		1.00		0.00	0.00		0.00		0.00	3.00		1.00		1.00	4.00		0.00	
Final Sat.:	4551		0		1750	0		0		0	0		5700		1750	1750		7600		0
Capacity Analysis Module:																				
Vol/Sat:	0.22	0.00		0.27		0.00	0.00		0.00		0.00	0.38		0.34		0.05	0.41		0.00	
Crit Moves:	****											****				****				
Green Time:	53.4		0.0		66.1	0.0		0.0		0.0	0.0	90.9		144.3		12.7	104		0.0	
Volume/Cap:	0.69	0.00		0.67		0.00	0.00		0.00		0.00	0.69		0.39		0.69	0.65		0.00	
Uniform Del:	49.1		0.0		40.9	0.0		0.0		0.0	0.0	27.4		2.1		74.7	19.8		0.0	
IncremntDel:	1.5		0.0		2.4	0.0		0.0		0.0	0.0	0.7		0.2		14.6	0.3		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:	1.00	0.00		1.00		0.00	0.00		0.00		0.00	1.00		1.00		1.00	1.00		0.00	
Delay/Veh:	50.6		0.0		43.3	0.0		0.0		0.0	0.0	28.1		2.3		89.3	20.2		0.0	
User DelAdj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	50.6		0.0		43.3	0.0		0.0		0.0	0.0	28.1		2.3		89.3	20.2		0.0	
LOS by Move:	D		A		D	A		A		A	A	C		A		F	C+		A	
HCM2kAvgQ:	19		0		21	0		0		0	0	26		6		5	24		0	

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #3: Bascom/Hamilton



Street Name:	Bascom						Hamilton					
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: 6 Sep 2012 << 5:05-6:05 p.m.

Base Vol:	573	684	312	491	736	543	688	1541	421	310	1057	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	684	312	491	736	543	688	1541	421	310	1057	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	573	684	312	491	736	543	688	1541	421	310	1057	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	573	684	312	491	736	543	688	1541	421	310	1057	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	573	684	312	491	736	543	688	1541	421	310	1057	159

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

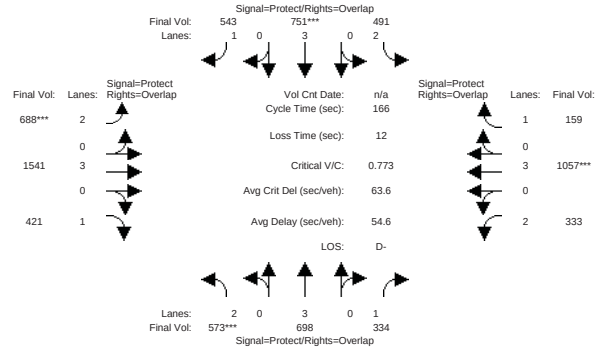
Vol/Sat:	0.18	0.12	0.18	0.16	0.13	0.31	0.22	0.27	0.24	0.10	0.19	0.09
Crit Moves:	****				****		****				****	
Green Time:	39.2	29.1	52.4	37.9	27.8	74.9	47.1	63.8	103.0	23.2	39.9	77.8
Volume/Cap:	0.77	0.68	0.57	0.68	0.77	0.69	0.77	0.70	0.39	0.70	0.77	0.19
Uniform Del:	59.2	64.1	47.3	58.6	66.0	36.3	54.5	43.1	15.8	68.1	58.8	25.8
IncremntDel:	5.0	2.0	1.4	2.7	3.9	2.6	4.2	1.1	0.2	5.1	2.7	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.2	66.1	48.7	61.3	69.9	38.8	58.7	44.2	16.0	73.2	61.5	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	66.1	48.7	61.3	69.9	38.8	58.7	44.2	16.0	73.2	61.5	25.9
LOS by Move:	E	E	D	E	E	D+	E+	D	B	E	E	C
HCM2kAvgQ:	16	10	14	14	12	23	19	21	11	10	18	5

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #3: Bascom/Hamilton



Street Name:	Bascom						Hamilton					
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:	573	698	334	491	751	543	688	1541	421	333	1057	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	573	698	334	491	751	543	688	1541	421	333	1057	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	573	698	334	491	751	543	688	1541	421	333	1057	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	573	698	334	491	751	543	688	1541	421	333	1057	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	573	698	334	491	751	543	688	1541	421	333	1057	159

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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

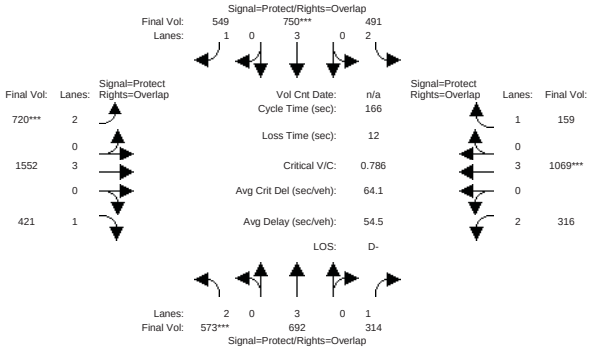
Vol/Sat:	0.18	0.12	0.19	0.16	0.13	0.31	0.22	0.27	0.24	0.11	0.19	0.09
Crit Moves:	****				****		****				****	
Green Time:	39.0	29.6	54.0	37.7	28.3	75.2	46.9	62.3	101.4	24.4	39.8	77.5
Volume/Cap:	0.77	0.69	0.59	0.69	0.77	0.69	0.77	0.72	0.39	0.72	0.77	0.19
Uniform Del:	59.3	63.8	46.7	58.7	65.8	36.0	54.7	44.4	16.6	67.6	58.9	25.9
IncremntDel:	5.1	2.0	1.6	2.8	3.9	2.5	4.3	1.2	0.2	5.5	2.8	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.4	65.8	48.3	61.5	69.7	38.6	58.9	45.6	16.8	73.0	61.7	26.1
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:	64.4	65.8	48.3	61.5	69.7	38.6	58.9	45.6	16.8	73.0	61.7	26.1
LOS by Move:	E	E	D	E	E	D+	E+	D	B	E	E	C
HCM2kAvgQ:	16	11	15	14	13	23	19	22	11	11	18	5

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #3: Bascom/Hamilton



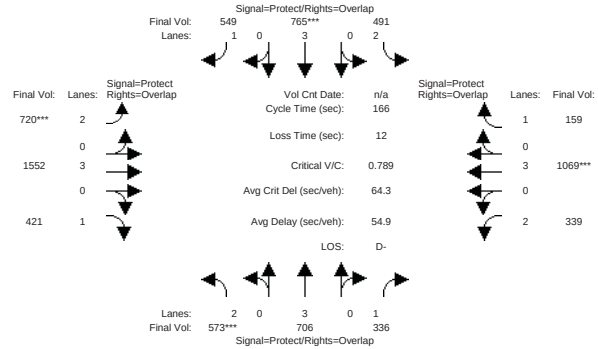
Street Name:	Bascom									Hamilton								
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	573		692	314	491		750	549	720		1552	421	316		1069	159
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	573		692	314	491		750	549	720		1552	421	316		1069	159
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	573		692	314	491		750	549	720		1552	421	316		1069	159
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	573		692	314	491		750	549	720		1552	421	316		1069	159
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	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:	573		692	314	491		750	549	720		1552	421	316		1069	159
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	0.92
Lanes:	2.00		3.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		5700	1750	3150		5700	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.18		0.12	0.18	0.16		0.13	0.31	0.23		0.27	0.24	0.10		0.19	0.09
Crit Moves:	****						****		****						****	
Green Time:	38.4		29.0	52.6	37.2		27.8	76.0	48.2		64.2	102.6	23.6		39.6	76.8
Volume/Cap:	0.79		0.70	0.57	0.70		0.79	0.69	0.79		0.70	0.39	0.70		0.79	0.20
Uniform Del:	60.0		64.4	47.2	59.2		66.3	35.5	54.1		42.9	16.0	67.8		59.2	26.4
IncremntDel:	5.7		2.2	1.4	3.0		4.4	2.5	4.6		1.1	0.2	5.0		3.1	0.1
InitQueuDel:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	65.6		66.5	48.6	62.2		70.7	38.0	58.7		44.0	16.2	72.9		62.4	26.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	65.6		66.5	48.6	62.2		70.7	38.0	58.7		44.0	16.2	72.9		62.4	26.5
LOS by Move:	E		E	D	E		E	D+	E+		D	B	E		E	C
HCM2kAvgQ:	16		11	14	14		13	24	20		21	11	10		18	5

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #3: Bascom/Hamilton



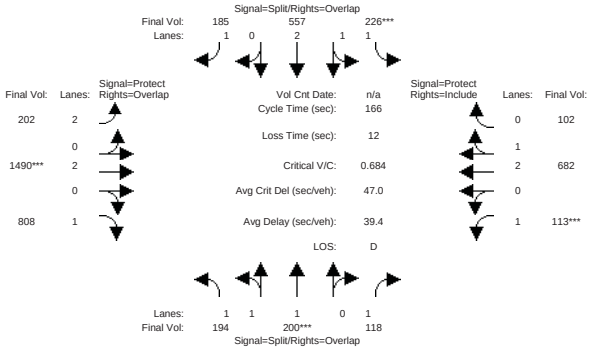
Street Name:	Bascom									Hamilton								
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	573		706	336	491		765	549	720		1552	421	339		1069	159
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	573		706	336	491		765	549	720		1552	421	339		1069	159
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	573		706	336	491		765	549	720		1552	421	339		1069	159
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	573		706	336	491		765	549	720		1552	421	339		1069	159
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	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:	573		706	336	491		765	549	720		1552	421	339		1069	159
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	0.92
Lanes:	2.00		3.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00	2.00		3.00	1.00
Final Sat.:	3150		5700	1750	3150		5700	1750	3150		5700	1750	3150		5700	1750
Capacity Analysis Module:																
Vol/Sat:	0.18		0.12	0.19	0.16		0.13	0.31	0.23		0.27	0.24	0.11		0.19	0.09
Crit Moves:	****						****		****						****	
Green Time:	38.3		29.4	54.2	37.0		28.2	76.3	48.1		62.7	101.0	24.8		39.4	76.5
Volume/Cap:	0.79		0.70	0.59	0.70		0.79	0.68	0.79		0.72	0.40	0.72		0.79	0.20
Uniform Del:	60.1		64.1	46.6	59.3		66.0	35.3	54.3		44.1	16.8	67.3		59.4	26.5
IncremntDel:	5.8		2.2	1.6	3.1		4.4	2.4	4.7		1.2	0.2	5.4		3.2	0.1
InitQueuDel:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	65.9		66.3	48.2	62.5		70.5	37.7	59.0		45.4	17.0	72.7		62.6	26.7
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:	65.9		66.3	48.2	62.5		70.5	37.7	59.0		45.4	17.0	72.7		62.6	26.7
LOS by Move:	E		E	D	E		E	D+	E+		D	B	E		E	C
HCM2kAvgQ:	16		11	15	14		13	24	20		22	11	11		18	5

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #4: Hamilton/Leigh



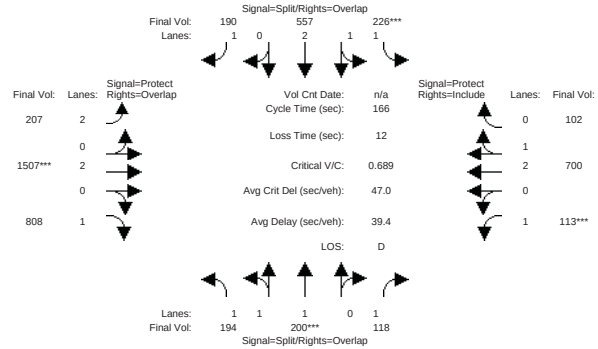
Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	194	200	118	226	557	185	202	1490	808	113	682	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	200	118	226	557	185	202	1490	808	113	682	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	200	118	226	557	185	202	1490	808	113	682	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	200	118	226	557	185	202	1490	808	113	682	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	200	118	226	557	185	202	1490	808	113	682	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.54	1.46	1.00	1.22	2.78	1.00	2.00	2.00	1.00	1.00	2.58	0.42
Final Sat.:	2693	2776	1750	2141	5276	1750	3150	3800	1750	1750	4904	733
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.11	0.11	0.11	0.06	0.39	0.46	0.06	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	17.5	17.5	33.2	25.6	25.6	60.6	35.0	95.2	112.7	15.7	75.9	75.9
Volume/Cap:	0.68	0.68	0.34	0.68	0.68	0.29	0.30	0.68	0.68	0.68	0.30	0.30
Uniform Del:	71.6	71.6	57.0	66.4	66.4	37.4	55.2	24.8	15.9	72.8	28.4	28.4
IncremntDel:	3.4	3.4	0.6	1.7	1.7	0.3	0.3	0.9	1.6	11.2	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.0	75.0	57.6	68.1	68.1	37.7	55.5	25.7	17.5	84.0	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	75.0	57.6	68.1	68.1	37.7	55.5	25.7	17.5	84.0	28.5	28.5
LOS by Move:	E	E	E+	E	E	D+	E+	C	B	F	C	C
HCM2kAvgQ:	8	8	6	11	11	7	5	26	26	7	8	8

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #4: Hamilton/Leigh



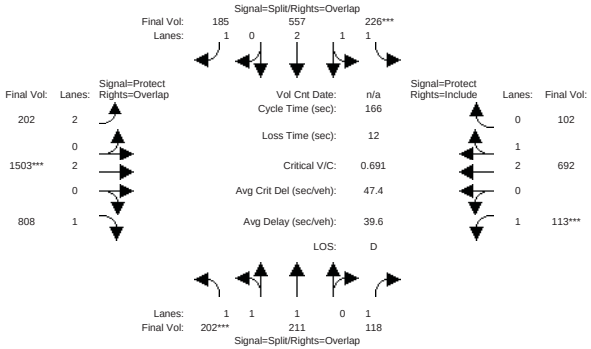
Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	194	200	118	226	557	190	207	1507	808	113	700	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	200	118	226	557	190	207	1507	808	113	700	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	200	118	226	557	190	207	1507	808	113	700	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	200	118	226	557	190	207	1507	808	113	700	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	200	118	226	557	190	207	1507	808	113	700	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.54	1.46	1.00	1.22	2.78	1.00	2.00	2.00	1.00	1.00	2.59	0.41
Final Sat.:	2693	2776	1750	2141	5276	1750	3150	3800	1750	1750	4921	717
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.11	0.11	0.11	0.07	0.40	0.46	0.06	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	17.4	17.4	32.9	25.5	25.5	60.6	35.1	95.6	113.0	15.6	76.0	76.0
Volume/Cap:	0.69	0.69	0.34	0.69	0.69	0.30	0.31	0.69	0.68	0.69	0.31	0.31
Uniform Del:	71.7	71.7	57.2	66.5	66.5	37.5	55.2	24.7	15.7	72.9	28.4	28.4
IncremntDel:	3.5	3.5	0.6	1.8	1.8	0.3	0.3	0.9	1.6	11.7	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.2	75.2	57.8	68.3	68.3	37.8	55.5	25.7	17.3	84.5	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	75.2	57.8	68.3	68.3	37.8	55.5	25.7	17.3	84.5	28.5	28.5
LOS by Move:	E-	E-	E+	E	E	D+	E+	C	B	F	C	C
HCM2kAvgQ:	8	8	6	11	11	7	5	27	26	7	8	8

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #4: Hamilton/Leigh



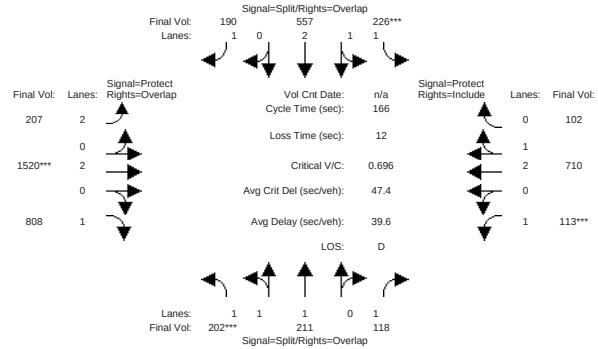
Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	202	211	118	226	557	185	202	1503	808	113	692	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	211	118	226	557	185	202	1503	808	113	692	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	211	118	226	557	185	202	1503	808	113	692	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	211	118	226	557	185	202	1503	808	113	692	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	211	118	226	557	185	202	1503	808	113	692	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.53	1.47	1.00	1.22	2.78	1.00	2.00	2.00	1.00	1.00	2.59	0.41
Final Sat.:	2676	2795	1750	2141	5276	1750	3150	3800	1750	1750	4914	724
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.07	0.11	0.11	0.11	0.06	0.40	0.46	0.06	0.14	0.14
Crit Moves:	****			****				****		****		
Green Time:	18.1	18.1	33.6	25.4	25.4	59.9	34.6	95.0	113.1	15.5	75.9	75.9
Volume/Cap:	0.69	0.69	0.33	0.69	0.69	0.29	0.31	0.69	0.68	0.69	0.31	0.31
Uniform Del:	71.2	71.2	56.6	66.6	66.6	37.9	55.6	25.1	15.6	72.9	28.4	28.4
IncremntDel:	3.5	3.5	0.6	1.8	1.8	0.3	0.3	1.0	1.6	11.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.7	74.7	57.1	68.5	68.5	38.2	55.9	26.1	17.2	84.9	28.5	28.5
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:	74.7	74.7	57.1	68.5	68.5	38.2	55.9	26.1	17.2	84.9	28.5	28.5
LOS by Move:	E	E	E+	E	E	D+	E+	C	B	F	C	C
HCM2kAvgQ:	8	8	6	11	11	7	5	27	26	7	8	8

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #4: Hamilton/Leigh



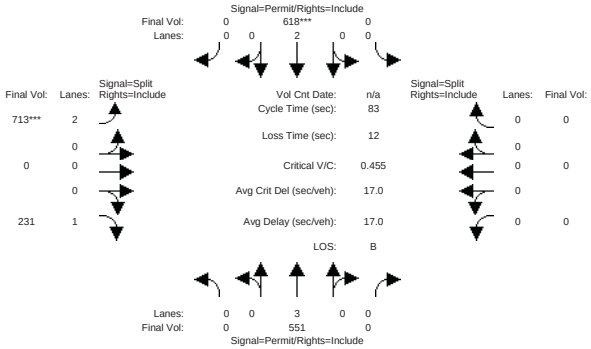
Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	202	211	118	226	557	190	207	1520	808	113	710	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	211	118	226	557	190	207	1520	808	113	710	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	211	118	226	557	190	207	1520	808	113	710	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	211	118	226	557	190	207	1520	808	113	710	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	211	118	226	557	190	207	1520	808	113	710	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.53	1.47	1.00	1.22	2.78	1.00	2.00	2.00	1.00	1.00	2.60	0.40
Final Sat.:	2676	2795	1750	2141	5276	1750	3150	3800	1750	1750	4931	708
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.07	0.11	0.11	0.11	0.07	0.40	0.46	0.06	0.14	0.14
Crit Moves:	****			****				****		****		
Green Time:	18.0	18.0	33.4	25.2	25.2	59.9	34.7	95.4	113.4	15.4	76.1	76.1
Volume/Cap:	0.70	0.70	0.34	0.70	0.70	0.30	0.31	0.70	0.68	0.70	0.31	0.31
Uniform Del:	71.4	71.4	56.8	66.8	66.8	38.0	55.6	25.0	15.5	73.0	28.4	28.4
IncremntDel:	3.6	3.6	0.6	1.9	1.9	0.3	0.3	1.0	1.6	12.4	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.0	75.0	57.3	68.7	68.7	38.3	55.8	26.0	17.0	85.4	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	75.0	57.3	68.7	68.7	38.3	55.8	26.0	17.0	85.4	28.5	28.5
LOS by Move:	E	E	E+	E	E	D+	E+	C	B	F	C	C
HCM2kAvgQ:	8	8	6	11	11	7	5	27	26	7	8	8

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #5: Creekside Way/SR 17 Off-ramp



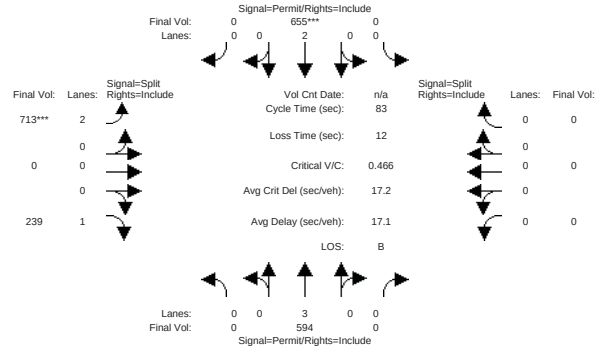
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	551	0	0	618	0	713	0	231	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	551	0	0	618	0	713	0	231	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	551	0	0	618	0	713	0	231	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	551	0	0	618	0	713	0	231	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	551	0	0	618	0	713	0	231	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5700	0	0	3800	0	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00	0.00	0.16	0.00	0.23	0.00	0.13	0.00	0.00	0.00				
Crit Moves:					****		****									
Green Time:	0.0	29.7	0.0	0.0	29.7	0.0	41.3	0.0	41.3	0.0	0.0	0.0				
Volume/Cap:	0.00	0.27	0.00	0.00	0.45	0.00	0.45	0.00	0.27	0.00	0.00	0.00				
Uniform Del:	0.0	19.0	0.0	0.0	20.4	0.0	13.5	0.0	12.1	0.0	0.0	0.0				
IncremntDel:	0.0	0.1	0.0	0.0	0.2	0.0	0.2	0.0	0.2	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	19.0	0.0	0.0	20.7	0.0	13.7	0.0	12.2	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	19.0	0.0	0.0	20.7	0.0	13.7	0.0	12.2	0.0	0.0	0.0				
LOS by Move:	A	B-	A	A	C+	A	B	A	B	A	A	A				
HCM2kAvgQ:	0	3	0	0	6	0	7	0	4	0	0	0				

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #5: Creekside Way/SR 17 Off-ramp



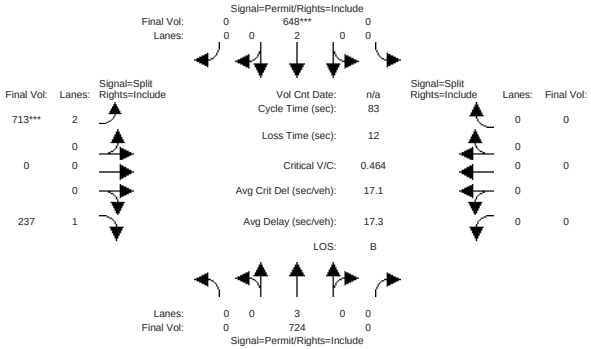
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	594	0	0	655	0	713	0	239	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	594	0	0	655	0	713	0	239	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	594	0	0	655	0	713	0	239	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	594	0	0	655	0	713	0	239	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	594	0	0	655	0	713	0	239	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5700	0	0	3800	0	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00	0.00	0.17	0.00	0.23	0.00	0.14	0.00	0.00	0.00				
Crit Moves:					****		****									
Green Time:	0.0	30.7	0.0	0.0	30.7	0.0	40.3	0.0	40.3	0.0	0.0	0.0				
Volume/Cap:	0.00	0.28	0.00	0.00	0.47	0.00	0.47	0.00	0.28	0.00	0.00	0.00				
Uniform Del:	0.0	18.4	0.0	0.0	19.9	0.0	14.2	0.0	12.7	0.0	0.0	0.0				
IncremntDel:	0.0	0.1	0.0	0.0	0.2	0.0	0.2	0.0	0.2	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	18.5	0.0	0.0	20.2	0.0	14.4	0.0	12.9	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	18.5	0.0	0.0	20.2	0.0	14.4	0.0	12.9	0.0	0.0	0.0				
LOS by Move:	A	B-	A	A	C+	A	B	A	B	A	A	A				
HCM2kAvgQ:	0	4	0	0	7	0	7	0	4	0	0	0				

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #5: Creekside Way/SR 17 Off-ramp



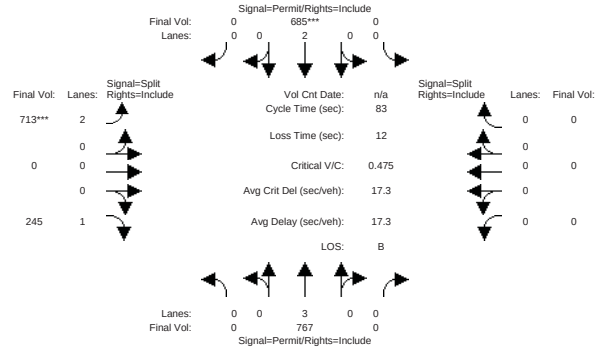
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	724	0	0	648	0	713	0	237	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	724	0	0	648	0	713	0	237	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	724	0	0	648	0	713	0	237	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	724	0	0	648	0	713	0	237	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	724	0	0	648	0	713	0	237	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5700	0	0	3800	0	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00	0.00	0.17	0.00	0.23	0.00	0.14	0.00	0.00	0.00				
Crit Moves:					****		****									
Green Time:	0.0	30.5	0.0	0.0	30.5	0.0	40.5	0.0	40.5	0.0	0.0	0.0				
Volume/Cap:	0.00	0.35	0.00	0.00	0.46	0.00	0.46	0.00	0.28	0.00	0.00	0.00				
Uniform Del:	0.0	19.0	0.0	0.0	20.0	0.0	14.1	0.0	12.6	0.0	0.0	0.0				
IncremntDel:	0.0	0.1	0.0	0.0	0.2	0.0	0.2	0.0	0.2	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	19.1	0.0	0.0	20.3	0.0	14.3	0.0	12.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	19.1	0.0	0.0	20.3	0.0	14.3	0.0	12.8	0.0	0.0	0.0				
LOS by Move:	A	B-	A	A	C+	A	B	A	B	A	A	A				
HCM2kAvgQ:	0	5	0	0	7	0	7	0	4	0	0	0				

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #5: Creekside Way/SR 17 Off-ramp



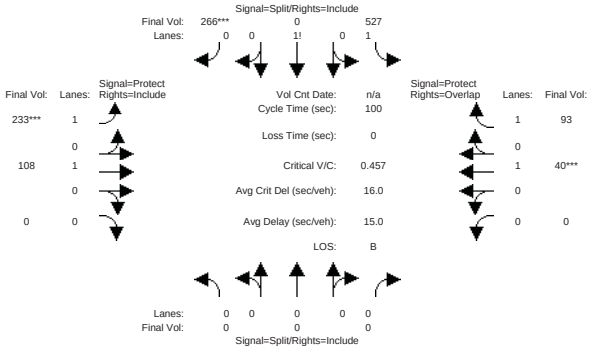
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	767	0	0	685	0	713	0	245	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	767	0	0	685	0	713	0	245	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	767	0	0	685	0	713	0	245	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	767	0	0	685	0	713	0	245	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	767	0	0	685	0	713	0	245	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5700	0	0	3800	0	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.13	0.00	0.00	0.18	0.00	0.23	0.00	0.14	0.00	0.00	0.00				
Crit Moves:					****		****									
Green Time:	0.0	31.5	0.0	0.0	31.5	0.0	39.5	0.0	39.5	0.0	0.0	0.0				
Volume/Cap:	0.00	0.35	0.00	0.00	0.48	0.00	0.48	0.00	0.29	0.00	0.00	0.00				
Uniform Del:	0.0	18.5	0.0	0.0	19.5	0.0	14.7	0.0	13.2	0.0	0.0	0.0				
IncremntDel:	0.0	0.1	0.0	0.0	0.2	0.0	0.2	0.0	0.2	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	18.6	0.0	0.0	19.8	0.0	15.0	0.0	13.4	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	18.6	0.0	0.0	19.8	0.0	15.0	0.0	13.4	0.0	0.0	0.0				
LOS by Move:	A	B-	A	A	B-	A	B	A	B	A	A	A				
HCM2kAvgQ:	0	5	0	0	7	0	8	0	4	0	0	0				

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #6: Creekside Way/Campisi Way

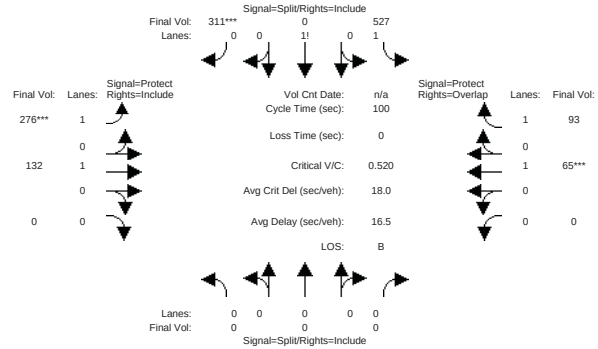


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	10	10	10	10	7	10	10	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	0	0	0	527	0	266	0	233	108	0	0	0	40	93	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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	527	0	266	0	233	108	0	0	0	40	93	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	527	0	266	0	233	108	0	0	0	40	93	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	527	0	266	0	233	108	0	0	0	40	93	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	527	0	266	0	233	108	0	0	0	40	93	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.50	0.00	0.50	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	0	0	0	2621	0	879	1750	1900	0	0	1900	1750	0	1900	1750	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.30	0.13	0.06	0.00	0.00	0.02	0.05	0.00	0.00	0.00	0.00
Crit Moves:						****	****				****					
Green Time:	0.0	0.0	0.0	62.5	0.0	62.5	27.5	37.5	0.0	0.0	10.0	72.5	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.48	0.48	0.15	0.00	0.00	0.21	0.07	0.00	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	8.8	0.0	10.1	30.3	20.7	0.0	0.0	41.4	4.0	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.2	0.8	0.1	0.0	0.0	0.6	0.0	0.0	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	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	8.9	0.0	10.3	31.1	20.8	0.0	0.0	41.9	4.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.9	0.0	10.3	31.1	20.8	0.0	0.0	41.9	4.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	B+	C	C+	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	5	0	10	7	2	0	0	1	1	0	0	0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #6: Creekside Way/Campisi Way

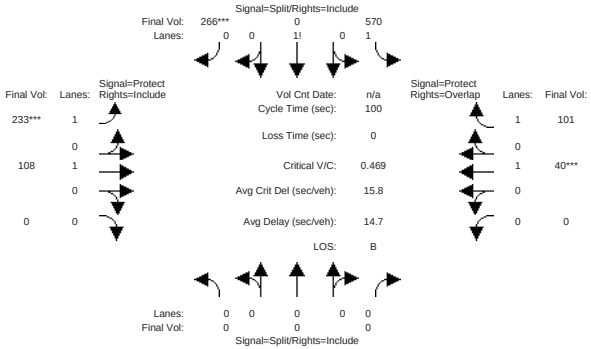


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	10	10	10	10	7	10	10	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	0	0	0	527	0	311	0	276	132	0	0	0	65	93	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	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	527	0	311	0	276	132	0	0	0	65	93	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	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	527	0	311	0	276	132	0	0	0	65	93	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	527	0	311	0	276	132	0	0	0	65	93	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	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	527	0	311	0	276	132	0	0	0	65	93	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.46	0.00	0.54	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Sat.:	0	0	0	2553	0	947	1750	1900	0	0	1900	1750	0	1900	1750	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.33	0.16	0.07	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.00
Crit Moves:						****	****				****					
Green Time:	0.0	0.0	0.0	60.8	0.0	60.8	29.2	39.2	0.0	0.0	10.0	70.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.54	0.54	0.18	0.00	0.00	0.34	0.08	0.00	0.00	0.00	0.00
Uniform Del:	0.0	0.0	0.0	9.7	0.0	11.4	29.8	19.9	0.0	0.0	41.9	4.5	0.0	0.0	0.0	0.0
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.4	1.2	0.1	0.0	0.0	1.1	0.0	0.0	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	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	9.8	0.0	11.8	30.9	20.0	0.0	0.0	43.0	4.5	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.8	0.0	11.8	30.9	20.0	0.0	0.0	43.0	4.5	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	B+	C	B-	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	6	0	11	8	3	0	0	2	1	0	0	0	0

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

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

Intersection #6: Creekside Way/Campisi Way

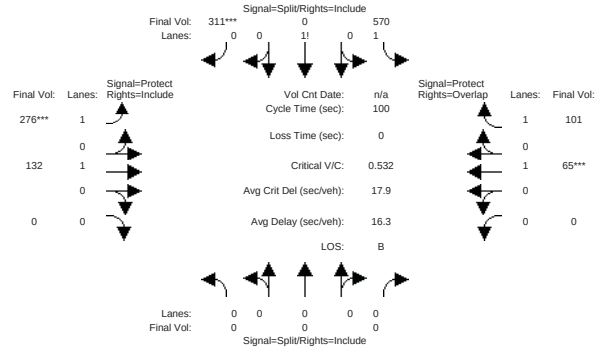


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	10	10	10	10	7	10	10	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	0	0	0	570	0	266	233	108	0	0	40	101			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	570	0	266	233	108	0	0	40	101			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	570	0	266	233	108	0	0	40	101			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	570	0	266	233	108	0	0	40	101			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	570	0	266	233	108	0	0	40	101				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	0.00	0.00	1.52	0.00	0.48	1.00	1.00	0.00	0.00	1.00	1.00				
Final Sat.:	0	0	0	2655	0	845	1750	1900	0	0	1900	1750				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.31	0.13	0.06	0.00	0.00	0.02	0.06				
Crit Moves:						****	****				****					
Green Time:	0.0	0.0	0.0	63.3	0.0	63.3	26.7	36.7	0.0	0.0	10.0	73.3				
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.50	0.50	0.15	0.00	0.00	0.21	0.08				
Uniform Del:	0.0	0.0	0.0	8.6	0.0	9.9	31.0	21.2	0.0	0.0	41.4	3.8				
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.2	0.8	0.1	0.0	0.0	0.6	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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	8.7	0.0	10.1	31.8	21.3	0.0	0.0	41.9	3.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	8.7	0.0	10.1	31.8	21.3	0.0	0.0	41.9	3.8				
LOS by Move:	A	A	A	A	A	B+	C	C+	A	A	D	A				
HCM2kAvgQ:	0	0	0	6	0	10	7	2	0	0	1	1				

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #6: Creekside Way/Campisi Way

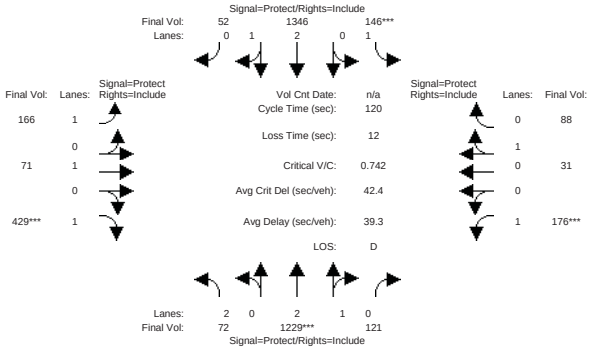


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	10	10	10	10	7	10	10	10	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	0	0	0	570	0	311	276	132	0	0	65	101			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	570	0	311	276	132	0	0	65	101			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	570	0	311	276	132	0	0	65	101				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	570	0	311	276	132	0	0	65	101				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	570	0	311	276	132	0	0	65	101				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	0.00	0.00	1.48	0.00	0.52	1.00	1.00	0.00	0.00	1.00	1.00				
Final Sat.:	0	0	0	2587	0	913	1750	1900	0	0	1900	1750				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.34	0.16	0.07	0.00	0.00	0.03	0.06				
Crit Moves:						****	****				****					
Green Time:	0.0	0.0	0.0	61.5	0.0	61.5	28.5	38.5	0.0	0.0	10.0	71.5				
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.55	0.55	0.18	0.00	0.00	0.34	0.08				
Uniform Del:	0.0	0.0	0.0	9.5	0.0	11.2	30.4	20.3	0.0	0.0	41.9	4.3				
IncremntDel:	0.0	0.0	0.0	0.1	0.0	0.4	1.4	0.1	0.0	0.0	1.1	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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00				
Delay/Veh:	0.0	0.0	0.0	9.6	0.0	11.7	31.7	20.5	0.0	0.0	43.0	4.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	9.6	0.0	11.7	31.7	20.5	0.0	0.0	43.0	4.3				
LOS by Move:	A	A	A	A	A	B+	C	C+	A	A	D	A				
HCM2kAvgQ:	0	0	0	6	0	12	8	3	0	0	2	1				

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

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

Intersection #7: Bascom Ave/Campisi Way

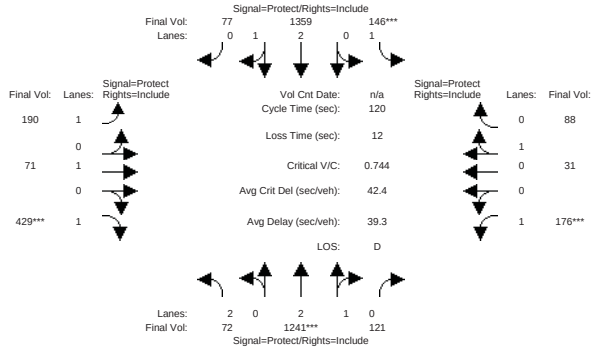


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	72	1229		121	146	1346		52	166		71	429	176		31	88
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	72	1229		121	146	1346		52	166		71	429	176		31	88
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	72	1229		121	146	1346		52	166		71	429	176		31	88
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	72	1229		121	146	1346		52	166		71	429	176		31	88
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	72	1229		121	146	1346		52	166		71	429	176		31	88
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	2.71		0.29	1.00	2.88		0.12	1.00		1.00	1.00	1.00		0.24	0.76
Final Sat.:	3150	5150		507	1750	5471		211	1750		1900	1750	1750		465	1321
Capacity Analysis Module:																
Vol/Sat:	0.02	0.24		0.24	0.08	0.25		0.25	0.09		0.04	0.25	0.10		0.07	0.07
Crit Moves:		****			****							****	****			
Green Time:	10.0	38.6		38.6	13.5	42.1		42.1	29.8		39.6	39.6	16.3		26.1	26.1
Volume/Cap:	0.27	0.74		0.74	0.74	0.70		0.70	0.38		0.11	0.74	0.74		0.31	0.31
Uniform Del:	51.6	36.3		36.3	51.6	33.5		33.5	37.5		27.9	35.6	49.9		39.3	39.3
IncremntDel:	0.6	1.7		1.7	14.1	1.1		1.1	0.6		0.1	5.1	11.9		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:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	52.2	37.9		37.9	65.6	34.7		34.7	38.0		28.0	40.8	61.7		39.8	39.8
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	52.2	37.9		37.9	65.6	34.7		34.7	38.0		28.0	40.8	61.7		39.8	39.8
LOS by Move:	D-	D+		D+	E	C-		C-	D+		C	D	E		D	D
HCM2kAvgQ:	1	15		15	6	14		14	6		2	16	8		4	4

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #7: Bascom Ave/Campisi Way

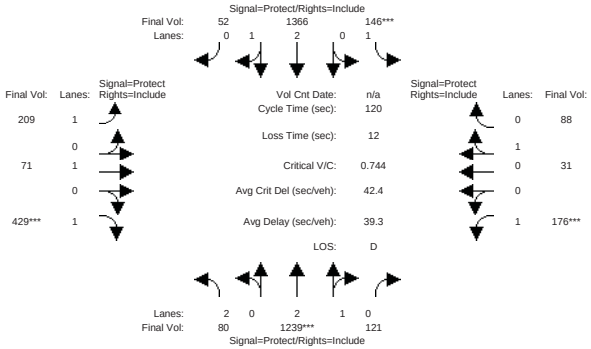


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	72	1241		121	146	1359		77	190		71	429	176		31	88
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	72	1241		121	146	1359		77	190		71	429	176		31	88
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	72	1241		121	146	1359		77	190		71	429	176		31	88
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	72	1241		121	146	1359		77	190		71	429	176		31	88
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	72	1241		121	146	1359		77	190		71	429	176		31	88
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	2.71		0.29	1.00	2.83		0.17	1.00		1.00	1.00	1.00		0.24	0.76
Final Sat.:	3150	5154		503	1750	5370		304	1750		1900	1750	1750		465	1321
Capacity Analysis Module:																
Vol/Sat:	0.02	0.24		0.24	0.08	0.25		0.25	0.11		0.04	0.25	0.10		0.07	0.07
Crit Moves:		****			****							****	****			
Green Time:	9.8	38.8		38.8	13.4	42.5		42.5	31.5		39.5	39.5	16.2		24.2	24.2
Volume/Cap:	0.28	0.74		0.74	0.74	0.72		0.72	0.41		0.11	0.74	0.74		0.33	0.33
Uniform Del:	51.8	36.2		36.2	51.6	33.5		33.5	36.6		28.0	35.8	49.9		41.0	41.0
IncremntDel:	0.6	1.7		1.7	14.3	1.2		1.2	0.6		0.1	5.2	12.1		0.5	0.5
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	52.4	37.9		37.9	65.9	34.8		34.8	37.2		28.1	41.0	62.0		41.5	41.5
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:	52.4	37.9		37.9	65.9	34.8		34.8	37.2		28.1	41.0	62.0		41.5	41.5
LOS by Move:	D-	D+		D+	E	C-		C-	D+		C	D	E		D	D
HCM2kAvgQ:	1	15		15	6	15		15	6		2	16	8		4	4

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

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

Intersection #7: Bascom Ave/Campisi Way

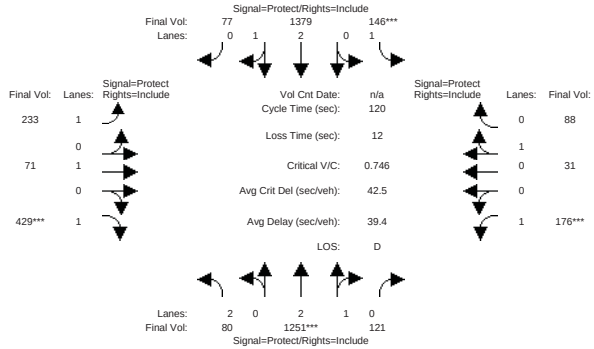


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	80	1239		121	146	1366		52	209		71	429	176		31	88
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	80	1239		121	146	1366		52	209		71	429	176		31	88
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	80	1239		121	146	1366		52	209		71	429	176		31	88
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	80	1239		121	146	1366		52	209		71	429	176		31	88
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	80	1239		121	146	1366		52	209		71	429	176		31	88
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	2.71		0.29	1.00	2.88		0.12	1.00		1.00	1.00	1.00		0.24	0.76
Final Sat.:	3150	5154		503	1750	5474		208	1750		1900	1750	1750		465	1321
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24		0.24	0.08	0.25		0.25	0.12		0.04	0.25	0.10		0.07	0.07
Crit Moves:		****			****							****	****			
Green Time:	9.9	38.8		38.8	13.5	42.3		42.3	32.8		39.5	39.5	16.2		22.9	22.9
Volume/Cap:	0.31	0.74		0.74	0.74	0.71		0.71	0.44		0.11	0.74	0.74		0.35	0.35
Uniform Del:	51.8	36.2		36.2	51.6	33.5		33.5	35.9		28.0	35.7	49.9		42.1	42.1
IncremntDel:	0.7	1.7		1.7	14.3	1.2		1.2	0.6		0.1	5.2	12.0		0.6	0.6
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	52.5	37.9		37.9	65.9	34.7		34.7	36.6		28.1	41.0	61.9		42.7	42.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	52.5	37.9		37.9	65.9	34.7		34.7	36.6		28.1	41.0	61.9		42.7	42.7
LOS by Move:	D-	D+		D+	E	C-		C-	D+		C	D	E		D	D
HCM2kAvgQ:	2	15		15	6	14		14	7		2	16	8		4	4

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #7: Bascom Ave/Campisi Way

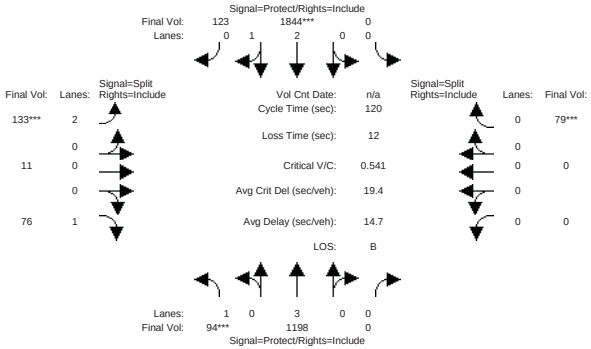


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	80	1251		121	146	1379		77	233		71	429	176		31	88
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	80	1251		121	146	1379		77	233		71	429	176		31	88
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	80	1251		121	146	1379		77	233		71	429	176		31	88
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	80	1251		121	146	1379		77	233		71	429	176		31	88
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	80	1251		121	146	1379		77	233		71	429	176		31	88
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	2.71		0.29	1.00	2.83		0.17	1.00		1.00	1.00	1.00		0.24	0.76
Final Sat.:	3150	5158		499	1750	5374		300	1750		1900	1750	1750		465	1321
Capacity Analysis Module:																
Vol/Sat:	0.03	0.24		0.24	0.08	0.26		0.26	0.13		0.04	0.25	0.10		0.07	0.07
Crit Moves:		****			****							****	****			
Green Time:	9.7	39.0		39.0	13.4	42.7		42.7	34.2		39.4	39.4	16.2		21.4	21.4
Volume/Cap:	0.31	0.75		0.75	0.75	0.72		0.72	0.47		0.11	0.75	0.75		0.37	0.37
Uniform Del:	52.0	36.1		36.1	51.6	33.5		33.5	35.4		28.1	35.8	49.9		43.4	43.4
IncremntDel:	0.7	1.7		1.7	14.5	1.3		1.3	0.7		0.1	5.3	12.3		0.7	0.7
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	52.7	37.8		37.8	66.2	34.8		34.8	36.1		28.2	41.2	62.2		44.1	44.1
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:	52.7	37.8		37.8	66.2	34.8		34.8	36.1		28.2	41.2	62.2		44.1	44.1
LOS by Move:	D-	D+		D+	E	C-		C-	D+		C	D	E		D	D
HCM2kAvgQ:	2	15		15	6	15		15	8		2	16	8		4	4

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

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

Intersection #8: Bascom Ave/Pruneyard

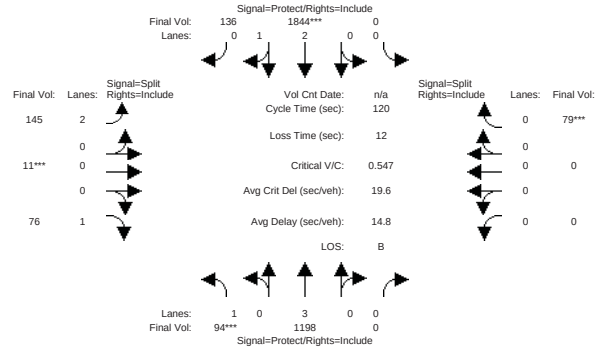


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	94	1198	0		0	1844	123		133	11	76		0	0	79	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	94	1198	0		0	1844	123		133	11	76		0	0	79	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	94	1198	0		0	1844	123		133	11	76		0	0	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	94	1198	0		0	1844	123		133	11	76		0	0	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	94	1198	0		0	1844	123		133	11	76		0	0	79	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	3.00	0.00		0.00	2.80	0.20		1.86	0.14	1.00		0.00	0.00	1.00	
Final Sat.:	1750	5700	0		0	5315	355		3252	269	1750		0	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.00		0.00	0.35	0.35		0.04	0.04	0.04		0.00	0.00	0.05	
Crit Moves:	****					****			****						****	
Green Time:	11.8	88.1	0.0		0.0	76.3	76.3		10.0	10.0	10.0		0.0	0.0	9.9	
Volume/Cap:	0.55	0.29	0.00		0.00	0.55	0.55		0.49	0.49	0.52		0.00	0.00	0.55	
Uniform Del:	51.5	5.4	0.0		0.0	12.2	12.2		52.6	52.6	52.7		0.0	0.0	52.9	
IncremntDel:	3.6	0.0	0.0		0.0	0.2	0.2		0.8	0.8	1.2		0.0	0.0	4.3	
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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	0.00	1.00	
Delay/Veh:	55.2	5.4	0.0		0.0	12.4	12.4		53.4	53.4	53.9		0.0	0.0	57.2	
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:	55.2	5.4	0.0		0.0	12.4	12.4		53.4	53.4	53.9		0.0	0.0	57.2	
LOS by Move:	E+	A	A		A	B	B		D-	D-	D-		A	A	E+	
HCM2kAvgQ:	4	5	0		0	13	13		3	3	4		0	0	4	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #8: Bascom Ave/Pruneyard

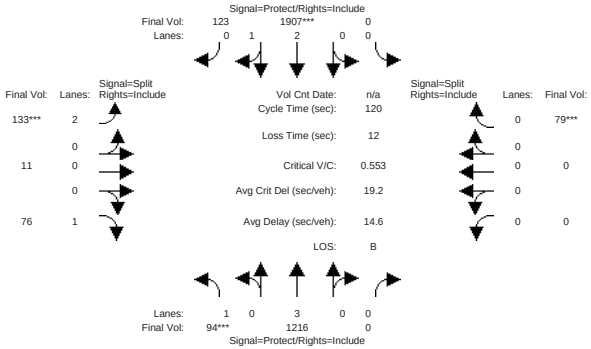


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	94	1198	0		0	1844	136		145	11	76		0	0	79	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	94	1198	0		0	1844	136		145	11	76		0	0	79	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	94	1198	0		0	1844	136		145	11	76		0	0	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	94	1198	0		0	1844	136		145	11	76		0	0	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	94	1198	0		0	1844	136		145	11	76		0	0	79	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	3.00	0.00		0.00	2.78	0.22		1.87	0.13	1.00		0.00	0.00	1.00	
Final Sat.:	1750	5700	0		0	5277	389		3271	248	1750		0	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.00		0.00	0.35	0.35		0.04	0.04	0.04		0.00	0.00	0.05	
Crit Moves:	****					****				****					****	
Green Time:	11.7	88.1	0.0		0.0	76.4	76.4		10.0	10.0	10.0		0.0	0.0	9.9	
Volume/Cap:	0.55	0.29	0.00		0.00	0.55	0.55		0.53	0.53	0.52		0.00	0.00	0.55	
Uniform Del:	51.6	5.4	0.0		0.0	12.2	12.2		52.8	52.8	52.7		0.0	0.0	52.9	
IncremntDel:	3.7	0.0	0.0		0.0	0.2	0.2		1.3	1.3	1.1		0.0	0.0	4.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	0.00	1.00	
Delay/Veh:	55.3	5.4	0.0		0.0	12.4	12.4		54.0	54.0	53.8		0.0	0.0	57.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	55.3	5.4	0.0		0.0	12.4	12.4		54.0	54.0	53.8		0.0	0.0	57.4	
LOS by Move:	E+	A	A		A	B	B		D-	D-	D-		A	A	E+	
HCM2kAvgQ:	4	5	0		0	13	13		4	4	4		0	0	4	

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

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

Intersection #8: Bascom Ave/Pruneyard

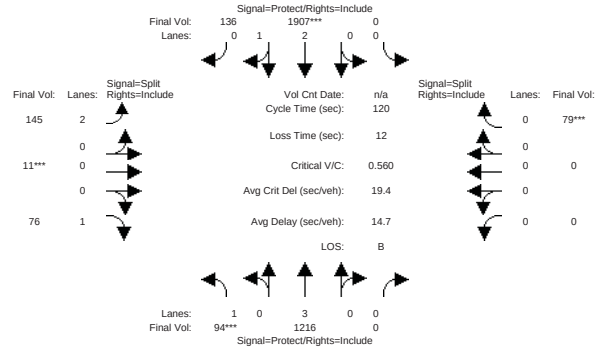


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	94	1216	0	0	1907	123	133	11	76	0	0	79				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	94	1216	0	0	1907	123	133	11	76	0	0	79				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	94	1216	0	0	1907	123	133	11	76	0	0	79				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	94	1216	0	0	1907	123	133	11	76	0	0	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	94	1216	0	0	1907	123	133	11	76	0	0	79				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	3.00	0.00	0.00	2.80	0.20	1.86	0.14	1.00	0.00	0.00	1.00				
Final Sat.:	1750	5700	0	0	5327	344	3252	269	1750	0	0	1750				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.00	0.00	0.36	0.36	0.04	0.04	0.04	0.00	0.00	0.05				
Crit Moves:	****				****		****					****				
Green Time:	11.5	88.3	0.0	0.0	76.8	76.8	10.0	10.0	10.0	0.0	0.0	9.7				
Volume/Cap:	0.56	0.29	0.00	0.00	0.56	0.56	0.49	0.49	0.52	0.00	0.00	0.56				
Uniform Del:	51.8	5.3	0.0	0.0	12.1	12.1	52.6	52.6	52.7	0.0	0.0	53.1				
IncremntDel:	4.2	0.0	0.0	0.0	0.2	0.2	0.8	0.8	1.2	0.0	0.0	5.0				
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:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00				
Delay/Veh:	56.0	5.4	0.0	0.0	12.3	12.3	53.4	53.4	53.9	0.0	0.0	58.1				
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:	56.0	5.4	0.0	0.0	12.3	12.3	53.4	53.4	53.9	0.0	0.0	58.1				
LOS by Move:	E+	A	A	A	B	B	D-	D-	D-	A	A	E+				
HCM2kAvgQ:	4	5	0	0	13	13	3	3	4	0	0	4				

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #8: Bascom Ave/Pruneyard

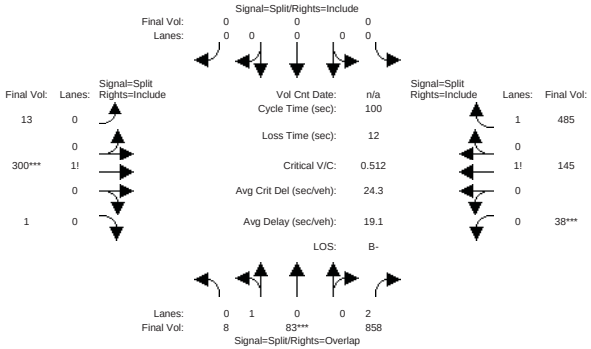


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	94	1216	0	0	1907	136	145	11	76	0	0	79				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	94	1216	0	0	1907	136	145	11	76	0	0	79				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	94	1216	0	0	1907	136	145	11	76	0	0	79				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	94	1216	0	0	1907	136	145	11	76	0	0	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	94	1216	0	0	1907	136	145	11	76	0	0	79				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	3.00	0.00	0.00	2.78	0.22	1.87	0.13	1.00	0.00	0.00	1.00				
Final Sat.:	1750	5700	0	0	5290	377	3271	248	1750	0	0	1750				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.00	0.00	0.36	0.36	0.04	0.04	0.04	0.00	0.00	0.05				
Crit Moves:	****				****			****				****				
Green Time:	11.5	88.4	0.0	0.0	76.9	76.9	10.0	10.0	10.0	0.0	0.0	9.6				
Volume/Cap:	0.56	0.29	0.00	0.00	0.56	0.56	0.53	0.53	0.52	0.00	0.00	0.56				
Uniform Del:	51.9	5.3	0.0	0.0	12.1	12.1	52.8	52.8	52.7	0.0	0.0	53.2				
IncremntDel:	4.3	0.0	0.0	0.0	0.2	0.2	1.3	1.3	1.1	0.0	0.0	5.1				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00				
Delay/Veh:	56.2	5.3	0.0	0.0	12.3	12.3	54.0	54.0	53.8	0.0	0.0	58.3				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	56.2	5.3	0.0	0.0	12.3	12.3	54.0	54.0	53.8	0.0	0.0	58.3				
LOS by Move:	E+	A	A	A	B	B	D-	D-	D-	A	A	E+				
HCM2kAvgQ:	4	5	0	0	14	14	4	4	4	0	0	4				

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

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

Intersection #9: Railway/Campbell Ave

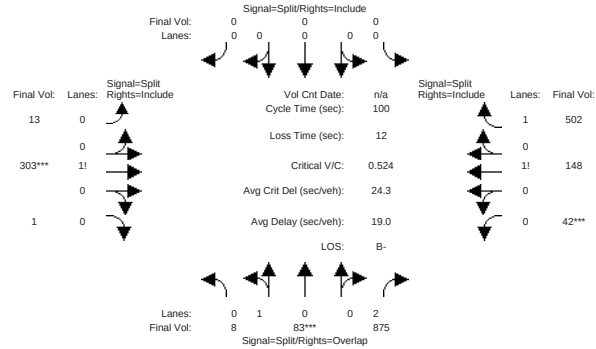


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	83	858	0	0	0	13	300	1	38	145	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	83	858	0	0	0	13	300	1	38	145	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	83	858	0	0	0	13	300	1	38	145	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	83	858	0	0	0	13	300	1	38	145	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	83	858	0	0	0	13	300	1	38	145	485
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	2.00	0.00	0.00	0.00	0.04	0.95	0.01	0.09	0.32	1.59
Final Sat.:	166	1720	3150	0	0	0	78	1808	6	161	613	2775
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.27	0.00	0.00	0.00	0.17	0.17	0.17	0.24	0.24	0.17
Crit Moves:		****						****		****		
Green Time:	10.0	10.0	55.9	0.0	0.0	0.0	32.1	32.1	32.1	45.9	45.9	45.9
Volume/Cap:	0.48	0.48	0.49	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.52	0.38
Uniform Del:	42.6	42.6	13.4	0.0	0.0	0.0	27.6	27.6	27.6	19.2	19.2	17.8
IncremntDel:	1.9	1.9	0.2	0.0	0.0	0.0	0.8	0.8	0.8	0.4	0.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.5	44.5	13.6	0.0	0.0	0.0	28.4	28.4	28.4	19.6	19.6	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	44.5	13.6	0.0	0.0	0.0	28.4	28.4	28.4	19.6	19.6	17.9
LOS by Move:	D	D	B	A	A	A	C	C	C	B-	B-	B
HCM2kAvgQ:	3	3	10	0	0	0	7	7	7	10	10	6

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #9: Railway/Campbell Ave

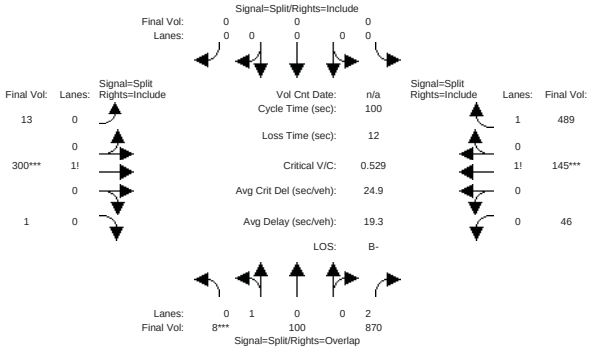


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	83	875	0	0	0	13	303	1	42	148	502
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	83	875	0	0	0	13	303	1	42	148	502
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	83	875	0	0	0	13	303	1	42	148	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	83	875	0	0	0	13	303	1	42	148	502
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	83	875	0	0	0	13	303	1	42	148	502
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.91	2.00	0.00	0.00	0.00	0.04	0.95	0.01	0.10	0.32	1.58
Final Sat.:	166	1720	3150	0	0	0	78	1809	6	171	603	2773
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.28	0.00	0.00	0.00	0.17	0.17	0.17	0.25	0.25	0.18
Crit Moves:		****						****		****		
Green Time:	10.0	10.0	56.4	0.0	0.0	0.0	31.6	31.6	31.6	46.4	46.4	46.4
Volume/Cap:	0.48	0.48	0.49	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.53	0.39
Uniform Del:	42.6	42.6	13.2	0.0	0.0	0.0	28.1	28.1	28.1	19.1	19.1	17.6
IncremntDel:	1.9	1.9	0.2	0.0	0.0	0.0	0.9	0.9	0.9	0.4	0.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.5	44.5	13.4	0.0	0.0	0.0	29.0	29.0	29.0	19.5	19.5	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	44.5	13.4	0.0	0.0	0.0	29.0	29.0	29.0	19.5	19.5	17.7
LOS by Move:	D	D	B	A	A	A	C	C	C	B-	B-	B
HCM2kAvgQ:	3	3	10	0	0	0	8	8	8	10	10	7

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

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

Intersection #9: Railway/Campbell Ave

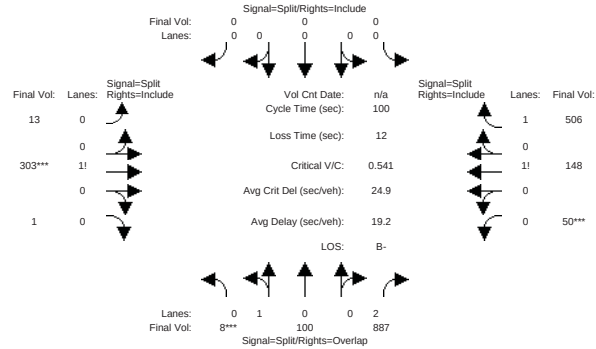


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	100	870	0	0	0	13	300	1	46	145	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	100	870	0	0	0	13	300	1	46	145	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	100	870	0	0	0	13	300	1	46	145	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	100	870	0	0	0	13	300	1	46	145	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	100	870	0	0	0	13	300	1	46	145	489
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.92	2.00	0.00	0.00	0.00	0.04	0.95	0.01	0.11	0.31	1.58
Final Sat.:	140	1748	3150	0	0	0	78	1808	6	190	598	2759
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.28	0.00	0.00	0.00	0.17	0.17	0.17	0.24	0.24	0.18
Crit Moves:	****							****			****	
Green Time:	10.8	10.8	56.6	0.0	0.0	0.0	31.4	31.4	31.4	45.8	45.8	45.8
Volume/Cap:	0.53	0.53	0.49	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.53	0.39
Uniform Del:	42.2	42.2	13.0	0.0	0.0	0.0	28.2	28.2	28.2	19.4	19.4	17.8
IncremntDel:	2.6	2.6	0.2	0.0	0.0	0.0	0.9	0.9	0.9	0.4	0.4	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.8	44.8	13.2	0.0	0.0	0.0	29.1	29.1	29.1	19.8	19.8	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	44.8	13.2	0.0	0.0	0.0	29.1	29.1	29.1	19.8	19.8	18.0
LOS by Move:	D	D	B	A	A	A	C	C	C	B-	B-	B
HCM2kAvgQ:	4	4	10	0	0	0	8	8	8	10	10	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #9: Railway/Campbell Ave

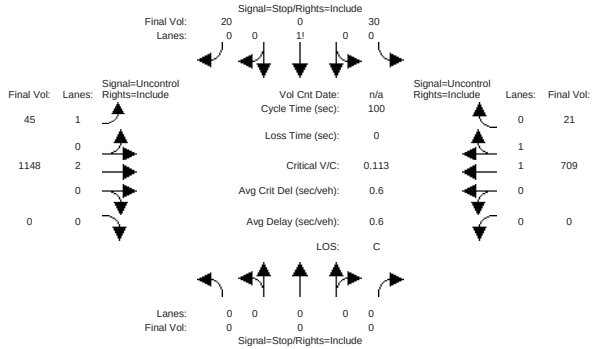


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	8	100	887	0	0	0	13	303	1	50	148	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	100	887	0	0	0	13	303	1	50	148	506
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	100	887	0	0	0	13	303	1	50	148	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	100	887	0	0	0	13	303	1	50	148	506
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	100	887	0	0	0	13	303	1	50	148	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.92	2.00	0.00	0.00	0.00	0.04	0.95	0.01	0.11	0.31	1.58
Final Sat.:	140	1748	3150	0	0	0	78	1809	6	199	590	2758
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.28	0.00	0.00	0.00	0.17	0.17	0.17	0.25	0.25	0.18
Crit Moves:	****							****			****	
Green Time:	10.6	10.6	57.0	0.0	0.0	0.0	31.0	31.0	31.0	46.4	46.4	46.4
Volume/Cap:	0.54	0.54	0.49	0.00	0.00	0.00	0.54	0.54	0.54	0.54	0.54	0.40
Uniform Del:	42.4	42.4	12.9	0.0	0.0	0.0	28.6	28.6	28.6	19.2	19.2	17.6
IncremntDel:	3.0	3.0	0.2	0.0	0.0	0.0	1.0	1.0	1.0	0.5	0.5	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.4	45.4	13.1	0.0	0.0	0.0	29.6	29.6	29.6	19.6	19.6	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	45.4	13.1	0.0	0.0	0.0	29.6	29.6	29.6	19.6	19.6	17.7
LOS by Move:	D	D	B	A	A	A	C	C	C	B-	B-	B
HCM2kAvgQ:	4	4	10	0	0	0	8	8	8	10	10	7

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

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing (PM)

Intersection #10: Page/Campbell




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    30    0    20    45 1148     0     0  709    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    30    0    20    45 1148     0     0  709    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    30    0    20    45 1148     0     0  709    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    30    0    20    45 1148     0     0  709    21
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1384 1958   365   730 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   137   64   638   883 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   132   61   638   883 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    146  160 xxxxx   266  165 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 0.00  0.03  0.05 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     A     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  347 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 17.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    C     *     *     *     *     *    *     *
ApproachDel:    xxxxxx             17.1           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



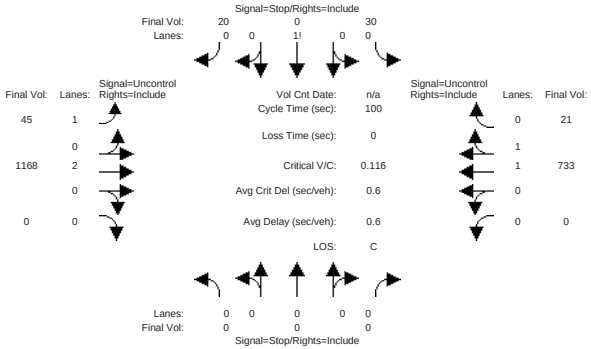
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    30    0    20    45 1148     0     0  709    21
ApproachDel:    xxxxxx             17.1           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1973]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    30    0    20    45 1148     0     0  709    21
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1923
Minor Approach Volume:           50
Minor Approach Volume Threshold: 60 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Ex + Project (PM)

Intersection #10: Page/Campbell




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    30    0    20    45 1168     0     0  733    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    30    0    20    45 1168     0     0  733    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    30    0    20    45 1168     0     0  733    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    30    0    20    45 1168     0     0  733    21
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1418 2002   377   754 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   130   60   626   865 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   125   57   626   865 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    141  155 xxxxx   259  160 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.12 0.00  0.03  0.05 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     A     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  338 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 17.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    C     *     *     *     *     *    *     *
ApproachDel:    xxxxxx             17.5           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



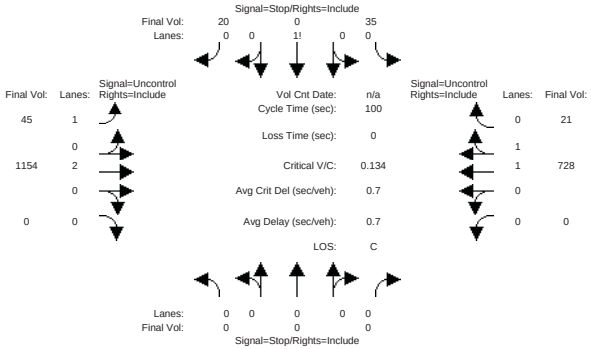
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    30    0    20    45 1168     0     0  733    21
ApproachDel:    xxxxxx             17.5           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2017]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    30    0    20    45 1168     0     0  733    21
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1967
Minor Approach Volume:           50
Minor Approach Volume Threshold: 52 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Background (PM)

Intersection #10: Page/Campbell




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    35    0    20    45 1154     0     0  728    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    35    0    20    45 1154     0     0  728    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    35    0    20    45 1154     0     0  728    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    35    0    20    45 1154     0     0  728    21
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1406 1983   375   749 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   133   62   629   869 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   127   59   629   869 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    144  157 xxxxx   261  163 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.13 0.00  0.03  0.05 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     A     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  332 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 18.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    C     *     *     *     *     *    *     *
ApproachDel:    xxxxxx             18.0           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



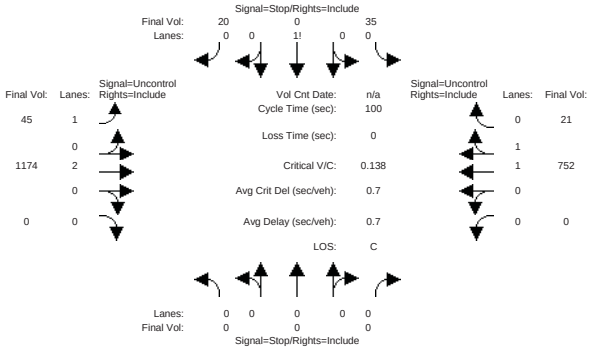
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    35    0    20    45 1154     0     0  728    21
ApproachDel:    xxxxxx             18.0           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2003]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    35    0    20    45 1154     0     0  728    21
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1948
Minor Approach Volume:           55
Minor Approach Volume Threshold: 55 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Back+Proj PM

Intersection #10: Page/Campbell




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    35    0    20    45 1174     0     0  752    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    35    0    20    45 1174     0     0  752    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    35    0    20    45 1174     0     0  752    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    35    0    20    45 1174     0     0  752    21
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1440 2027   387   773 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   126   58   618   851 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   121   55   618   851 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    139  152 xxxxx   254  158 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.14 0.00  0.03  0.05 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     A     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  323 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 18.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    C     *     *     *     *     *    *     *
ApproachDel:    xxxxxx             18.4           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



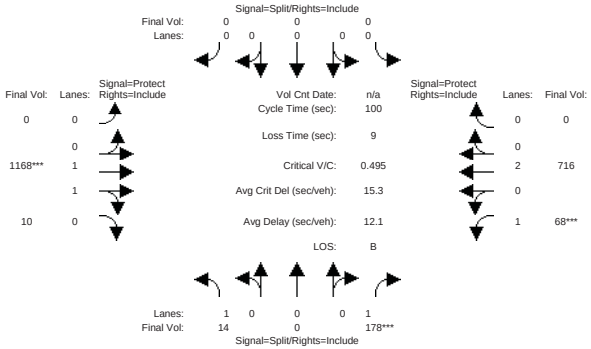
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    35    0    20    45 1174     0     0  752    21
ApproachDel:    xxxxxx             18.4           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2047]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    35    0    20    45 1174     0     0  752    21
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1992
Minor Approach Volume:           55
Minor Approach Volume Threshold: 47 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

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

Intersection #11: Gillman Ave/Campbell Ave

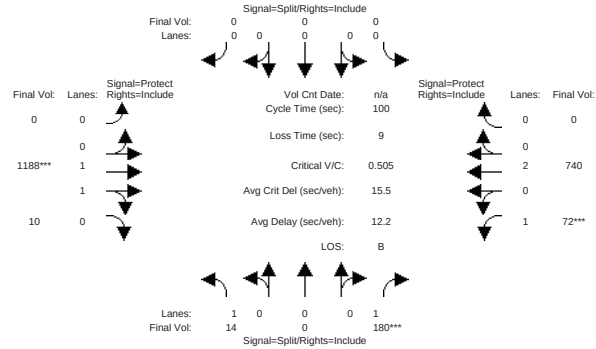


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		0	0	0		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	14	0	178		0	0	0		0	1168	10		68	716	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:	14	0	178		0	0	0		0	1168	10		68	716	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:	14	0	178		0	0	0		0	1168	10		68	716	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	0	178		0	0	0		0	1168	10		68	716	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:	14	0	178		0	0	0		0	1168	10		68	716	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.98	0.02		1.00	2.00	0.00	
Final Sat.:	1750	0	1750		0	0	0		0	3765	32		1750	3800	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.10		0.00	0.00	0.00		0.00	0.31	0.31		0.04	0.19	0.00	
Crit Moves:			****							****			****			
Green Time:	20.5	0.0	20.5		0.0	0.0	0.0		0.0	62.6	62.6		7.8	70.5	0.0	
Volume/Cap:	0.04	0.00	0.50		0.00	0.00	0.00		0.00	0.50	0.50		0.50	0.27	0.00	
Uniform Del:	31.8	0.0	35.2		0.0	0.0	0.0		0.0	10.1	10.1		44.2	5.4	0.0	
IncremntDel:	0.0	0.0	1.1		0.0	0.0	0.0		0.0	0.2	0.2		2.8	0.1	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	31.9	0.0	36.2		0.0	0.0	0.0		0.0	10.3	10.3		47.0	5.4	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:	31.9	0.0	36.2		0.0	0.0	0.0		0.0	10.3	10.3		47.0	5.4	0.0	
LOS by Move:	C	A	D+		A	A	A		A	B+	B+		D	A	A	
HCM2kAvgQ:	0	0	6		0	0	0		0	10	10		2	4	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #11: Gillman Ave/Campbell Ave

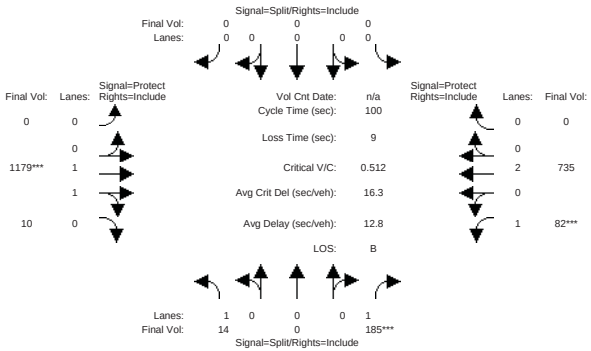


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		0	0	0		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	14	0	180		0	0	0		0	1188	10		72	740	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:	14	0	180		0	0	0		0	1188	10		72	740	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:	14	0	180		0	0	0		0	1188	10		72	740	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	0	180		0	0	0		0	1188	10		72	740	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:	14	0	180		0	0	0		0	1188	10		72	740	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.98	0.02		1.00	2.00	0.00	
Final Sat.:	1750	0	1750		0	0	0		0	3766	32		1750	3800	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.10		0.00	0.00	0.00		0.00	0.32	0.32		0.04	0.19	0.00	
Crit Moves:			****							****			****			
Green Time:	20.4	0.0	20.4		0.0	0.0	0.0		0.0	62.5	62.5		8.1	70.6	0.0	
Volume/Cap:	0.04	0.00	0.50		0.00	0.00	0.00		0.00	0.50	0.50		0.50	0.28	0.00	
Uniform Del:	32.0	0.0	35.3		0.0	0.0	0.0		0.0	10.3	10.3		44.0	5.4	0.0	
IncremntDel:	0.0	0.0	1.2		0.0	0.0	0.0		0.0	0.2	0.2		2.9	0.1	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	32.0	0.0	36.5		0.0	0.0	0.0		0.0	10.5	10.5		46.9	5.4	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:	32.0	0.0	36.5		0.0	0.0	0.0		0.0	10.5	10.5		46.9	5.4	0.0	
LOS by Move:	C-	A	D+		A	A	A		A	B+	B+		D	A	A	
HCM2kAvgQ:	0	0	6		0	0	0		0	10	10		2	4	0	

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

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

Intersection #11: Gillman Ave/Campbell Ave

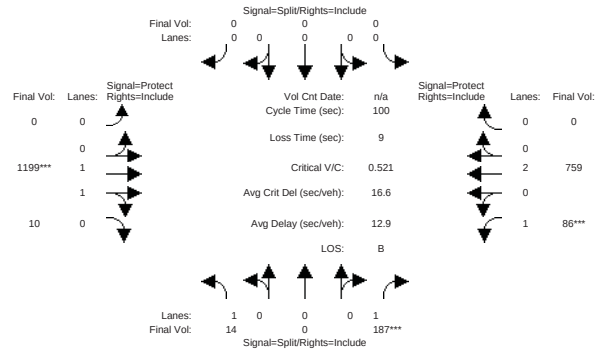


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	0		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	14		0	185	0		0	0	0	1179	10		82	735		0
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:	14		0	185	0		0	0	0	1179	10		82	735		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:	14		0	185	0		0	0	0	1179	10		82	735		0
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0		0
Reduced Vol:	14		0	185	0		0	0	0	1179	10		82	735		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:	14		0	185	0		0	0	0	1179	10		82	735		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.98	0.02		1.00	2.00	0.00	
Final Sat.:	1750		0	1750	0		0	0	0	3765	32		1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00		0.11	0.00	0.00		0.00	0.00	0.31	0.31		0.05	0.19		0.00
Crit Moves:				****						****			****			
Green Time:	20.7		0.0	20.7	0.0		0.0		0.0	61.2	61.2		9.2	70.3		0.0
Volume/Cap:	0.04	0.00		0.51	0.00	0.00		0.00	0.00	0.51	0.51		0.51	0.27		0.00
Uniform Del:	31.7		0.0	35.2	0.0		0.0		0.0	11.0	11.0		43.3	5.5		0.0
IncremntDel:	0.0		0.0	1.2	0.0		0.0		0.0	0.2	0.2		2.8	0.1		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
Delay Adj:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	1.00	1.00		1.00	1.00		0.00
Delay/Veh:	31.8		0.0	36.4	0.0		0.0		0.0	11.2	11.2		46.1	5.5		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	31.8		0.0	36.4	0.0		0.0		0.0	11.2	11.2		46.1	5.5		0.0
LOS by Move:	C		A	D+	A		A		A	B+	B+		D	A		A
HCM2kAvgQ:	0		0	6	0		0		0	10	10		3	4		0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #11: Gillman Ave/Campbell Ave

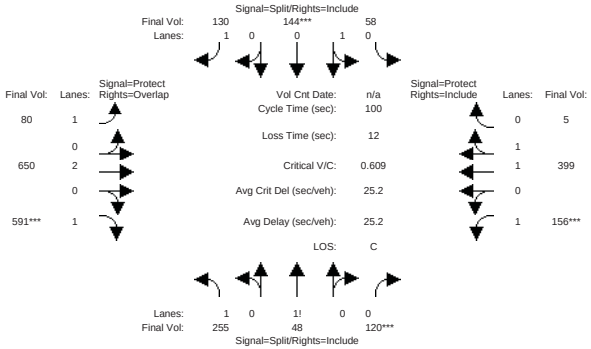


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	0		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	14		0	187	0		0	0	0	1199	10		86	759		0
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:	14		0	187	0		0	0	0	1199	10		86	759		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:	14		0	187	0		0	0	0	1199	10		86	759		0
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0		0
Reduced Vol:	14		0	187	0		0	0	0	1199	10		86	759		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:	14		0	187	0		0	0	0	1199	10		86	759		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.98	0.02		1.00	2.00	0.00	
Final Sat.:	1750		0	1750	0		0	0	0	3766	31		1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00		0.11	0.00	0.00		0.00	0.00	0.32	0.32		0.05	0.20		0.00
Crit Moves:				****						****			****			
Green Time:	20.5		0.0	20.5	0.0		0.0		0.0	61.1	61.1		9.4	70.5		0.0
Volume/Cap:	0.04	0.00		0.52	0.00	0.00		0.00	0.00	0.52	0.52		0.52	0.28		0.00
Uniform Del:	31.9		0.0	35.4	0.0		0.0		0.0	11.1	11.1		43.1	5.4		0.0
IncremntDel:	0.0		0.0	1.4	0.0		0.0		0.0	0.2	0.2		3.0	0.1		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
Delay Adj:	1.00	0.00		1.00	0.00	0.00		0.00	0.00	1.00	1.00		1.00	1.00		0.00
Delay/Veh:	31.9		0.0	36.8	0.0		0.0		0.0	11.3	11.3		46.1	5.5		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
AdjDel/Veh:	31.9		0.0	36.8	0.0		0.0		0.0	11.3	11.3		46.1	5.5		0.0
LOS by Move:	C		A	D+	A		A		A	B+	B+		D	A		A
HCM2kAvgQ:	0		0	6	0		0		0	10	10		3	4		0

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

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

Intersection #12: E. Campbell Ave/Union Ave

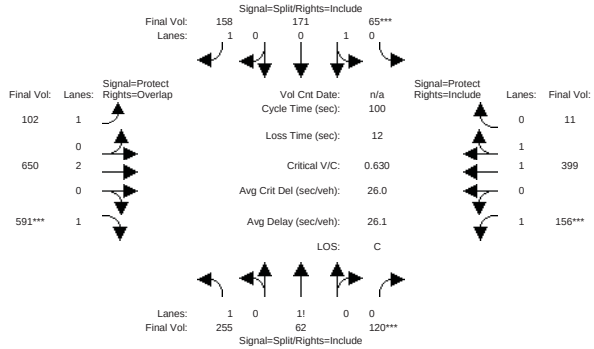


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	255		48	120	58		144	130	80		650	591	156		399	5
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	255		48	120	58		144	130	80		650	591	156		399	5
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	255		48	120	58		144	130	80		650	591	156		399	5
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	255		48	120	58		144	130	80		650	591	156		399	5
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	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:	255		48	120	58		144	130	80		650	591	156		399	5
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.44		0.15	0.41	0.30		0.70	1.00	1.00		2.00	1.00	1.00		1.97	0.03
Final Sat.:	2515		288	720	532		1322	1750	1750		3800	1750	1750		3749	47
Capacity Analysis Module:																
Vol/Sat:	0.10	0.17		0.17	0.11	0.11		0.07	0.05	0.17		0.34	0.09	0.11		0.11
Crit Moves:				****		****						****	****			
Green Time:	27.4	27.4		27.4	17.9	17.9		17.9	21.2	38.8		66.2	14.6	32.2		32.2
Volume/Cap:	0.37	0.61		0.61	0.61	0.61		0.42	0.22	0.44		0.51	0.61	0.33		0.33
Uniform Del:	29.3	31.6		31.6	37.8	37.8		36.4	32.5	22.6		8.6	40.0	25.7		25.7
IncremntDel:	0.2	1.6		1.6	3.3	3.3		0.9	0.3	0.2		0.4	4.2	0.2		0.2
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	29.5	33.2		33.2	41.1	41.1		37.3	32.8	22.8		9.0	44.2	25.8		25.8
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	29.5	33.2		33.2	41.1	41.1		37.3	32.8	22.8		9.0	44.2	25.8		25.8
LOS by Move:	C	C-		C-	D	D		D+	C-	C+		A	D	C		C
HCM2kAvgQ:	5	9		9	7	7		4	2	7		10	5	5		5

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #12: E. Campbell Ave/Union Ave

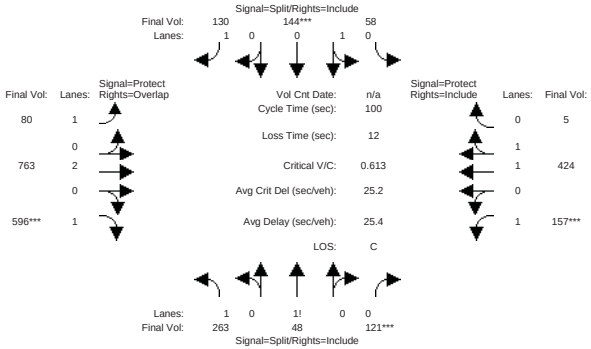


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	255		62	120	65		171	158	102		650	591	156		399	11
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	255		62	120	65		171	158	102		650	591	156		399	11
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	255		62	120	65		171	158	102		650	591	156		399	11
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	255		62	120	65		171	158	102		650	591	156		399	11
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	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:	255		62	120	65		171	158	102		650	591	156		399	11
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.42		0.19	0.39	0.29		0.71	1.00	1.00		2.00	1.00	1.00		1.94	0.06
Final Sat.:	2483		356	689	511		1345	1750	1750		3800	1750	1750		3690	102
Capacity Analysis Module:																
Vol/Sat:	0.10	0.17		0.17	0.13	0.13		0.09	0.06	0.17		0.34	0.09	0.11		0.11
Crit Moves:				****	****							****	****			
Green Time:	27.6	27.6		27.6	20.2	20.2		20.2	20.2	37.3		65.0	14.2	31.3		31.3
Volume/Cap:	0.37	0.63		0.63	0.63	0.63		0.45	0.29	0.46		0.52	0.63	0.35		0.35
Uniform Del:	29.2	31.7		31.7	36.5	36.5		35.0	33.8	23.7		9.3	40.4	26.5		26.5
IncremntDel:	0.2	1.9		1.9	3.4	3.4		0.9	0.5	0.2		0.4	5.1	0.2		0.2
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Delay/Veh:	29.4	33.6		33.6	39.9	39.9		35.9	34.2	23.9		9.7	45.6	26.7		26.7
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:	29.4	33.6		33.6	39.9	39.9		35.9	34.2	23.9		9.7	45.6	26.7		26.7
LOS by Move:	C	C-		C-	D	D		D+	C-	C		A	D	C		C
HCM2kAvgQ:	5	10		10	8	8		5	3	7		10	5	5		5

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

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

Intersection #12: E. Campbell Ave/Union Ave

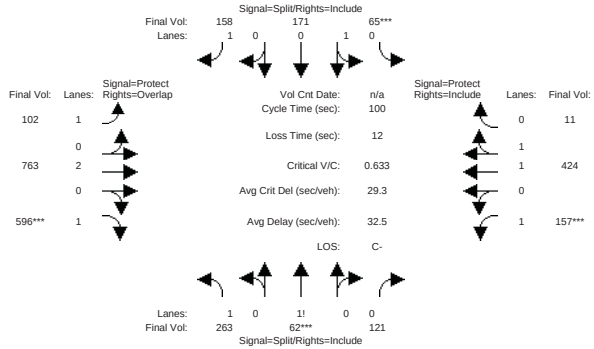


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	263		48	121	58		144	130	80		763	596	157		424	5
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	263		48	121	58		144	130	80		763	596	157		424	5
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	263		48	121	58		144	130	80		763	596	157		424	5
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	263		48	121	58		144	130	80		763	596	157		424	5
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	263		48	121	58		144	130	80		763	596	157		424	5
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.44	0.15	0.41		0.30	0.70	1.00		1.00	2.00	1.00		1.00	1.97	0.03	
Final Sat.:	2526		283	714	532		1322	1750	1750		3800	1750	1750		3752	44
Capacity Analysis Module:																
Vol/Sat:	0.10	0.17	0.17		0.11	0.11	0.07		0.05	0.20	0.34		0.09	0.11	0.11	
Crit Moves:			****			****					****		****			
Green Time:	27.7	27.7	27.7		17.8	17.8	17.8		20.4	38.6	66.3		14.6	32.9	32.9	
Volume/Cap:	0.38	0.61	0.61		0.61	0.61	0.42		0.22	0.52	0.51		0.61	0.34	0.34	
Uniform Del:	29.2	31.5	31.5		37.9	37.9	36.5		33.2	23.6	8.6		40.0	25.4	25.4	
IncremntDel:	0.2	1.6	1.6		3.4	3.4	0.9		0.3	0.3	0.4		4.3	0.2	0.2	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	29.4	33.1	33.1		41.3	41.3	37.4		33.6	23.9	9.0		44.4	25.6	25.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	29.4	33.1	33.1		41.3	41.3	37.4		33.6	23.9	9.0		44.4	25.6	25.6	
LOS by Move:	C	C-	C-		D	D	D+		C-	C	A		D	C	C	
HCM2kAvgQ:	5	9	9		7	7	4		2	9	10		5	5	5	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #12: E. Campbell Ave/Union Ave

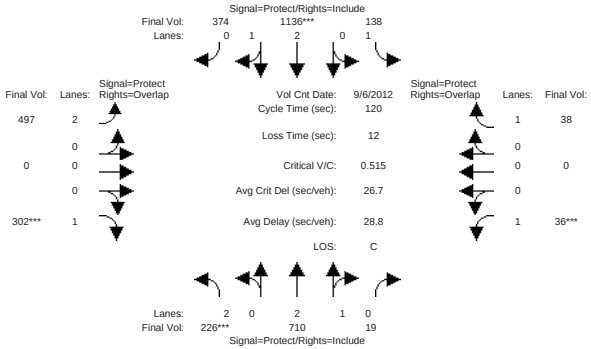


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	10		10	10	7		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	263		62	121	65		171	158	102		763	596	157		424	11
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	263		62	121	65		171	158	102		763	596	157		424	11
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	263		62	121	65		171	158	102		763	596	157		424	11
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	263		62	121	65		171	158	102		763	596	157		424	11
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	263		62	121	65		171	158	102		763	596	157		424	11
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.43	0.18	0.39		0.29	0.71	1.00		1.00	2.00	1.00		1.00	1.95	0.05	
Final Sat.:	2493		350	684	511		1345	1750	1750		3800	1750	1750		3696	96
Capacity Analysis Module:																
Vol/Sat:	0.11	0.18	0.18		0.13	0.13	0.09		0.06	0.20	0.34		0.09	0.11	0.11	
Crit Moves:			****			****					****		****			
Green Time:	27.9	27.9	27.9		20.1	20.1	20.1		15.2	25.8	53.8		14.2	24.8	24.8	
Volume/Cap:	0.38	0.63	0.63		0.63	0.63	0.45		0.38	0.78	0.63		0.63	0.46	0.46	
Uniform Del:	29.0	31.6	31.6		36.6	36.6	35.1		38.2	34.4	16.2		40.5	31.9	31.9	
IncremntDel:	0.2	1.9	1.9		3.5	3.5	0.9		0.9	4.0	1.4		5.3	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	29.2	33.4	33.4		40.1	40.1	36.0		39.1	38.4	17.6		45.7	32.3	32.3	
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:	29.2	33.4	33.4		40.1	40.1	36.0		39.1	38.4	17.6		45.7	32.3	32.3	
LOS by Move:	C	C-	C-		D	D	D+		D	D+	B		D	C-	C-	
HCM2kAvgQ:	5	10	10		8	8	5		3	11	14		5	6	6	

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

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

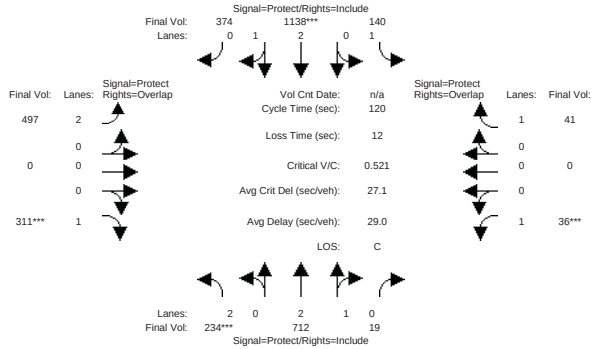
Intersection #13: Bascom/Campbell




```
Street Name:              Bascom                          Campbell
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   10    0    10   10    0    10   10    0    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 6 Sep 2012 << 4:55-5:55 p.m.
Base Vol:     226  710    19  138 1136   374  497    0  302   36    0   38
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  226  710    19  138 1136   374  497    0  302   36    0   38
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   226  710    19  138 1136   374  497    0  302   36    0   38
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:  226  710    19  138 1136   374  497    0  302   36    0   38
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     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:  226  710    19  138 1136   374  497    0  302   36    0   38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 1.00  0.92 0.92 1.00  0.92 0.83 1.00 0.92 0.92 1.00 0.92
Lanes:       2.00 2.92  0.08 1.00 2.21  0.79 2.00 0.00 1.00 1.00 0.00 1.00
Final Sat.:  3150 5539   148 1750 4199  1382 3150    0 1750 1750    0 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.13  0.13 0.08 0.27  0.27 0.16 0.00 0.17 0.02 0.00 0.02
Crit Moves:  ****                ****                ****  ****
Green Time:  15.9 45.9  45.9 29.8 59.8  59.8 32.3  0.0 38.2 10.0  0.0 39.8
Volume/Cap:  0.54 0.34  0.34 0.32 0.54  0.54 0.59 0.00 0.54 0.25 0.00 0.07
Uniform Del: 48.7 26.3  26.3 36.8 20.7  20.7 38.1  0.0 33.7 51.5  0.0 27.4
IncremntDel:  1.5  0.1   0.1  0.4  0.2   0.2  1.1  0.0  1.1  0.9  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:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00 1.00 1.00 0.00 1.00
Delay/Veh:   50.1 26.4  26.4 37.2 20.9  20.9 39.1  0.0 34.8 52.4  0.0 27.4
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:  50.1 26.4  26.4 37.2 20.9  20.9 39.1  0.0 34.8 52.4  0.0 27.4
LOS by Move:    D    C     C   D+   C+    C+    D    A   C-   D-    A    C
HCM2kAvgQ:      5    6     6    4   13    13    9    0   10    2    0    1
Note: Queue reported is the number of cars per lane.
```


Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

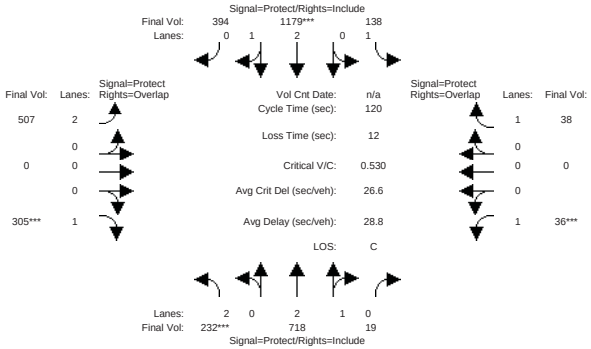
Intersection #13: Bascom/Campbell




```
Street Name:              Bascom                          Campbell
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   10    0    10   10    0    10   10    0    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     234  712    19  140 1138   374  497    0  311   36    0   41
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  234  712    19  140 1138   374  497    0  311   36    0   41
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   234  712    19  140 1138   374  497    0  311   36    0   41
Reduct Vol:     0    0     0    0    0     0    0    0    0    0    0    0
Reduced Vol:  234  712    19  140 1138   374  497    0  311   36    0   41
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  234  712    19  140 1138   374  497    0  311   36    0   41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 1.00  0.92 0.92 1.00  0.92 0.83 1.00 0.92 0.92 1.00 0.92
Lanes:       2.00 2.92  0.08 1.00 2.21  0.79 2.00 0.00 1.00 1.00 0.00 1.00
Final Sat.:  3150 5540   148 1750 4201  1381 3150    0 1750 1750    0 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.13  0.13 0.08 0.27  0.27 0.16 0.00 0.18 0.02 0.00 0.02
Crit Moves:  ****                ****                ****  ****
Green Time:  16.2 45.7  45.7 29.7 59.2  59.2 32.6  0.0 38.8 10.0  0.0 39.7
Volume/Cap:  0.55 0.34  0.34 0.32 0.55  0.55 0.58 0.00 0.55 0.25 0.00 0.07
Uniform Del: 48.5 26.4  26.4 37.0 21.1  21.1 37.8  0.0 33.4 51.5  0.0 27.5
IncremntDel:  1.5  0.1   0.1  0.4  0.2   0.2  1.0  0.0  1.2  0.9  0.0  0.1
InitQueuDel:  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0  0.0  0.0  0.0  0.0
Delay Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00 1.00 1.00 0.00 1.00
Delay/Veh:   50.0 26.5  26.5 37.4 21.4  21.4 38.8  0.0 34.5 52.4  0.0 27.6
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:  50.0 26.5  26.5 37.4 21.4  21.4 38.8  0.0 34.5 52.4  0.0 27.6
LOS by Move:    D    C     C   D+   C+    C+   D+    A   C-   D-    A    C
HCM2kAvgQ:      5    6     6    4   13    13    9    0   10    2    0    1
Note: Queue reported is the number of cars per lane.
```

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

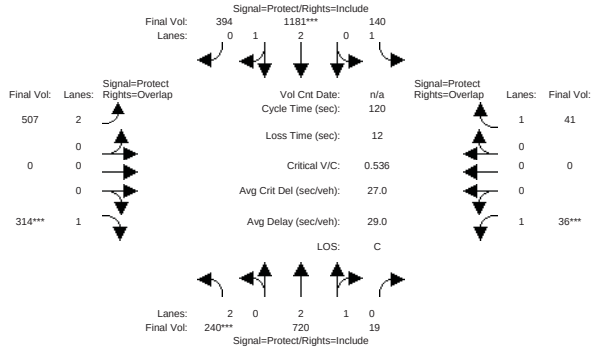
Intersection #13: Bascom/Campbell




```
Street Name:              Bascom                          Campbell
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   10    0    10   10    0    10   10    0    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     232  718    19  138 1179   394  507    0   305   36    0    38
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  232  718    19  138 1179   394  507    0   305   36    0    38
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   232  718    19  138 1179   394  507    0   305   36    0    38
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  232  718    19  138 1179   394  507    0   305   36    0    38
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     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:  232  718    19  138 1179   394  507    0   305   36    0    38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.83 1.00  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.92 1.00  0.92
Lanes:       2.00 2.92  0.08 1.00 2.20  0.80 2.00 0.00  1.00 1.00 0.00  1.00
Final Sat.:  3150 5541   147 1750 4182  1398 3150    0  1750 1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.13  0.13 0.08 0.28  0.28 0.16 0.00  0.17 0.02 0.00  0.02
Crit Moves:  ****                ****                     ****  ****
Green Time:  15.8 46.5  46.5 29.9 60.6  60.6 31.6  0.0  37.4 10.0  0.0  39.9
Volume/Cap:  0.56 0.33  0.33 0.32 0.56  0.56 0.61 0.00  0.56 0.25 0.00  0.07
Uniform Del: 48.8 25.9  25.9 36.7 20.5  20.5 38.8  0.0  34.4 51.5  0.0  27.3
IncremntDel:  1.7  0.1   0.1  0.4  0.3   0.3  1.3  0.0   1.3  0.9  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:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00
Delay/Veh:   50.5 26.0  26.0 37.1 20.8  20.8 40.1  0.0  35.7 52.4  0.0  27.4
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:  50.5 26.0  26.0 37.1 20.8  20.8 40.1  0.0  35.7 52.4  0.0  27.4
LOS by Move:    D    C     C    D+   C+    C+    D    A    D+   D-    A     C
HCM2kAvgQ:      5    6     6     4   13    13   10    0    10    2    0     1
Note: Queue reported is the number of cars per lane.
```


Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

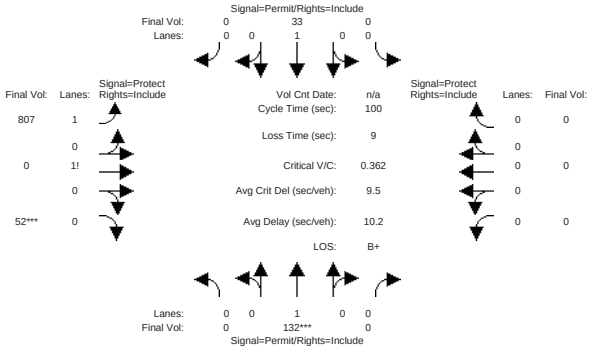
Intersection #13: Bascom/Campbell




```
Street Name:              Bascom                          Campbell
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   10    0    10   10    0    10   10    0    10
Y+R:          4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     240  720    19  140 1181   394  507    0   314   36    0    41
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  240  720    19  140 1181   394  507    0   314   36    0    41
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   240  720    19  140 1181   394  507    0   314   36    0    41
Reduct Vol:     0    0     0    0    0     0    0    0     0    0    0     0
Reduced Vol:  240  720    19  140 1181   394  507    0   314   36    0    41
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
FinalVolume:  240  720    19  140 1181   394  507    0   314   36    0    41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900  1900
Adjustment:  0.83 1.00  0.92 0.92 1.00  0.92 0.83 1.00  0.92 0.92 1.00  0.92
Lanes:       2.00 2.92  0.08 1.00 2.20  0.80 2.00 0.00  1.00 1.00 0.00  1.00
Final Sat.:  3150 5541   146 1750 4184  1396 3150    0  1750 1750    0  1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.13  0.13 0.08 0.28  0.28 0.16 0.00  0.18 0.02 0.00  0.02
Crit Moves:  ****                ****                     ****  ****
Green Time:  16.2 46.4  46.4 29.7 59.9  59.9 31.9  0.0  38.1 10.0  0.0  39.7
Volume/Cap:  0.57 0.34  0.34 0.32 0.57  0.57 0.61 0.00  0.57 0.25 0.00  0.07
Uniform Del: 48.6 26.0  26.0 36.9 21.0  21.0 38.5  0.0  34.1 51.5  0.0  27.5
IncremntDel:  1.8  0.1   0.1  0.4  0.3   0.3  1.3  0.0   1.4  0.9  0.0   0.1
InitQueuDel:  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0  0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00  1.00
Delay/Veh:   50.4 26.1  26.1 37.3 21.2  21.2 39.8  0.0  35.4 52.4  0.0  27.5
User DelAdj: 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00
AdjDel/Veh:  50.4 26.1  26.1 37.3 21.2  21.2 39.8  0.0  35.4 52.4  0.0  27.5
LOS by Move:    D    C     C    D+   C+    C+    D    A    D+   D-    A     C
HCM2kAvgQ:      5    6     6     4   13    13    9    0    10    2    0     1
Note: Queue reported is the number of cars per lane.
```

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

Intersection #14: Railway/Orchard Dr



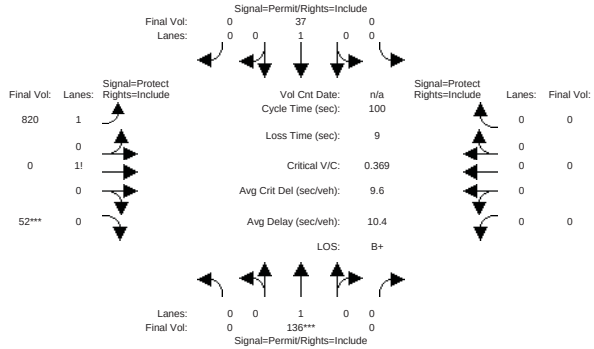
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		10	10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	132		0	0	33		0	807		0	52	0		0	0
Growth 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	132		0	0	33		0	807		0	52	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	132		0	0	33		0	807		0	52	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	132		0	0	33		0	807		0	52	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	132		0	0	33		0	807		0	52	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		1.89	0.00	0.11		0.00	0.00	0.00	
Final Sat.:	0	1900		0	0	1900		0	3300		0	200	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.00		0.00	0.02	0.00		0.24	0.00	0.26		0.00	0.00	0.00	
Crit Moves:		****									****					
Green Time:	0.0	19.2	0.0		0.0	19.2	0.0		71.8	0.0	71.8		0.0	0.0	0.0	
Volume/Cap:	0.00	0.36	0.00		0.00	0.09	0.00		0.34	0.00	0.36		0.00	0.00	0.00	
Uniform Del:	0.0	35.1	0.0		0.0	33.2	0.0		5.3	0.0	5.4		0.0	0.0	0.0	
IncremntDel:	0.0	0.6	0.0		0.0	0.1	0.0		0.1	0.0	0.1		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	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	35.7	0.0		0.0	33.4	0.0		5.3	0.0	5.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	35.7	0.0		0.0	33.4	0.0		5.3	0.0	5.5		0.0	0.0	0.0	
LOS by Move:	A	D+	A		A	C-	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	4	0		0	1	0		5	0	6		0	0	0	

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #14: Railway/Orchard Dr



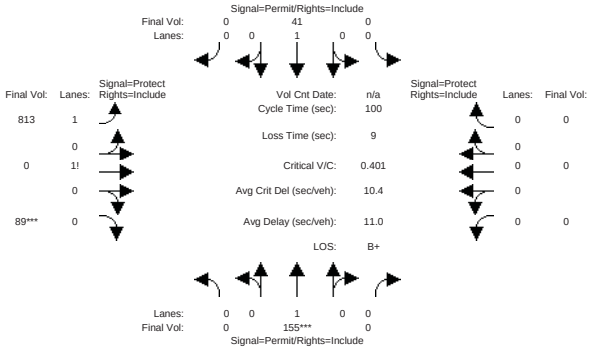
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		10	10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	136		0	0	37		0	820		0	52	0		0	0
Growth 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	136		0	0	37		0	820		0	52	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	136		0	0	37		0	820		0	52	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	136		0	0	37		0	820		0	52	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	136		0	0	37		0	820		0	52	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		1.89	0.00	0.11		0.00	0.00	0.00	
Final Sat.:	0	1900		0	0	1900		0	3303		0	197	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.07	0.00		0.00	0.02	0.00		0.25	0.00	0.26		0.00	0.00	0.00	
Crit Moves:		****									****					
Green Time:	0.0	19.4	0.0		0.0	19.4	0.0		71.6	0.0	71.6		0.0	0.0	0.0	
Volume/Cap:	0.00	0.37	0.00		0.00	0.10	0.00		0.35	0.00	0.37		0.00	0.00	0.00	
Uniform Del:	0.0	35.0	0.0		0.0	33.1	0.0		5.4	0.0	5.5		0.0	0.0	0.0	
IncremntDel:	0.0	0.6	0.0		0.0	0.1	0.0		0.1	0.0	0.1		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	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	35.6	0.0		0.0	33.2	0.0		5.5	0.0	5.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	35.6	0.0		0.0	33.2	0.0		5.5	0.0	5.6		0.0	0.0	0.0	
LOS by Move:	A	D+	A		A	C-	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	4	0		0	1	0		5	0	6		0	0	0	

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

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

Intersection #14: Railway/Orchard Dr

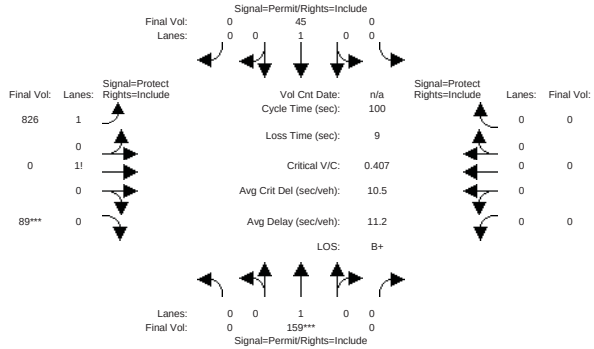


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		10	10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	155	0		0	41	0		813	0	89		0	0	0	
Growth 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	155	0		0	41	0		813	0	89		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	155	0		0	41	0		813	0	89		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	155	0		0	41	0		813	0	89		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	155	0		0	41	0		813	0	89		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		1.82	0.00	0.18		0.00	0.00	0.00	
Final Sat.:	0	1900	0		0	1900	0		3186	0	314		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.00		0.00	0.02	0.00		0.26	0.00	0.28		0.00	0.00	0.00	
Crit Moves:		****									****					
Green Time:	0.0	20.4	0.0		0.0	20.4	0.0		70.6	0.0	70.6		0.0	0.0	0.0	
Volume/Cap:	0.00	0.40	0.00		0.00	0.11	0.00		0.36	0.00	0.40		0.00	0.00	0.00	
Uniform Del:	0.0	34.5	0.0		0.0	32.4	0.0		5.8	0.0	6.0		0.0	0.0	0.0	
IncremntDel:	0.0	0.7	0.0		0.0	0.1	0.0		0.1	0.0	0.1		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	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	35.2	0.0		0.0	32.5	0.0		5.9	0.0	6.1		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	35.2	0.0		0.0	32.5	0.0		5.9	0.0	6.1		0.0	0.0	0.0	
LOS by Move:	A	D+	A		A	C-	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	4	0		0	1	0		6	0	7		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #14: Railway/Orchard Dr

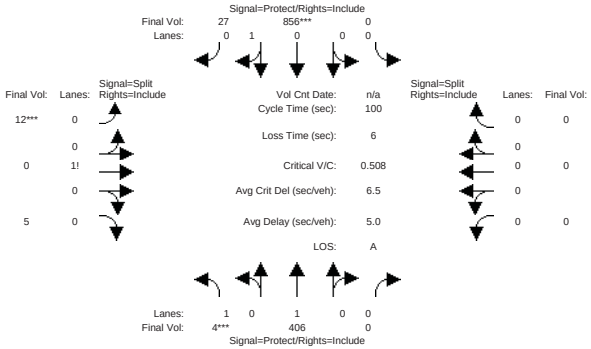


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		10	10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	159	0		0	45	0		826	0	89		0	0	0	
Growth 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	159	0		0	45	0		826	0	89		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	159	0		0	45	0		826	0	89		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	159	0		0	45	0		826	0	89		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	159	0		0	45	0		826	0	89		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		1.82	0.00	0.18		0.00	0.00	0.00	
Final Sat.:	0	1900	0		0	1900	0		3190	0	310		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.00		0.00	0.02	0.00		0.26	0.00	0.29		0.00	0.00	0.00	
Crit Moves:		****									****					
Green Time:	0.0	20.6	0.0		0.0	20.6	0.0		70.4	0.0	70.4		0.0	0.0	0.0	
Volume/Cap:	0.00	0.41	0.00		0.00	0.12	0.00		0.37	0.00	0.41		0.00	0.00	0.00	
Uniform Del:	0.0	34.4	0.0		0.0	32.3	0.0		5.9	0.0	6.1		0.0	0.0	0.0	
IncremntDel:	0.0	0.7	0.0		0.0	0.1	0.0		0.1	0.0	0.1		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	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	35.1	0.0		0.0	32.5	0.0		6.0	0.0	6.2		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	35.1	0.0		0.0	32.5	0.0		6.0	0.0	6.2		0.0	0.0	0.0	
LOS by Move:	A	D+	A		A	C-	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	5	0		0	1	0		6	0	7		0	0	0	

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

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

Intersection #15: Union Ave/Duncanville Ct

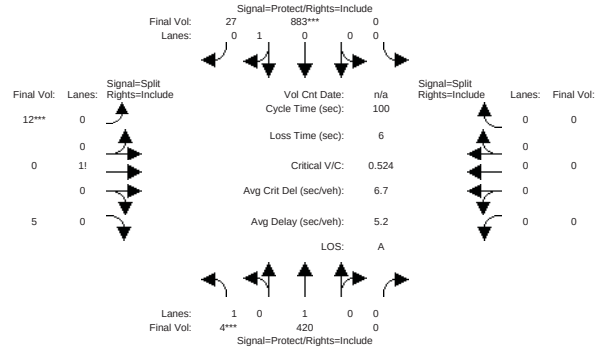


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	4	406	0		0	856	27		12	0	5		0	0	0	
Growth 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:	4	406	0		0	856	27		12	0	5		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:	4	406	0		0	856	27		12	0	5		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	406	0		0	856	27		12	0	5		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:	4	406	0		0	856	27		12	0	5		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.97	0.03		0.71	0.00	0.29		0.00	0.00	0.00	
Final Sat.:	1750	1900	0		0	1837	58		1235	0	515		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.00		0.00	0.47	0.47		0.01	0.00	0.01		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	7.0	84.0	0.0		0.0	77.0	77.0		10.0	0.0	10.0		0.0	0.0	0.0	
Volume/Cap:	0.03	0.25	0.00		0.00	0.61	0.61		0.10	0.00	0.10		0.00	0.00	0.00	
Uniform Del:	43.3	1.6	0.0		0.0	5.0	5.0		40.9	0.0	40.9		0.0	0.0	0.0	
IncremntDel:	0.1	0.1	0.0		0.0	0.7	0.7		0.2	0.0	0.2		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	43.5	1.7	0.0		0.0	5.7	5.7		41.1	0.0	41.1		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:	43.5	1.7	0.0		0.0	5.7	5.7		41.1	0.0	41.1		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	0	3	0		0	12	12		1	0	1		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #15: Union Ave/Duncanville Ct

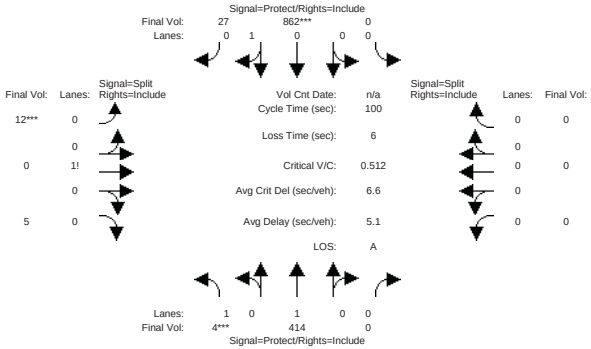


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	4	420	0		0	883	27		12	0	5		0	0	0	
Growth 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:	4	420	0		0	883	27		12	0	5		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:	4	420	0		0	883	27		12	0	5		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	420	0		0	883	27		12	0	5		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:	4	420	0		0	883	27		12	0	5		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.97	0.03		0.71	0.00	0.29		0.00	0.00	0.00	
Final Sat.:	1750	1900	0		0	1839	56		1235	0	515		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.00		0.00	0.48	0.48		0.01	0.00	0.01		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	7.0	84.0	0.0		0.0	77.0	77.0		10.0	0.0	10.0		0.0	0.0	0.0	
Volume/Cap:	0.03	0.26	0.00		0.00	0.62	0.62		0.10	0.00	0.10		0.00	0.00	0.00	
Uniform Del:	43.3	1.6	0.0		0.0	5.1	5.1		40.9	0.0	40.9		0.0	0.0	0.0	
IncremntDel:	0.1	0.1	0.0		0.0	0.8	0.8		0.2	0.0	0.2		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	43.5	1.7	0.0		0.0	5.9	5.9		41.1	0.0	41.1		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:	43.5	1.7	0.0		0.0	5.9	5.9		41.1	0.0	41.1		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	A	A		D	A	D		A	A	A	
HCM2kAvgQ:	0	3	0		0	13	13		1	0	1		0	0	0	

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

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

Intersection #15: Union Ave/Duncanville Ct

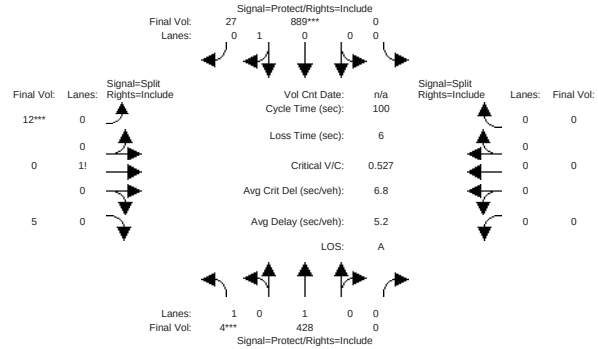


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	4		414	0	0		862	27	12		0	5	0		0	0
Growth 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:	4		414	0	0		862	27	12		0	5	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:	4		414	0	0		862	27	12		0	5	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	4		414	0	0		862	27	12		0	5	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:	4		414	0	0		862	27	12		0	5	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.97	0.03	0.71		0.00	0.29	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1838	58	1235		0	515	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.22	0.00	0.00		0.47	0.47	0.01		0.00	0.01	0.00		0.00	0.00
Crit Moves:	****						****		****							
Green Time:	7.0		84.0	0.0	0.0		77.0	77.0	10.0		0.0	10.0	0.0		0.0	0.0
Volume/Cap:	0.03		0.26	0.00	0.00		0.61	0.61	0.10		0.00	0.10	0.00		0.00	0.00
Uniform Del:	43.3		1.6	0.0	0.0		5.0	5.0	40.9		0.0	40.9	0.0		0.0	0.0
IncremntDel:	0.1		0.1	0.0	0.0		0.8	0.8	0.2		0.0	0.2	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:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	43.5		1.7	0.0	0.0		5.7	5.7	41.1		0.0	41.1	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:	43.5		1.7	0.0	0.0		5.7	5.7	41.1		0.0	41.1	0.0		0.0	0.0
LOS by Move:	D		A	A	A		A	A	D		A	D	A		A	A
HCM2kAvgQ:	0		3	0	0		12	12	1		0	1	0		0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #15: Union Ave/Duncanville Ct

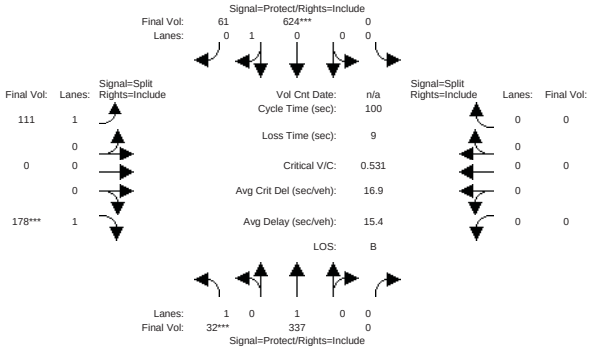


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	4		428	0	0		889	27	12		0	5	0		0	0
Growth 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:	4		428	0	0		889	27	12		0	5	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:	4		428	0	0		889	27	12		0	5	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	4		428	0	0		889	27	12		0	5	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:	4		428	0	0		889	27	12		0	5	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.97	0.03	0.71		0.00	0.29	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1839	56	1235		0	515	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00		0.23	0.00	0.00		0.48	0.48	0.01		0.00	0.01	0.00		0.00	0.00
Crit Moves:	****						****		****							
Green Time:	7.0		84.0	0.0	0.0		77.0	77.0	10.0		0.0	10.0	0.0		0.0	0.0
Volume/Cap:	0.03		0.27	0.00	0.00		0.63	0.63	0.10		0.00	0.10	0.00		0.00	0.00
Uniform Del:	43.3		1.7	0.0	0.0		5.1	5.1	40.9		0.0	40.9	0.0		0.0	0.0
IncremntDel:	0.1		0.1	0.0	0.0		0.9	0.9	0.2		0.0	0.2	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:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	43.5		1.7	0.0	0.0		6.0	6.0	41.1		0.0	41.1	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:	43.5		1.7	0.0	0.0		6.0	6.0	41.1		0.0	41.1	0.0		0.0	0.0
LOS by Move:	D		A	A	A		A	A	D		A	D	A		A	A
HCM2kAvgQ:	0		3	0	0		13	13	1		0	1	0		0	0

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

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

Intersection #16: Union Ave/McGlincy Ave

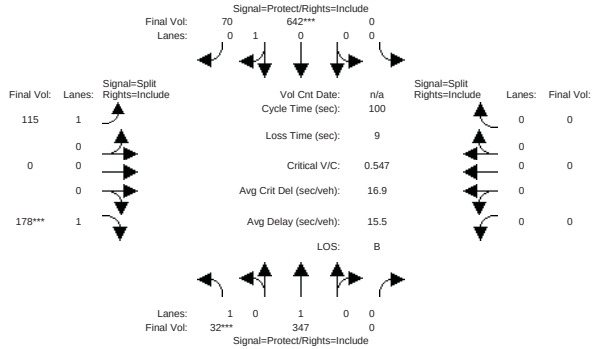


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	32		337	0	0		624	61	111		0	178	0		0	0
Growth 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:	32		337	0	0		624	61	111		0	178	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:	32		337	0	0		624	61	111		0	178	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	32		337	0	0		624	61	111		0	178	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:	32		337	0	0		624	61	111		0	178	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.90	0.10	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1718	168	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.02		0.18	0.00	0.00		0.36	0.36	0.06		0.00	0.10	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	7.0		72.6	0.0	0.0		65.6	65.6	18.4		0.0	18.4	0.0		0.0	0.0
Volume/Cap:	0.26		0.24	0.00	0.00		0.55	0.55	0.35		0.00	0.55	0.00		0.00	0.00
Uniform Del:	44.1		4.6	0.0	0.0		9.3	9.3	35.6		0.0	37.1	0.0		0.0	0.0
IncremntDel:	1.1		0.1	0.0	0.0		0.5	0.5	0.6		0.0	2.1	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:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	45.2		4.6	0.0	0.0		9.8	9.8	36.2		0.0	39.2	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:	45.2		4.6	0.0	0.0		9.8	9.8	36.2		0.0	39.2	0.0		0.0	0.0
LOS by Move:	D		A	A	A		A	A	D+		A	D	A		A	A
HCM2kAvgQ:	1		3	0	0		12	12	3		0	6	0		0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Ex + Project (PM)

Intersection #16: Union Ave/McGlincy Ave

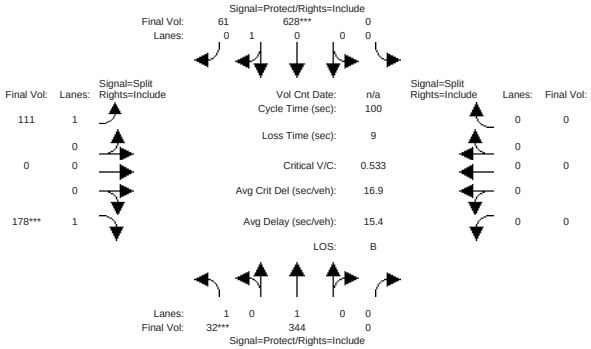


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	32		347	0	0		642	70	115		0	178	0		0	0
Growth 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:	32		347	0	0		642	70	115		0	178	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:	32		347	0	0		642	70	115		0	178	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	32		347	0	0		642	70	115		0	178	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:	32		347	0	0		642	70	115		0	178	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.89	0.11	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1699	185	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.02		0.18	0.00	0.00		0.38	0.38	0.07		0.00	0.10	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	7.0		73.2	0.0	0.0		66.2	66.2	17.8		0.0	17.8	0.0		0.0	0.0
Volume/Cap:	0.26		0.25	0.00	0.00		0.57	0.57	0.37		0.00	0.57	0.00		0.00	0.00
Uniform Del:	44.1		4.4	0.0	0.0		9.2	9.2	36.1		0.0	37.6	0.0		0.0	0.0
IncremntDel:	1.1		0.1	0.0	0.0		0.6	0.6	0.7		0.0	2.5	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:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	45.2		4.5	0.0	0.0		9.8	9.8	36.9		0.0	40.1	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:	45.2		4.5	0.0	0.0		9.8	9.8	36.9		0.0	40.1	0.0		0.0	0.0
LOS by Move:	D		A	A	A		A	A	D+		A	D	A		A	A
HCM2kAvgQ:	1		3	0	0		12	12	4		0	6	0		0	0

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

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

Intersection #16: Union Ave/McGlincy Ave

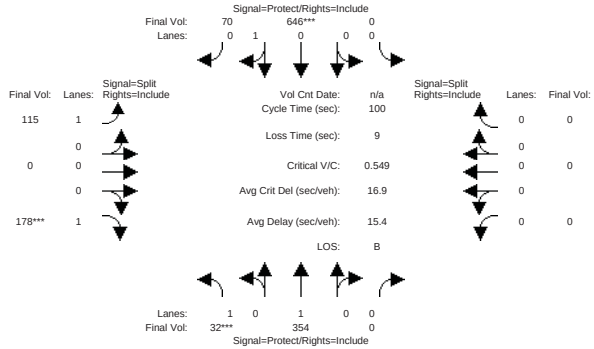


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	32		344	0	0		628	61	111		0	178	0		0	0
Growth 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:	32		344	0	0		628	61	111		0	178	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:	32		344	0	0		628	61	111		0	178	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	32		344	0	0		628	61	111		0	178	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:	32		344	0	0		628	61	111		0	178	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.90	0.10	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1719	167	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.02		0.18	0.00	0.00		0.37	0.37	0.06		0.00	0.10	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	7.0		72.7	0.0	0.0		65.7	65.7	18.3		0.0	18.3	0.0		0.0	0.0
Volume/Cap:	0.26		0.25	0.00	0.00		0.56	0.56	0.35		0.00	0.56	0.00		0.00	0.00
Uniform Del:	44.1		4.5	0.0	0.0		9.3	9.3	35.6		0.0	37.2	0.0		0.0	0.0
IncremntDel:	1.1		0.1	0.0	0.0		0.6	0.6	0.7		0.0	2.2	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:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	45.2		4.6	0.0	0.0		9.8	9.8	36.3		0.0	39.3	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	45.2		4.6	0.0	0.0		9.8	9.8	36.3		0.0	39.3	0.0		0.0	0.0
LOS by Move:	D		A	A	A		A	A	D+		A	D	A		A	A
HCM2kAvgQ:	1		4	0	0		12	12	3		0	6	0		0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Back+Proj PM

Intersection #16: Union Ave/McGlincy Ave

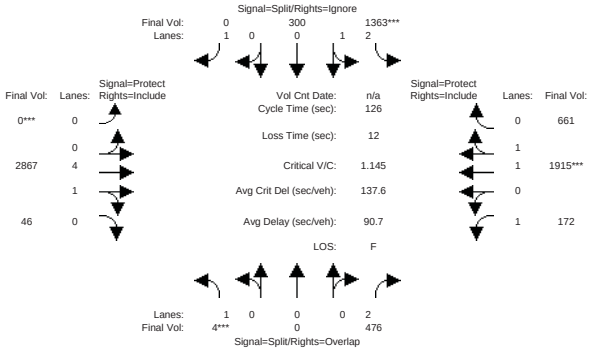


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	32		354	0	0		646	70	115		0	178	0		0	0
Growth 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:	32		354	0	0		646	70	115		0	178	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:	32		354	0	0		646	70	115		0	178	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	32		354	0	0		646	70	115		0	178	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:	32		354	0	0		646	70	115		0	178	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00		1.00	0.00	0.00		0.89	0.11	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1750		1900	0	0		1700	184	1750		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.02		0.19	0.00	0.00		0.38	0.38	0.07		0.00	0.10	0.00		0.00	0.00
Crit Moves:	****						****					****				
Green Time:	7.0		73.3	0.0	0.0		66.3	66.3	17.7		0.0	17.7	0.0		0.0	0.0
Volume/Cap:	0.26		0.25	0.00	0.00		0.57	0.57	0.37		0.00	0.57	0.00		0.00	0.00
Uniform Del:	44.1		4.4	0.0	0.0		9.2	9.2	36.2		0.0	37.7	0.0		0.0	0.0
IncremntDel:	1.1		0.1	0.0	0.0		0.7	0.7	0.7		0.0	2.6	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:	1.00		1.00	0.00	0.00		1.00	1.00	1.00		0.00	1.00	0.00		0.00	0.00
Delay/Veh:	45.2		4.5	0.0	0.0		9.8	9.8	37.0		0.0	40.3	0.0		0.0	0.0
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	45.2		4.5	0.0	0.0		9.8	9.8	37.0		0.0	40.3	0.0		0.0	0.0
LOS by Move:	D		A	A	A		A	A	D+		A	D	A		A	A
HCM2kAvgQ:	1		4	0	0		12	12	4		0	6	0		0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #1: Hwy 17 SB/Hamilton

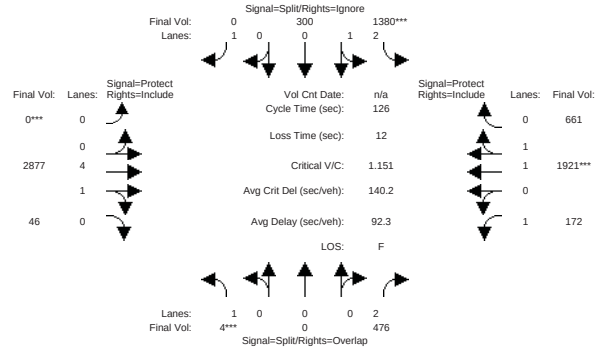


Street Name:	Hwy 17 SB						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	0	476	1363	300	1184	0	2867	46	172	1915	661
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	476	1363	300	1184	0	2867	46	172	1915	661
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	476	1363	300	0	0	2867	46	172	1915	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	476	1363	300	0	0	2867	46	172	1915	661
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	0	476	1363	300	0	0	2867	46	172	1915	661
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	2.54	0.46	1.00	0.00	4.92	0.08	1.00	1.45	0.55
Final Sat.:	1750	0	3150	3996	880	1750	0	9351	150	1750	2764	954
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.15	0.34	0.34	0.00	0.00	0.31	0.31	0.10	0.69	0.69
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	24.4	35.3	35.3	0.0	0.0	54.3	54.3	17.4	71.7	71.7
Volume/Cap:	0.04	0.00	0.78	1.22	1.22	0.00	0.00	0.71	0.71	0.71	1.22	1.22
Uniform Del:	56.3	0.0	48.3	45.3	45.3	0.0	0.0	29.4	29.4	51.9	27.2	27.2
IncremntDel:	0.2	0.0	6.4	104.8	105	0.0	0.0	0.6	0.6	9.5	102	102.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.5	0.0	54.7	150.1	150	0.0	0.0	30.0	30.0	61.4	130	129.6
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:	56.5	0.0	54.7	150.1	150	0.0	0.0	30.0	30.0	61.4	130	129.6
LOS by Move:	E+	A	D-	F	F	A	A	C	C	E	F	F
HCM2kAvgQ:	0	0	12	41	41	0	0	18	20	8	80	80

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #1: Hwy 17 SB/Hamilton

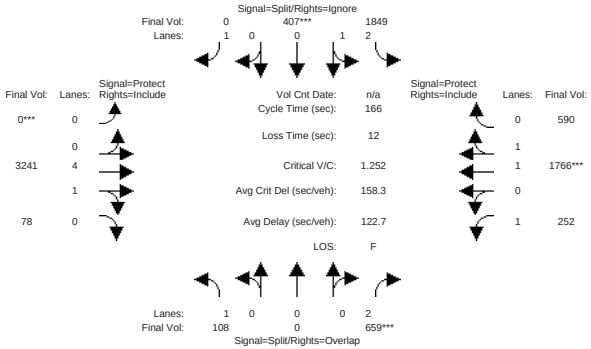


Street Name:	Hwy 17 SB						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	4	0	476	1380	300	1184	0	2877	46	172	1921	661
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	0	476	1380	300	1184	0	2877	46	172	1921	661
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	476	1380	300	0	0	2877	46	172	1921	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	476	1380	300	0	0	2877	46	172	1921	661
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	0	476	1380	300	0	0	2877	46	172	1921	661
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.92	1.00	1.00	0.92	1.00	0.92
Lanes:	1.00	0.00	2.00	2.54	0.46	1.00	0.00	4.92	0.08	1.00	1.46	0.54
Final Sat.:	1750	0	3150	4004	870	1750	0	9351	150	1750	2766	952
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.15	0.34	0.34	0.00	0.00	0.31	0.31	0.10	0.69	0.69
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	24.3	35.5	35.5	0.0	0.0	54.2	54.2	17.3	71.5	71.5
Volume/Cap:	0.04	0.00	0.78	1.22	1.22	0.00	0.00	0.72	0.72	0.72	1.22	1.22
Uniform Del:	56.3	0.0	48.3	45.3	45.3	0.0	0.0	29.6	29.6	52.0	27.2	27.2
IncremntDel:	0.2	0.0	6.6	107.3	107	0.0	0.0	0.6	0.6	9.8	105	105.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.5	0.0	54.9	152.6	153	0.0	0.0	30.2	30.2	61.8	132	132.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	0.0	54.9	152.6	153	0.0	0.0	30.2	30.2	61.8	132	132.3
LOS by Move:	E+	A	D-	F	F	A	A	C	C	E	F	F
HCM2kAvgQ:	0	0	12	42	42	0	0	19	20	8	81	81

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #1: Hwy 17 SB/Hamilton

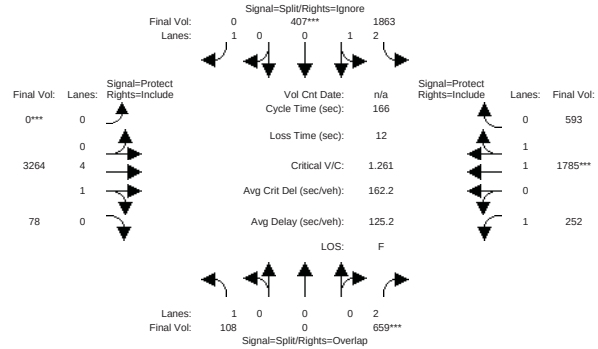


Street Name:	Hwy 17 SB									Hamilton						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	108	0	659		1849	407	1508		0	3241	78		252	1766	590	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	108	0	659		1849	407	1508		0	3241	78		252	1766	590	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	108	0	659		1849	407	0		0	3241	78		252	1766	590	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	0	659		1849	407	0		0	3241	78		252	1766	590	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	108	0	659		1849	407	0		0	3241	78		252	1766	590	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.92	1.00	1.00		0.92	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.54	0.46	1.00		0.00	4.88	0.12		1.00	1.47	0.53	
Final Sat.:	1750	0	3150		3996	880	1750		0	9278	223		1750	2789	932	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.21		0.46	0.46	0.00		0.00	0.35	0.35		0.14	0.63	0.63	
Crit Moves:			****			****			****					****		
Green Time:	8.6	0.0	33.2		61.4	61.4	0.0		0.0	59.5	59.5		24.5	84.0	84.0	
Volume/Cap:	1.18	0.00	1.05		1.25	1.25	0.00		0.00	0.98	0.98		0.98	1.25	1.25	
Uniform Del:	78.7	0.0	66.4		52.3	52.3	0.0		0.0	52.5	52.5		70.4	41.0	41.0	
IncremntDel:	152.2	0.0	48.8		118.0	118	0.0		0.0	10.3	10.3		48.8	118	117.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	230.9	0.0	115.3		170.4	170	0.0		0.0	62.9	62.9		119.3	159	158.9	
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:	230.9	0.0	115.3		170.4	170	0.0		0.0	62.9	62.9		119.3	159	158.9	
LOS by Move:	F	A	F		F	F	A		A	E	E		F	F	F	
HCM2kAvgQ:	11	0	27		67	67	0		0	37	41		18	90	90	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #1: Hwy 17 SB/Hamilton

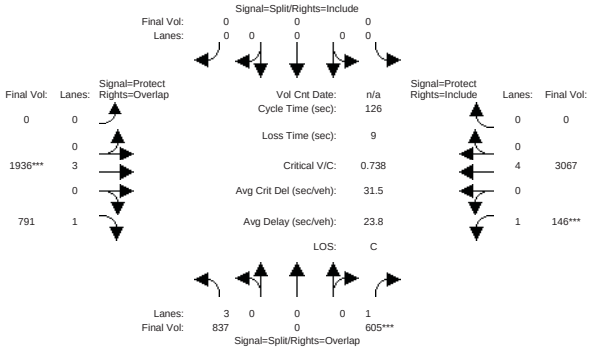


Street Name:	Hwy 17 SB									Hamilton						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	0	10		7	10	10		0	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	108	0	659		1863	407	1508		0	3264	78		252	1785	593	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	108	0	659		1863	407	1508		0	3264	78		252	1785	593	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	108	0	659		1863	407	0		0	3264	78		252	1785	593	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	0	659		1863	407	0		0	3264	78		252	1785	593	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	108	0	659		1863	407	0		0	3264	78		252	1785	593	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.83		0.83	1.00	0.92		0.92	1.00	1.00		0.92	1.00	0.92	
Lanes:	1.00	0.00	2.00		2.54	0.46	1.00		0.00	4.88	0.12		1.00	1.47	0.53	
Final Sat.:	1750	0	3150		4001	874	1750		0	9279	222		1750	2793	928	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.21		0.47	0.47	0.00		0.00	0.35	0.35		0.14	0.64	0.64	
Crit Moves:			****			****			****					****		
Green Time:	8.6	0.0	33.0		61.3	61.3	0.0		0.0	59.7	59.7		24.4	84.1	84.1	
Volume/Cap:	1.19	0.00	1.05		1.26	1.26	0.00		0.00	0.98	0.98		0.98	1.26	1.26	
Uniform Del:	78.7	0.0	66.5		52.4	52.4	0.0		0.0	52.5	52.5		70.5	40.9	40.9	
IncremntDel:	155.8	0.0	50.3		122.2	122	0.0		0.0	10.8	10.8		49.8	122	122.0	
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:	1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	234.5	0.0	116.8		174.6	175	0.0		0.0	63.4	63.4		120.3	163	162.9	
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:	234.5	0.0	116.8		174.6	175	0.0		0.0	63.4	63.4		120.3	163	162.9	
LOS by Move:	F	A	F		F	F	A		A	E	E		F	F	F	
HCM2kAvgQ:	11	0	27		68	68	0		0	38	41		18	92	92	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #2: Creekside Way/Hamilton



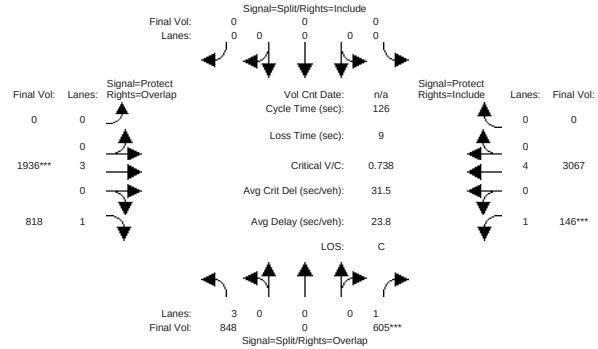
Street Name:	Creekside Way									Hamilton Ave								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	0		0		0	0		10		10	7		10		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:																				
Base Vol:	837		0		605	0		0		0	0		1936		791	146		3067		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:	837		0		605	0		0		0	0		1936		791	146		3067		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:	837		0		605	0		0		0	0		1936		791	146		3067		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	837		0		605	0		0		0	0		1936		791	146		3067		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:	837		0		605	0		0		0	0		1936		791	146		3067		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.80		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92
Lanes:	3.00		0.00		1.00	0.00		0.00		0.00	0.00		3.00		1.00	1.00		4.00		0.00
Final Sat.:	4551		0		1750	0		0		0	0		5700		1750	1750		7600		0
Capacity Analysis Module:																				
Vol/Sat:	0.18		0.00		0.35	0.00		0.00		0.00	0.00		0.34		0.45	0.08		0.40		0.00
Crit Moves:					****								****			****				
Green Time:	44.8		0.0		59.0	0.0		0.0		0.0	0.0		58.0		102.8	14.2		72.2		0.0
Volume/Cap:	0.52		0.00		0.74	0.00		0.00		0.00	0.00		0.74		0.55	0.74		0.70		0.00
Uniform Del:	32.1		0.0		27.2	0.0		0.0		0.0	0.0		27.8		3.9	54.1		19.2		0.0
IncremntDel:	0.3		0.0		3.6	0.0		0.0		0.0	0.0		1.1		0.5	13.6		0.5		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:	1.00		0.00		1.00	0.00		0.00		0.00	0.00		1.00		1.00	1.00		1.00		0.00
Delay/Veh:	32.4		0.0		30.8	0.0		0.0		0.0	0.0		28.9		4.4	67.7		19.8		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	32.4		0.0		30.8	0.0		0.0		0.0	0.0		28.9		4.4	67.7		19.8		0.0
LOS by Move:	C-		A		C	A		A		A	A		C		A	E		B-		A
HCM2kAvgQ:	11		0		21	0		0		0	0		21		11	5		19		0

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #2: Creekside Way/Hamilton



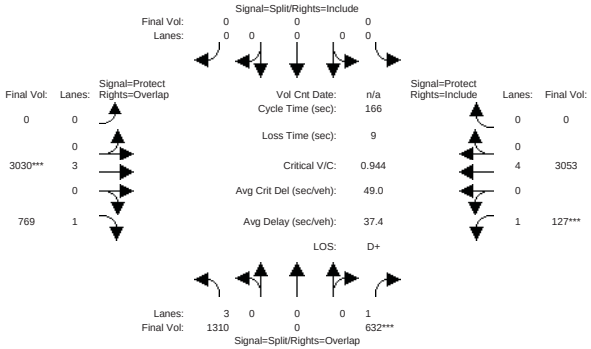
Street Name:	Creekside Way									Hamilton Ave								
Approach:	North Bound				South Bound					East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10		0		10	0		0		0	0		10		10	7		10		0
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:																				
Base Vol:	848		0		605	0		0		0	0		1936		818	146		3067		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:	848		0		605	0		0		0	0		1936		818	146		3067		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:	848		0		605	0		0		0	0		1936		818	146		3067		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	848		0		605	0		0		0	0		1936		818	146		3067		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:	848		0		605	0		0		0	0		1936		818	146		3067		0
Saturation Flow Module:																				
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.80		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92
Lanes:	3.00		0.00		1.00	0.00		0.00		0.00	0.00		3.00		1.00	1.00		4.00		0.00
Final Sat.:	4551		0		1750	0		0		0	0		5700		1750	1750		7600		0
Capacity Analysis Module:																				
Vol/Sat:	0.19		0.00		0.35	0.00		0.00		0.00	0.00		0.34		0.47	0.08		0.40		0.00
Crit Moves:					****								****			****				
Green Time:	44.8		0.0		59.0	0.0		0.0		0.0	0.0		58.0		102.8	14.2		72.2		0.0
Volume/Cap:	0.52		0.00		0.74	0.00		0.00		0.00	0.00		0.74		0.57	0.74		0.70		0.00
Uniform Del:	32.2		0.0		27.2	0.0		0.0		0.0	0.0		27.8		4.0	54.1		19.2		0.0
IncremntDel:	0.3		0.0		3.6	0.0		0.0		0.0	0.0		1.1		0.6	13.6		0.5		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:	1.00		0.00		1.00	0.00		0.00		0.00	0.00		1.00		1.00	1.00		1.00		0.00
Delay/Veh:	32.5		0.0		30.8	0.0		0.0		0.0	0.0		28.9		4.6	67.7		19.8		0.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	32.5		0.0		30.8	0.0		0.0		0.0	0.0		28.9		4.6	67.7		19.8		0.0
LOS by Move:	C-		A		C	A		A		A	A		C		A	E		B-		A
HCM2kAvgQ:	11		0		21	0		0		0	0		21		12	5		19		0

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #2: Creekside Way/Hamilton

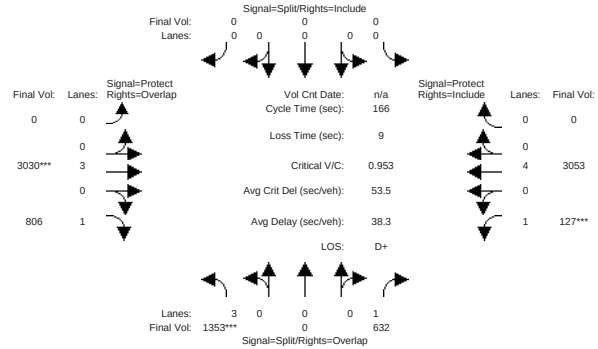


Street Name:	Creekside Way									Hamilton Ave							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R	
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		
Volume Module:																	
Base Vol:	1310		0	632	0		0	0	0	3030		769	127	3053		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:	1310		0	632	0		0	0	0	3030		769	127	3053		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:	1310		0	632	0		0	0	0	3030		769	127	3053		0	
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0	
Reduced Vol:	1310		0	632	0		0	0	0	3030		769	127	3053		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:	1310		0	632	0		0	0	0	3030		769	127	3053		0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		
Adjustment:	0.80	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		
Lanes:	3.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	4.00	0.00		
Final Sat.:	4551		0	1750	0		0	0	0	5700		1750	1750	7600		0	
Capacity Analysis Module:																	
Vol/Sat:	0.29	0.00	0.36		0.00	0.00	0.00		0.00	0.53		0.44	0.07	0.40	0.00		
Crit Moves:			****							****			****				
Green Time:	50.8		0.0	63.5	0.0		0.0	0.0	0.0	93.5		144.2	12.8	106		0.0	
Volume/Cap:	0.94	0.00	0.94		0.00	0.00	0.00		0.00	0.94		0.51	0.94	0.63	0.00		
Uniform Del:	56.2		0.0	49.5	0.0		0.0	0.0	0.0	33.8		2.5	76.3	18.0		0.0	
IncremntDel:	12.7		0.0	22.0	0.0		0.0	0.0	0.0	6.8		0.3	60.4	0.3		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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00		1.00	1.00	1.00	0.00		
Delay/Veh:	68.9		0.0	71.5	0.0		0.0	0.0	0.0	40.6		2.8	136.7	18.2		0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	68.9		0.0	71.5	0.0		0.0	0.0	0.0	40.6		2.8	136.7	18.2		0.0	
LOS by Move:	E		A	E	A		A	A	A	D		A	F	B-		A	
HCM2kAvgQ:	31		0	38	0		0	0	0	52		10	7	21		0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #2: Creekside Way/Hamilton

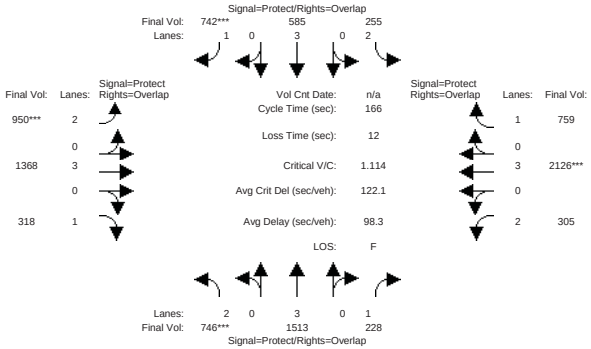


Street Name:	Creekside Way									Hamilton Ave							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R	
Min. Green:	10		0	10	0		0	0	0		10	10	7		10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		
Volume Module:																	
Base Vol:	1353		0	632	0		0	0	0	3030		806	127	3053		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:	1353		0	632	0		0	0	0	3030		806	127	3053		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:	1353		0	632	0		0	0	0	3030		806	127	3053		0	
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0	
Reduced Vol:	1353		0	632	0		0	0	0	3030		806	127	3053		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:	1353		0	632	0		0	0	0	3030		806	127	3053		0	
Saturation Flow Module:																	
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		
Adjustment:	0.80	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		
Lanes:	3.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	4.00	0.00		
Final Sat.:	4551		0	1750	0		0	0	0	5700		1750	1750	7600		0	
Capacity Analysis Module:																	
Vol/Sat:	0.30	0.00	0.36		0.00	0.00	0.00		0.00	0.53		0.46	0.07	0.40	0.00		
Crit Moves:	****									****			****				
Green Time:	51.8		0.0	64.4	0.0		0.0	0.0	0.0	92.6		144.4	12.6	105		0.0	
Volume/Cap:	0.95	0.00	0.93		0.00	0.00	0.00		0.00	0.95		0.53	0.95	0.63	0.00		
Uniform Del:	55.9		0.0	48.7	0.0		0.0	0.0	0.0	34.7		2.6	76.4	18.6		0.0	
IncremntDel:	14.2		0.0	19.5	0.0		0.0	0.0	0.0	7.8		0.4	63.4	0.3		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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00		1.00	1.00	1.00	0.00		
Delay/Veh:	70.2		0.0	68.1	0.0		0.0	0.0	0.0	42.4		3.0	139.8	18.9		0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	70.2		0.0	68.1	0.0		0.0	0.0	0.0	42.4		3.0	139.8	18.9		0.0	
LOS by Move:	E		A	E	A		A	A	A	D		A	F	B-		A	
HCM2kAvgQ:	32		0	37	0		0	0	0	53		11	7	22		0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #3: Bascom/Hamilton



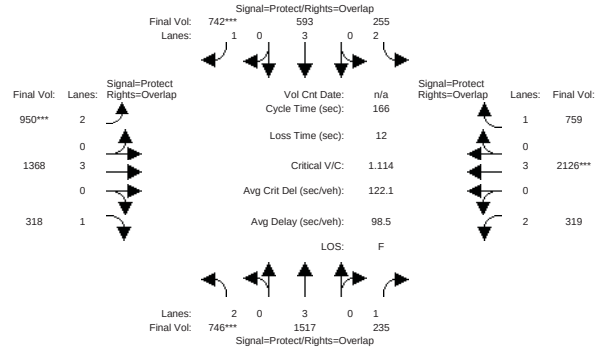
Street Name:	Bascom									Hamilton								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:																				
Base Vol:	746		1513		228	255		585		742	950		1368		318	305		2126		759
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	746		1513		228	255		585		742	950		1368		318	305		2126		759
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	746		1513		228	255		585		742	950		1368		318	305		2126		759
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	746		1513		228	255		585		742	950		1368		318	305		2126		759
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	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:	746		1513		228	255		585		742	950		1368		318	305		2126		759
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		0.92
Lanes:	2.00		3.00		1.00	2.00		3.00		1.00	2.00		3.00		1.00	2.00		3.00		1.00
Final Sat.:	3150		5700		1750	3150		5700		1750	3150		5700		1750	3150		5700		1750
Capacity Analysis Module:																				
Vol/Sat:	0.24		0.27		0.13	0.08		0.10		0.42	0.30		0.24		0.18	0.10		0.37		0.43
Crit Moves:	****									****	****							****		
Green Time:	35.3		41.0		69.9	12.5		18.2		63.2	44.9		71.6		106.9	28.9		55.6		68.1
Volume/Cap:	1.11		1.07		0.31	1.07		0.93		1.11	1.11		0.56		0.28	0.56		1.11		1.06
Uniform Del:	65.4		62.5		32.0	76.7		73.3		51.4	60.5		35.3		12.9	62.7		55.2		49.0
IncremntDel:	70.6		46.8		0.2	79.6		21.3		70.7	67.2		0.3		0.1	1.3		59.4		49.9
InitQueuDel:	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0	0.0		0.0		0.0
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Delay/Veh:	135.9		109		32.2	156.3		94.6		122.1	127.8		35.6		13.0	64.0		115		98.9
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:	135.9		109		32.2	156.3		94.6		122.1	127.8		35.6		13.0	64.0		115		98.9
LOS by Move:	F		F		C-	F		F		F	F		D+		B	E		F		F
HCM2kAvgQ:	29		31		8	10		11		53	37		16		7	9		48		51

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #3: Bascom/Hamilton



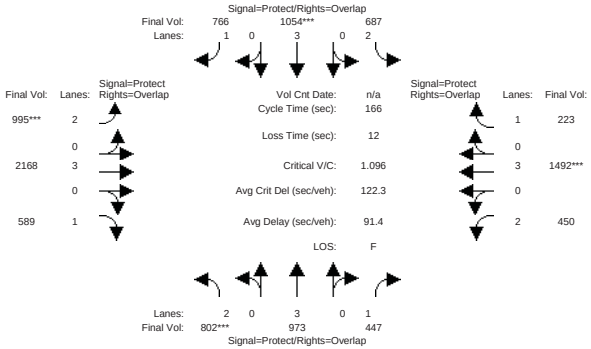
Street Name:	Bascom									Hamilton								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10	7		10		10
Y+R:	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0
Volume Module:																				
Base Vol:	746		1517		235	255		593		742	950		1368		318	319		2126		759
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	746		1517		235	255		593		742	950		1368		318	319		2126		759
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	746		1517		235	255		593		742	950		1368		318	319		2126		759
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	746		1517		235	255		593		742	950		1368		318	319		2126		759
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	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:	746		1517		235	255		593		742	950		1368		318	319		2126		759
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		0.92
Lanes:	2.00		3.00		1.00	2.00		3.00		1.00	2.00		3.00		1.00	2.00		3.00		1.00
Final Sat.:	3150		5700		1750	3150		5700		1750	3150		5700		1750	3150		5700		1750
Capacity Analysis Module:																				
Vol/Sat:	0.24		0.27		0.13	0.08		0.10		0.42	0.30		0.24		0.18	0.10		0.37		0.43
Crit Moves:	****									****	****							****		
Green Time:	35.3		41.0		70.9	12.5		18.2		63.2	44.9		70.7		105.9	29.8		55.6		68.0
Volume/Cap:	1.11		1.08		0.31	1.08		0.95		1.11	1.11		0.56		0.28	0.56		1.11		1.06
Uniform Del:	65.4		62.5		31.5	76.8		73.4		51.4	60.5		36.0		13.3	62.2		55.2		49.0
IncremntDel:	70.6		47.5		0.2	80.3		23.6		70.7	67.2		0.3		0.1	1.3		59.4		50.0
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:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Delay/Veh:	135.9		110		31.7	157.1		97.0		122.1	127.8		36.3		13.4	63.5		115		99.0
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:	135.9		110		31.7	157.1		97.0		122.1	127.8		36.3		13.4	63.5		115		99.0
LOS by Move:	F		F		C	F		F		F	F		D+		B	E		F		F
HCM2kAvgQ:	29		31		8	10		12		53	37		17		7	9		48		51

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #3: Bascom/Hamilton

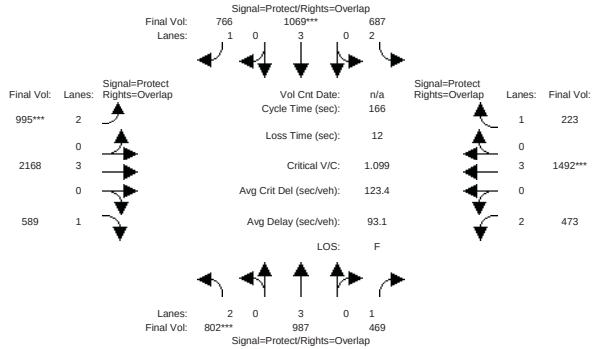


Street Name:	Bascom						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	802	973	447	687	1054	766	995	2168	589	450	1492	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	802	973	447	687	1054	766	995	2168	589	450	1492	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	802	973	447	687	1054	766	995	2168	589	450	1492	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	802	973	447	687	1054	766	995	2168	589	450	1492	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	802	973	447	687	1054	766	995	2168	589	450	1492	223
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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.17	0.26	0.22	0.18	0.44	0.32	0.38	0.34	0.14	0.26	0.13
Crit Moves:	****				****		****				****	
Green Time:	38.5	29.2	53.1	37.3	28.0	75.8	47.8	63.6	102.1	23.9	39.6	77.0
Volume/Cap:	1.10	0.97	0.80	0.97	1.10	0.96	1.10	0.99	0.55	0.99	1.10	0.27
Uniform Del:	63.7	68.0	51.6	63.8	69.0	43.6	59.1	51.0	18.5	71.0	63.2	27.4
IncremntDel:	62.7	21.4	7.9	26.4	59.0	22.2	59.8	17.6	0.6	40.4	55.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	126.5	89.3	59.5	90.2	128	65.7	118.8	68.6	19.1	111.4	118	27.6
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:	126.5	89.3	59.5	90.2	128	65.7	118.8	68.6	19.1	111.4	118	27.6
LOS by Move:	F	F	E+	F	F	E	F	E	B-	F	F	C
HCM2kAvgQ:	28	16	21	24	23	45	36	37	17	18	34	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #3: Bascom/Hamilton

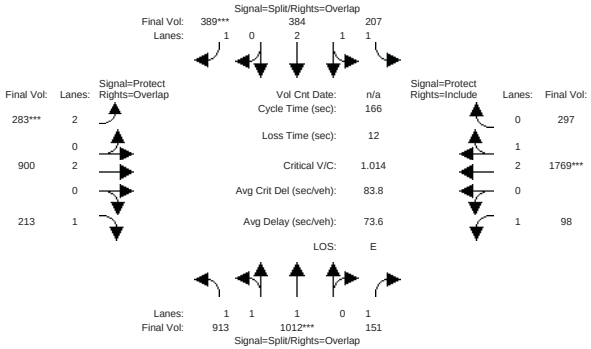


Street Name:	Bascom						Hamilton					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	802	987	469	687	1069	766	995	2168	589	473	1492	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	802	987	469	687	1069	766	995	2168	589	473	1492	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	802	987	469	687	1069	766	995	2168	589	473	1492	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	802	987	469	687	1069	766	995	2168	589	473	1492	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	802	987	469	687	1069	766	995	2168	589	473	1492	223
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	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.17	0.27	0.22	0.19	0.44	0.32	0.38	0.34	0.15	0.26	0.13
Crit Moves:	****				****		****				****	
Green Time:	38.4	29.6	54.2	37.2	28.3	76.0	47.7	62.5	101.0	24.7	39.5	76.7
Volume/Cap:	1.10	0.97	0.82	0.97	1.10	0.96	1.10	1.01	0.55	1.01	1.10	0.28
Uniform Del:	63.8	67.8	51.4	63.9	68.8	43.4	59.1	51.7	19.2	70.7	63.2	27.5
IncremntDel:	63.8	21.8	9.2	27.1	59.9	21.6	60.8	21.8	0.6	44.0	56.3	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	127.6	89.6	60.6	91.0	129	65.0	120.0	73.5	19.8	114.6	120	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.6	89.6	60.6	91.0	129	65.0	120.0	73.5	19.8	114.6	120	27.7
LOS by Move:	F	F	E	F	F	E	F	E	B-	F	F	C
HCM2kAvgQ:	28	16	22	24	24	45	36	38	18	19	34	7

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #4: Hamilton/Leigh



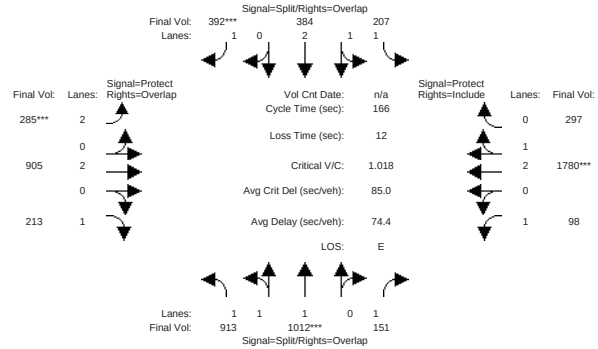
Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	913	1012	151	207	384	389	283	900	213	98	1769	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	913	1012	151	207	384	389	283	900	213	98	1769	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	913	1012	151	207	384	389	283	900	213	98	1769	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	913	1012	151	207	384	389	283	900	213	98	1769	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	913	1012	151	207	384	389	283	900	213	98	1769	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	1.00	1.48	2.52	1.00	2.00	2.00	1.00	1.00	2.54	0.46
Final Sat.:	2598	2880	1750	2584	4794	1750	3150	3800	1750	1750	4821	809
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.09	0.08	0.08	0.22	0.09	0.24	0.12	0.06	0.37	0.37
Crit Moves:		****				****	****				****	
Green Time:	57.5	57.5	71.8	21.7	21.7	36.4	14.7	60.5	118.0	14.3	60.1	60.1
Volume/Cap:	1.01	1.01	0.20	0.61	0.61	1.01	1.01	0.65	0.17	0.65	1.01	1.01
Uniform Del:	54.2	54.2	29.2	68.2	68.2	64.8	75.6	43.9	7.9	73.4	53.0	53.0
IncremntDel:	24.2	24.2	0.1	1.2	1.2	49.5	57.5	1.1	0.1	9.6	23.5	23.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	78.4	78.4	29.4	69.4	69.4	114.3	133.1	45.0	8.0	83.0	76.4	76.4
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:	78.4	78.4	29.4	69.4	69.4	114.3	133.1	45.0	8.0	83.0	76.4	76.4
LOS by Move:	E-	E-	C	E	E	F	F	D	A	F	E-	E-
HCM2kAvgQ:	41	41	5	8	8	27	13	19	4	6	42	42

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #4: Hamilton/Leigh



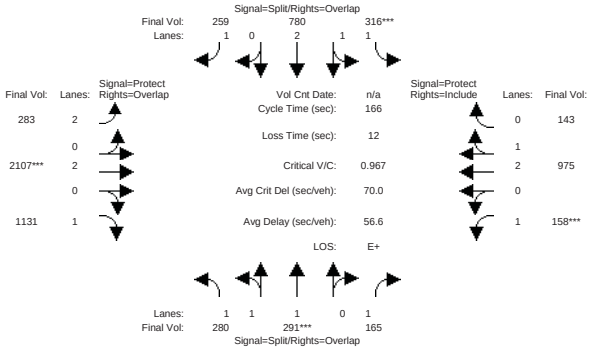
Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	913	1012	151	207	384	392	285	905	213	98	1780	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	913	1012	151	207	384	392	285	905	213	98	1780	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	913	1012	151	207	384	392	285	905	213	98	1780	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	913	1012	151	207	384	392	285	905	213	98	1780	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	913	1012	151	207	384	392	285	905	213	98	1780	297
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	1.00	1.48	2.52	1.00	2.00	2.00	1.00	1.00	2.54	0.46
Final Sat.:	2598	2880	1750	2584	4794	1750	3150	3800	1750	1750	4826	805
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.09	0.08	0.08	0.22	0.09	0.24	0.12	0.06	0.37	0.37
Crit Moves:		****				****	****				****	
Green Time:	57.3	57.3	71.6	21.8	21.8	36.5	14.8	60.6	118.0	14.3	60.2	60.2
Volume/Cap:	1.02	1.02	0.20	0.61	0.61	1.02	1.02	0.65	0.17	0.65	1.02	1.02
Uniform Del:	54.3	54.3	29.4	68.1	68.1	64.7	75.6	43.9	7.9	73.5	52.9	52.9
IncremntDel:	25.3	25.3	0.1	1.2	1.2	50.5	58.4	1.1	0.1	9.8	24.5	24.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.6	79.6	29.5	69.3	69.3	115.2	134.1	45.0	8.0	83.2	77.4	77.4
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:	79.6	79.6	29.5	69.3	69.3	115.2	134.1	45.0	8.0	83.2	77.4	77.4
LOS by Move:	E-	E-	C	E	E	F	F	D	A	F	E-	E-
HCM2kAvgQ:	41	41	5	8	8	27	13	19	4	6	42	42

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #4: Hamilton/Leigh

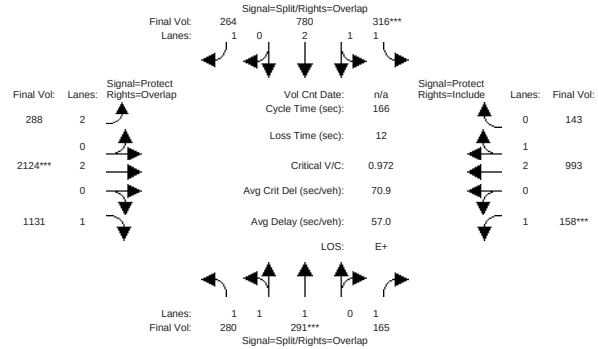


Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	291	165	316	780	259	283	2107	1131	158	975	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	291	165	316	780	259	283	2107	1131	158	975	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	291	165	316	780	259	283	2107	1131	158	975	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	291	165	316	780	259	283	2107	1131	158	975	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	280	291	165	316	780	259	283	2107	1131	158	975	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.53	1.47	1.00	1.22	2.78	1.00	2.00	2.00	1.00	1.00	2.59	0.41
Final Sat.:	2682	2788	1750	2138	5278	1750	3150	3800	1750	1750	4917	721
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.15	0.15	0.15	0.09	0.55	0.65	0.09	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	17.9	17.9	33.4	25.4	25.4	59.9	34.5	95.2	113.1	15.5	76.2	76.2
Volume/Cap:	0.97	0.97	0.47	0.97	0.97	0.41	0.43	0.97	0.95	0.97	0.43	0.43
Uniform Del:	73.7	73.7	58.5	69.9	69.9	39.8	57.2	33.9	23.8	75.0	30.3	30.3
IncremntDel:	28.7	28.7	1.0	19.2	19.2	0.4	0.5	12.4	15.3	60.3	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	102.5	102	59.4	89.1	89.1	40.2	57.7	46.3	39.1	135.3	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.5	102	59.4	89.1	89.1	40.2	57.7	46.3	39.1	135.3	30.4	30.4
LOS by Move:	F	F	E+	F	F	D	E+	D	D	F	C	C
HCM2kAvgQ:	14	14	8	18	18	10	8	56	60	12	12	12

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #4: Hamilton/Leigh

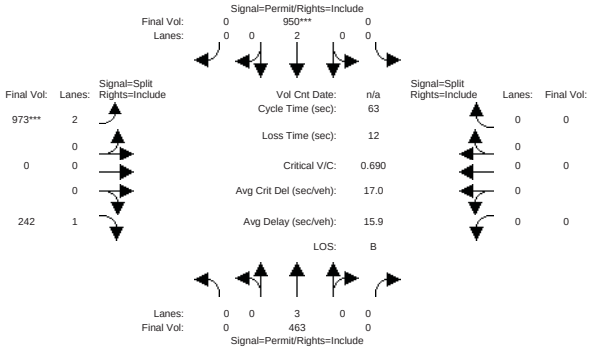


Street Name:	Leigh Avenue						Hamilton Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	291	165	316	780	264	288	2124	1131	158	993	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	291	165	316	780	264	288	2124	1131	158	993	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	291	165	316	780	264	288	2124	1131	158	993	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	291	165	316	780	264	288	2124	1131	158	993	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	280	291	165	316	780	264	288	2124	1131	158	993	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.53	1.47	1.00	1.22	2.78	1.00	2.00	2.00	1.00	1.00	2.59	0.41
Final Sat.:	2682	2788	1750	2138	5278	1750	3150	3800	1750	1750	4929	710
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.15	0.15	0.15	0.09	0.56	0.65	0.09	0.20	0.20
Crit Moves:		****		****				****		****		
Green Time:	17.8	17.8	33.3	25.2	25.2	59.9	34.6	95.5	113.3	15.4	76.3	76.3
Volume/Cap:	0.97	0.97	0.47	0.97	0.97	0.42	0.44	0.97	0.95	0.97	0.44	0.44
Uniform Del:	73.8	73.8	58.6	70.0	70.0	40.0	57.2	33.9	23.6	75.1	30.4	30.4
IncremntDel:	29.9	29.9	1.0	20.2	20.2	0.5	0.5	13.2	15.0	61.9	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	103.8	104	59.6	90.2	90.2	40.4	57.7	47.2	38.7	137.0	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.8	104	59.6	90.2	90.2	40.4	57.7	47.2	38.7	137.0	30.5	30.5
LOS by Move:	F	F	E+	F	F	D	E+	D	D+	F	C	C
HCM2kAvgQ:	14	14	8	18	18	11	8	57	60	12	13	13

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #5: Creekside Way/SR 17 Off-ramp

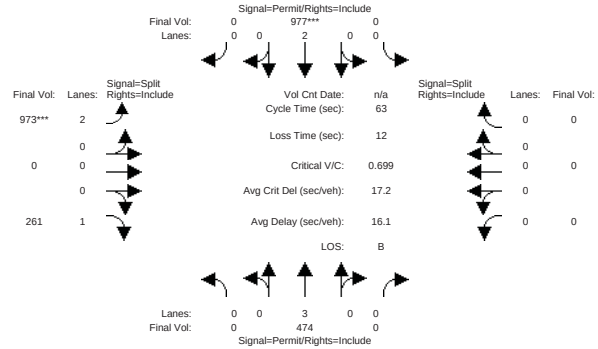


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	463	0	0	950	0	973	0	242	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	463	0	0	950	0	973	0	242	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	463	0	0	950	0	973	0	242	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	463	0	0	950	0	973	0	242	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	463	0	0	950	0	973	0	242	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5700	0	0	3800	0	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.00	0.00	0.25	0.00	0.31	0.00	0.14	0.00	0.00	0.00				
Crit Moves:					****		****									
Green Time:	0.0	22.8	0.0	0.0	22.8	0.0	28.2	0.0	28.2	0.0	0.0	0.0				
Volume/Cap:	0.00	0.22	0.00	0.00	0.69	0.00	0.69	0.00	0.31	0.00	0.00	0.00				
Uniform Del:	0.0	14.0	0.0	0.0	17.1	0.0	13.9	0.0	11.2	0.0	0.0	0.0				
IncremntDel:	0.0	0.1	0.0	0.0	1.5	0.0	1.5	0.0	0.2	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	14.0	0.0	0.0	18.6	0.0	15.4	0.0	11.4	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	14.0	0.0	0.0	18.6	0.0	15.4	0.0	11.4	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	B-	A	B	A	B+	A	A	A				
HCM2kAvgQ:	0	2	0	0	9	0	10	0	3	0	0	0				

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #5: Creekside Way/SR 17 Off-ramp

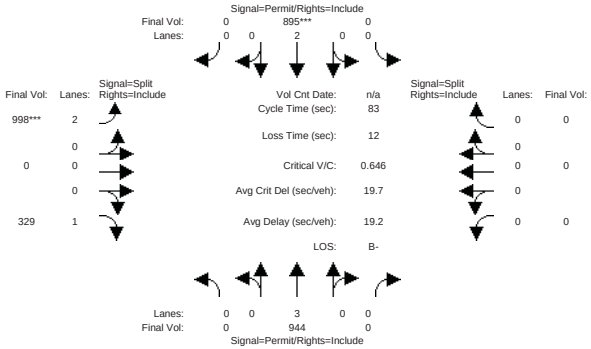


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	474	0	0	977	0	973	0	261	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	474	0	0	977	0	973	0	261	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	474	0	0	977	0	973	0	261	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	474	0	0	977	0	973	0	261	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	474	0	0	977	0	973	0	261	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5700	0	0	3800	0	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.08	0.00	0.00	0.26	0.00	0.31	0.00	0.15	0.00	0.00	0.00				
Crit Moves:					****		****									
Green Time:	0.0	23.2	0.0	0.0	23.2	0.0	27.8	0.0	27.8	0.0	0.0	0.0				
Volume/Cap:	0.00	0.23	0.00	0.00	0.70	0.00	0.70	0.00	0.34	0.00	0.00	0.00				
Uniform Del:	0.0	13.7	0.0	0.0	17.0	0.0	14.2	0.0	11.5	0.0	0.0	0.0				
IncremntDel:	0.0	0.1	0.0	0.0	1.6	0.0	1.6	0.0	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	13.8	0.0	0.0	18.5	0.0	15.8	0.0	11.8	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	13.8	0.0	0.0	18.5	0.0	15.8	0.0	11.8	0.0	0.0	0.0				
LOS by Move:	A	B	A	A	B-	A	B	A	B+	A	A	A				
HCM2kAvgQ:	0	2	0	0	9	0	10	0	4	0	0	0				

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #5: Creekside Way/SR 17 Off-ramp

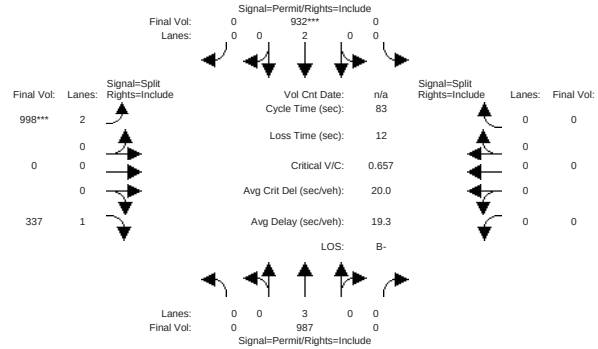


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	944	0	0	895	0	998	0	329	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	944	0	0	895	0	998	0	329	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	944	0	0	895	0	998	0	329	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	944	0	0	895	0	998	0	329	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	944	0	0	895	0	998	0	329	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5700	0	0	3800	0	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.00	0.00	0.24	0.00	0.32	0.00	0.19	0.00	0.00	0.00				
Crit Moves:					****		****									
Green Time:	0.0	30.3	0.0	0.0	30.3	0.0	40.7	0.0	40.7	0.0	0.0	0.0				
Volume/Cap:	0.00	0.45	0.00	0.00	0.65	0.00	0.65	0.00	0.38	0.00	0.00	0.00				
Uniform Del:	0.0	20.1	0.0	0.0	21.9	0.0	15.8	0.0	13.3	0.0	0.0	0.0				
IncremntDel:	0.0	0.2	0.0	0.0	1.1	0.0	1.0	0.0	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	20.2	0.0	0.0	23.0	0.0	16.7	0.0	13.5	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	20.2	0.0	0.0	23.0	0.0	16.7	0.0	13.5	0.0	0.0	0.0				
LOS by Move:	A	C+	A	A	C+	A	B	A	B	A	A	A				
HCM2kAvgQ:	0	6	0	0	10	0	12	0	6	0	0	0				

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #5: Creekside Way/SR 17 Off-ramp

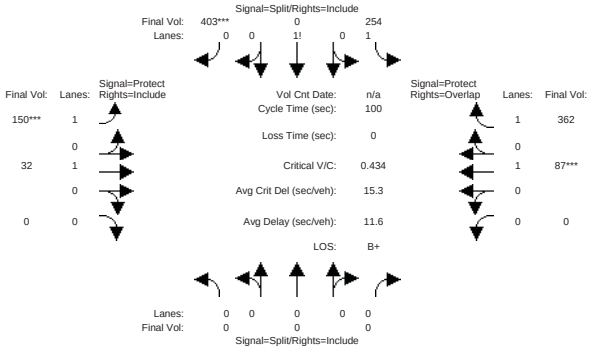


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	987	0	0	932	0	998	0	337	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	987	0	0	932	0	998	0	337	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	987	0	0	932	0	998	0	337	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	987	0	0	932	0	998	0	337	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	987	0	0	932	0	998	0	337	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	3.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	0	5700	0	0	3800	0	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.00	0.00	0.25	0.00	0.32	0.00	0.19	0.00	0.00	0.00				
Crit Moves:					****		****									
Green Time:	0.0	31.0	0.0	0.0	31.0	0.0	40.0	0.0	40.0	0.0	0.0	0.0				
Volume/Cap:	0.00	0.46	0.00	0.00	0.66	0.00	0.66	0.00	0.40	0.00	0.00	0.00				
Uniform Del:	0.0	19.7	0.0	0.0	21.6	0.0	16.3	0.0	13.8	0.0	0.0	0.0				
IncremntDel:	0.0	0.2	0.0	0.0	1.1	0.0	1.1	0.0	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	19.9	0.0	0.0	22.7	0.0	17.4	0.0	14.1	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	19.9	0.0	0.0	22.7	0.0	17.4	0.0	14.1	0.0	0.0	0.0				
LOS by Move:	A	B-	A	A	C+	A	B	A	B	A	A	A				
HCM2kAvgQ:	0	7	0	0	11	0	12	0	6	0	0	0				

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #6: Creekside Way/Campisi Way

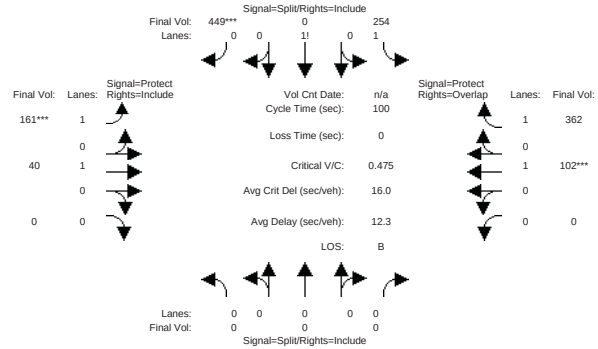


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		10	10	10		7	10	10		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	0	0		254	0	403		150	32	0		0	87	362	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		254	0	403		150	32	0		0	87	362	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		254	0	403		150	32	0		0	87	362	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		254	0	403		150	32	0		0	87	362	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		254	0	403		150	32	0		0	87	362	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00		1.24	0.00	0.76		1.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		2169	0	1331		1750	1900	0		0	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.00	0.30		0.09	0.02	0.00		0.00	0.05	0.21	
Crit Moves:							****		****					****		
Green Time:	0.0	0.0	0.0		69.7	0.0	69.7		19.7	30.3	0.0		0.0	10.5	80.3	
Volume/Cap:	0.00	0.00	0.00		0.17	0.00	0.43		0.43	0.06	0.00		0.00	0.43	0.26	
Uniform Del:	0.0	0.0	0.0		5.2	0.0	6.6		35.2	24.7	0.0		0.0	41.9	2.5	
IncremntDel:	0.0	0.0	0.0		0.0	0.0	0.2		0.9	0.0	0.0		0.0	1.5	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		5.2	0.0	6.8		36.1	24.8	0.0		0.0	43.4	2.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		5.2	0.0	6.8		36.1	24.8	0.0		0.0	43.4	2.6	
LOS by Move:	A	A	A		A	A	A		D+	C	A		A	D	A	
HCM2kAvgQ:	0	0	0		2	0	8		5	1	0		0	3	3	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #6: Creekside Way/Campisi Way

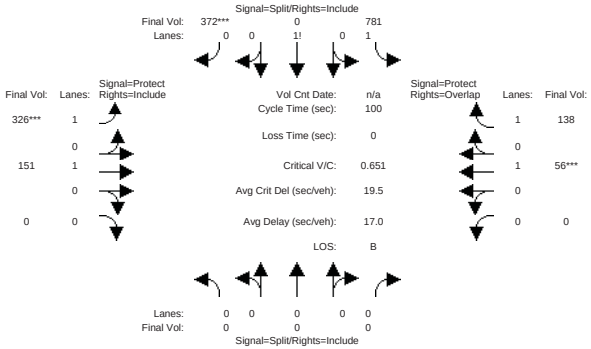


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		10	10	10		7	10	10		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	0	0		254	0	449		161	40	0		0	102	362	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		254	0	449		161	40	0		0	102	362	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		254	0	449		161	40	0		0	102	362	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		254	0	449		161	40	0		0	102	362	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		254	0	449		161	40	0		0	102	362	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00		1.22	0.00	0.78		1.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		2136	0	1364		1750	1900	0		0	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.00	0.33		0.09	0.02	0.00		0.00	0.05	0.21	
Crit Moves:							****		****					****		
Green Time:	0.0	0.0	0.0		69.3	0.0	69.3		19.4	30.7	0.0		0.0	11.3	80.6	
Volume/Cap:	0.00	0.00	0.00		0.17	0.00	0.47		0.47	0.07	0.00		0.00	0.47	0.26	
Uniform Del:	0.0	0.0	0.0		5.3	0.0	7.0		35.8	24.5	0.0		0.0	41.6	2.4	
IncremntDel:	0.0	0.0	0.0		0.0	0.0	0.2		1.1	0.1	0.0		0.0	1.7	0.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		5.4	0.0	7.3		36.8	24.6	0.0		0.0	43.2	2.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		5.4	0.0	7.3		36.8	24.6	0.0		0.0	43.2	2.5	
LOS by Move:	A	A	A		A	A	A		D+	C	A		A	D	A	
HCM2kAvgQ:	0	0	0		2	0	9		5	1	0		0	4	3	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #6: Creekside Way/Campisi Way

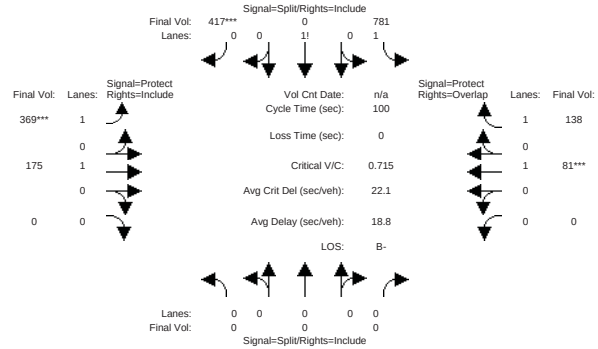


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		10	10	10		7	10	10		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	0	0		781	0	372		326	151	0		0	56	138	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		781	0	372		326	151	0		0	56	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		781	0	372		326	151	0		0	56	138	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		781	0	372		326	151	0		0	56	138	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		781	0	372		326	151	0		0	56	138	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00		1.51	0.00	0.49		1.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		2646	0	854		1750	1900	0		0	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.30	0.00	0.44		0.19	0.08	0.00		0.00	0.03	0.08	
Crit Moves:							****		****					****		
Green Time:	0.0	0.0	0.0		63.0	0.0	63.0		27.0	37.0	0.0		0.0	10.0	73.0	
Volume/Cap:	0.00	0.00	0.00		0.47	0.00	0.69		0.69	0.22	0.00		0.00	0.29	0.11	
Uniform Del:	0.0	0.0	0.0		9.7	0.0	12.1		32.8	21.6	0.0		0.0	41.7	3.9	
IncremntDel:	0.0	0.0	0.0		0.1	0.0	1.3		4.4	0.2	0.0		0.0	0.9	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	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		9.8	0.0	13.4		37.1	21.7	0.0		0.0	42.6	4.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		9.8	0.0	13.4		37.1	21.7	0.0		0.0	42.6	4.0	
LOS by Move:	A	A	A		A	A	B		D+	C+	A		A	D	A	
HCM2kAvgQ:	0	0	0		9	0	17		11	3	0		0	2	1	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #6: Creekside Way/Campisi Way

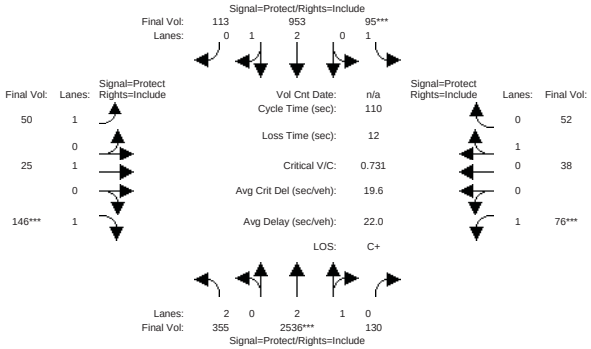


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		10	10	10		7	10	10		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	0	0		781	0	417		369	175	0		0	81	138	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		781	0	417		369	175	0		0	81	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		781	0	417		369	175	0		0	81	138	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		781	0	417		369	175	0		0	81	138	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		781	0	417		369	175	0		0	81	138	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	0.00	0.00		1.48	0.00	0.52		1.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		2596	0	904		1750	1900	0		0	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.30	0.00	0.46		0.21	0.09	0.00		0.00	0.04	0.08	
Crit Moves:							****		****					****		
Green Time:	0.0	0.0	0.0		61.8	0.0	61.8		28.2	38.2	0.0		0.0	10.0	71.8	
Volume/Cap:	0.00	0.00	0.00		0.49	0.00	0.75		0.75	0.24	0.00		0.00	0.43	0.11	
Uniform Del:	0.0	0.0	0.0		10.5	0.0	13.6		32.6	21.0	0.0		0.0	42.3	4.3	
IncremntDel:	0.0	0.0	0.0		0.2	0.0	2.0		6.2	0.2	0.0		0.0	1.5	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	0.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00		0.00	1.00	1.00	
Delay/Veh:	0.0	0.0	0.0		10.6	0.0	15.5		38.8	21.2	0.0		0.0	43.8	4.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		10.6	0.0	15.5		38.8	21.2	0.0		0.0	43.8	4.4	
LOS by Move:	A	A	A		B+	A	B		D+	C+	A		A	D	A	
HCM2kAvgQ:	0	0	0		10	0	20		13	4	0		0	3	1	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #7: Bascom Ave/Campisi Way



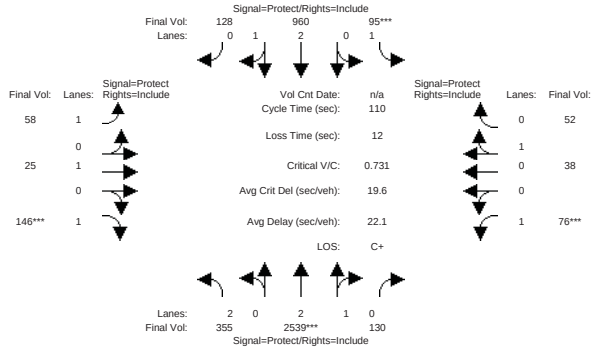
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	355	2536	130		95	953	113		50	25	146		76	38	52	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	355	2536	130		95	953	113		50	25	146		76	38	52	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	355	2536	130		95	953	113		50	25	146		76	38	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	355	2536	130		95	953	113		50	25	146		76	38	52	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	355	2536	130		95	953	113		50	25	146		76	38	52	
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	2.84	0.16		1.00	2.66	0.34		1.00	1.00	1.00		1.00	0.40	0.60	
Final Sat.:	3150	5399	277		1750	5050	599		1750	1900	1750		1750	764	1046	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.47	0.47		0.05	0.19	0.19		0.03	0.01	0.08		0.04	0.05	0.05	
Crit Moves:		****			****						****		****			
Green Time:	29.4	70.4	70.4		8.1	49.1	49.1		8.0	12.5	12.5		7.0	11.5	11.5	
Volume/Cap:	0.42	0.73	0.73		0.73	0.42	0.42		0.39	0.12	0.73		0.68	0.48	0.48	
Uniform Del:	33.3	13.5	13.5		49.9	20.7	20.7		48.7	43.8	47.1		50.4	46.4	46.4	
IncremntDel:	0.3	0.8	0.8		19.4	0.1	0.1		2.0	0.2	13.2		16.0	1.9	1.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	33.7	14.3	14.3		69.3	20.9	20.9		50.6	44.0	60.4		66.4	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:	33.7	14.3	14.3		69.3	20.9	20.9		50.6	44.0	60.4		66.4	48.3	48.3	
LOS by Move:	C-	B	B		E	C+	C+		D	D	E		E	D	D	
HCM2kAvgQ:	5	19	19		3	8	8		2	1	7		4	4	4	

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #7: Bascom Ave/Campisi Way



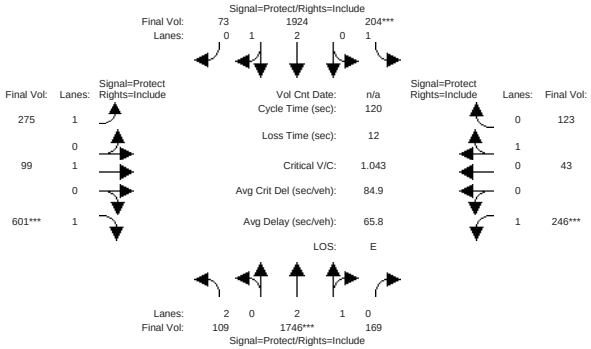
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	355	2539	130		95	960	128		58	25	146		76	38	52	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	355	2539	130		95	960	128		58	25	146		76	38	52	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	355	2539	130		95	960	128		58	25	146		76	38	52	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	355	2539	130		95	960	128		58	25	146		76	38	52	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	355	2539	130		95	960	128		58	25	146		76	38	52	
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	2.84	0.16		1.00	2.62	0.38		1.00	1.00	1.00		1.00	0.40	0.60	
Final Sat.:	3150	5400	276		1750	4979	664		1750	1900	1750		1750	764	1046	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.47	0.47		0.05	0.19	0.19		0.03	0.01	0.08		0.04	0.05	0.05	
Crit Moves:		****			****						****		****			
Green Time:	29.0	70.4	70.4		8.1	49.5	49.5		8.0	12.5	12.5		7.0	11.5	11.5	
Volume/Cap:	0.43	0.73	0.73		0.73	0.43	0.43		0.45	0.12	0.73		0.68	0.48	0.48	
Uniform Del:	33.6	13.5	13.5		49.9	20.6	20.6		48.9	43.8	47.2		50.4	46.4	46.4	
IncremntDel:	0.4	0.8	0.8		19.5	0.1	0.1		2.6	0.2	13.3		16.0	1.9	1.9	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Delay/Veh:	34.0	14.3	14.3		69.4	20.7	20.7		51.4	44.0	60.5		66.4	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:	34.0	14.3	14.3		69.4	20.7	20.7		51.4	44.0	60.5		66.4	48.3	48.3	
LOS by Move:	C-	B	B		E	C+	C+		D-	D	E		E	D	D	
HCM2kAvgQ:	5	19	19		3	8	8		3	1	7		4	4	4	

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #7: Bascom Ave/Campisi Way



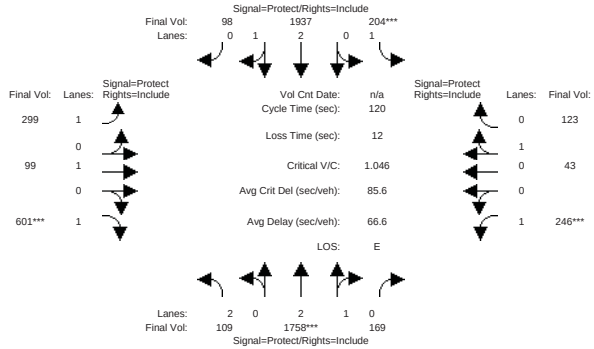
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	109		1746	169	204		1924	73	275		99	601	246		43	123
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	109		1746	169	204		1924	73	275		99	601	246		43	123
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	109		1746	169	204		1924	73	275		99	601	246		43	123
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	109		1746	169	204		1924	73	275		99	601	246		43	123
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	109		1746	169	204		1924	73	275		99	601	246		43	123
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		2.71	0.29	1.00		2.88	0.12	1.00		1.00	1.00	1.00		0.24	0.76
Final Sat.:	3150		5158	499	1750		5474	208	1750		1900	1750	1750		463	1324
Capacity Analysis Module:																
Vol/Sat:	0.03		0.34	0.34	0.12		0.35	0.35	0.16		0.05	0.34	0.14		0.09	0.09
Crit Moves:			****		****							****	****			
Green Time:	7.5		38.9	38.9	13.4		44.9	44.9	35.0		39.5	39.5	16.2		20.7	20.7
Volume/Cap:	0.56		1.04	1.04	1.04		0.94	0.94	0.54		0.16	1.04	1.04		0.54	0.54
Uniform Del:	54.7		40.5	40.5	53.3		36.2	36.2	35.7		28.5	40.3	51.9		45.3	45.3
IncremntDel:	3.5		33.3	33.3	76.2		8.9	8.9	1.2		0.1	49.3	70.4		1.9	1.9
InitQueuDel:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	58.2		73.9	73.9	129.5		45.2	45.2	36.9		28.6	89.6	122.4		47.2	47.2
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	58.2		73.9	73.9	129.5		45.2	45.2	36.9		28.6	89.6	122.4		47.2	47.2
LOS by Move:	E+		E	E	F		D	D	D+		C	F	F		D	D
HCM2kAvgQ:	2		30	30	9		22	22	9		3	33	15		6	6

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #7: Bascom Ave/Campisi Way



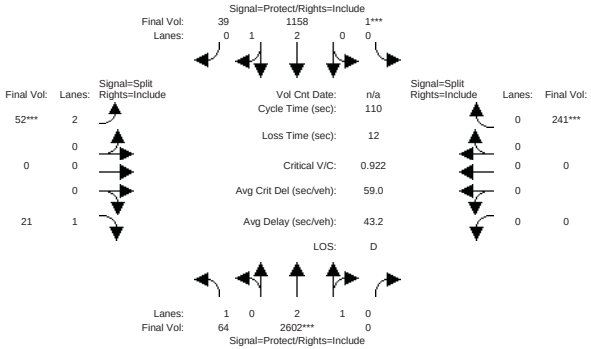
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	109		1758	169	204		1937	98	299		99	601	246		43	123
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	109		1758	169	204		1937	98	299		99	601	246		43	123
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	109		1758	169	204		1937	98	299		99	601	246		43	123
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	109		1758	169	204		1937	98	299		99	601	246		43	123
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	109		1758	169	204		1937	98	299		99	601	246		43	123
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		2.72	0.28	1.00		2.84	0.16	1.00		1.00	1.00	1.00		0.24	0.76
Final Sat.:	3150		5161	496	1750		5403	273	1750		1900	1750	1750		463	1324
Capacity Analysis Module:																
Vol/Sat:	0.03		0.34	0.34	0.12		0.36	0.36	0.17		0.05	0.34	0.14		0.09	0.09
Crit Moves:			****		****							****	****			
Green Time:	7.3		39.1	39.1	13.4		45.1	45.1	36.0		39.4	39.4	16.1		19.6	19.6
Volume/Cap:	0.57		1.05	1.05	1.05		0.95	0.95	0.57		0.16	1.05	1.05		0.57	0.57
Uniform Del:	54.8		40.5	40.5	53.3		36.4	36.4	35.5		28.6	40.3	51.9		46.3	46.3
IncremntDel:	3.9		34.1	34.1	77.0		10.6	10.6	1.5		0.1	50.0	71.2		2.7	2.7
InitQueuDel:	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Delay/Veh:	58.7		74.5	74.5	130.3		47.0	47.0	37.0		28.7	90.3	123.1		49.0	49.0
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:	58.7		74.5	74.5	130.3		47.0	47.0	37.0		28.7	90.3	123.1		49.0	49.0
LOS by Move:	E+		E	E	F		D	D	D+		C	F	F		D	D
HCM2kAvgQ:	2		30	30	9		23	23	10		3	33	15		7	7

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #8: Bascom Ave/Pruneyard

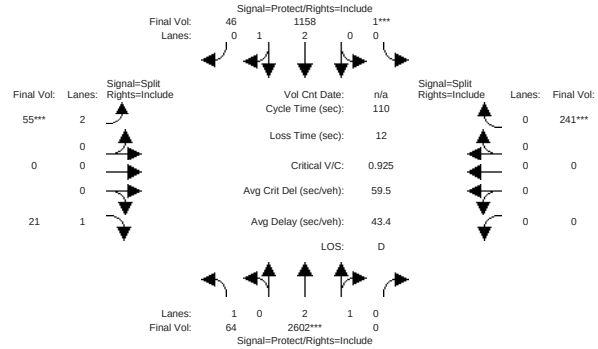


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	64	2602		0	1	1158		39	52		0	21	0		0	241
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	64	2602		0	1	1158		39	52		0	21	0		0	241
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	64	2602		0	1	1158		39	52		0	21	0		0	241
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	64	2602		0	1	1158		39	52		0	21	0		0	241
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	64	2602		0	1	1158		39	52		0	21	0		0	241
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00	3.00		0.00	0.01	2.89		0.10	2.00		0.00	1.00	0.00		0.00	1.00
Final Sat.:	1750	5700		0	5	5494		185	3150		0	1750	0		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.04	0.46		0.00	0.21	0.21		0.21	0.02		0.00	0.01	0.00		0.00	0.14
Crit Moves:		****			****				****							****
Green Time:	16.9	49.9		0.0	23.0	56.0		56.0	10.0		0.0	10.0	0.0		0.0	15.1
Volume/Cap:	0.24	1.01		0.00	1.01	0.41		0.41	0.18		0.00	0.13	0.00		0.00	1.01
Uniform Del:	40.9	30.0		0.0	43.5	16.8		16.8	46.2		0.0	46.0	0.0		0.0	47.5
IncremntDel:	0.5	19.2		0.0	27.6	0.1		0.1	0.3		0.0	0.4	0.0		0.0	59.8
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	1.00
Delay/Veh:	41.3	49.3		0.0	71.1	16.9		16.9	46.5		0.0	46.4	0.0		0.0	107.2
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:	41.3	49.3		0.0	71.1	16.9		16.9	46.5		0.0	46.4	0.0		0.0	107.2
LOS by Move:	D	D		A	E	B		B	D		A	D	A		A	F
HCM2kAvgQ:	2	34		0	17	8		8	1		0	1	0		0	14

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #8: Bascom Ave/Pruneyard

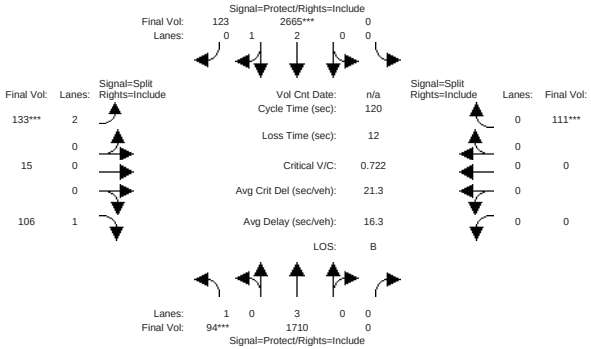


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	64	2602		0	1	1158		46	55		0	21	0		0	241
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	64	2602		0	1	1158		46	55		0	21	0		0	241
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	64	2602		0	1	1158		46	55		0	21	0		0	241
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	64	2602		0	1	1158		46	55		0	21	0		0	241
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	64	2602		0	1	1158		46	55		0	21	0		0	241
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92	1.00		0.92	0.92	1.00		0.92	0.83		1.00	0.92	0.92		1.00	0.92
Lanes:	1.00	3.00		0.00	0.01	2.87		0.12	2.00		0.00	1.00	0.00		0.00	1.00
Final Sat.:	1750	5700		0	5	5459		217	3150		0	1750	0		0	1750
Capacity Analysis Module:																
Vol/Sat:	0.04	0.46		0.00	0.21	0.21		0.21	0.02		0.00	0.01	0.00		0.00	0.14
Crit Moves:		****			****				****							****
Green Time:	16.8	49.8		0.0	23.1	56.1		56.1	10.0		0.0	10.0	0.0		0.0	15.0
Volume/Cap:	0.24	1.01		0.00	1.01	0.42		0.42	0.19		0.00	0.13	0.00		0.00	1.01
Uniform Del:	40.9	30.1		0.0	43.4	16.7		16.7	46.3		0.0	46.0	0.0		0.0	47.5
IncremntDel:	0.5	19.6		0.0	28.0	0.1		0.1	0.3		0.0	0.4	0.0		0.0	60.2
InitQueuDel:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Delay Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		0.00	1.00	0.00		0.00	1.00
Delay/Veh:	41.4	49.7		0.0	71.4	16.8		16.8	46.6		0.0	46.4	0.0		0.0	107.7
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	41.4	49.7		0.0	71.4	16.8		16.8	46.6		0.0	46.4	0.0		0.0	107.7
LOS by Move:	D	D		A	E	B		B	D		A	D	A		A	F
HCM2kAvgQ:	2	34		0	17	8		8	1		0	1	0		0	14

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #8: Bascom Ave/Pruneyard

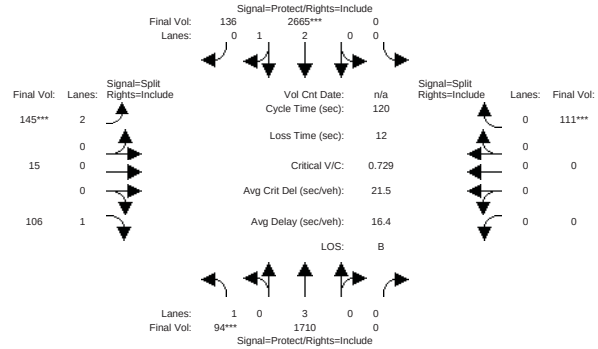


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	94	1710	0		0	2665	123		133	15	106		0	0	111	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	94	1710	0		0	2665	123		133	15	106		0	0	111	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	94	1710	0		0	2665	123		133	15	106		0	0	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	94	1710	0		0	2665	123		133	15	106		0	0	111	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	94	1710	0		0	2665	123		133	15	106		0	0	111	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	3.00	0.00		0.00	2.86	0.14		1.81	0.19	1.00		0.00	0.00	1.00	
Final Sat.:	1750	5700	0		0	5428	251		3171	358	1750		0	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.30	0.00		0.00	0.49	0.49		0.04	0.04	0.06		0.00	0.00	0.06	
Crit Moves:	****					****			****						****	
Green Time:	8.7	87.7	0.0		0.0	79.1	79.1		10.1	10.1	10.1		0.0	0.0	10.2	
Volume/Cap:	0.75	0.41	0.00		0.00	0.75	0.75		0.50	0.50	0.72		0.00	0.00	0.75	
Uniform Del:	54.6	6.2	0.0		0.0	13.7	13.7		52.6	52.6	53.6		0.0	0.0	53.6	
IncremntDel:	21.2	0.1	0.0		0.0	0.8	0.8		0.8	0.8	7.2		0.0	0.0	18.4	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	0.00	1.00	
Delay/Veh:	75.8	6.3	0.0		0.0	14.6	14.6		53.3	53.3	60.8		0.0	0.0	72.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	75.8	6.3	0.0		0.0	14.6	14.6		53.3	53.3	60.8		0.0	0.0	72.0	
LOS by Move:	E-	A	A		A	B	B		D-	D-	E		A	A	E	
HCM2kAvgQ:	4	8	0		0	21	21		3	3	6		0	0	6	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #8: Bascom Ave/Pruneyard

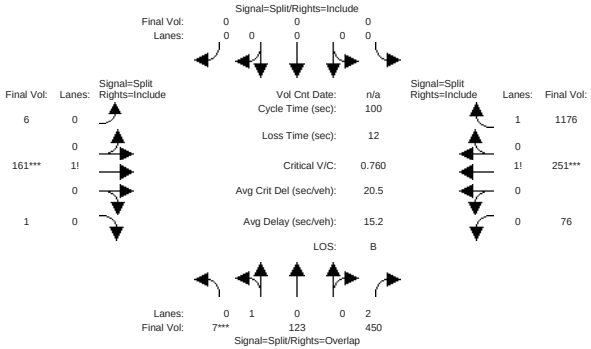


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	94	1710	0		0	2665	136		145	15	106		0	0	111	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	94	1710	0		0	2665	136		145	15	106		0	0	111	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	94	1710	0		0	2665	136		145	15	106		0	0	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	94	1710	0		0	2665	136		145	15	106		0	0	111	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	94	1710	0		0	2665	136		145	15	106		0	0	111	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	3.00	0.00		0.00	2.84	0.16		1.83	0.17	1.00		0.00	0.00	1.00	
Final Sat.:	1750	5700	0		0	5401	276		3196	331	1750		0	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.30	0.00		0.00	0.49	0.49		0.05	0.05	0.06		0.00	0.00	0.06	
Crit Moves:	****					****			****						****	
Green Time:	8.6	87.8	0.0		0.0	79.2	79.2		10.0	10.0	10.0		0.0	0.0	10.2	
Volume/Cap:	0.75	0.41	0.00		0.00	0.75	0.75		0.54	0.54	0.73		0.00	0.00	0.75	
Uniform Del:	54.6	6.2	0.0		0.0	13.7	13.7		52.8	52.8	53.7		0.0	0.0	53.7	
IncremntDel:	21.6	0.1	0.0		0.0	0.9	0.9		1.3	1.3	7.1		0.0	0.0	18.7	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	0.00	1.00	
Delay/Veh:	76.2	6.2	0.0		0.0	14.6	14.6		54.1	54.1	60.8		0.0	0.0	72.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	76.2	6.2	0.0		0.0	14.6	14.6		54.1	54.1	60.8		0.0	0.0	72.4	
LOS by Move:	E-	A	A		A	B	B		D-	D-	E		A	A	E	
HCM2kAvgQ:	4	8	0		0	22	22		4	4	6		0	0	6	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #9: Railway/Campbell Ave



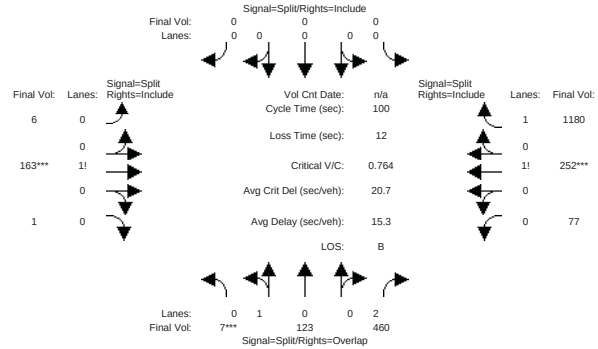
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	123	450	0	0	0	6	161	1	76	251	1176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	123	450	0	0	0	6	161	1	76	251	1176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	123	450	0	0	0	6	161	1	76	251	1176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	123	450	0	0	0	6	161	1	76	251	1176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	7	123	450	0	0	0	6	161	1	76	251	1176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.06	0.94	2.00	0.00	0.00	0.00	0.04	0.95	0.01	0.08	0.26	1.66
Final Sat.:	102	1789	3150	0	0	0	68	1814	11	149	491	2899
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.14	0.00	0.00	0.00	0.09	0.09	0.09	0.51	0.51	0.41
Crit Moves:	****							****			****	
Green Time:	10.0	10.0	76.5	0.0	0.0	0.0	11.5	11.5	11.5	66.5	66.5	66.5
Volume/Cap:	0.69	0.69	0.19	0.00	0.00	0.00	0.77	0.77	0.77	0.77	0.77	0.61
Uniform Del:	43.5	43.5	3.2	0.0	0.0	0.0	42.9	42.9	42.9	11.5	11.5	9.5
IncremntDel:	10.1	10.1	0.0	0.0	0.0	0.0	15.3	15.3	15.3	1.9	1.9	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	53.6	3.3	0.0	0.0	0.0	58.2	58.2	58.2	13.4	13.4	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	53.6	3.3	0.0	0.0	0.0	58.2	58.2	58.2	13.4	13.4	9.9
LOS by Move:	D-	D-	A	A	A	A	E+	E+	E+	B	B	A
HCM2kAvgQ:	5	5	2	0	0	0	5	5	5	21	21	13

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

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #9: Railway/Campbell Ave



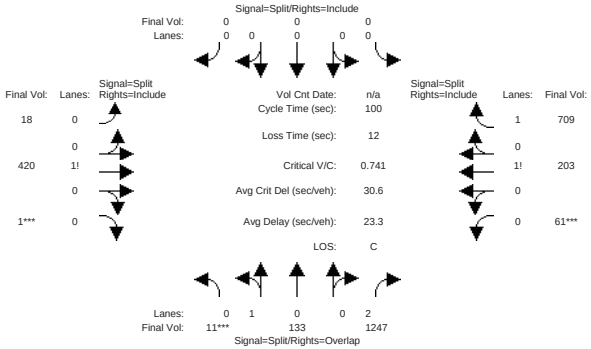
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	123	460	0	0	0	6	163	1	77	252	1180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	123	460	0	0	0	6	163	1	77	252	1180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	123	460	0	0	0	6	163	1	77	252	1180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	123	460	0	0	0	6	163	1	77	252	1180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	7	123	460	0	0	0	6	163	1	77	252	1180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.06	0.94	2.00	0.00	0.00	0.00	0.04	0.95	0.01	0.08	0.26	1.66
Final Sat.:	102	1789	3150	0	0	0	67	1815	11	150	490	2898
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.15	0.00	0.00	0.00	0.09	0.09	0.09	0.51	0.51	0.41
Crit Moves:	****							****			****	
Green Time:	10.0	10.0	76.4	0.0	0.0	0.0	11.6	11.6	11.6	66.4	66.4	66.4
Volume/Cap:	0.69	0.69	0.19	0.00	0.00	0.00	0.77	0.77	0.77	0.77	0.77	0.61
Uniform Del:	43.5	43.5	3.3	0.0	0.0	0.0	42.9	42.9	42.9	11.6	11.6	9.5
IncremntDel:	10.1	10.1	0.0	0.0	0.0	0.0	15.6	15.6	15.6	2.0	2.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	53.6	3.3	0.0	0.0	0.0	58.6	58.6	58.6	13.6	13.6	10.0
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:	53.6	53.6	3.3	0.0	0.0	0.0	58.6	58.6	58.6	13.6	13.6	10.0
LOS by Move:	D-	D-	A	A	A	A	E+	E+	E+	B	B	A
HCM2kAvgQ:	5	5	2	0	0	0	5	5	5	21	21	13

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

Copyright (c) 2008 Dowling Associates, Inc.
Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #9: Railway/Campbell Ave



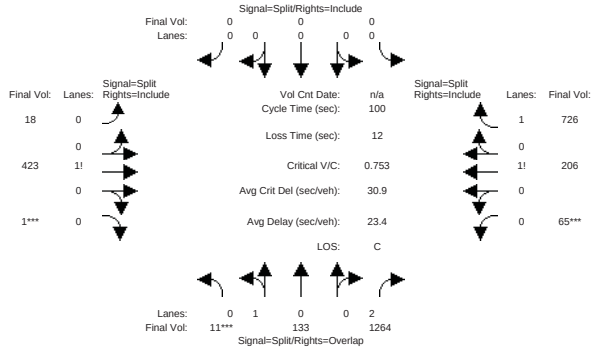
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	133	1247	0	0	0	18	420	1	61	203	709
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	133	1247	0	0	0	18	420	1	61	203	709
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	133	1247	0	0	0	18	420	1	61	203	709
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	133	1247	0	0	0	18	420	1	61	203	709
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	133	1247	0	0	0	18	420	1	61	203	709
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.92	2.00	0.00	0.00	0.00	0.04	0.95	0.01	0.10	0.31	1.59
Final Sat.:	144	1743	3150	0	0	0	78	1811	4	177	590	2780
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.40	0.00	0.00	0.00	0.23	0.23	0.23	0.34	0.34	0.26
Crit Moves:	****								****	****		
Green Time:	10.3	10.3	56.7	0.0	0.0	0.0	31.3	31.3	31.3	46.4	46.4	46.4
Volume/Cap:	0.74	0.74	0.70	0.00	0.00	0.00	0.74	0.74	0.74	0.74	0.74	0.55
Uniform Del:	43.6	43.6	15.5	0.0	0.0	0.0	30.7	30.7	30.7	21.9	21.9	19.3
IncremntDel:	14.2	14.2	1.2	0.0	0.0	0.0	5.0	5.0	5.0	2.3	2.3	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.7	57.7	16.7	0.0	0.0	0.0	35.7	35.7	35.7	24.2	24.2	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	57.7	16.7	0.0	0.0	0.0	35.7	35.7	35.7	24.2	24.2	19.6
LOS by Move:	E+	E+	B	A	A	A	D+	D+	D+	C	C	B-
HCM2kAvgQ:	6	6	17	0	0	0	12	12	12	17	17	10

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #9: Railway/Campbell Ave



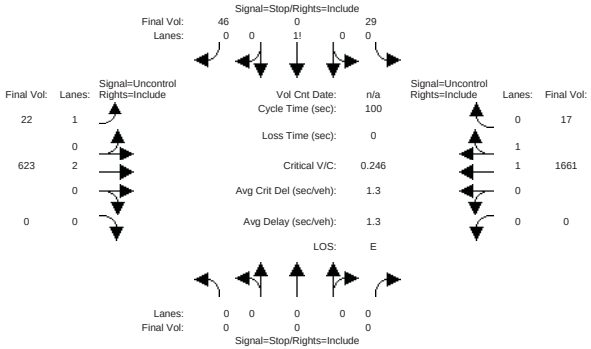
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	133	1264	0	0	0	18	423	1	65	206	726
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	133	1264	0	0	0	18	423	1	65	206	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:	11	133	1264	0	0	0	18	423	1	65	206	726
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	133	1264	0	0	0	18	423	1	65	206	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:	11	133	1264	0	0	0	18	423	1	65	206	726
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.08	0.92	2.00	0.00	0.00	0.00	0.04	0.95	0.01	0.10	0.31	1.59
Final Sat.:	144	1743	3150	0	0	0	77	1812	4	184	584	2778
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.40	0.00	0.00	0.00	0.23	0.23	0.23	0.35	0.35	0.26
Crit Moves:	****								****	****		
Green Time:	10.1	10.1	57.0	0.0	0.0	0.0	31.0	31.0	31.0	46.9	46.9	46.9
Volume/Cap:	0.75	0.75	0.70	0.00	0.00	0.00	0.75	0.75	0.75	0.75	0.75	0.56
Uniform Del:	43.7	43.7	15.4	0.0	0.0	0.0	31.1	31.1	31.1	21.8	21.8	19.1
IncremntDel:	15.5	15.5	1.3	0.0	0.0	0.0	5.5	5.5	5.5	2.5	2.5	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.2	59.2	16.7	0.0	0.0	0.0	36.5	36.5	36.5	24.3	24.3	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	59.2	16.7	0.0	0.0	0.0	36.5	36.5	36.5	24.3	24.3	19.5
LOS by Move:	E+	E+	B	A	A	A	D+	D+	D+	C	C	B-
HCM2kAvgQ:	6	6	17	0	0	0	13	13	13	17	17	11

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #10: Page/Campbell




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    29    0    46    22  623     0     0 1661    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    29    0    46    22  623     0     0 1661    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    29    0    46    22  623     0     0 1661    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    29    0    46    22  623     0     0 1661    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2025 2337   839  1678 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    51   37   313   387 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    49   35   313   387 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    175  102 xxxxx   118  116 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.25 0.00  0.15  0.06 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  14.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     B     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  191 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  1.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 35.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    E     *     *     *     *     *    *     *
ApproachDel:    xxxxxx             35.6           xxxxxx           xxxxxx
ApproachLOS:         *                E                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



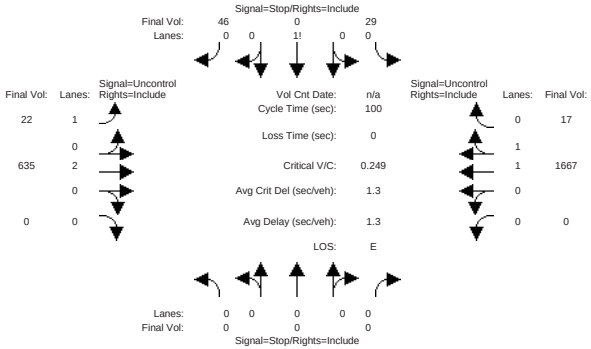
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    29    0    46    22  623     0     0 1661    17
ApproachDel:    xxxxxx             35.6           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=75]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2398]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                 Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    29    0    46    22  623     0     0 1661    17
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2323
Minor Approach Volume:           75
Minor Approach Volume Threshold: -6 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Cumulative W Proj AM

Intersection #10: Page/Campbell




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    29    0    46    22  635     0     0 1667    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    29    0    46    22  635     0     0 1667    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    29    0    46    22  635     0     0 1667    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    29    0    46    22  635     0     0 1667    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2037 2355   842  1684 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    50   36   312   385 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    48   34   312   385 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:    173  101 xxxxx   117  115 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.25 0.00  0.15  0.06 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  14.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     B     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  189 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  1.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 36.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    E     *     *     *     *     *    *     *
ApproachDel:    xxxxxx             36.0           xxxxxx           xxxxxx
ApproachLOS:         *                E                *                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



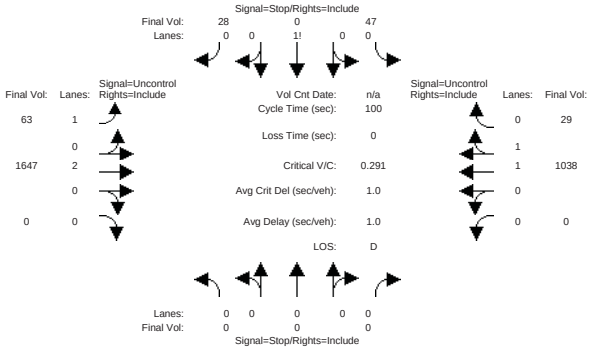
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    29    0    46    22  635     0     0 1667    17
ApproachDel:    xxxxxx             36.0           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=75]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2416]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    29    0    46    22  635     0     0 1667    17
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2341
Minor Approach Volume:           75
Minor Approach Volume Threshold: -8 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #10: Page/Campbell




```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    47    0    28    63 1647     0     0 1038    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    47    0    28    63 1647     0     0 1038    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    47    0    28    63 1647     0     0 1038    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    47    0    28    63 1647     0     0 1038    29
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2002 2826   534  1067 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    53   18   496   661 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    49   16   496   661 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:     65   81 xxxxx   162   87 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.29 0.00  0.06  0.10 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     B     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  216 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  1.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 30.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    D     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             30.3           xxxxxx           xxxxxx
ApproachLOS:         *                D                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



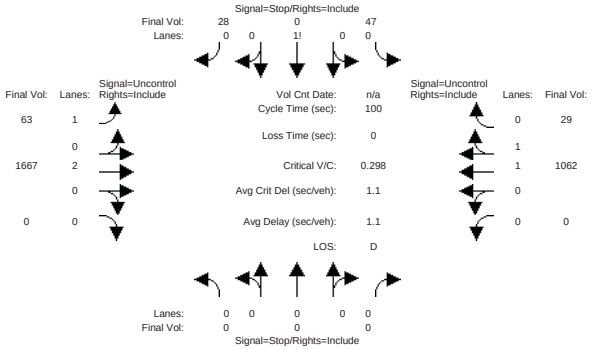
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    47    0    28    63 1647     0     0 1038    29
ApproachDel:    xxxxxx             30.3           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=75]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2852]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    47    0    28    63 1647     0     0 1038    29
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2777
Minor Approach Volume:           75
Minor Approach Volume Threshold: -67 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Cumulative W Proj PM

Intersection #10: Page/Campbell




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    47    0    28    63 1667     0     0 1062    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    47    0    28    63 1667     0     0 1062    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0    47    0    28    63 1667     0     0 1062    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    47    0    28    63 1667     0     0 1062    29
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.8  6.5   6.9   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2036 2870   546  1091 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    50   17   487   647 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    47   15   487   647 xxxx xxxxx  xxxx xxxx xxxxx
Total Cap:     63   79 xxxxx   158   84 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.30 0.00  0.06  0.10 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *     *     *    *     *     B     *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  211 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  1.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 31.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    D     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             31.2           xxxxxx           xxxxxx
ApproachLOS:         *                D                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```



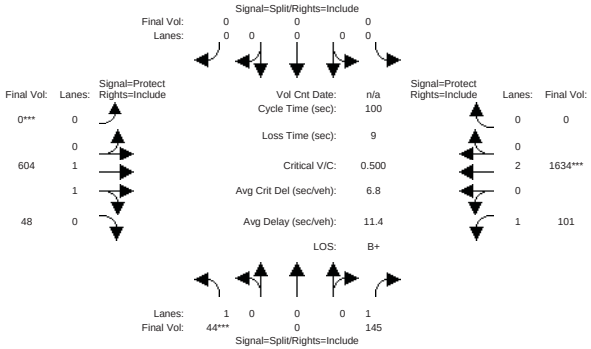
```
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    47    0    28    63 1667     0     0 1062    29
ApproachDel:    xxxxxx             31.2           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=75]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2896]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #10 Page/Campbell
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  2  0  0    0  0  1  1  0
Initial Vol:    0    0     0    47    0    28    63 1667     0     0 1062    29
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2821
Minor Approach Volume:           75
Minor Approach Volume Threshold: -72 [less than minimum of 100]
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #11: Gillman Ave/Campbell Ave

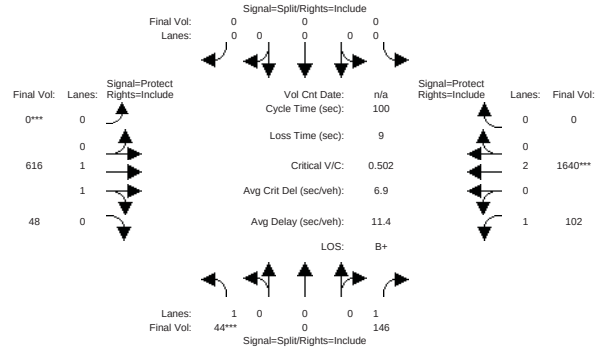


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	0		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	44		0	145	0		0	0	0	604	48		101	1634	0	
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:	44		0	145	0		0	0	0	604	48		101	1634	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:	44		0	145	0		0	0	0	604	48		101	1634	0	
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0	0	
Reduced Vol:	44		0	145	0		0	0	0	604	48		101	1634	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:	44		0	145	0		0	0	0	604	48		101	1634	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.84	0.16		1.00	2.00	0.00	
Final Sat.:	1750		0	1750	0		0	0	0	3498	278		1750	3800	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.08		0.00	0.00	0.00		0.00	0.17	0.17		0.06	0.43	0.00	
Crit Moves:	****								****					****		
Green Time:	16.6	0.0	16.6		0.0	0.0	0.0		0.0	53.0	53.0		21.5	74.4	0.0	
Volume/Cap:	0.15	0.00	0.50		0.00	0.00	0.00		0.00	0.33	0.33		0.27	0.58	0.00	
Uniform Del:	35.7	0.0	38.0		0.0	0.0	0.0		0.0	13.4	13.4		32.7	5.7	0.0	
IncremntDel:	0.2	0.0	1.4		0.0	0.0	0.0		0.0	0.1	0.1		0.4	0.3	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	35.9	0.0	39.3		0.0	0.0	0.0		0.0	13.5	13.5		33.1	6.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.9	0.0	39.3		0.0	0.0	0.0		0.0	13.5	13.5		33.1	6.0	0.0	
LOS by Move:	D+		A	D	A		A	A	A	B	B		C-	A	A	
HCM2kAvgQ:	1		0	5	0		0	0	0	5	5		3	10	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #11: Gillman Ave/Campbell Ave

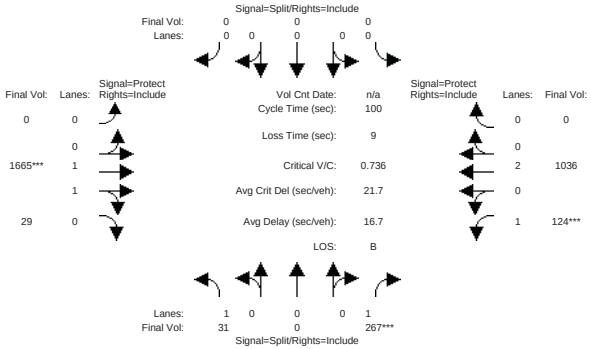


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	0		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	44		0	146	0		0	0	0	616	48		102	1640	0	
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:	44		0	146	0		0	0	0	616	48		102	1640	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:	44		0	146	0		0	0	0	616	48		102	1640	0	
Reduct Vol:	0		0	0	0		0	0	0	0	0		0	0	0	
Reduced Vol:	44		0	146	0		0	0	0	616	48		102	1640	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:	44		0	146	0		0	0	0	616	48		102	1640	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.84	0.16		1.00	2.00	0.00	
Final Sat.:	1750		0	1750	0		0	0	0	3504	273		1750	3800	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.08		0.00	0.00	0.00		0.00	0.18	0.18		0.06	0.43	0.00	
Crit Moves:	****								****					****		
Green Time:	16.6	0.0	16.6		0.0	0.0	0.0		0.0	53.2	53.2		21.2	74.4	0.0	
Volume/Cap:	0.15	0.00	0.50		0.00	0.00	0.00		0.00	0.33	0.33		0.28	0.58	0.00	
Uniform Del:	35.7	0.0	37.9		0.0	0.0	0.0		0.0	13.3	13.3		33.0	5.8	0.0	
IncremntDel:	0.2	0.0	1.4		0.0	0.0	0.0		0.0	0.1	0.1		0.4	0.3	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	35.9	0.0	39.3		0.0	0.0	0.0		0.0	13.4	13.4		33.4	6.1	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	35.9	0.0	39.3		0.0	0.0	0.0		0.0	13.4	13.4		33.4	6.1	0.0	
LOS by Move:	D+		A	D	A		A	A	A	B	B		C-	A	A	
HCM2kAvgQ:	1		0	5	0		0	0	0	5	5		3	10	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #11: Gillman Ave/Campbell Ave

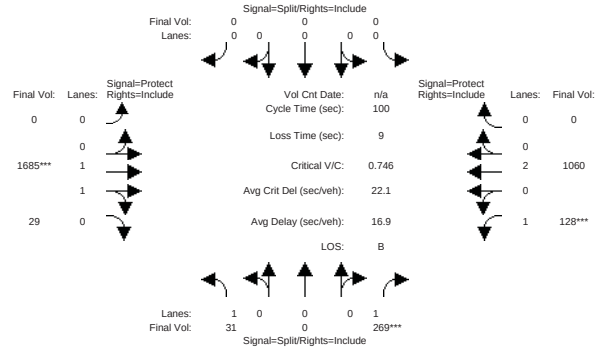


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	0		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	31		0	267	0		0	0	0	1665		29	124	1036		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:	31		0	267	0		0	0	0	1665		29	124	1036		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:	31		0	267	0		0	0	0	1665		29	124	1036		0
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	31		0	267	0		0	0	0	1665		29	124	1036		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:	31		0	267	0		0	0	0	1665		29	124	1036		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.96	0.04		1.00	2.00	0.00	
Final Sat.:	1750		0	1750	0		0	0	0	3729		65	1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.15		0.00	0.00	0.00		0.00	0.45	0.45		0.07	0.27	0.00	
Crit Moves:			****							****			****			
Green Time:	20.7	0.0	20.7		0.0	0.0	0.0		0.0	60.6	60.6		9.6	70.3	0.0	
Volume/Cap:	0.09	0.00	0.74		0.00	0.00	0.00		0.00	0.74	0.74		0.74	0.39	0.00	
Uniform Del:	32.0	0.0	37.1		0.0	0.0	0.0		0.0	14.0	14.0		44.0	6.1	0.0	
IncremntDel:	0.1	0.0	7.7		0.0	0.0	0.0		0.0	1.3	1.3		15.6	0.1	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	32.1	0.0	44.8		0.0	0.0	0.0		0.0	15.3	15.3		59.5	6.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.1	0.0	44.8		0.0	0.0	0.0		0.0	15.3	15.3		59.5	6.2	0.0	
LOS by Move:	C-		A	D	A		A	A	A	B	B		E+	A	A	
HCM2kAvgQ:	1		0	10	0		0	0	0	18	18		4	6	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #11: Gillman Ave/Campbell Ave

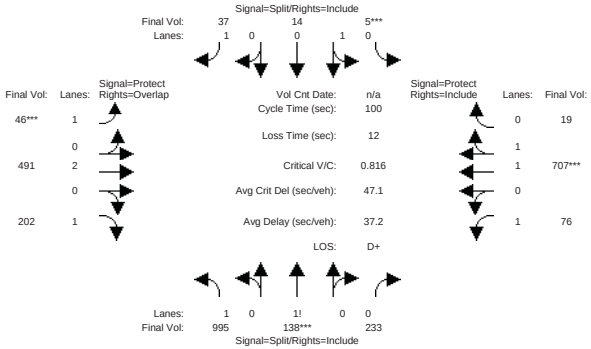


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		10	10	0		0	0	0		10	10	7		10	10
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	31		0	269	0		0	0	0	1685		29	128	1060		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:	31		0	269	0		0	0	0	1685		29	128	1060		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:	31		0	269	0		0	0	0	1685		29	128	1060		0
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	31		0	269	0		0	0	0	1685		29	128	1060		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:	31		0	269	0		0	0	0	1685		29	128	1060		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.96	0.04		1.00	2.00	0.00	
Final Sat.:	1750		0	1750	0		0	0	0	3730		64	1750	3800		0
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.15		0.00	0.00	0.00		0.00	0.45	0.45		0.07	0.28	0.00	
Crit Moves:			****							****			****			
Green Time:	20.6	0.0	20.6		0.0	0.0	0.0		0.0	60.6	60.6		9.8	70.4	0.0	
Volume/Cap:	0.09	0.00	0.75		0.00	0.00	0.00		0.00	0.75	0.75		0.75	0.40	0.00	
Uniform Del:	32.1	0.0	37.2		0.0	0.0	0.0		0.0	14.2	14.2		43.9	6.1	0.0	
IncremntDel:	0.1	0.0	8.2		0.0	0.0	0.0		0.0	1.4	1.4		16.3	0.1	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:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Delay/Veh:	32.2	0.0	45.5		0.0	0.0	0.0		0.0	15.5	15.5		60.1	6.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.2	0.0	45.5		0.0	0.0	0.0		0.0	15.5	15.5		60.1	6.2	0.0	
LOS by Move:	C-		A	D	A		A	A	A	B	B		E	A	A	
HCM2kAvgQ:	1		0	10	0		0	0	0	18	18		4	7	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #12: E. Campbell Ave/Union Ave

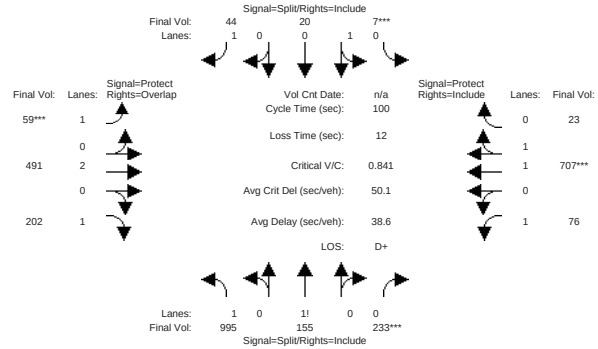


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	995	138	233	5	14	37	46	491	202	76	707	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	995	138	233	5	14	37	46	491	202	76	707	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	995	138	233	5	14	37	46	491	202	76	707	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	995	138	233	5	14	37	46	491	202	76	707	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	995	138	233	5	14	37	46	491	202	76	707	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.58	0.15	0.27	0.28	0.72	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	2765	282	475	489	1369	1750	1750	3800	1750	1750	3692	99
Capacity Analysis Module:												
Vol/Sat:	0.36	0.49	0.49	0.01	0.01	0.02	0.03	0.13	0.12	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green Time:	51.1	51.1	51.1	10.0	10.0	10.0	7.0	17.5	68.5	9.5	19.9	19.9
Volume/Cap:	0.70	0.96	0.96	0.10	0.10	0.21	0.38	0.74	0.17	0.46	0.96	0.96
Uniform Del:	18.7	23.5	23.5	40.9	40.9	41.4	44.4	39.1	5.6	42.8	39.6	39.6
IncremntDel:	1.2	15.3	15.3	0.2	0.2	0.6	1.9	4.4	0.1	2.0	23.3	23.3
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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.9	38.8	38.8	41.2	41.2	42.0	46.3	43.5	5.7	44.8	62.9	62.9
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:	19.9	38.8	38.8	41.2	41.2	42.0	46.3	43.5	5.7	44.8	62.9	62.9
LOS by Move:	B-	D+	D+	D	D	D	D	D	A	D	E	E
HCM2kAvgQ:	17	33	33	1	1	1	1	7	2	2	13	13

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #12: E. Campbell Ave/Union Ave

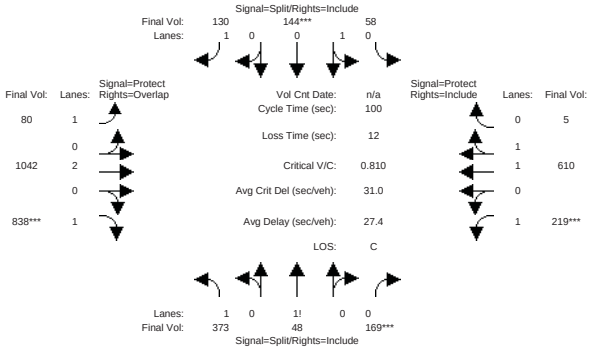


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	995	155	233	7	20	44	59	491	202	76	707	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	995	155	233	7	20	44	59	491	202	76	707	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	995	155	233	7	20	44	59	491	202	76	707	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	995	155	233	7	20	44	59	491	202	76	707	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	995	155	233	7	20	44	59	491	202	76	707	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.57	0.16	0.27	0.28	0.72	1.00	1.00	2.00	1.00	1.00	1.93	0.07
Final Sat.:	2747	311	467	482	1377	1750	1750	3800	1750	1750	3670	119
Capacity Analysis Module:												
Vol/Sat:	0.36	0.50	0.50	0.01	0.01	0.03	0.03	0.13	0.12	0.04	0.19	0.19
Crit Moves:			****	****			****				****	
Green Time:	51.2	51.2	51.2	10.0	10.0	10.0	7.0	17.4	68.6	9.4	19.8	19.8
Volume/Cap:	0.71	0.97	0.97	0.15	0.15	0.25	0.48	0.74	0.17	0.46	0.97	0.97
Uniform Del:	18.6	23.7	23.7	41.1	41.1	41.5	44.8	39.2	5.6	42.9	39.9	39.9
IncremntDel:	1.2	18.0	18.0	0.4	0.4	0.8	3.0	4.6	0.1	2.0	26.5	26.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.9	41.7	41.7	41.5	41.5	42.3	47.7	43.8	5.6	44.9	66.3	66.3
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:	19.9	41.7	41.7	41.5	41.5	42.3	47.7	43.8	5.6	44.9	66.3	66.3
LOS by Move:	B-	D	D	D	D	D	D	D	A	D	E	E
HCM2kAvgQ:	17	35	35	1	1	2	2	7	2	2	14	14

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #12: E. Campbell Ave/Union Ave

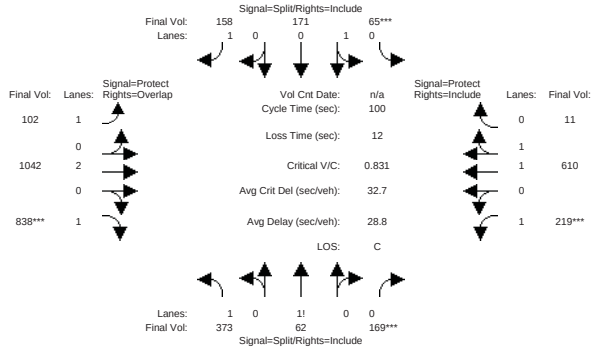


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	7	10	10	10	7	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	373	48	169	58	144	130	80	1042	838	219	610	5				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	373	48	169	58	144	130	80	1042	838	219	610	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	373	48	169	58	144	130	80	1042	838	219	610	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	373	48	169	58	144	130	80	1042	838	219	610	5				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	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:	373	48	169	58	144	130	80	1042	838	219	610	5				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.47	0.11	0.42	0.30	0.70	1.00	1.00	2.00	1.00	1.00	1.98	0.02				
Final Sat.:	2567	210	740	532	1322	1750	1750	3800	1750	1750	3766	31				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.23	0.23	0.11	0.11	0.07	0.05	0.27	0.48	0.13	0.16	0.16				
Crit Moves:			****		****				****	****						
Green Time:	28.2	28.2	28.2	13.4	13.4	13.4	17.1	41.2	69.4	15.4	39.5	39.5				
Volume/Cap:	0.52	0.81	0.81	0.81	0.81	0.55	0.27	0.67	0.69	0.81	0.41	0.41				
Uniform Del:	30.2	33.4	33.4	42.0	42.0	40.5	36.0	23.8	9.0	40.9	21.8	21.8				
IncremntDel:	0.4	6.8	6.8	17.8	17.8	2.8	0.5	1.1	1.7	16.6	0.2	0.2				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	30.6	40.2	40.2	59.8	59.8	43.3	36.5	25.0	10.7	57.4	22.0	22.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	30.6	40.2	40.2	59.8	59.8	43.3	36.5	25.0	10.7	57.4	22.0	22.0				
LOS by Move:	C	D	D	E+	E+	D	D+	C	B+	E+	C+	C+				
HCM2kAvgQ:	7	15	15	8	8	5	2	12	16	8	7	7				

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #12: E. Campbell Ave/Union Ave

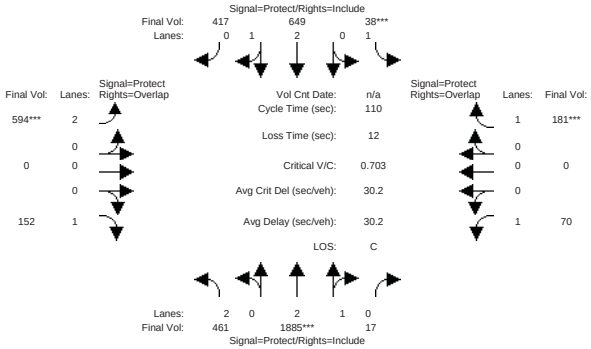


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10	10	10	10	10	10	7	10	10	10	7	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	373	62	169	65	171	158	102	1042	838	219	610	11				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	373	62	169	65	171	158	102	1042	838	219	610	11				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	373	62	169	65	171	158	102	1042	838	219	610	11				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	373	62	169	65	171	158	102	1042	838	219	610	11				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	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:	373	62	169	65	171	158	102	1042	838	219	610	11				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.45	0.14	0.41	0.29	0.71	1.00	1.00	2.00	1.00	1.00	1.96	0.04				
Final Sat.:	2541	263	717	511	1345	1750	1750	3800	1750	1750	3727	67				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.24	0.24	0.13	0.13	0.09	0.06	0.27	0.48	0.13	0.16	0.16				
Crit Moves:			****	****					****	****						
Green Time:	28.4	28.4	28.4	15.3	15.3	15.3	16.5	40.0	68.3	15.1	38.5	38.5				
Volume/Cap:	0.52	0.83	0.83	0.83	0.83	0.59	0.35	0.69	0.70	0.83	0.42	0.42				
Uniform Del:	30.1	33.6	33.6	41.1	41.1	39.4	37.0	24.8	9.6	41.2	22.6	22.6				
IncremntDel:	0.4	8.0	8.0	18.3	18.3	3.5	0.7	1.3	1.9	19.5	0.2	0.2				
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Delay/Veh:	30.5	41.6	41.6	59.4	59.4	42.9	37.8	26.2	11.5	60.7	22.8	22.8				
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:	30.5	41.6	41.6	59.4	59.4	42.9	37.8	26.2	11.5	60.7	22.8	22.8				
LOS by Move:	C	D	D	E+	E+	D	D+	C	B+	E	C+	C+				
HCM2kAvgQ:	8	15	15	10	10	6	3	13	17	8	7	7				

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #13: Bascom/Campbell

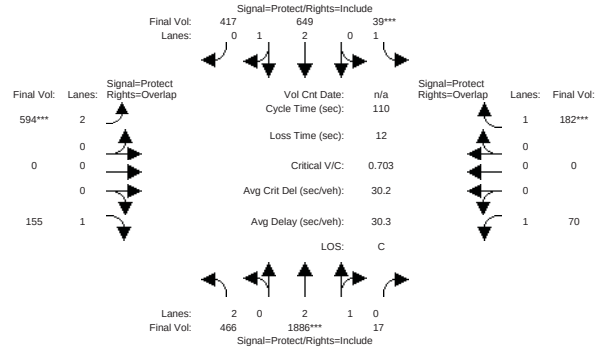


Street Name:	Bascom									Campbell						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		10	0	10		10	0	10		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	461	1885	17		38	649	417		594	0	152		70	0	181	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	461	1885	17		38	649	417		594	0	152		70	0	181	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	461	1885	17		38	649	417		594	0	152		70	0	181	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	461	1885	17		38	649	417		594	0	152		70	0	181	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	461	1885	17		38	649	417		594	0	152		70	0	181	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	2.97	0.03		1.00	2.00	1.00		2.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	3150	5645	51		1750	3800	1750		3150	0	1750		1750	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.33	0.33		0.02	0.17	0.24		0.19	0.00	0.09		0.04	0.00	0.10	
Crit Moves:		****			****				****						****	
Green Time:	24.7	54.9	54.9		10.0	40.2	40.2		31.0	0.0	55.7		33.1	0.0	12.1	
Volume/Cap:	0.65	0.67	0.67		0.24	0.47	0.65		0.67	0.00	0.17		0.13	0.00	0.94	
Uniform Del:	38.7	20.7	20.7		46.5	26.7	29.1		34.9	0.0	14.7		28.0	0.0	48.6	
IncremntDel:	2.2	0.6	0.6		0.8	0.2	0.9		2.0	0.0	0.1		0.1	0.0	48.8	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Delay/Veh:	40.9	21.3	21.3		47.2	26.8	30.0		36.9	0.0	14.8		28.1	0.0	97.4	
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:	40.9	21.3	21.3		47.2	26.8	30.0		36.9	0.0	14.8		28.1	0.0	97.4	
LOS by Move:	D	C+	C+		D	C	C		D+	A	B		C	A	F	
HCM2kAvgQ:	9	16	16		1	8	13		10	0	3		2	0	10	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #13: Bascom/Campbell

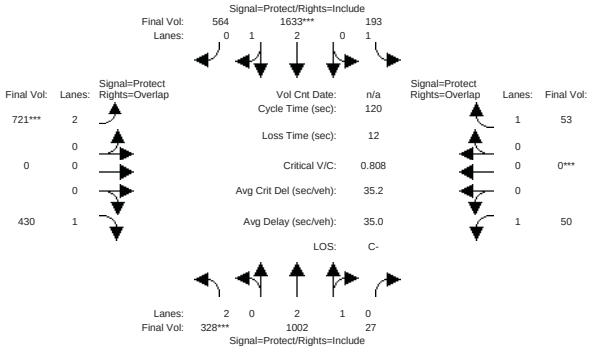


Street Name:	Bascom									Campbell						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		10	0	10		10	0	10		10	0	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	466	1886	17		39	649	417		594	0	155		70	0	182	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	466	1886	17		39	649	417		594	0	155		70	0	182	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	466	1886	17		39	649	417		594	0	155		70	0	182	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	466	1886	17		39	649	417		594	0	155		70	0	182	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	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:	466	1886	17		39	649	417		594	0	155		70	0	182	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	2.97	0.03		1.00	2.00	1.00		2.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	3150	5645	51		1750	3800	1750		3150	0	1750		1750	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.33	0.33		0.02	0.17	0.24		0.19	0.00	0.09		0.04	0.00	0.10	
Crit Moves:		****			****				****						****	
Green Time:	24.9	54.9	54.9		10.0	40.0	40.0		31.0	0.0	55.8		33.1	0.0	12.2	
Volume/Cap:	0.65	0.67	0.67		0.25	0.47	0.65		0.67	0.00	0.17		0.13	0.00	0.94	
Uniform Del:	38.7	20.7	20.7		46.5	26.8	29.2		35.0	0.0	14.6		28.0	0.0	48.6	
IncremntDel:	2.2	0.6	0.6		0.8	0.2	1.0		2.0	0.0	0.1		0.1	0.0	48.1	
InitQueuDel:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Delay/Veh:	40.9	21.4	21.4		47.3	27.0	30.2		37.0	0.0	14.7		28.1	0.0	96.7	
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:	40.9	21.4	21.4		47.3	27.0	30.2		37.0	0.0	14.7		28.1	0.0	96.7	
LOS by Move:	D	C+	C+		D	C	C		D+	A	B		C	A	F	
HCM2kAvgQ:	9	16	16		1	8	13		10	0	3		2	0	10	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #13: Bascom/Campbell

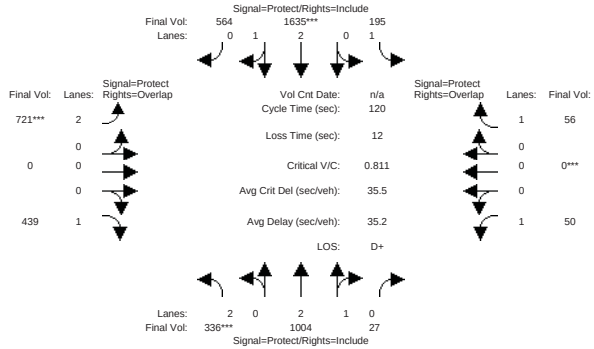


Street Name:	Bascom									Campbell						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	10		0	10	10		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	328	1002		27	193	1633		564	721		0	430	50		0	53
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	328	1002		27	193	1633		564	721		0	430	50		0	53
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	328	1002		27	193	1633		564	721		0	430	50		0	53
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	328	1002		27	193	1633		564	721		0	430	50		0	53
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	328	1002		27	193	1633		564	721		0	430	50		0	53
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92
Lanes:	2.00	2.91	0.09	1.00	2.18	0.82		2.00	0.00	1.00		1.00	0.00	1.00		1.00
Final Sat.:	3150	5538	149	1750	4146	1432		3150	0	1750		1750	0	1750		1750
Capacity Analysis Module:																
Vol/Sat:	0.10	0.18	0.18	0.11	0.39	0.39		0.23	0.00	0.25		0.03	0.00	0.03		
Crit Moves:	****				****			****					****			
Green Time:	15.5	46.0	46.0	28.0	58.5	58.5		34.0	0.0	36.9		12.6	0.0	40.6		
Volume/Cap:	0.81	0.47	0.47	0.47	0.81	0.81		0.81	0.00	0.80		0.27	0.00	0.09		
Uniform Del:	50.8	27.9	27.9	39.6	26.0	26.0		40.0	0.0	38.2		49.5	0.0	27.1		
IncremntDel:	11.4	0.2	0.2	0.9	1.9	1.9		5.5	0.0	8.3		0.8	0.0	0.1		
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00		
Delay/Veh:	62.2	28.0	28.0	40.5	27.9	27.9		45.5	0.0	46.5		50.3	0.0	27.1		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	62.2	28.0	28.0	40.5	27.9	27.9		45.5	0.0	46.5		50.3	0.0	27.1		
LOS by Move:	E	C	C	D	C	C		D	A	D		D	A	C		
HCM2kAvgQ:	8	9	9	6	23	23		15	0	16		2	0	1		

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #13: Bascom/Campbell

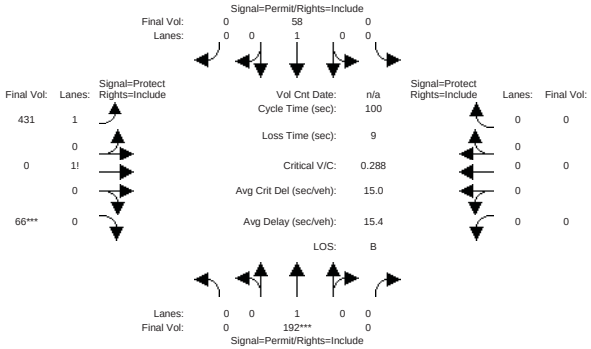


Street Name:	Bascom									Campbell						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	10		0	10	10		0	10	10		0	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	336	1004		27	195	1635		564	721		0	439	50		0	56
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	336	1004		27	195	1635		564	721		0	439	50		0	56
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	336	1004		27	195	1635		564	721		0	439	50		0	56
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	336	1004		27	195	1635		564	721		0	439	50		0	56
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	336	1004		27	195	1635		564	721		0	439	50		0	56
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92		0.92
Lanes:	2.00	2.91	0.09	1.00	2.18	0.82		2.00	0.00	1.00		1.00	0.00	1.00		1.00
Final Sat.:	3150	5538	149	1750	4147	1430		3150	0	1750		1750	0	1750		1750
Capacity Analysis Module:																
Vol/Sat:	0.11	0.18	0.18	0.11	0.39	0.39		0.23	0.00	0.25		0.03	0.00	0.03		
Crit Moves:	****				****			****					****			
Green Time:	15.8	45.9	45.9	28.2	58.3	58.3		33.9	0.0	37.2		12.4	0.0	40.6		
Volume/Cap:	0.81	0.47	0.47	0.47	0.81	0.81		0.81	0.00	0.81		0.28	0.00	0.09		
Uniform Del:	50.7	27.9	27.9	39.5	26.1	26.1		40.1	0.0	38.1		49.7	0.0	27.1		
IncremntDel:	11.5	0.2	0.2	0.9	1.9	1.9		5.7	0.0	8.8		0.8	0.0	0.1		
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00		
Delay/Veh:	62.1	28.1	28.1	40.4	28.1	28.1		45.8	0.0	46.9		50.5	0.0	27.2		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	62.1	28.1	28.1	40.4	28.1	28.1		45.8	0.0	46.9		50.5	0.0	27.2		
LOS by Move:	E	C	C	D	C	C		D	A	D		D	A	C		
HCM2kAvgQ:	8	9	9	6	23	23		15	0	16		2	0	1		

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #14: Railway/Orchard Dr



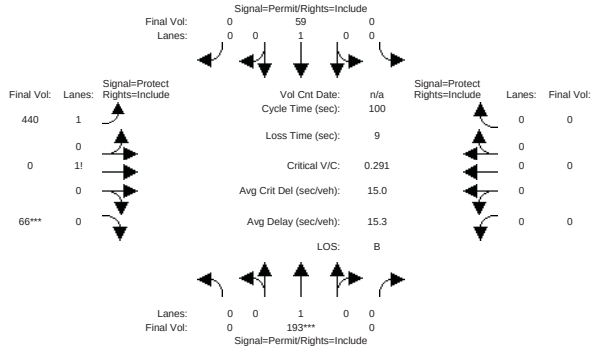
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		10	10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	192	0		0	58	0		431	0	66		0	0	0	
Growth 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	192	0		0	58	0		431	0	66		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	192	0		0	58	0		431	0	66		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	192	0		0	58	0		431	0	66		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	192	0		0	58	0		431	0	66		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		1.77	0.00	0.23		0.00	0.00	0.00	
Final Sat.:	0	1900	0		0	1900	0		3090	0	410		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00		0.00	0.03	0.00		0.14	0.00	0.16		0.00	0.00	0.00	
Crit Moves:		****									****					
Green Time:	0.0	35.1	0.0		0.0	35.1	0.0		55.9	0.0	55.9		0.0	0.0	0.0	
Volume/Cap:	0.00	0.29	0.00		0.00	0.09	0.00		0.25	0.00	0.29		0.00	0.00	0.00	
Uniform Del:	0.0	23.4	0.0		0.0	21.7	0.0		11.3	0.0	11.6		0.0	0.0	0.0	
IncremntDel:	0.0	0.2	0.0		0.0	0.1	0.0		0.1	0.0	0.1		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	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	23.7	0.0		0.0	21.8	0.0		11.4	0.0	11.7		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	23.7	0.0		0.0	21.8	0.0		11.4	0.0	11.7		0.0	0.0	0.0	
LOS by Move:	A	C	A		A	C+	A		B+	A	B+		A	A	A	
HCM2kAvgQ:	0	4	0		0	1	0		4	0	5		0	0	0	

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #14: Railway/Orchard Dr



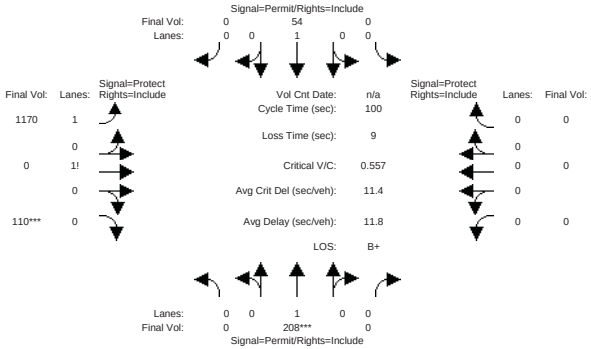
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		10	0	0		10	0	10		10	10	0		0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	193	0		0	59	0		440	0	66		0	0	0	
Growth 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	193	0		0	59	0		440	0	66		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	193	0		0	59	0		440	0	66		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	193	0		0	59	0		440	0	66		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	193	0		0	59	0		440	0	66		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		1.77	0.00	0.23		0.00	0.00	0.00	
Final Sat.:	0	1900	0		0	1900	0		3096	0	404		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.10	0.00		0.00	0.03	0.00		0.14	0.00	0.16		0.00	0.00	0.00	
Crit Moves:		****									****					
Green Time:	0.0	34.9	0.0		0.0	34.9	0.0		56.1	0.0	56.1		0.0	0.0	0.0	
Volume/Cap:	0.00	0.29	0.00		0.00	0.09	0.00		0.25	0.00	0.29		0.00	0.00	0.00	
Uniform Del:	0.0	23.6	0.0		0.0	21.9	0.0		11.2	0.0	11.5		0.0	0.0	0.0	
IncremntDel:	0.0	0.2	0.0		0.0	0.1	0.0		0.1	0.0	0.1		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	1.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	0.0	23.8	0.0		0.0	21.9	0.0		11.3	0.0	11.6		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	23.8	0.0		0.0	21.9	0.0		11.3	0.0	11.6		0.0	0.0	0.0	
LOS by Move:	A	C	A		A	C+	A		B+	A	B+		A	A	A	
HCM2kAvgQ:	0	4	0		0	1	0		4	0	5		0	0	0	

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #14: Railway/Orchard Dr



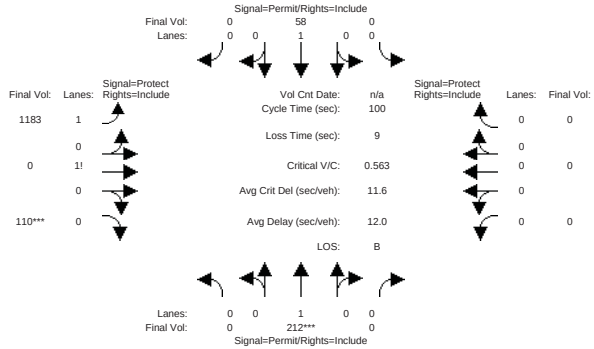
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	0	10	0	0	0	10	0	0	10	10	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	208	0	0	54	0	1170	0	110	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	208	0	0	54	0	1170	0	110	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	208	0	0	54	0	1170	0	110	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	208	0	0	54	0	1170	0	110	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	208	0	0	54	0	1170	0	110	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.84	0.00	0.16	0.00	0.00	0.00				
Final Sat.:	0	1900	0	0	1900	0	3223	0	277	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.00	0.00	0.03	0.00	0.36	0.00	0.40	0.00	0.00	0.00				
Crit Moves:		****							****							
Green Time:	0.0	19.7	0.0	0.0	19.7	0.0	71.3	0.0	71.3	0.0	0.0	0.0				
Volume/Cap:	0.00	0.56	0.00	0.00	0.14	0.00	0.51	0.00	0.56	0.00	0.00	0.00				
Uniform Del:	0.0	36.2	0.0	0.0	33.2	0.0	6.4	0.0	6.8	0.0	0.0	0.0				
IncremntDel:	0.0	1.9	0.0	0.0	0.2	0.0	0.2	0.0	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	38.1	0.0	0.0	33.4	0.0	6.6	0.0	7.1	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	38.1	0.0	0.0	33.4	0.0	6.6	0.0	7.1	0.0	0.0	0.0				
LOS by Move:	A	D+	A	A	C-	A	A	A	A	A	A	A				
HCM2kAvgQ:	0	6	0	0	1	0	10	0	11	0	0	0				

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #14: Railway/Orchard Dr



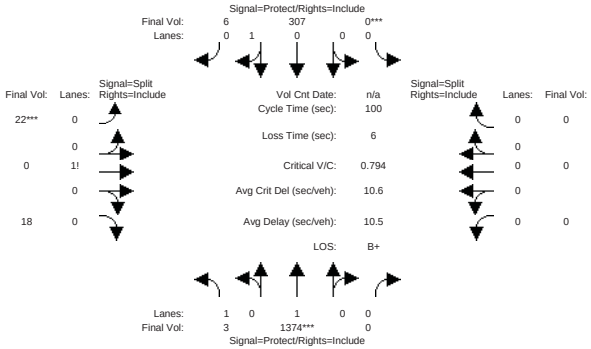
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	0	10	0	0	0	10	0	0	10	10	10	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	0	212	0	0	58	0	1183	0	110	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	212	0	0	58	0	1183	0	110	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	212	0	0	58	0	1183	0	110	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	212	0	0	58	0	1183	0	110	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	212	0	0	58	0	1183	0	110	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	1.84	0.00	0.16	0.00	0.00	0.00				
Final Sat.:	0	1900	0	0	1900	0	3226	0	274	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.00	0.00	0.03	0.00	0.37	0.00	0.40	0.00	0.00	0.00				
Crit Moves:		****							****							
Green Time:	0.0	19.8	0.0	0.0	19.8	0.0	71.2	0.0	71.2	0.0	0.0	0.0				
Volume/Cap:	0.00	0.56	0.00	0.00	0.15	0.00	0.52	0.00	0.56	0.00	0.00	0.00				
Uniform Del:	0.0	36.2	0.0	0.0	33.2	0.0	6.6	0.0	6.9	0.0	0.0	0.0				
IncremntDel:	0.0	2.0	0.0	0.0	0.2	0.0	0.2	0.0	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	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00				
Delay/Veh:	0.0	38.1	0.0	0.0	33.4	0.0	6.7	0.0	7.3	0.0	0.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	38.1	0.0	0.0	33.4	0.0	6.7	0.0	7.3	0.0	0.0	0.0				
LOS by Move:	A	D+	A	A	C-	A	A	A	A	A	A	A				
HCM2kAvgQ:	0	7	0	0	2	0	10	0	11	0	0	0				

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

Copyright (c) 2008 Dowling Associates, Inc. Licensed to HIGGINS ASSOC., GILROY

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #15: Union Ave/Duncanville Ct

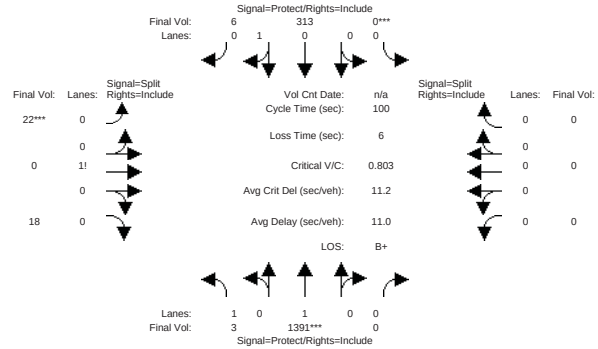


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	3	1374		0	0	307		6	22		0	18	0		0	0
Growth 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:	3	1374		0	0	307		6	22		0	18	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:	3	1374		0	0	307		6	22		0	18	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	3	1374		0	0	307		6	22		0	18	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:	3	1374		0	0	307		6	22		0	18	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92
Lanes:	1.00	1.00	0.00	0.00	0.98	0.02		0.55	0.00	0.45		0.00	0.00	0.00		0.00
Final Sat.:	1750	1900		0	0	1861		36	963		0	788	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.72	0.00	0.00	0.17	0.17		0.02	0.00	0.02		0.00	0.00	0.00		0.00
Crit Moves:		****			****				****							
Green Time:	25.0	84.0		0.0	0.0	59.0		59.0	10.0		0.0	10.0	0.0		0.0	0.0
Volume/Cap:	0.01	0.86	0.00	0.00	0.28	0.28		0.28	0.23	0.00		0.23	0.00	0.00		0.00
Uniform Del:	28.2	4.6		0.0	0.0	10.1		10.1	41.4		0.0	41.4	0.0		0.0	0.0
IncremntDel:	0.0	5.0		0.0	0.0	0.1		0.1	0.7		0.0	0.7	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:	1.00	1.00	0.00	0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00		0.00
Delay/Veh:	28.2	9.6		0.0	0.0	10.2		10.2	42.1		0.0	42.1	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:	28.2	9.6		0.0	0.0	10.2		10.2	42.1		0.0	42.1	0.0		0.0	0.0
LOS by Move:	C	A		A	A	B+		B+	D		A	D	A		A	A
HCM2kAvgQ:	0	27		0	0	5		5	1		0	1	0		0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #15: Union Ave/Duncanville Ct

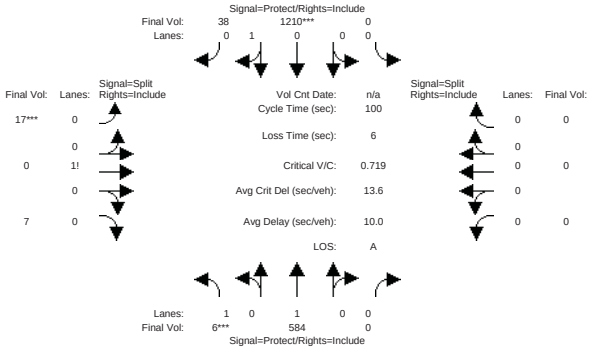


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	10		10	10	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	3	1391		0	0	313		6	22		0	18	0		0	0
Growth 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:	3	1391		0	0	313		6	22		0	18	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:	3	1391		0	0	313		6	22		0	18	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	3	1391		0	0	313		6	22		0	18	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:	3	1391		0	0	313		6	22		0	18	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92
Lanes:	1.00	1.00	0.00	0.00	0.98	0.02		0.55	0.00	0.45		0.00	0.00	0.00		0.00
Final Sat.:	1750	1900		0	0	1861		36	963		0	788	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.73	0.00	0.00	0.17	0.17		0.02	0.00	0.02		0.00	0.00	0.00		0.00
Crit Moves:		****			****				****							
Green Time:	24.7	84.0		0.0	0.0	59.3		59.3	10.0		0.0	10.0	0.0		0.0	0.0
Volume/Cap:	0.01	0.87	0.00	0.00	0.28	0.28		0.28	0.23	0.00		0.23	0.00	0.00		0.00
Uniform Del:	28.4	4.8		0.0	0.0	10.0		10.0	41.4		0.0	41.4	0.0		0.0	0.0
IncremntDel:	0.0	5.5		0.0	0.0	0.1		0.1	0.7		0.0	0.7	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:	1.00	1.00	0.00	0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00		0.00
Delay/Veh:	28.4	10.3		0.0	0.0	10.1		10.1	42.1		0.0	42.1	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:	28.4	10.3		0.0	0.0	10.1		10.1	42.1		0.0	42.1	0.0		0.0	0.0
LOS by Move:	C	B+		A	A	B+		B+	D		A	D	A		A	A
HCM2kAvgQ:	0	29		0	0	5		5	1		0	1	0		0	0

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #15: Union Ave/Duncanville Ct

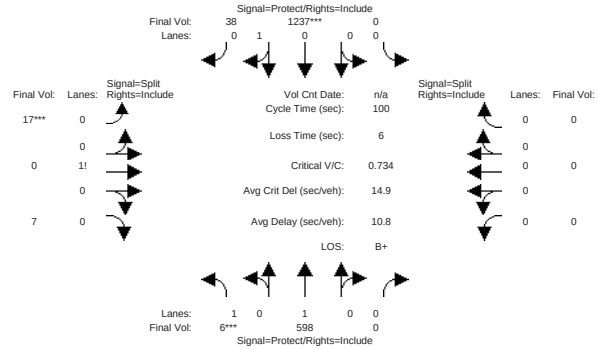


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	6	584	0		0	1210	38		17	0	7		0	0	0	
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:	6	584	0		0	1210	38		17	0	7		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:	6	584	0		0	1210	38		17	0	7		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	584	0		0	1210	38		17	0	7		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:	6	584	0		0	1210	38		17	0	7		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.97	0.03		0.71	0.00	0.29		0.00	0.00	0.00	
Final Sat.:	1750	1900	0		0	1837	58		1240	0	510		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.00		0.00	0.66	0.66		0.01	0.00	0.01		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	7.0	84.0	0.0		0.0	77.0	77.0		10.0	0.0	10.0		0.0	0.0	0.0	
Volume/Cap:	0.05	0.37	0.00		0.00	0.86	0.86		0.14	0.00	0.14		0.00	0.00	0.00	
Uniform Del:	43.4	1.8	0.0		0.0	7.7	7.7		41.1	0.0	41.1		0.0	0.0	0.0	
IncremntDel:	0.2	0.1	0.0		0.0	5.2	5.2		0.4	0.0	0.4		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	43.6	2.0	0.0		0.0	12.9	12.9		41.4	0.0	41.4		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:	43.6	2.0	0.0		0.0	12.9	12.9		41.4	0.0	41.4		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	0	4	0		0	28	28		1	0	1		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #15: Union Ave/Duncanville Ct

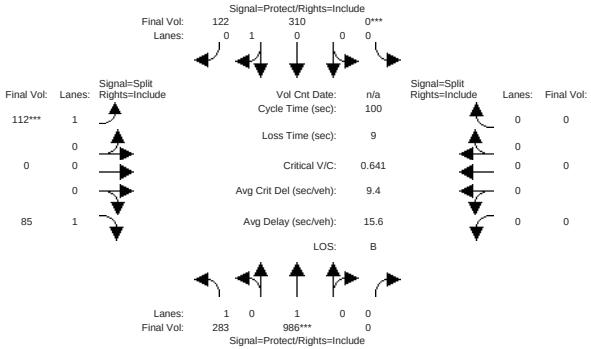


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	6	598	0		0	1237	38		17	0	7		0	0	0	
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:	6	598	0		0	1237	38		17	0	7		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:	6	598	0		0	1237	38		17	0	7		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	598	0		0	1237	38		17	0	7		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:	6	598	0		0	1237	38		17	0	7		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.97	0.03		0.71	0.00	0.29		0.00	0.00	0.00	
Final Sat.:	1750	1900	0		0	1839	56		1240	0	510		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.00		0.00	0.67	0.67		0.01	0.00	0.01		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	7.0	84.0	0.0		0.0	77.0	77.0		10.0	0.0	10.0		0.0	0.0	0.0	
Volume/Cap:	0.05	0.37	0.00		0.00	0.87	0.87		0.14	0.00	0.14		0.00	0.00	0.00	
Uniform Del:	43.4	1.9	0.0		0.0	8.1	8.1		41.1	0.0	41.1		0.0	0.0	0.0	
IncremntDel:	0.2	0.1	0.0		0.0	6.1	6.1		0.4	0.0	0.4		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	43.6	2.0	0.0		0.0	14.2	14.2		41.4	0.0	41.4		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:	43.6	2.0	0.0		0.0	14.2	14.2		41.4	0.0	41.4		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	B	B		D	A	D		A	A	A	
HCM2kAvgQ:	0	4	0		0	31	31		1	0	1		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #16: Union Ave/McGlincy Ave

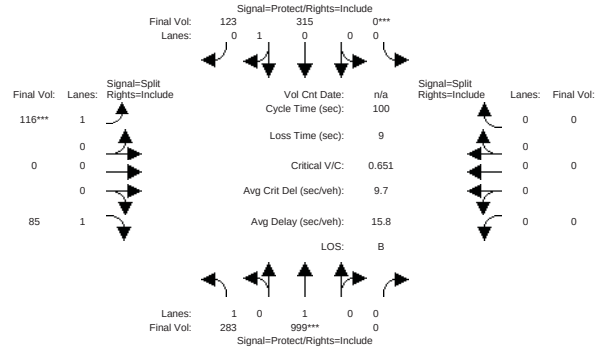


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	0		0	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	283	986	0		0	310	122		112	0	85		0	0	0	
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:	283	986	0		0	310	122		112	0	85		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:	283	986	0		0	310	122		112	0	85		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	283	986	0		0	310	122		112	0	85		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:	283	986	0		0	310	122		112	0	85		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.70	0.30		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1750	1900	0		0	1331	524		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.52	0.00		0.00	0.23	0.23		0.06	0.00	0.05		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	33.2	81.0	0.0		0.0	47.8	47.8		10.0	0.0	10.0		0.0	0.0	0.0	
Volume/Cap:	0.49	0.64	0.00		0.00	0.49	0.49		0.64	0.00	0.49		0.00	0.00	0.00	
Uniform Del:	26.6	3.8	0.0		0.0	17.8	17.8		43.3	0.0	42.6		0.0	0.0	0.0	
IncremntDel:	0.6	0.9	0.0		0.0	0.4	0.4		7.7	0.0	2.1		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	27.3	4.7	0.0		0.0	18.2	18.2		51.0	0.0	44.7		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:	27.3	4.7	0.0		0.0	18.2	18.2		51.0	0.0	44.7		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	B-	B-		D-	A	D		A	A	A	
HCM2kAvgQ:	8	13	0		0	9	9		5	0	3		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #16: Union Ave/McGlincy Ave

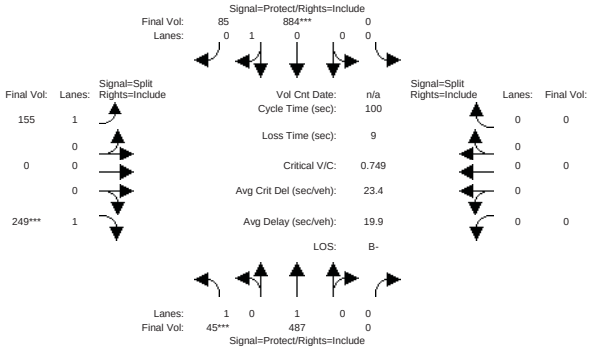


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Min. Green:	7	10	0		0	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	283	999	0		0	315	123		116	0	85		0	0	0	
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:	283	999	0		0	315	123		116	0	85		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:	283	999	0		0	315	123		116	0	85		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	283	999	0		0	315	123		116	0	85		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:	283	999	0		0	315	123		116	0	85		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.70	0.30		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1750	1900	0		0	1334	521		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.53	0.00		0.00	0.24	0.24		0.07	0.00	0.05		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	32.9	80.8	0.0		0.0	48.0	48.0		10.2	0.0	10.2		0.0	0.0	0.0	
Volume/Cap:	0.49	0.65	0.00		0.00	0.49	0.49		0.65	0.00	0.48		0.00	0.00	0.00	
Uniform Del:	26.9	3.9	0.0		0.0	17.7	17.7		43.2	0.0	42.4		0.0	0.0	0.0	
IncremntDel:	0.7	1.0	0.0		0.0	0.4	0.4		8.2	0.0	2.0		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	27.6	4.9	0.0		0.0	18.2	18.2		51.4	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:	27.6	4.9	0.0		0.0	18.2	18.2		51.4	0.0	44.4		0.0	0.0	0.0	
LOS by Move:	C	A	A		A	B-	B-		D-	A	D		A	A	A	
HCM2kAvgQ:	8	13	0		0	9	9		5	0	3		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #16: Union Ave/McGlincy Ave

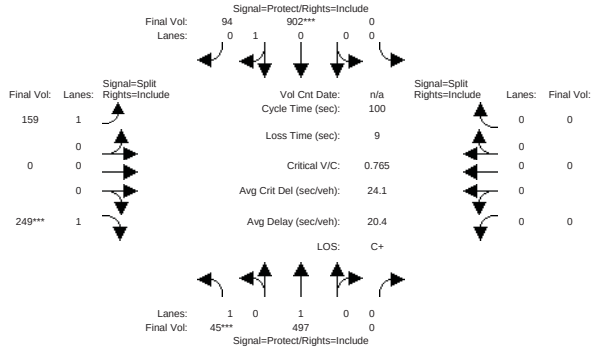


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	45	487	0		0	884	85		155	0	249		0	0	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:	45	487	0		0	884	85		155	0	249		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:	45	487	0		0	884	85		155	0	249		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	45	487	0		0	884	85		155	0	249		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:	45	487	0		0	884	85		155	0	249		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.91	0.09		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1750	1900	0		0	1720	165		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26	0.00		0.00	0.51	0.51		0.09	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	7.0	72.8	0.0		0.0	65.8	65.8		18.2	0.0	18.2		0.0	0.0	0.0	
Volume/Cap:	0.37	0.35	0.00		0.00	0.78	0.78		0.49	0.00	0.78		0.00	0.00	0.00	
Uniform Del:	44.4	5.0	0.0		0.0	12.0	12.0		36.7	0.0	39.0		0.0	0.0	0.0	
IncremntDel:	1.9	0.2	0.0		0.0	3.3	3.3		1.2	0.0	11.8		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	46.3	5.1	0.0		0.0	15.3	15.3		37.9	0.0	50.8		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:	46.3	5.1	0.0		0.0	15.3	15.3		37.9	0.0	50.8		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	B	B		D+	A	D		A	A	A	
HCM2kAvgQ:	2	5	0		0	22	22		5	0	10		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #16: Union Ave/McGlincy Ave

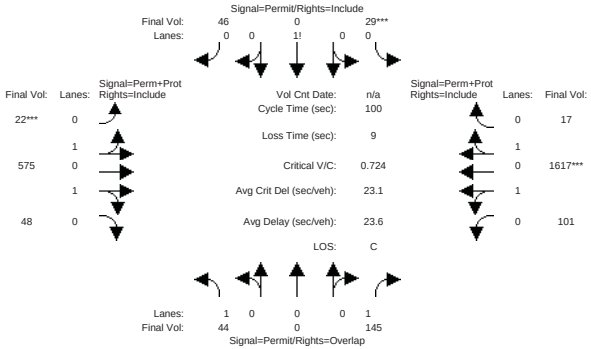


Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	45	497	0		0	902	94		159	0	249		0	0	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:	45	497	0		0	902	94		159	0	249		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:	45	497	0		0	902	94		159	0	249		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	45	497	0		0	902	94		159	0	249		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:	45	497	0		0	902	94		159	0	249		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	1.00	1.00	0.00		0.00	0.90	0.10		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1750	1900	0		0	1707	178		1750	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.26	0.00		0.00	0.53	0.53		0.09	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	7.0	73.2	0.0		0.0	66.2	66.2		17.8	0.0	17.8		0.0	0.0	0.0	
Volume/Cap:	0.37	0.36	0.00		0.00	0.80	0.80		0.51	0.00	0.80		0.00	0.00	0.00	
Uniform Del:	44.4	4.9	0.0		0.0	12.1	12.1		37.1	0.0	39.4		0.0	0.0	0.0	
IncremntDel:	1.9	0.2	0.0		0.0	3.7	3.7		1.4	0.0	13.5		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:	1.00	1.00	0.00		0.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	46.3	5.0	0.0		0.0	15.9	15.9		38.6	0.0	52.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	46.3	5.0	0.0		0.0	15.9	15.9		38.6	0.0	52.9		0.0	0.0	0.0	
LOS by Move:	D	A	A		A	B	B		D+	A	D-		A	A	A	
HCM2kAvgQ:	2	6	0		0	24	24		5	0	10		0	0	0	

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj AM

Intersection #1011: Gilman-Page/Campbell

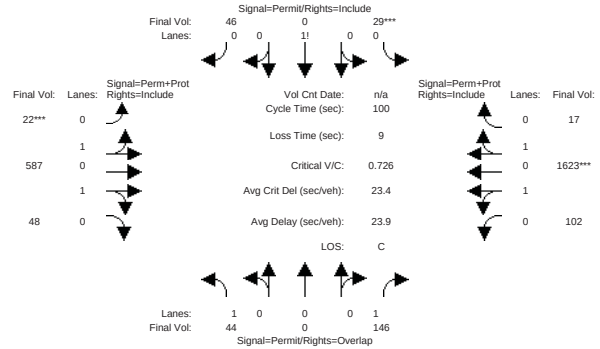


Street Name:	Gilman-Page									Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	0	145	29	0	46	22	575	48	101	1617	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	145	29	0	46	22	575	48	101	1617	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	145	29	0	46	22	575	48	101	1617	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	145	29	0	46	22	575	48	101	1617	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	44	0	145	29	0	46	22	575	48	101	1617	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.39	0.00	0.61	0.07	1.77	0.16	0.13	1.85	0.02
Final Sat.:	1750	0	1750	677	0	1073	128	3356	280	220	3521	37
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.04	0.00	0.04	0.00	0.17	0.17	0.00	0.46	0.46
Crit Moves:				****			****				****	
Green Time:	10.0	0.0	69.0	10.0	0.0	10.0	25.0	22.0	22.0	62.0	59.0	59.0
Volume/Cap:	0.25	0.00	0.12	0.43	0.00	0.43	0.69	0.78	0.78	0.74	0.78	0.78
Uniform Del:	41.5	0.0	5.2	42.3	0.0	42.3	33.9	36.7	36.7	13.4	15.5	15.5
IncremntDel:	0.8	0.0	0.0	1.7	0.0	1.7	2.1	4.7	4.7	1.3	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.3	0.0	5.3	44.0	0.0	44.0	36.0	41.4	41.4	14.7	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	0.0	5.3	44.0	0.0	44.0	36.0	41.4	41.4	14.7	17.4	17.4
LOS by Move:	D	A	A	D	A	D	D+	D	D	B	B	B
HCM2kAvgQ:	2	0	2	3	0	3	10	11	11	20	22	22

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj AM

Intersection #1011: Gilman-Page/Campbell

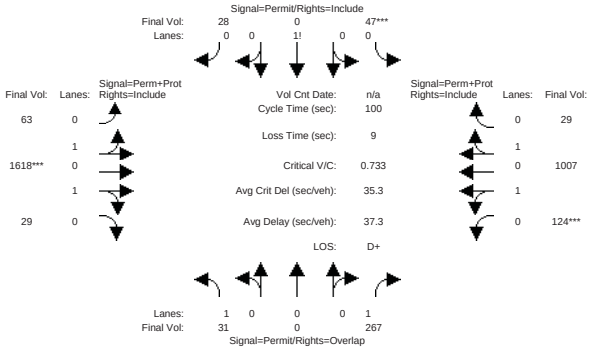


Street Name:	Gilman-Page									Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	0	146	29	0	46	22	587	48	102	1623	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	146	29	0	46	22	587	48	102	1623	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	146	29	0	46	22	587	48	102	1623	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	146	29	0	46	22	587	48	102	1623	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	44	0	146	29	0	46	22	587	48	102	1623	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.39	0.00	0.61	0.07	1.77	0.16	0.13	1.85	0.02
Final Sat.:	1750	0	1750	677	0	1073	126	3364	275	221	3520	37
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.04	0.00	0.04	0.00	0.17	0.17	0.00	0.46	0.46
Crit Moves:				****			****				****	
Green Time:	10.0	0.0	68.8	10.0	0.0	10.0	25.2	22.2	22.2	61.8	58.8	58.8
Volume/Cap:	0.25	0.00	0.12	0.43	0.00	0.43	0.69	0.78	0.78	0.75	0.78	0.78
Uniform Del:	41.5	0.0	5.3	42.3	0.0	42.3	33.9	36.6	36.6	13.6	15.8	15.8
IncremntDel:	0.8	0.0	0.0	1.7	0.0	1.7	2.2	4.9	4.9	1.4	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.3	0.0	5.4	44.0	0.0	44.0	36.1	41.5	41.5	14.9	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	0.0	5.4	44.0	0.0	44.0	36.1	41.5	41.5	14.9	17.7	17.7
LOS by Move:	D	A	A	D	A	D	D+	D	D	B	B	B
HCM2kAvgQ:	2	0	2	3	0	3	10	12	12	20	22	22

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative Wo Proj PM

Intersection #1011: Gilman-Page/Campbell

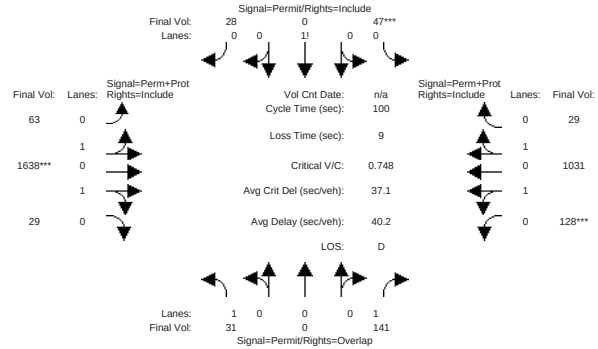


Street Name:	Gilman-Page									Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	0	267	47	0	28	63	1618	29	124	1007	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	267	47	0	28	63	1618	29	124	1007	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	267	47	0	28	63	1618	29	124	1007	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	267	47	0	28	63	1618	29	124	1007	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	0	267	47	0	28	63	1618	29	124	1007	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.63	0.00	0.37	0.08	1.88	0.04	0.23	1.72	0.05
Final Sat.:	1750	0	1750	1097	0	653	139	3579	64	402	3262	94
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.15	0.04	0.00	0.04	0.00	0.45	0.45	0.00	0.31	0.31
Crit Moves:				****				****		****		
Green Time:	10.0	0.0	42.9	10.0	0.0	10.0	51.1	48.1	48.1	35.9	32.9	32.9
Volume/Cap:	0.18	0.00	0.36	0.43	0.00	0.43	0.88	0.94	0.94	0.86	0.94	0.94
Uniform Del:	41.2	0.0	19.3	42.3	0.0	42.3	21.8	24.6	24.6	29.7	32.6	32.6
IncremntDel:	0.5	0.0	0.3	1.7	0.0	1.7	5.3	10.1	10.1	5.9	13.6	13.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.7	0.0	19.5	44.0	0.0	44.0	27.0	34.6	34.6	35.6	46.2	46.2
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:	41.7	0.0	19.5	44.0	0.0	44.0	27.0	34.6	34.6	35.6	46.2	46.2
LOS by Move:	D	A	B-	D	A	D	C	C-	C-	D+	D	D
HCM2kAvgQ:	1	0	6	3	0	3	27	30	30	20	22	22

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Cumulative W Proj PM

Intersection #1011: Gilman-Page/Campbell



Street Name:	Gilman-Page									Campbell					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	0	141	47	0	28	63	1638	29	128	1031	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	141	47	0	28	63	1638	29	128	1031	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	141	47	0	28	63	1638	29	128	1031	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	141	47	0	28	63	1638	29	128	1031	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	0	141	47	0	28	63	1638	29	128	1031	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.63	0.00	0.37	0.08	1.88	0.04	0.23	1.72	0.05
Final Sat.:	1750	0	1750	1097	0	653	138	3582	63	405	3261	92
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.04	0.00	0.04	0.00	0.46	0.46	0.00	0.32	0.32
Crit Moves:				****				****		****		
Green Time:	10.0	0.0	43.1	10.0	0.0	10.0	50.9	47.9	47.9	36.1	33.1	33.1
Volume/Cap:	0.18	0.00	0.19	0.43	0.00	0.43	0.90	0.95	0.95	0.88	0.95	0.95
Uniform Del:	41.2	0.0	17.6	42.3	0.0	42.3	22.2	25.0	25.0	29.8	32.7	32.7
IncremntDel:	0.5	0.0	0.1	1.7	0.0	1.7	6.1	12.2	12.2	6.7	15.9	15.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	41.7	0.0	17.7	44.0	0.0	44.0	28.3	37.2	37.2	36.5	48.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	0.0	17.7	44.0	0.0	44.0	28.3	37.2	37.2	36.5	48.7	48.7
LOS by Move:	D	A	B	D	A	D	C	D+	D+	D+	D	D
HCM2kAvgQ:	1	0	3	3	0	3	28	31	31	20	23	23

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

Appendix E

Approved But Not Yet Built and Pending Projects Trip Generation

APPENDIX E-1
APPROVED PROJECTS TRIP GENERATION

TRIP GENERATION RATES								
			AM Peak Hour			PM Peak Hour		
		Daily	In	Out	Total	In	Out	Total
High-Turnover (Sit-Down) Restaurant	(per 1,000 SF)	127.15	55%	45%	10.81	60%	40%	9.85
Office	(per 1,000 SF)	11.03	88%	12%	1.56	17%	83%	1.49
Residential-Townhomes	(Per unit)	5.81	17%	83%	0.44	67%	33%	0.52
Residential- Apartments	(Per unit)	6.65	20%	80%	0.51	65%	35%	0.62
Commercial Retail	(per 1,000 SF)	44.32	60%	40%	1.33	44%	56%	2.71

APPROVED PROJECT TRIPS									
			Daily	AM Peak Hour			PM Peak Hour		
Project	Use	Size	Trips	In	Out	Total	In	Out	Total
2000 S. Bascom (Habit)	Restaurant	5,172 SF	658	31	25	56	31	20	51
Cottage Place	Residential	18 Units	76	0	5	6	4	2	6
Riverside	Residential	43 Apts	286	4	18	22	17	9	27
		11,000 Commercial	488	9	6	15	13	17	30
125 S. San Tomas Aquino Rd	Residential	4 Units	23	0	1	2	1	1	2
675/705 Creekside Way	Office	180,125 SF	1,927	240	33	273	44	216	260
256/269 Union	Residential	5 Townhomes	29	0	2	2	2	1	3
300 Railway	Residential	165 Units	1,065	15	59	74	59	30	89
Dillon Avenue	Residential	110 Townhomes/Condos	581	7	37	44	35	17	52
2295 S. Winchester	Residential/Retail	16 Condos	185	3	6	9	8	6	14
Steak N Shake	Restaurant	3,579 SF	455	21	18	39	16	8	24

Source:
1. *Trip Generation Handbook*, Institute of Transportation Engineers, 9th Edition, 2012.
2. 45-81 Kennedy Avenue, Initial Study, January 2014.
3. Traffic Engineering Analysis Update for the Creekside Center Project, W-Trans, March 14, 2014 (includes 3% LRT trip reduction).
4. Transportation Impact Analysis for 226-328 Railway Avenue, W-Trans, July 10, 2015.
5. Transportation Impact Study for Dillon Avenue Residential Project, W-Trans, June 17, 2014.
6. Focused Traffic Study for the 2295-2305 South Winchester Boulevard Mixed-Use Project, W-Trans, August 28, 2014.
7. Focused Transportation Impact Analysis for the Steak N Shake Restaurant, W-Trans, May 15, 2015.

APPENDIX E-2
PENDING AND ANTICIPATED CUMULATIVE PROJECTS TRIP GENERATION

TRIP GENERATION RATES								
			AM Peak Hour			PM Peak Hour		
		Daily	In	Out	Total	In	Out	Total
Residential-Townhomes	(Per unit)	5.81	17%	83%	0.44	67%	33%	0.52
Commercial Retail	(per 1,000 SF)	44.32	60%	40%	1.33	44%	56%	2.71

APPROVED PROJECT TRIPS									
			Daily	AM Peak Hour			PM Peak Hour		
Project	Use	Size	Trips	In	Out	Total	In	Out	Total
Greylands Mixed-Use	Residential	72 Units	418	5	26	32	25	12	37
	Commercial-Retail	11,000 SF	488	9	6	15	13	17	30
Del Grande Mixed Use	Residential	57 Units	331	4	21	25	20	10	30
	Commercial-Retail	8,000 SF	355	6	4	11	10	12	22

Source:
1. *Trip Generation Handbook*, Institute of Transportation Engineers, 9th Edition, 2012.

Appendix F

Approved But Not Yet Built Projects Location Map

Appendix F
Approved Projects Location Map

LEGEND

X Approved Project #

Project Location

Appendix G

Queuing Analysis

Vehicle Queuing Analysis Summary

#1. Southbound SR 17 Off-Ramp at Hamilton Avenue												
AM Peak Hour												
	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
	NB	NB	NB	NB	NB	NB	SBT/L	SBT/L	SBT/L	SBT/L	SBT/L	SBT/L
Cycle Length (sec)							126	126	126	126	126	126
Lanes							2.42	2.42	2.42	2.42	2.42	2.42
Total Volume (vph)							1122	1139	1214	1231	1663	1680
Volume Per Lane (vphpl)							464	471	502	509	687	694
Average Queue (veh/ln)							16.2	16.5	17.6	17.8	24.1	24.3
Average Queue (ft/ln)							400	400	450	450	600	600
95th % Queue (veh/ln)							23	23	25	25	32	33
95th % Queue (ft/ln)							575	575	625	625	800	825
Storage (ft/ln)							950	950	950	950	950	950
Adequate for 95% Queue?							Yes	Yes	Yes	Yes	Yes	Yes
	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Cycle Length (sec)												
Lanes												
Total Volume (vph)												
Volume Per Lane (vphpl)												
Average Queue (veh/ln)												
Average Queue (ft/ln)												
95th % Queue (veh/ln)												
95th % Queue (ft/ln)												
Storage (ft/ln)												
Adequate for 95% Queue?												

#1. Southbound SR 17 Off-Ramp at Hamilton Avenue												
PM Peak Hour												
	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
	NB	NB	NB	NB	NB	NB	SBT/L	SBT/L	SBT/L	SBT/L	SBT/L	SBT/L
Cycle Length (sec)							166	166	166	166	166	166
Lanes							2.42	2.42	2.42	2.42	2.42	2.42
Total Volume (vph)							1601	1615	1616	1630	2256	2270
Volume Per Lane (vphpl)							662	667	668	674	932	938
Average Queue (veh/ln)							30.5	30.8	30.8	31.1	43.0	43.3
Average Queue (ft/ln)							775	775	775	775	1075	1075
95th % Queue (veh/ln)							40	40	40	40	51	51
95th % Queue (ft/ln)							1000	1000	1000	1000	1275	1275
Storage (ft/ln)							950	950	950	950	950	950
Adequate for 95% Queue?							No	No	No	No	No	No
	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Cycle Length (sec)												
Lanes												
Total Volume (vph)												
Volume Per Lane (vphpl)												
Average Queue (veh/ln)												
Average Queue (ft/ln)												
95th % Queue (veh/ln)												
95th % Queue (ft/ln)												
Storage (ft/ln)												
Adequate for 95% Queue?												

Intersection: #1. Southbound SR 17 Off-Ramp at Hamilton Avenue
Period: AM Peak Hour

Scenario:	Ex		Ex+Proj		Back		Back+Proj		Cum		Cum+Proj	
Movement:	SBT/L		SBT/L		SBT/L		SBT/L		SBT/L		SBT/L	
Avg. Queue/Ln (veh)	16.2		16.5		17.6		17.8		24.1		24.3	
95th % Queue/Ln (veh)	23		23		25		25		32		33	
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0000	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0
	0.0000	1	0.0000	1	0.0000	1	0.0000	1	0.0000	1	0.0000	1
	0.0000	2	0.0000	2	0.0000	2	0.0000	2	0.0000	2	0.0000	2
	0.0001	3	0.0001	3	0.0000	3	0.0000	3	0.0000	3	0.0000	3
	0.0003	4	0.0003	4	0.0001	4	0.0001	4	0.0000	4	0.0000	4
	0.0012	5	0.0010	5	0.0004	5	0.0004	5	0.0000	5	0.0000	5
	0.0035	6	0.0029	6	0.0014	6	0.0012	6	0.0000	6	0.0000	6
	0.0087	7	0.0075	7	0.0038	7	0.0033	7	0.0000	7	0.0000	7
	0.0194	8	0.0169	8	0.0091	8	0.0079	8	0.0001	8	0.0001	8
	0.0387	9	0.0342	9	0.0195	9	0.0171	9	0.0004	9	0.0004	9
	0.0700	10	0.0626	10	0.0377	10	0.0334	10	0.0011	10	0.0009	10
	0.1161	11	0.1052	11	0.0667	11	0.0599	11	0.0025	11	0.0021	11
	0.1785	12	0.1637	12	0.1092	12	0.0991	12	0.0053	12	0.0046	12
	0.2564	13	0.2377	13	0.1665	13	0.1529	13	0.0104	13	0.0092	13
	0.3467	14	0.3249	14	0.2385	14	0.2212	14	0.0194	14	0.0173	14
	0.4444	15	0.4206	15	0.3227	15	0.3023	15	0.0337	15	0.0303	15
	0.5434	16	0.5191	16	0.4150	16	0.3926	16	0.0551	16	0.0501	16
	0.6380	17	0.6146	17	0.5105	17	0.4871	17	0.0855	17	0.0783	17
	0.7232	18	0.7020	18	0.6036	18	0.5806	18	0.1262	18	0.1165	18
	0.7960	19	0.7778	19	0.6896	19	0.6682	19	0.1776	19	0.1653	19
	0.8551	20	0.8402	20	0.7651	20	0.7462	20	0.2394	20	0.2245	20
	0.9007	21	0.8891	21	0.8282	21	0.8123	21	0.3103	21	0.2931	21
	0.9344	22	0.9258	22	0.8786	22	0.8658	22	0.3877	22	0.3689	22
	0.9582	23	0.9520	23	0.9171	23	0.9073	23	0.4687	23	0.4489	23
	0.9742	24	0.9700	24	0.9452	24	0.9380	24	0.5498	24	0.5299	24
	0.9847	25	0.9819	25	0.9650	25	0.9599	25	0.6279	25	0.6086	25

Intersection: #1. Southbound SR 17 Off-Ramp at Hamilton Avenue
Period: PM Peak Hour

Scenario:	Ex		Ex+Proj		Back		Back+Proj		Cum		Cum+Proj	
Movement:	SBT/L		SBT/L		SBT/L		SBT/L		SBT/L		SBT/L	
Avg. Queue/Ln (veh)	30.5		30.8		30.8		31.1		43.0		43.3	
95th % Queue/Ln (veh)	40		40		40		40		51		51	
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0000	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0
	0.0000	1	0.0000	1	0.0000	1	0.0000	1	0.0000	1	0.0000	1
	0.0000	2	0.0000	2	0.0000	2	0.0000	2	0.0000	2	0.0000	2
	0.0000	3	0.0000	3	0.0000	3	0.0000	3	0.0000	3	0.0000	3
	0.0000	4	0.0000	4	0.0000	4	0.0000	4	0.0000	4	0.0000	4
	0.0000	5	0.0000	5	0.0000	5	0.0000	5	0.0000	5	0.0000	5
	0.0000	6	0.0000	6	0.0000	6	0.0000	6	0.0000	6	0.0000	6
	0.0000	7	0.0000	7	0.0000	7	0.0000	7	0.0000	7	0.0000	7
	0.0000	8	0.0000	8	0.0000	8	0.0000	8	0.0000	8	0.0000	8
	0.0000	9	0.0000	9	0.0000	9	0.0000	9	0.0000	9	0.0000	9
	0.0000	10	0.0000	10	0.0000	10	0.0000	10	0.0000	10	0.0000	10
	0.0000	11	0.0000	11	0.0000	11	0.0000	11	0.0000	11	0.0000	11
	0.0001	12	0.0001	12	0.0001	12	0.0001	12	0.0000	12	0.0000	12
	0.0003	13	0.0003	13	0.0003	13	0.0002	13	0.0000	13	0.0000	13
	0.0007	14	0.0006	14	0.0006	14	0.0005	14	0.0000	14	0.0000	14
	0.0015	15	0.0013	15	0.0013	15	0.0011	15	0.0000	15	0.0000	15
	0.0030	16	0.0026	16	0.0026	16	0.0023	16	0.0000	16	0.0000	16
	0.0057	17	0.0050	17	0.0050	17	0.0044	17	0.0000	17	0.0000	17
	0.0103	18	0.0092	18	0.0091	18	0.0081	18	0.0000	18	0.0000	18
	0.0177	19	0.0159	19	0.0157	19	0.0141	19	0.0000	19	0.0000	19
	0.0290	20	0.0262	20	0.0260	20	0.0234	20	0.0001	20	0.0001	20
	0.0455	21	0.0413	21	0.0410	21	0.0371	21	0.0002	21	0.0001	21
	0.0682	22	0.0624	22	0.0620	22	0.0566	22	0.0003	22	0.0003	22
	0.0984	23	0.0906	23	0.0901	23	0.0828	23	0.0006	23	0.0006	23
	0.1368	24	0.1268	24	0.1261	24	0.1168	24	0.0012	24	0.0010	24
	0.1836	25	0.1714	25	0.1706	25	0.1590	25	0.0021	25	0.0019	25
	0.2385	26	0.2242	26	0.2232	26	0.2094	26	0.0037	26	0.0033	26
	0.3006	27	0.2843	27	0.2831	27	0.2674	27	0.0062	27	0.0055	27
	0.3682	28	0.3504	28	0.3491	28	0.3317	28	0.0100	28	0.0090	28
	0.4393	29	0.4205	29	0.4192	29	0.4006	29	0.0156	29	0.0142	29
	0.5117	30	0.4924	30	0.4911	30	0.4719	30	0.0237	30	0.0216	30
	0.5828	31	0.5638	31	0.5625	31	0.5434	31	0.0349	31	0.0320	31
	0.6507	32	0.6325	32	0.6312	32	0.6128	32	0.0499	32	0.0461	32
	0.7134	33	0.6965	33	0.6953	33	0.6780	33	0.0696	33	0.0645	33
	0.7697	34	0.7545	34	0.7534	34	0.7377	34	0.0943	34	0.0879	34
	0.8187	35	0.8054	35	0.8044	35	0.7906	35	0.1248	35	0.1169	35
	0.8603	36	0.8490	36	0.8481	36	0.8362	36	0.1612	36	0.1517	36
	0.8946	37	0.8852	37	0.8845	37	0.8745	37	0.2034	37	0.1923	37
	0.9221	38	0.9145	38	0.9140	38	0.9058	38	0.2512	38	0.2386	38
	0.9436	39	0.9377	39	0.9372	39	0.9308	39	0.3039	39	0.2900	39
	0.9600	40	0.9555	40	0.9551	40	0.9502	40	0.3605	40	0.3455	40

Vehicle Queuing Analysis Summary

#2. Northbound Creekside Way at Hamilton Avenue												
AM Peak Hour												
	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
	NBL	NBL	NBL	NBL	NBL	NBL	SB	SB	SB	SB	SB	SB
Cycle Length (sec)	126	126	126	126	126	126						
Lanes	3	3	3	3	3	3						
Total Volume (vph)	598	609	598	609	837	848						
Volume Per Lane (vphpl)	199	203	199	203	279	283						
Average Queue (veh/ln)	7.0	7.1	7.0	7.1	9.8	9.9						
Average Queue (ft/ln)	175	175	175	175	250	250						
95th % Queue (veh/ln)	12	12	12	12	15	15						
95th % Queue (ft/ln)	300	300	300	300	375	375						
Storage (ft/ln)	135	135	135	135	135	135						
Adequate for 95% Queue?	No	No	No	No	No	No						
	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Cycle Length (sec)												
Lanes												
Total Volume (vph)												
Volume Per Lane (vphpl)												
Average Queue (veh/ln)												
Average Queue (ft/ln)												
95th % Queue (veh/ln)												
95th % Queue (ft/ln)												
Storage (ft/ln)												
Adequate for 95% Queue?												

#2. Northbound Creekside Way at Hamilton Avenue												
PM Peak Hour												
	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
	NBL	NBL	NBL	NBL	NBL	NBL	SB	SB	SB	SB	SB	SB
Cycle Length (sec)	166	166	166	166	166	166						
Lanes	3	3	3	3	3	3						
Total Volume (vph)	843	886	973	1016	1310	1353						
Volume Per Lane (vphpl)	281	295	324	339	437	451						
Average Queue (veh/ln)	13.0	13.6	15.0	15.6	20.1	20.8						
Average Queue (ft/ln)	325	350	375	400	500	525						
95th % Queue (veh/ln)	19	20	22	22	28	29						
95th % Queue (ft/ln)	475	500	550	550	700	725						
Storage (ft/ln)	135	135	135	135	135	135						
Adequate for 95% Queue?	No	No	No	No	No	No						
	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Cycle Length (sec)												
Lanes												
Total Volume (vph)												
Volume Per Lane (vphpl)												
Average Queue (veh/ln)												
Average Queue (ft/ln)												
95th % Queue (veh/ln)												
95th % Queue (ft/ln)												
Storage (ft/ln)												
Adequate for 95% Queue?												

Intersection: #2. Northbound Creekside Way at Hamilton Avenue
Period: AM Peak Hour

Scenario:	Ex		Ex+Proj		Back		Back+Proj		Cum		Cum+Proj	
Movement:	NBL		NBL		NBL		NBL		NBL		NBL	
Avg. Queue/Ln (veh)	7.0		7.1		7.0		7.1		9.8		9.9	
95th % Queue/Ln (veh)	12		12		12		12		15		15	
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0009	0	0.0008	0	0.0009	0	0.0008	0	0.0001	0	0.0001	0
	0.0074	1	0.0067	1	0.0074	1	0.0067	1	0.0006	1	0.0006	1
	0.0302	2	0.0274	2	0.0302	2	0.0274	2	0.0034	2	0.0030	2
	0.0830	3	0.0765	3	0.0830	3	0.0765	3	0.0123	3	0.0112	3
	0.1751	4	0.1636	4	0.1751	4	0.1636	4	0.0340	4	0.0313	4
	0.3037	5	0.2875	5	0.3037	5	0.2875	5	0.0765	5	0.0712	5
	0.4532	6	0.4342	6	0.4532	6	0.4342	6	0.1457	6	0.1370	6
	0.6022	7	0.5831	7	0.6022	7	0.5831	7	0.2421	7	0.2300	7
	0.7321	8	0.7153	8	0.7321	8	0.7153	8	0.3599	8	0.3450	8
	0.8329	9	0.8197	9	0.8329	9	0.8197	9	0.4877	9	0.4713	9
	0.9031	10	0.8939	10	0.9031	10	0.8939	10	0.6124	10	0.5964	10
	0.9477	11	0.9418	11	0.9477	11	0.9418	11	0.7232	11	0.7088	11
	0.9736	12	0.9701	12	0.9736	12	0.9701	12	0.8133	12	0.8016	12
	0.9875	13	0.9856	13	0.9875	13	0.9856	13	0.8810	13	0.8721	13
	0.9944	14	0.9935	14	0.9944	14	0.9935	14	0.9282	14	0.9220	14
	0.9977	15	0.9972	15	0.9977	15	0.9972	15	0.9589	15	0.9549	15
	0.9991	16	0.9989	16	0.9991	16	0.9989	16	0.9777	16	0.9752	16
	0.9997	17	0.9996	17	0.9997	17	0.9996	17	0.9885	17	0.9870	17
	0.9999	18	0.9998	18	0.9999	18	0.9998	18	0.9943	18	0.9935	18
	1.0000	19	0.9999	19	1.0000	19	0.9999	19	0.9973	19	0.9969	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	0.9988	20	0.9986	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	0.9995	21	0.9994	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	0.9998	22	0.9997	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	0.9999	23	0.9999	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #2. Northbound Creekside Way at Hamilton Avenue
Period: PM Peak Hour

Scenario:	Ex		Ex+Proj		Back		Back+Proj		Cum		Cum+Proj	
Movement:	NBL		NBL		NBL		NBL		NBL		NBL	
Avg. Queue/Ln (veh)	13.0		13.6		15.0		15.6		20.1		20.8	
95th % Queue/Ln (veh)	19		20		22		22		28		29	
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0000	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0	0.0000	0
	0.0000	1	0.0000	1	0.0000	1	0.0000	1	0.0000	1	0.0000	1
	0.0002	2	0.0001	2	0.0000	2	0.0000	2	0.0000	2	0.0000	2
	0.0011	3	0.0006	3	0.0002	3	0.0001	3	0.0000	3	0.0000	3
	0.0039	4	0.0024	4	0.0009	4	0.0005	4	0.0000	4	0.0000	4
	0.0110	5	0.0071	5	0.0029	5	0.0018	5	0.0001	5	0.0000	5
	0.0265	6	0.0179	6	0.0079	6	0.0051	6	0.0002	6	0.0001	6
	0.0552	7	0.0389	7	0.0185	7	0.0126	7	0.0007	7	0.0005	7
	0.1017	8	0.0747	8	0.0383	8	0.0271	8	0.0019	8	0.0013	8
	0.1687	9	0.1287	9	0.0713	9	0.0522	9	0.0046	9	0.0031	9
	0.2554	10	0.2024	10	0.1207	10	0.0915	10	0.0101	10	0.0070	10
	0.3575	11	0.2936	11	0.1877	11	0.1472	11	0.0200	11	0.0143	11
	0.4678	12	0.3970	12	0.2713	12	0.2197	12	0.0367	12	0.0270	12
	0.5777	13	0.5054	13	0.3675	13	0.3068	13	0.0625	13	0.0473	13
	0.6795	14	0.6108	14	0.4702	14	0.4040	14	0.0997	14	0.0775	14
	0.7674	15	0.7066	15	0.5727	15	0.5052	15	0.1496	15	0.1194	15
	0.8386	16	0.7880	16	0.6684	16	0.6040	16	0.2125	16	0.1737	16
	0.8928	17	0.8533	17	0.7526	17	0.6947	17	0.2869	17	0.2403	17
	0.9319	18	0.9027	18	0.8226	18	0.7734	18	0.3701	18	0.3171	18
	0.9585	19	0.9380	19	0.8777	19	0.8381	19	0.4583	19	0.4013	19
	0.9757	20	0.9621	20	0.9189	20	0.8886	20	0.5471	20	0.4887	20
	0.9864	21	0.9778	21	0.9482	21	0.9261	21	0.6322	21	0.5754	21
	0.9926	22	0.9874	22	0.9682	22	0.9528	22	0.7101	22	0.6572	22
	0.9962	23	0.9932	23	0.9811	23	0.9709	23	0.7784	23	0.7313	23
	0.9981	24	0.9964	24	0.9892	24	0.9827	24	0.8356	24	0.7954	24
	0.9991	25	0.9982	25	0.9940	25	0.9900	25	0.8817	25	0.8488	25
	0.9996	26	0.9991	26	0.9968	26	0.9945	26	0.9174	26	0.8915	26
	0.9998	27	0.9996	27	0.9984	27	0.9970	27	0.9440	27	0.9244	27
	0.9999	28	0.9998	28	0.9992	28	0.9984	28	0.9631	28	0.9488	28
	1.0000	29	0.9999	29	0.9996	29	0.9992	29	0.9764	29	0.9663	29
	1.0000	30	1.0000	30	0.9998	30	0.9996	30	0.9854	30	0.9784	30
	1.0000	31	1.0000	31	0.9999	31	0.9998	31	0.9912	31	0.9866	31
	1.0000	32	1.0000	32	1.0000	32	0.9999	32	0.9948	32	0.9919	32
	1.0000	33	1.0000	33	1.0000	33	1.0000	33	0.9970	33	0.9952	33
	1.0000	34	1.0000	34	1.0000	34	1.0000	34	0.9983	34	0.9972	34
	1.0000	35	1.0000	35	1.0000	35	1.0000	35	0.9991	35	0.9985	35

Vehicle Queuing Analysis Summary

#5. Northbound SR 17 Off-Ramp at Creekside Way												
AM Peak Hour												
	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Cycle Length (sec)												
Lanes												
Total Volume (vph)												
Volume Per Lane (vphpl)												
Average Queue (veh/ln)												
Average Queue (ft/ln)												
95th % Queue (veh/ln)												
95th % Queue (ft/ln)												
Storage (ft/ln)												
Adequate for 95% Queue?												
	EB L	EB L	EB L	EB L	EB L	EB L	WB	WB	WB	WB	WB	WB
Cycle Length (sec)	63	63	63	63	63	63						
Lanes	1.74	1.74	1.74	1.74	1.74	1.74						
Total Volume (vph)	695	695	695	695	973	973						
Volume Per Lane (vphpl)	399	399	399	399	559	559						
Average Queue (veh/ln)	7.0	7.0	7.0	7.0	9.8	9.8						
Average Queue (ft/ln)	175	175	175	175	250	250						
95th % Queue (veh/ln)	12	12	12	12	15	15						
95th % Queue (ft/ln)	300	300	300	300	375	375						
Storage (ft/ln)	610	610	610	610	610	610						
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes						

#5. Northbound SR 17 Off-Ramp at Creekside Way												
PM Peak Hour												
	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj	Ex	Ex+Proj	Back	Back+Proj	Cum	Cum+Proj
	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Cycle Length (sec)												
Lanes												
Total Volume (vph)												
Volume Per Lane (vphpl)												
Average Queue (veh/ln)												
Average Queue (ft/ln)												
95th % Queue (veh/ln)												
95th % Queue (ft/ln)												
Storage (ft/ln)												
Adequate for 95% Queue?												
	EB L	EB L	EB L	EB L	EB L	EB L	WB	WB	WB	WB	WB	WB
Cycle Length (sec)	83	83	83	83	83	83						
Lanes	1.74	1.74	1.74	1.74	1.74	1.74						
Total Volume (vph)	713	713	713	713	998	998						
Volume Per Lane (vphpl)	410	410	410	410	574	574						
Average Queue (veh/ln)	9.4	9.4	9.4	9.4	13.2	13.2						
Average Queue (ft/ln)	225	225	225	225	325	325						
95th % Queue (veh/ln)	15	15	15	15	19	19						
95th % Queue (ft/ln)	375	375	375	375	475	475						
Storage (ft/ln)	610	610	610	610	610	610						
Adequate for 95% Queue?	Yes	Yes	Yes	Yes	Yes	Yes						

Intersection: #5. Northbound SR 17 Off-Ramp at Creekside Way
Period: AM Peak Hour

Scenario:	Ex		Ex+Proj		Back		Back+Proj		Cum		Cum+Proj	
Movement:	EB L		EB L		EB L		EB L		EB L		EB L	
Avg. Queue/Ln (veh)	7.0		7.0		7.0		7.0		9.8		9.8	
95th % Queue/Ln (veh)	12		12		12		12		15		15	
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0009	0	0.0009	0	0.0009	0	0.0009	0	0.0001	0	0.0001	0
	0.0074	1	0.0074	1	0.0074	1	0.0074	1	0.0006	1	0.0006	1
	0.0299	2	0.0299	2	0.0299	2	0.0299	2	0.0033	2	0.0033	2
	0.0823	3	0.0823	3	0.0823	3	0.0823	3	0.0121	3	0.0121	3
	0.1739	4	0.1739	4	0.1739	4	0.1739	4	0.0336	4	0.0336	4
	0.3020	5	0.3020	5	0.3020	5	0.3020	5	0.0756	5	0.0756	5
	0.4512	6	0.4512	6	0.4512	6	0.4512	6	0.1442	6	0.1442	6
	0.6002	7	0.6002	7	0.6002	7	0.6002	7	0.2401	7	0.2401	7
	0.7304	8	0.7304	8	0.7304	8	0.7304	8	0.3574	8	0.3574	8
	0.8315	9	0.8315	9	0.8315	9	0.8315	9	0.4850	9	0.4850	9
	0.9022	10	0.9022	10	0.9022	10	0.9022	10	0.6098	10	0.6098	10
	0.9471	11	0.9471	11	0.9471	11	0.9471	11	0.7208	11	0.7208	11
	0.9733	12	0.9733	12	0.9733	12	0.9733	12	0.8114	12	0.8114	12
	0.9873	13	0.9873	13	0.9873	13	0.9873	13	0.8796	13	0.8796	13
	0.9944	14	0.9944	14	0.9944	14	0.9944	14	0.9272	14	0.9272	14
	0.9976	15	0.9976	15	0.9976	15	0.9976	15	0.9583	15	0.9583	15
	0.9991	16	0.9991	16	0.9991	16	0.9991	16	0.9773	16	0.9773	16
	0.9996	17	0.9996	17	0.9996	17	0.9996	17	0.9883	17	0.9883	17
	0.9999	18	0.9999	18	0.9999	18	0.9999	18	0.9942	18	0.9942	18
	1.0000	19	1.0000	19	1.0000	19	1.0000	19	0.9973	19	0.9973	19
	1.0000	20	1.0000	20	1.0000	20	1.0000	20	0.9988	20	0.9988	20
	1.0000	21	1.0000	21	1.0000	21	1.0000	21	0.9995	21	0.9995	21
	1.0000	22	1.0000	22	1.0000	22	1.0000	22	0.9998	22	0.9998	22
	1.0000	23	1.0000	23	1.0000	23	1.0000	23	0.9999	23	0.9999	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24	1.0000	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25	1.0000	25

Intersection: #5. Northbound SR 17 Off-Ramp at Creekside Way
Period: PM Peak Hour

Scenario:	Ex		Ex+Proj		Back		Back+Proj		Cum		Cum+Proj	
Movement:	EB L		EB L		EB L		EB L		EB L		EB L	
Avg. Queue/Ln (veh)	9.4		9.4		9.4		9.4		13.2		13.2	
95th % Queue/Ln (veh)	15		15		15		15		19		19	
0.95	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles	Probability	Number of Queued Vehicles
	0.0001	0	0.0001	0	0.0001	0	0.0001	0	0.0000	0	0.0000	0
	0.0008	1	0.0008	1	0.0008	1	0.0008	1	0.0000	1	0.0000	1
	0.0043	2	0.0043	2	0.0043	2	0.0043	2	0.0002	2	0.0002	2
	0.0154	3	0.0154	3	0.0154	3	0.0154	3	0.0009	3	0.0009	3
	0.0416	4	0.0416	4	0.0416	4	0.0416	4	0.0032	4	0.0032	4
	0.0911	5	0.0911	5	0.0911	5	0.0911	5	0.0093	5	0.0093	5
	0.1690	6	0.1690	6	0.1690	6	0.1690	6	0.0227	6	0.0227	6
	0.2741	7	0.2741	7	0.2741	7	0.2741	7	0.0480	7	0.0480	7
	0.3983	8	0.3983	8	0.3983	8	0.3983	8	0.0900	8	0.0900	8
	0.5287	9	0.5287	9	0.5287	9	0.5287	9	0.1515	9	0.1515	9
	0.6518	10	0.6518	10	0.6518	10	0.6518	10	0.2330	10	0.2330	10
	0.7576	11	0.7576	11	0.7576	11	0.7576	11	0.3308	11	0.3308	11
	0.8408	12	0.8408	12	0.8408	12	0.8408	12	0.4387	12	0.4387	12
	0.9013	13	0.9013	13	0.9013	13	0.9013	13	0.5485	13	0.5485	13
	0.9422	14	0.9422	14	0.9422	14	0.9422	14	0.6521	14	0.6521	14
	0.9679	15	0.9679	15	0.9679	15	0.9679	15	0.7435	15	0.7435	15
	0.9831	16	0.9831	16	0.9831	16	0.9831	16	0.8190	16	0.8190	16
	0.9915	17	0.9915	17	0.9915	17	0.9915	17	0.8777	17	0.8777	17
	0.9960	18	0.9960	18	0.9960	18	0.9960	18	0.9209	18	0.9209	18
	0.9982	19	0.9982	19	0.9982	19	0.9982	19	0.9509	19	0.9509	19
	0.9992	20	0.9992	20	0.9992	20	0.9992	20	0.9708	20	0.9708	20
	0.9997	21	0.9997	21	0.9997	21	0.9997	21	0.9833	21	0.9833	21
	0.9999	22	0.9999	22	0.9999	22	0.9999	22	0.9908	22	0.9908	22
	0.9999	23	0.9999	23	0.9999	23	0.9999	23	0.9951	23	0.9951	23
	1.0000	24	1.0000	24	1.0000	24	1.0000	24	0.9975	24	0.9975	24
	1.0000	25	1.0000	25	1.0000	25	1.0000	25	0.9988	25	0.9988	25

Appendix H

Transit Vehicle Delay Calculations

Bus Route	26 EB (AM)						26 WB (AM)					
Int. ID	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	-	-	-	-	-	0.0	-	-	-	-	-	0.0
2	-	-	-	-	-	0.0	-	-	-	-	-	0.0
3	-	-	-	-	-	0.0	-	-	-	-	-	0.0
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0
7	-	-	-	-	-	0.0	-	-	-	-	-	0.0
8	-	-	-	-	-	0.0	-	-	-	-	-	0.0
9	NBR	3.1	3.2	0.1	2.0	0.2	WBR	8.1	8.1	0.0	3.0	0.0
10	EBT	0.0	0.0	0.0	2.0	0.0	WBT	0.0	0.0	0.0	3.0	0.0
11	EBT	15.1	14.9	-0.2	2.0	-0.4	WBT	3.7	3.8	0.1	3.0	0.3
12	EBT	40.2	40.3	0.1	2.0	0.2	WBT	41.2	41.9	0.7	3.0	2.1
13	EBR	34.3	34.2	-0.1	2.0	-0.2	NBL	36.1	36.0	-0.1	3.0	-0.3
14	EBL	8.4	8.3	-0.1	2.0	-0.2	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Bus Route	26 EB (PM)						26 WB (PM)					
Int. ID	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	-	-	-	-	-	0.0	-	-	-	-	-	0.0
2	-	-	-	-	-	0.0	-	-	-	-	-	0.0
3	-	-	-	-	-	0.0	-	-	-	-	-	0.0
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0
7	-	-	-	-	-	0.0	-	-	-	-	-	0.0
8	-	-	-	-	-	0.0	-	-	-	-	-	0.0
9	NBR	13.6	13.4	-0.2	3.0	-0.6	WBR	17.9	17.7	-0.2	3.0	-0.6
10	EBT	0.0	0.0	0.0	3.0	0.0	WBT	0.0	0.0	0.0	3.0	0.0
11	EBT	10.3	10.5	0.2	3.0	0.6	WBT	5.4	5.4	0.0	3.0	0.0
12	EBT	22.8	23.9	1.1	3.0	3.3	WBT	25.8	26.8	1.0	3.0	3.0
13	EBR	34.8	34.5	-0.3	3.0	-0.9	NBL	50.1	50.0	-0.1	3.0	-0.3
14	EBL	5.3	5.5	0.2	3.0	0.6	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Bus Route	61 NB (AM)						61 SB (AM)					
Int. ID	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	-	-	-	-	-	0.0	-	-	-	-	-	0.0
2	-	-	-	-	-	0.0	-	-	-	-	-	0.0
3	NBT	62.0	62.0	0.0	2.0	0.0	SBT	80.3	80.0	-0.3	2.0	-0.6
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0
7	NBT	12.8	12.7	-0.1	2.0	-0.2	SBT	19.5	19.2	-0.3	2.0	-0.6
8	NBT	25.4	25.5	0.1	2.0	0.2	SBT	18.7	18.6	-0.1	2.0	-0.2
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0
12	-	-	-	-	-	0.0	-	-	-	-	-	0.0
13	NBT	16.6	16.6	0.0	2.0	0.0	SBT	24.5	24.7	0.2	2.0	0.4
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Bus Route	61 NB (PM)						61 SB (PM)					
Int. ID	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	-	-	-	-	-	0.0	-	-	-	-	-	0.0
2	-	-	-	-	-	0.0	-	-	-	-	-	0.0
3	NBT	66.1	65.8	-0.3	2.0	-0.6	SBT	69.9	69.7	-0.2	2.0	-0.4
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0
7	NBT	37.9	37.9	0.0	2.0	0.0	SBT	34.7	34.8	0.1	2.0	0.2
8	NBT	5.4	5.4	0.0	2.0	0.0	SBT	12.4	12.4	0.0	2.0	0.0
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0
12	-	-	-	-	-	0.0	-	-	-	-	-	0.0
13	NBT	26.4	26.5	0.1	2.0	0.2	SBT	20.9	21.4	0.5	2.0	1.0
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Bus Route	62 NB (AM)						62 SB (AM)					
Int. ID	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	-	-	-	-	-	0.0	-	-	-	-	-	0.0
2	-	-	-	-	-	0.0	-	-	-	-	-	0.0
3	NBT	62.0	62.0	0.0	2.0	0.0	SBT	80.3	80.0	-0.3	2.0	-0.6
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0
7	NBT	12.8	12.7	-0.1	2.0	-0.2	SBT	19.5	19.2	-0.3	2.0	-0.6
8	NBT	25.4	25.5	0.1	2.0	0.2	SBT	18.7	18.6	-0.1	2.0	-0.2
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0
12	-	-	-	-	-	0.0	-	-	-	-	-	0.0
13	NBT	16.6	16.6	0.0	2.0	0.0	SBT	24.5	24.7	0.2	2.0	0.4
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Bus Route	62 NB (PM)						62 SB (PM)					
Int. ID	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay
1	-	-	-	-	-	0.0	-	-	-	-	-	0.0
2	-	-	-	-	-	0.0	-	-	-	-	-	0.0
3	NBT	66.1	65.8	-0.3	2.0	-0.6	SBT	69.9	69.7	-0.2	2.0	-0.4
4	-	-	-	-	-	0.0	-	-	-	-	-	0.0
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0
7	NBT	37.9	37.9	0.0	2.0	0.0	SBT	34.7	37.8	3.1	2.0	6.2
8	NBT	5.4	5.4	0.0	2.0	0.0	SBT	12.4	12.4	0.0	2.0	0.0
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0
12	-	-	-	-	-	0.0	-	-	-	-	-	0.0
13	NBT	26.4	26.5	0.1	2.0	0.2	SBT	20.9	21.4	0.5	2.0	1.0
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0

Bus Route	82 NB (AM)						82 SB (AM)						Total AM Increase in Delay (sec)
Int. ID	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex AM Delay/Veh	Ex + Proj AM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	
1	EBT	26.3	25.7	-0.6	2.0	-1.2	WBT	24.6	26.0	1.4	2.0	2.8	1.6
2	EBT	22.8	22.8	0.0	2.0	0.0	WBT	17.5	17.5	0.0	2.0	0.0	0.0
3	EBT	31.5	32.5	1.0	2.0	2.0	WBT	51.3	51.4	0.1	2.0	0.2	1.0
4	EBT	41.3	41.2	-0.1	2.0	-0.2	WBT	47.3	47.3	0.0	2.0	0.0	-0.2
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-1.6
8	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.2
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-0.1
12	-	-	-	-	-	0.0	-	-	-	-	-	0.0	2.3
13	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.3
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-0.2
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0

Bus Route	82 NB (PM)						82 SB (PM)						Total PM Increase in Delay (sec)
Int. ID	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	Movement	Ex PM Delay/Veh	Ex + Proj PM Delay/Veh	Delay Increase per Vehicle	Buses per Hour	Increase in Delay	
1	EBT	57.5	57.7	0.2	3.0	0.6	WBT	55.5	57.2	1.7	2.0	3.4	4.0
2	EBT	24.2	24.4	0.2	3.0	0.6	WBT	17.2	17.4	0.2	2.0	0.4	1.0
3	EBT	44.2	45.6	1.4	3.0	4.2	WBT	61.5	61.7	0.2	2.0	0.4	2.6
4	EBT	25.7	25.7	0.0	3.0	0.0	WBT	28.5	28.5	0.0	2.0	0.0	0.0
5	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
6	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	6.4
8	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
9	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-1.2
10	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
11	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.6
12	-	-	-	-	-	0.0	-	-	-	-	-	0.0	6.3
13	-	-	-	-	-	0.0	-	-	-	-	-	0.0	1.2
14	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.6
15	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0
16	-	-	-	-	-	0.0	-	-	-	-	-	0.0	0.0

Appendix I

TIRE Index Description

Appendix I
Traffic Infusion on Residential Environment (TIRE)

Introduction

This paper describes the Traffic Infusion on Residential Environment (TIRE) as a methodology for analyzing the impact of traffic on the residential environment.

Level of service is a measure of congestion experienced by through traffic while TIRE is a measure of the impact of traffic on residents along a street. The TIRE index scale ranges from 0 to 5 depending on daily traffic volume. An index of 0 represents the least infusion of traffic and 5 the greatest, and, thereby, poorest residential environment. Typical street types associated with the various index levels are shown on the TIRE index chart.

TIRE INDEX CHART

TIRE Index	Daily Traffic Volume	Residential Environment Typical of:
0	1	A cul-de-sac street with one home.
1	10	A cul-de-sac street with 2 to 15 homes.
2	100	A 2-lane minor street.
3	1,000	A 2-lane collector or arterial street.
4	10,000	A 2 to 6-lane arterial street.
5	100,000	

The TIRE index is derived from a theory by D.K. Goodrich based on work by Appleyard of the University of California at Berkeley, and by Buchanan of the Ministry of Transport, England. TIRE is based on the theory that a given increase in traffic volume has a greater impact on residential environment along a residential street with a low traffic volume than along a street with a high pre-existing volume. TIRE effects are separate from noise and air pollution impacts. TIRE represents the effect of traffic on the safety and comfort of human activities such as walking, cycling, and playing on or near a street and on the freedom to maneuver personal autos in and out of residential driveways.

The TIRE Index Table gives TIRE values associated with various daily traffic volume ranges. The mathematical relationships are logarithmic. A street with a TIRE value of three or greater is considered to function primarily as a traffic street and to exhibit significantly impaired residential environment. The projected difference between a pre-and post-project TIRE value is the predicted impact of the project on residential environment. Any projected change of 0.1 or greater would be noticeable to residents.

TIRE INDEX TABLE

Vehicles Per Day[1]	Tire Index	Vehicles Per Day[1]	Tire Index
6-7	0.8	711-890	2.9
7-8	0.9	891-1,100	3.0
9-10	1.0	1,101-1,400	3.1
11-14	1.1	1,401-1,800	3.2
15-17	1.2	1,801-2,200	3.3
18-22	1.3	2,201-2800	3.4
23-28	1.4	2,801-3,500	3.5
29-35	1.5	3,501-4,500	3.6
36-44	1.6	4,501-5,600	3.7
45-56	1.7	5,601-7,100	3.8
57-70	1.8	7,101-8,900	3.9
71-89	1.9	8,901-11,000	4.0
90-112	2.0	11,001-14,000	4.1
113-140	2.1	14,001-18,000	4.2
141-180	2.2	18,001-22,000	4.3
181-220	2.3	22,001-28,000	4.4
221-280	2.4	28,001-35,000	4.5
281-350	2.5	35,001-45,000	4.6
351-450	2.6	45,001-56,000	4.7
451-560	2.7	56,001-71,000	4.8
561-710	2.8	71,001-89,000	4.9

Source: D.K. Goodrich
[1] Range

Appendix J

Pruneyard TDM Plan

Pruneyard Office Towers Transportation Demand Management (TDM) Plan

Prepared for:
Ellis Partners

March 10, 2016

SJ15-1554

FEHR PEERS

TABLE OF CONTENTS

1. INTRODUCTION 1

Project Description 1

Vehicle Trip Reduction Goals 2

2. AREA TRANSPORTATION SYSTEM 3

Transit Service 3

Pedestrian Facilities 4

Bicycle Facilities 5

3. TDM MEASURES AND STRATEGIES 7

TDM Measures 7

Description of Measures 9

Vehicle Trip Reductions 12

LIST OF TABLES

Table 1: Vehicle Trip Reduction Goals 2

Table 2: Existing Transit Service Summary 4

Table 3: TDM Measures for the Pruneyard Towers 8

Table 4: Trip Reduction Effectiveness of TDM Measures for the Pruneyard Towers 13

1. INTRODUCTION

The purpose of a Transportation Demand Management (TDM) plan is to reduce the amount of vehicle traffic generated by a development by creating measures, strategies, incentives, and policies to shift employees from driving alone to using other travel modes including transit, carpooling, cycling, and walking. This report presents a comprehensive TDM Plan for the Pruneyard Office Towers in Campbell, California with a goal of reducing peak-hour vehicle trips by 5 percent (5%) for all office space on site, or the equivalent of a 20 percent (20%) reduction for the new tower. The existing and planned transit, bicycle, and pedestrian facilities near the site that support commuting options are described in this report. The TDM measures included in the TDM Plan plus the anticipated vehicle trip reduction percentage associated with these measures are presented.

PROJECT DESCRIPTION

The Pruneyard is a mixed-use development with retail, restaurant, hotel and office uses that was constructed as an open-air shopping and office center in the 1960s. It is currently going through a master planning process that will:

- Re-imagine The Pruneyard's Main Street into a town square with a pedestrian/gathering space
- Enhance other gathering spaces with planting, furnishing, and string-lighting
- Add retail buildings in the area between the shopping center and the office buildings to create a linkage between the two uses
- Build an extension to the existing garage to provide more parking that is closer to retail
- Expand office space and parking with a new five-story building with two levels of underground parking

The new office tower will contain 106,000 square feet of space. The existing towers contain approximately 368,600 sf, resulting in an office development totaling 474,600 sf.

VEHICLE TRIP REDUCTION GOALS

The goal of the TDM Plan is to reduce the number of peak-hour vehicle trips generated by the Pruneyard Towers (existing buildings and new building for a total of 468,600 square feet) by 5percent. The office towers are projected to generate, 665 AM peak hour trips, and 610 PM peak hour trips. Therefore the vehicle trip targets are 632 AM peak hour trips and 580 PM peak hour trips, as summarized in **Table 1**.

TABLE 1: VEHICLE TRIP REDUCTION GOALS

Vehicle Trip Estimates	AM Peak Hour	PM Peak Hour
Existing + New Non-Medical Office Space	665	610
Reduction (5 %)	-33	-30
Vehicle Trip Goals	632	580

Source: Hatch Mott McDonald, March 2016

2. AREA TRANSPORTATION SYSTEM

The transportation system serving the site includes roadway facilities, pedestrian and bicycle facilities, and transit service. The existing transit, bicycle, and pedestrian facilities and services and planned improvements that will support travel to the site by modes of transportation other than driving alone are described below.

TRANSIT SERVICE

The Santa Clara Valley Transportation Authority (VTA) provides bus, light rail, and paratransit services to Santa Clara County. There is one light rail line (Mountain View to Winchester) and three local bus routes (Routes 26, 61, and 62) that operate within the vicinity of The Pruneyard.

The light rail and bus routes and stops near the site are summarized in **Table 2**. Included in the table are the origin and destination, the weekday and weekend operating hours, and the headways (the time increment between successive trains and buses). Bus stops are located adjacent to The Pruneyard on Bascom Avenue and Campbell Avenue. The site is located in between the Hamilton and downtown Campbell light rail stations. The Los Gatos Creek trail provides a pedestrian and bicycle access to both stations. Bus Route 26 provides access to the downtown Campbell station. Bus Routes 61 and 62 provide access between The Pruneyard and the Bascom light rail station located to the north and east of the site.

TABLE 2: EXISTING TRANSIT SERVICE SUMMARY

Route	From	To	Weekdays		Weekends	
			Operating Hours	Peak Headway[2] (minutes)	Operating Hours	Headway[2] (minutes)
Light Rail Transit (LRT) Service						
902	Downtown Mountain View	Winchester	5:00 am to 1:00 am	15	6:00 am to 1:00 am	30
Bus Service						
26	Lockheed Martin Transit Center	Eastridge Transit Center	5:00 am to 12:00 am	10	6:30 am to 11:00 pm	30 to 60
61	Good Samaritan Hospital	Sierra & Piedmont in San Jose (via Bascom)	6:00 am to 10:00 pm	30	7:30 am to 9:30 pm	60
62	Good Samaritan Hospital	Sierra & Piedmont in San Jose (via Union)	5:30 am to 11:00 pm	30	6:30 am to 10:00 pm	60

Notes:
1. Headways are defined as the time interval between two transit vehicles traveling in the same direction over the same route.
AM = morning commuter period
PM = evening commute period
Source: VTA, March 2016

PEDESTRIAN FACILITIES

Pedestrian facilities consist of pedestrian or multi-use trails, sidewalks, crosswalks, and pedestrian signals. The Pruneyard site is bounded by Bascom Avenue to the east, Campbell Avenue to the south, SR 17 to the west, and other developments to the north. Sidewalks are provided on both sides of Bascom Avenue and Campbell Avenue. Crosswalks and pedestrian signals are provided on three of the legs of the intersection of Campbell Avenue/Union Avenue/Campisi Way that accommodate pedestrian access between the office towers and locations to the south. Crosswalks and pedestrian signals at the intersections of Bascom Avenue/Campbell Avenue and Bascom Avenue/Pruneyard (driveway) accommodate pedestrian access between the office towers and locations to the east.

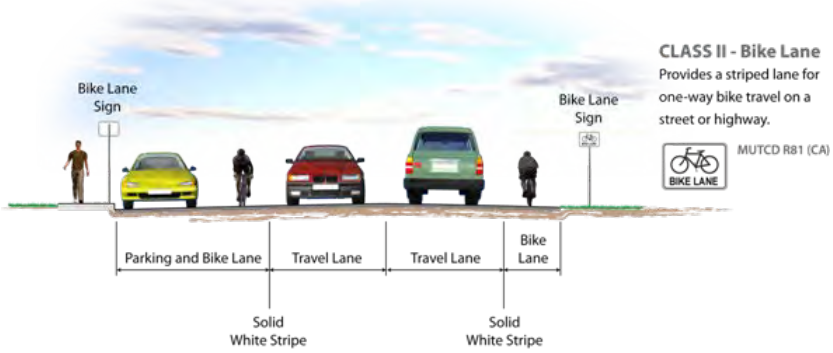
Los Gatos Creek Trail is a multi-use (bicycle and pedestrian) trail that follows the Los Gatos Creek/SR 17 corridor from Lexington Reservoir to The Pruneyard. It continues along Los Gatos Creek to the north and east to Meridian Avenue. Trail access from the Pruneyard is located near the northwest corner of the existing parking structure.

BICYCLE FACILITIES

Bikeway planning and design in California is based on guidelines and design standards established by the California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). There are three types of bikeway facilities, as described below and shown on the accompanying figures.

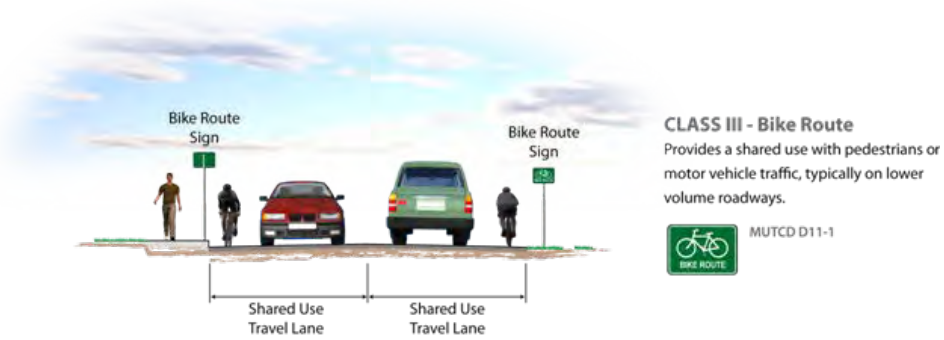
- *Class I Bikeway (Bike Path)* provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors not served by streets and highways or where sufficient right-of-way exists to allow such facilities to be constructed away from the influence of parallel streets and numerous vehicle conflicts.

- *Class II Bikeways (Bike Lanes)* are lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are



generally five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.

- *Class III Bikeway (Bike Route)* are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to: a) provide continuity to other bicycle facilities, or b) designate preferred routes through high demand corridors.



The *VTA Bicycle Technical Guidelines* (December 2007) recommends that Caltrans standards regarding bicycle facility dimensions be used as a minimum and provides supplemental information and guidance on when and how to better accommodate the many types of bicyclists.

The Los Gatos Creek Trail described under Pedestrian Facilities is also a Class I bikeway (bicycle path). It provides an excellent bicycle commuting facility between Los Gatos, the Willow Glen neighborhood of San Jose, and The Pruneyard. Bike lanes (Class II) near the site are located on Bascom Avenue, on Campbell Avenue between Poplar Avenue and Bascom Avenue, and on Union Avenue between Campbell Avenue and McGlincy Lane.

3. TDM MEASURES AND STRATEGIES

There are numerous strategies that can be used to encourage employees to use modes of transportation other than driving alone and therefore reduce the number of vehicle trips generated by an office development. Some strategies can be incorporated into a project's design to support multiple modes of travel such as locating building entrances near transit stops, providing ample bicycle parking, and providing amenities on-site. Others are policies and programs that are provided by individual employers and building managers, such as subsidized transit passes to encourage transit use and carpool matching services to support carpools.

TDM MEASURES

The TDM measures and strategies for The Pruneyard Towers are summarized in **Table 3**. The measures that are incorporated into the building and site design are presented first, followed by the measures that would be implemented by the property manager. A third set of measures that would be implemented by future tenants and supported by the property manager are added at the end. Many of these measures are described in more detail after the table.

TABLE 3:
TDM MEASURES FOR THE PRUNEYARD TOWERS

TDM Measure	Description
MEASURES INCORPORATED INTO THE BUILDING AND SITE DESIGN	
Access to Transit (Downtown Campbell LRT Station)	The Pruneyard is 0.8 miles from the Downtown LRT station.
Pedestrian connections	Safe, convenient pedestrian connections between the office buildings and Campbell Avenue supports walking, biking, and transit modes.
Showers/clothes lockers	Shower facilities and clothes lockers are provided for employees who walk and bike to work.
Bicycle parking (short + long term) and bicycle repair station	Bicycle parking facilities support bicycling as a mode choice. Secure parking for bicycles will be provided in the parking structure. The secure parking area will include a DIY bicycle repair station. Short-term bicycle parking racks are also provided.
On-site amenities	Nearby retail, restaurant, and exercise facilities provide services that would otherwise require separate vehicle trips before, during, or after work hours.
Designated carpool/vanpool parking spaces	Carpool and vanpool spaces will be designated near building entrances in order to encourage ridesharing.
MEASURES PROVIDED BY PROPERTY MANAGER	
Transportation Coordinator	A Transportation Coordinator will be hired and is responsible for marketing, implementing, evaluating, and revising the TDM program. They oversee TDM promotional activities and provide support for employers at office space within The Pruneyard.
TDM Promotional Activities	*A variety of strategies, including:*
	New employee information packets: Introduces new employees to the TDM program to establish commute options early.
	Flyers, posters, emails: Ways to keep the TDM message in front of employees on a regular basis.
	Transportation fairs: Transportation fairs provide alternative mode information in a fun event.
	Bike-to-work day: A regional event to encourage bicycle commuting.
	Transit riders guide: A guide with transit routes and schedules to the site.
	Bicycle programs: Encourage employees to bike to work and may include mapping routes, creating biking groups or buddies, and providing financial incentives.

TABLE 3:
TDM MEASURES FOR THE PRUNEYARD TOWERS

TDM Measure	Description
Commuter Information Website and Information Kiosk	A website and an on-site kiosk for transit and commute alternatives information.
Guaranteed ride home program	Employees who use transit, carpools, or vanpools will be reimbursed for a taxi or carshare ride home in case of emergency or if they need to work late.
Ridesharing (Carpool/Vanpool) Programs	Rideshare matching programs help carpools and vanpools to form by matching drivers and passengers.
Car share spaces on site	Employees who bike or walk or use transit, carpools, or vanpools can utilize a car share vehicle located on site for errands or meetings.
TENANT PROVIDED MEASURES	
Pre-tax Commuter Benefits	The IRS permits employees to withdraw up to $255 per month in pre-tax wages to cover transit, vanpool, and train station parking costs. Lower amounts can be deducted for bicycle-related expenses. The Transportation Coordinator will provide advice and support for employers seeking to offer pre-tax commuter benefits.
Telecommuting/Flextime/ Compressed work week	Flexibility in the hours and location of work is common among Silicon Valley employers. The Transportation Coordinator will provide advice and support for employers seeking to offer telecommuting, flextime and/or compressed work weeks to their employees.

Source: Ellis Partners, March 2016

DESCRIPTION OF MEASURES

In addition to the Building and Site Design attributes that contribute to and support walking, bicycling, ridesharing, and transit use and reduce traffic to the site, the property manager will provide the measures that would be most effective in meeting the TDM goal. The TDM Plan would be overseen by a Transportation Coordinator. The role and responsibility of the TDM Coordinator and other components of the plan are described below.

Transportation Coordinator

A Transportation Coordinator will be hired to oversee and promote the TDM Plan. The Transportation Coordinator would develop an on-site transportation information center or website to provide information regarding commute alternatives. The Transportation Coordinator may provide information via new

employee orientation packets, flyers, posters, email, and/or educational programs. The Transportation Coordinator's role also includes actively marketing alternative mode use, administering a carpool and vanpool matching program, developing pedestrian and bicycle programs, and promoting special programs such as Bike-to-Work Day or Carpool Week. The Transportation Coordinator can notify employees of Spare the Air days (as declared for the Bay Area region) and associated transit promotions. Prizes may be offered for non- single-occupant vehicle (SOV) travel on these days to encourage participation. The Transportation Coordinator may offer prizes as incentives for ridesharing, using transit, bicycling, and walking.

TDM Promotional Activities

There are many items that can be categorized as general promotional programs that are used to provide information regarding non-solo driving modes and to create excitement around using alternative modes. These programs would be administered by the Transportation Coordinator.

New employee information packets – New employee information packets outlining alternative transportation options and an orientation program, which explains the importance and benefits of using alternative transportation modes, and any incentives provided by employers, such as commuter checks, ECO Passes, etc.

Flyers, Posters, and Emails – That advertise commute options and special activities such as Bike-to-Work Day and provide frequent information about the importance of TDM.

Transportation Fairs – Usually includes booths/tables sponsored by transit agencies and bicycle advocacy groups with information on commute options, and can include demonstrations on bicycle riding tips and bicycle repairs, and raffles for bus tickets, transit passes, water bottles, bike helmets, etc.

Bike-to-Work Day - A regional event to introduce bicycle commuting can get people to start bicycling more frequently.

Transit Riders Guide – An informational guide on how transit pay systems work, bus routes and stop locations, etc. to make riding transit more familiar.

*Bicycle Program*s – A variety of measures to encourage employees to cycle to work. Bicycle programs include maps of bicycle facilities in the area, which can be annotated to describe the cycling conditions, bicycling buddies/groups (bike commuters with common bike routes), and promotional bicycle support items such as water bottles and tire patch kits.

Commuter Information Website and Information Kiosk

Information on shuttles, Caltrain, ACE, VTA bus and LRT service, carpool and vanpool organizations, bicycle routes, and other transportation options will be provided on a website. Information kiosks or boards will also be located in building lobbies. The Transportation Coordinator would be in charge of updating information. Individual tenants may also post commuter information in their employee break rooms or other common gathering areas.

Guaranteed Ride Home Program

A common reason that employees do not use alternative modes (i.e., carpool, vanpool, or transit) is the inability to leave work unexpectedly for a family emergency or the fear of being stranded if they need to work late. One TDM element that allays these fears is a Guaranteed Ride Home program. With this program, employees can use a taxi service, rental car, or other means to get home, and the employer pays for the service. Employees who wish to use the service would contact the Transportation Coordinator or other designated person to make the travel arrangements.

Ridesharing (Carpool/Vanpool) Programs

Carpools in the Bay Area consist of two or more people riding in one vehicle for commute purposes. Vanpools provide similar commuting benefits as carpools, though a vanpool consists of seven to 15 passengers, including the driver, and the vehicle is either owned by one of the vanpoolers or leased from a vanpool rental company. The Transportation Coordinator can provide an Internet link to the 511.org Rideshare website to access ride matching services. The Transportation Coordinator can also administer an on-site carpool and vanpool matching service for employees, either using a private database or via peer-to-peer matching programs such as Scoop, Carma, or TwoGo. A list of available vanpools that provide service between The Pruneyard and various points in the Bay Area can also be provided.

Car Share Spaces on Site

Car sharing provides an on-demand access to shared vehicles on-site on an as-needed basis, providing alternative mode commuters a means for day trips. The property manager will work with carsharing companies that have a South Bay presence, such as Zipcar, to locate vehicles on site and to dedicate parking spaces for carshare vehicles.

Pre-tax Commuter Benefits

The IRS permits employees to withdraw up to $255 per month in pre-tax wages to cover transit, vanpool, and train station parking costs (amount determined by the IRS (IRS Tax Code Section 132(f) - Qualified Transportation Fringe)). Lower amounts can be deducted for bicycle-related expenses. The Transportation Coordinator will provide advice and support for employers seeking to offer pre-tax commuter benefits. 511.org also has an outreach program to help employers get started.

Telecommuting and Alternative Work Schedules

Allowing employees to work off-site and providing them with the necessary infrastructure, i.e., internet access and internal data access, reduces the number of vehicle trips entering and exiting the site and on the roadway system. Flextime options such as compressed workweeks and alternative work hours can allow employees to make better use of transit and/or reduce the number of days they travel to the office and/or move vehicle travel outside of the peak periods. The Transportation Coordinator will provide advice and support for employers seeking to offer telecommuting, flextime and/or compressed work weeks to their employees.

VEHICLE TRIP REDUCTIONS

This section provides an estimate of the trip reductions associated with the proposed TDM strategies for The Pruneyard office development.

Trip reductions were developed using Fehr & Peers TDM+ tool, which quantifies the VMT and trip reductions associated with typical TDM strategies. TDM+ was developed from a comprehensive evaluation of peer-reviewed literature review of the effectiveness transportation demand management programs, which was included in Quantifying Greenhouse Gas Mitigation Measures (California Air Pollution Control Officers Association, 2010). This literature review was used to develop a spreadsheet tool for the Bay Area Air Quality Management District, which was validated against the actual performance of trip reduction strategies in the San Francisco Bay Area. The tool has been used for CEQA analysis in several certified Environmental Impact Reports (EIRs).

The strategies identified in the TDM Plan were modeled in TDM+ to estimate their potential for reducing vehicle trips associated with the office development. Implementing the full menu of design and programmatic strategies is estimated to yield trip reductions between seven and ten percent. As a result, the proposed program would ensure that the 5 percent vehicle trip reduction goal is met.

TABLE 4:
TRIP REDUCTION EFFECTIVENESS OF TDM MEASURES FOR THE PRUNEYARD TOWERS

TDM Measure	Detail	Trip Reductions	
		Low	High
MEASURES INCORPORATED INTO THE BUILDING AND SITE DESIGN			
Access to Transit (Downtown Campbell LRT Station)	Site is 0.8 miles from the Downtown LRT station	1.0%	1.5%
Pedestrian connections	Pedestrian improvements throughout site and connecting to Campbell Avenue	0.75%	1.25%
Showers/clothes lockers	Building will include showers and lockers to support bicycle commuting	*Included in Transportation Services Program*	
Bicycle parking (short + long term) and DIY bicycle repair station	Building will include secure bicycle parking and a DIY bike repair stand to support bicycle commuting		
On-site amenities	Site includes restaurants, retail, and services to reduce trip making		
Designated carpool/ vanpool parking spaces	Carpool/vanpool priority spaces will be designated near building entrance		
MEASURES PROVIDED BY PROPERTY MANAGER			
Transportation Services Program, including:		4.0%	4.5%
	Transportation Coordinator		
	TDM Promotional Activities		
	Commuter Information Website and Information Kiosk		
	Guaranteed ride home program		

TABLE 4:
TRIP REDUCTION EFFECTIVENESS OF TDM MEASURES FOR THE PRUNEYARD TOWERS

TDM Measure	Detail	Trip Reductions	
		Low	High
	Ridesharing (Carpool/Vanpool) Programs		
Car share spaces on site		0.25%	0.50%
TENANT PROVIDED MEASURES			
Pre-tax Commuter Benefits	Transportation coordinator will provide advice and support for employers	*Included in Transportation Services Program*	
Telecommuting/Flextime/ Compressed work week	Transportation coordinator will provide advice and support for employers	1.25%	1.75%
TOTAL		**7.25%**	**9.5%**

Source: Fehr & Peers, March 2016

Appendix K

MXD Trip Generation Analysis

MIXED USE TRIP GENERATION MODEL V4 - RESULTS

FEHR & PEERS

MODEL APPLICATION - ALL TRIPS

	Daily				AM Peak Hour				PM Peak Hour			
	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total
Baseline # of External Trips (ITE Model)	4240	14312	7069	25621	764	955	144	1863	570	1266	793	2629
% External Trip Reduction (predicted by MXD Model)												
Internal Capture	0.78%	0.83%	6.89%	2.50%	0.78%	0.83%	6.89%	1.28%	0.78%	0.83%	6.89%	2.65%
Walking External	0.66%	3.09%	2.28%	2.46%	0.66%	3.09%	2.28%	2.03%	0.66%	3.09%	2.28%	2.32%
Transit External	2.68%	3.09%	4.27%	3.33%	2.68%	3.09%	4.27%	3.00%	2.68%	3.09%	4.27%	3.34%
# of Trips Reduced (predicted by MXD Model)												
Internal Capture	33	119	487	639	6	8	10	24	4	11	55	70
Walking External	28	438	150	616	5	29	3	37	4	39	17	59
Transit External	113	438	281	832	20	29	6	55	15	39	32	85
MXD Model # of Vehicle Trips	**4067**	**13316**	**6151**	**23534**	**733**	**888**	**125**	**1747**	**546**	**1178**	**690**	**2415**

Results - Existing Development

	External Vehicle Trips		
	Baseline	Adjusted	Reduction %
Daily	25,621	23,534	8%
AM Peak Hour	1,863	1,747	6%
PM Peak Hour	2,629	2,415	8%

	Total Trips Reduced			
	HBW	HBO	NHB	Total
Daily	173	996	918	2087
AM Peak Hour	31	66	19	116
PM Peak Hour	23	88	103	214

Appendix Exhibit K1

MXD Analysis

Existing Conditions

MIXED USE TRIP GENERATION MODEL V4 - RESULTS

FEHR & PEERS

MODEL APPLICATION - ALL TRIPS

	Daily				AM Peak Hour				PM Peak Hour			
	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total
Baseline # of External Trips (ITE Model)	4603	15250	7573	27426	863	1033	157	2053	632	1353	855	2840
% External Trip Reduction (predicted by MXD Model)												
Internal Capture	0.78%	0.83%	7.15%	2.57%	0.78%	0.83%	7.15%	1.29%	0.78%	0.83%	7.15%	2.72%
Walking External	0.66%	3.28%	2.44%	2.61%	0.66%	3.28%	2.44%	2.11%	0.66%	3.28%	2.44%	2.45%
Transit External	2.80%	3.09%	4.27%	3.35%	2.80%	3.09%	4.27%	3.05%	2.80%	3.09%	4.27%	3.36%
# of Trips Reduced (predicted by MXD Model)												
Internal Capture	36	127	542	705	7	9	11	27	5	11	61	77
Walking External	30	496	172	698	6	34	4	43	4	44	19	68
Transit External	128	467	300	895	24	32	6	62	18	41	34	93
MXD Model # of Vehicle Trips	**4409**	**14159**	**6559**	**25127**	**827**	**959**	**136**	**1922**	**605**	**1257**	**740**	**2602**

Results - Project Option A

	External Vehicle Trips			
	Baseline	Adjusted	Reduction %	
Daily	27,426	25,127	8%	
AM Peak Hour	2,053	1,922	6%	131
PM Peak Hour	2,840	2,602	8%	238

	Total Trips Reduced			
	HBW	HBO	NHB	Total
Daily	194	1091	1014	2298
AM Peak Hour	36	74	21	131
PM Peak Hour	27	97	114	238

Appendix Exhibit K2

MXD Analysis

Project Option A Conditions

MIXED USE TRIP GENERATION MODEL V4 - RESULTS

FEHR & PEERS

MODEL APPLICATION - ALL TRIPS

	Daily				AM Peak Hour				PM Peak Hour			
	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total	HBW	HBO	NHB	Total
Baseline # of External Trips (ITE Model)	4869	15759	7839	28468	869	1054	160	2083	659	1400	884	2942
% External Trip Reduction (predicted by MXD Model)												
Internal Capture	0.78%	0.83%	7.18%	2.57%	0.78%	0.83%	7.18%	1.30%	0.78%	0.83%	7.18%	2.73%
Walking External	0.66%	3.30%	2.46%	2.62%	0.66%	3.30%	2.46%	2.13%	0.66%	3.30%	2.46%	2.46%
Transit External	2.82%	3.09%	4.27%	3.35%	2.82%	3.09%	4.27%	3.06%	2.82%	3.09%	4.27%	3.36%
# of Trips Reduced (predicted by MXD Model)												
Internal Capture	38	131	563	732	7	9	11	27	5	12	63	80
Walking External	32	516	179	727	6	35	4	44	4	46	20	70
Transit External	136	483	311	929	24	32	6	63	18	43	35	96
MXD Model # of Vehicle Trips	**4664**	**14629**	**6787**	**26080**	**832**	**979**	**138**	**1949**	**631**	**1299**	**765**	**2695**

Results- Project Option B

	External Vehicle Trips		
	Baseline	Adjusted	Reduction %
Daily	28,468	26,080	8%
AM Peak Hour	2,083	1,949	6%
PM Peak Hour	2,942	2,695	8%

	Total Trips Reduced			
	HBW	HBO	NHB	Total
Daily	206	1130	1053	2389
AM Peak Hour	37	76	21	134
PM Peak Hour	28	100	119	247

Appendix Exhibit K3

MXD Analysis

Project Option B Conditions

Appendix L

VTA Auto Trip Reduction Statement

AUTO TRIP REDUCTION STATEMENT

UPDATED: October 2014

SANTA CLARA Valley Transportation Authority

PROJECT INFORMATION		*Relevant TIA Section:*	
Project Name:			
Location:			
Description:			
Size (net new):	*D.U. Residential*	*Sq. Ft. Comm.*	*Acres (Gr.)*
Density:	*D.U. / Acre*	*Floor Area Ratio (FAR)*	
Located within 2000 feet walking distance of an LRT, BRT, BART or Caltrain station or major bus stop? Yes/No			

PROJECT AUTO TRIP GENERATION		*Relevant TIA Section:*	
Auto Trips Generated:	*AM Pk Hr*	*PM Pk Hr*	*Total Weekday*
Methodology (check one)	☐ **ITE**	☐ **Other** *(Please describe below)*	

AUTO TRIP REDUCTION APPROACH	*Relevant TIA Section:*		
☐ **Standard** *Complete Table A below*	☐ **Peer/Study-Based** *Complete Table B below*	☐ **Target-Based** *Complete Table C below*	☐ **None Taken**

TRIP REDUCTION REQUIREMENTS	*Relevant TIA Section:*
Is the project required to meet any trip reduction requirements or targets? Yes/No	**If so, specify percent:**
Reference code or requirement:	

TRIP REDUCTION APPROACHES

A. STANDARD APPROACH		*Relevant TIA Section:*			
Type of Reduction *Specify reduction. See Table 2 in TIA Guidelines*		**% Reduction from ITE Rates**	**Total Trips Reduced (AM/PM/Daily)**	**TOTAL REDUCTION CLAIMED**	
				%	**Trips**
Transit					
Mixed-Use					
Financial Incentives					
Shuttle					

B. PEER/STUDY-BASED APPROACH	*Relevant TIA Section:*	
Basis of Reduction	**TOTAL REDUCTION CLAIMED**	
	%	**Trips**

C. TARGET-BASED APPROACH			Relevant TIA Section:		
Type of Reduction (check all that apply)				TOTAL REDUCTION CLAIMED	
❒ % Trip Reduction	❒ % SOV mode share	❒ Trip Cap		%	Trips
Description					
Time period for reduction	Peak Hour	Peak Period	Full Day		
	❒ AM/PM	❒ AM/PM	❒		

OTHER TDM/REDUCTION MEASURES			
Bicycle/Pedestrian	Yes/No	Relevant TIA Section:	
Parking Management	Yes/No	Relevant TIA Section:	
Transit	Yes/No	Relevant TIA Section:	
Site Planning and Design	Yes/No	Relevant TIA Section:	
TDM Program	Yes/No	Relevant TIA Section:	

IMPLEMENTATION	Relevant TIA Section:	
Have the project sponsor and Lead Agency agreed to any of the following measures?		
❒Monitoring		
❒Enforcement		
❒Data Sharing		

Appendix M

Site Plan Evaluation

Hatch Mott MacDonald

1300-B First Street
Gilroy, CA 95020
T 408-848-3122 www.hatchmott.com

May 6, 2016

MEMORANDUM

TO: Matthew Jue

FROM: Dan Takacs, Keith Higgins

SUBJECT: Pruneyard Expansion Project Site Plan Review

This memorandum provides an evaluation of the on-site circulation plans for vehicles, pedestrians and bicycles for the proposed Pruneyard Expansion project. The project proposes to modify the existing on-site circulation plan and enhance pedestrian and bicycle facilities on-site.

Exhibit 1 shows the existing Pruneyard site plan. A mix of retail, restaurant, hotel and office uses are currently located on the easterly portion of the site. Three office buildings are currently located on the westerly portion of the site. A four-story parking structure is located in the northwest corner of the site. The project site is accessed from the local road network at seven locations. A connection to the Los Gatos Creek Trail is provided at the southwest corner of the existing parking garage.

The proposed project involves the construction of a new office building as well as new buildings to be occupied by a mix of commercial uses that include retail, restaurant, office and potentially a fitness center. **Exhibit 2A** shows the project site for development Option A and **Exhibit 2B** shows the project site plan for development Option B. Option A would develop Building R3 as office/retail space and Option B would develop Building R3 as a fitness center.

VEHICULAR CIRCULATION

This section provides a description of the proposed on-site vehicular circulation for the project. As shown on **Exhibit 1**, the key on-site circulation roads and drive aisles are referenced as follows:

1. Campisi Way - The two, two-lane, north-south circulation roads representing a one-way couplet that extend between the north perimeter road and the Outback restaurant near Campbell Avenue. The easterly road is one-way northbound and the westerly road is one-way southbound. The only parking provided on Campisi Way are 90 degree parking spaces located on the west side of the southbound road, north of the traffic circle.
2. North Perimeter Road extends along the northerly boundary of the Pruneyard between Bascom Avenue and Campisi Way. It is a two-way, two-lane road with curb parking on the south side of the road.
3. Center Road extends east-west through the center of the site between Bascom Avenue and the traffic circle in the Campisi Way median. It is two lanes wide with two-way traffic. Angled parking is provided along most of Center Road. It functions as a parking aisle.
4. South Aisle denotes the southerly east-west driving aisle.
5. West Aisle denotes the westerly north-south drive aisle.
6. East Aisle denotes the easterly north-south drive aisle.

Existing vehicular circulation constraints and issues include the following:

1. Short intersection approaches at egress locations to signalized intersections on Bascom Avenue and Campbell Avenue provide limited vehicle storage that limits the number of vehicles that can efficiently exit when receiving a green light. The short intersection approaches are the result of short distances between Bascom Avenue and East Aisle and between Campbell Avenue and South Aisle.
2. Extensive application of angle parking throughout the site in combination with two-way circulation aisles. Motorists turning into angled parking spacing from the opposite approaching direction frequently cause short-term disruption in traffic flow in the aisle as they perform a u-turn to maneuver into the parking space.

3. For the most part, all on-site circulation is accomplished in parking aisles where circulating traffic can be delayed by vehicles maneuvering into and out of parking spaces. Southbound Campisi Way has a short section of adjacent 90 degree parking along the northwest segment of the road. Otherwise Campisi Way is the exception in that parking spaces are not provided along the road. This allows traffic on the road to flow unimpeded by parking maneuvers. However, the inside (curb) lane on the northbound segment is frequently used for short-term parking by restaurant and theater patrons and for service loading/unloading. During one evening observation, six vehicles were observed parked on northbound Campisi Way.
4. Vehicles exiting the north parking garage entry/exit to Campisi Way north or to Bascom Avenue via North Perimeter Road must travel through the northerly portion of the parking area located between the southbound and northbound segments of Campisi Way. This travel path is shown on **Exhibit 1**. These traffic movements create conflicts with vehicles circulating in the parking area.
5. Inadequate traffic control markings and signing and poor maintenance of traffic control markings. At several locations, existing pavement markings are illegible or too faded or confusing to be discerned. This includes STOP legends and marked pedestrian crosswalks. Additional traffic control signage and/or markings should be installed to identify traffic circulation patterns. Wrong-way travel movements were observed during site observations, particularly at the traffic circle and on the Campisi Way one-way couplet.
6. The existing lighting provided may not provide adequate illumination for the site.
7. Wayfinding signage, including direction signage to the parking garage, is not adequate and in some cases confusing.

The proposed project would implement major changes to the on-site vehicular circulation patterns, which are described below. Items 1 through 6 are identified on **Exhibit 2A**. Items 7 through 12 refer to conditions throughout the site.

1. The exit from the parking area located northwest of the East Aisle/Central Road intersection is proposed to be relocated from Central Road to East Aisle.

   This modification will marginally improve traffic operations at the intersection of East Aisle and Center Road and is recommended.

2. Angle parking located on both sides of the middle portion of Center Road would be removed. The intent of the proposed change is to create a pedestrian priority area on the westerly segment of Center Road.

   Removing the parking spaces will improve traffic flow on Center Road at this location because conflicts between through vehicles and vehicles maneuvering in and out of parking spaces would be eliminated. This modification is recommended.

3. The placement and the size of the new office building (O1) in the southwest corner of the site will necessitate reconfiguration of the circulation in the area of the new office building. South Aisle west of Union Avenue would be eliminated by the footprint of the new office building. Circulation between the Campbell Avenue/Union Avenue intersection and the existing parking garage located in the northwest corner of the site would be accomplished through the existing parking area located west of Tower 2 and south of the Pruneyard Place Office Tower.

   One-way, clockwise circulation is proposed through the parking area located north of the new O1 office. One-way counter-clockwise flow through the parking area would be more efficient, but the clockwise flow is acceptable. The area is designed for clockwise flow at the request of emergency service officials. Signing and markings to direct motorists will be installed at this location.

4. The proposed project will alter existing north-south traffic flows through the center of the site between Campisi Way on the north and Campbell Avenue. North-south vehicle circulation is currently provided by Campisi Way as well as the drive aisles in the parking area between the northbound and southbound Campisi Way roads.

4a. Campisi Way East – south segment: The existing one-way, two-lane northbound road between South Aisle and Center Road would be modified to a one-lane, one-way northbound road. Turnouts for drop-off/pick-up and loading/unloading would be provided at two locations. No parking spaces would be provided adjacent to this segment of road. The northerly portion of this road segment would be constructed as a speed table through a pedestrian priority area located between new buildings R1/R2 and the existing Pruneyard development.

4b. Campisi Way East – north segment: The existing one-way, two-lane northbound road between Center Road and North Perimeter Road would be replaced by a two-way, two-lane road. One turnout would be provided just north of Center Road. Eight parking spaces would be provided on this segment of road and these spaces would be located at new building R3 as angled spaces in the southbound direction. With Development Option A shown on **Exhibit 2A**, the segment of modified Campisi Way east of Building R3 would bifurcate on the approach to Center Road. With Option B shown on **Exhibit 2B**, the segment of modified Campisi Way east of R3 would not bifurcate on the approach to Center Road.

4c. Campisi Way West – south segment: The southbound segment of Campisi Way between Center Road and South Aisle would be converted to a two-way, two-lane road. Perpendicular parking would be provided on this road at new buildings R1 and R2.

The existing southbound segment of Campisi Way between North Perimeter Road and Center Road would be eliminated. Existing traffic flow on this segment would travel on the easterly segment of modified Campisi Way.

The circulation plan for Option B shown on **Exhibit 2B** is the same as the circulation plan for Option A with the exception of the design of section of Campisi Way immediately east of Building R3. With Option B, this segment would not bifurcate on the approach to Center Road. Either design is acceptable.

The redesign of Campisi Way through the site will alter circulation opportunities on the site and create new circulation patterns. New vehicular conflicts would be created at intersections of on-site circulation roads and drive aisles because new turning movements would be created at these locations.

While there is a potential for traffic operations to be degraded from existing conditions on the Campisi Way corridor through the site, elements of the proposed plan are expected to reduce traffic flows on Campisi Way and change the vehicular circulation patterns on the site. These elements include extending the existing parking garage to the east with more direct access to the garage from the North Perimeter Road/Campisi Way intersection, which will capture traffic at the northerly entry to the site. Development of new commercial retail/restaurant uses west of the existing commercial retail/restaurant uses development and elimination of a portion of the existing parking provided within the Campisi Way north-south couplet will reduce parking supply and correspondingly reduce vehicular traffic. The proposed plan would redesign the area immediately west of the existing Pruneyard retail complex to be more pedestrian oriented. North-south traffic flows on the Campisi Way north-south couplet are anticipated to shift to West Aisle as well as to the two-lane, two-way segment of Campisi Way located immediately east of Tower 2. An enhanced wayfinding program to direct patrons to the parking garages is proposed by the project applicant and the wayfinding program will be important for on-site traffic operations by reducing north-south cross traffic. Appendix E of the Pruneyard Master Use Permit provides a preliminary vehicular wayfinding sign plan which indicates that an extensive wayfinding system will be provided. This will need to be adjusted as appropriate after the site plan is finalized. Based on the review of the various elements of the proposed site plan and based upon observations of existing traffic conditions on Campisi Way through the site, the proposed circulation plan provides an acceptable circulation plan for the project.

5. Existing parking spaces are restriped from angled parking to 90 degree/perpendicular spaces throughout the site. The parking area located east of Tower 2 and south of Pruneyard Place would be restriped from 90

degree spaces to angled parking. Restriping spaces to 90 degree parking will improve vehicle maneuvering issues associated with vehicles accessing spaces where a two-way circulation aisle is provided. The angled parking north of the new O1 office building will emphasize the one-way, clockwise circulation pattern in this area.

6. Restaurant short-term parking – customer pick-up and restaurant delivery services create very short-term parking demand. Several spaces on the site are currently marked and/or signed for short-term parking. As previously stated, the Campisi Way northbound curb travel lane currently functions as a drop-off/pick-up lane and a short-term parking lane. The valet areas located south of Buildings R1 and R3 and east of Building R4 could be used for very short-term parking during the periods when valet service is not provided. The Pruneyard staff monitors the usage of short-term spaces on an on-going basis and will continue to monitor and adjust the short term and valet parking operations in response to the needs of tenants with short-term spaces provided near tenants with heavy, short-term customer traffic.

7. Loading Zones – the valet zones located south of Buildings R1 and R3 and east of Building R4 can be used for loading and unloading because these services typically occur during off-peak periods. The proposed site plan will eliminate the loading space located on Campisi Way east of Office Tower 1 and replace the space with a loading space immediately east of Office Tower 2.

8. Traffic Control – the application of traffic control devices on site should conform to the most recent edition of the California Manual on Traffic Control Devices. The Pruneyard maintains all traffic control devices and pavement markings as a part of its annual maintenance budget. The Pruneyard maintenance team is also responsible for maintaining buildings, landscaping, site lighting and other site elements. The City of Campbell maintains authority for overseeing the adequacy of the maintenance of traffic control devices via the master use permit for the site.

9. The project applicant will install markings and signage that identify the access point to the Los Gatos Creek Trail located at the southwest corner of the existing parking garage. This will include markings and signage to identify this location as bicycle crossing area and warning signage and markings to inform motorists approaching the trail access location from inside the garage as well as from outside of the garage of the potential bicycle and pedestrian traffic at the location.

10. Wayfinding signage will be enhanced at the entrance access locations and key on-site intersections to direct patrons to on-site destinations. The final design will be reviewed subsequent to finalizing the project site plan.

11. Lighting standards (ANSI/IESNA RP-20-98) for new parking facilities and crosswalks will be followed.

12. Speed humps are currently provided throughout the site in the drive aisles. It is recommended that the design and marking of the existing speed humps be modified where necessary to conform to current design standards and practices. The US Traffic Calming Manual, American Planning Association/ASCE Press, 2009, or later editions, should be followed. The project applicant has indicated that non-conforming speed humps will be removed from the site and new traffic calming elements will be located on site per professional engineering standards and review by the Santa Clara County Fire Department. The speed humps will be designed in accordance with standards presented in the *Recommended Practice U.S. Traffic Calming Manual*, American Planning Associate/ASCE Press (2009). This recommended practice provides guidance on the design and application of speed humps, speed tables, and speed lumps. Within parking lots, a standards parabolic speed hump (12-14' long and 3" high) is recommended. To provide effective speed reduction and accommodate the needs of emergency vehicles, speed lumps will be used along emergency vehicle access routes. Unlike the older speed hump design, speed lumps have gaps to accommodate the wheel tracks of emergency vehicles. The gaps may also improve bicycle access. County Fire staff will be consulted when developing the final design of speed humps and speed lumps.

PEDESTRIAN CIRCULATION

The project includes several improvements to the existing pedestrian circulation plan that will enhance pedestrian circulation on the project site. This section describes existing pedestrian related conditions and planned improvements. The planned improvements apply to both project development options.

Existing Off-Site Conditions

Pedestrian sidewalks and bike lanes are currently provided on both sides of Campbell Avenue and Bascom Avenue along the Pruneyard frontage. A connection to the Los Gatos Creek Trail is currently provided that is accessed from West Aisle near the southwest corner of the existing parking garage. The public street segment of Campisi Way north of the Pruneyard has sidewalks on both sides of the street. The segment of Campisi Way between North Perimeter Road and Creekside Way is two-lanes wide with on-street parking allowed on both sides of the street. Bike lanes are not marked on this segment of Campisi Way.

Two transit stops are currently provided on westbound Campbell Avenue adjacent to the Pruneyard. One stop is located west of the Union Avenue driveway and the second stop is located west of the Bank of America/Sports Basement driveway. The transit bus stop serving eastbound Campbell Avenue is located east of the intersection with Union Avenue. The transit bus stops serving southbound and northbound Bascom Avenue are located north of Campbell Avenue.

Proposed Pedestrian Circulation Plan

Key elements of the pedestrian circulation include a raised speed table and stamped asphalt concrete through the pedestrian priority areas located on Campisi Way and Center Road. Stamped concrete is utilized to designate pedestrian crosswalks at key locations.

Pedestrian Circulation To/From Off-site Locations

The project will provide new and enhanced pedestrian connections between the adjacent off-site pedestrian sidewalks and the on-site development. These new facilities include sidewalks and crosswalks. Specific conditions at the project driveways are described below. The driveway numbers reference the in/out access locations shown on **Exhibits 1** and **2A**.

A. Driveway 1 (Campbell Avenue/Union Avenue) – a sidewalk is currently provided on the east side of this driveway that extends into the site from the sidewalk on Campbell Avenue. A sidewalk will be constructed on the west side of the Union Avenue driveway in conjunction with the development of the new office building. The crosswalk across the east and north legs of the Union Avenue driveway/South Aisle intersection will extend fully across each approach without angle points.

B. Driveway 2 (Campbell Avenue/Campisi Way) – a sidewalk is currently provided on the west side of this driveway. The project will construct a sidewalk on the east side of the driveway. Marked crosswalks will be provided across all legs of the South Aisle/Driveway 2 intersection. The proposed improvements would be adequate for this location.

C. Driveway 3 (Campbell Avenue/Bank of America-Sports Basement) – a sidewalk is currently provided on the west side of this driveway with a marked crosswalk across the west leg of the South Aisle/Driveway 3 intersection. Pruneyard patrons walking between The Pruneyard and the Bascom Avenue/Campbell Avenue intersection will be directed to walk via the sidewalk on Driveway 3 to access the Pruneyard.

   The project includes a new interior east-west sidewalk north of the Bank of America that in conjunction with crosswalks installed across the adjacent drive aisles will provide a pedestrian path between the Sports

Basement and the Bank of America. This route is not recommended for pedestrians walking between The Pruneyard and the Bascom Avenue/Campbell Avenue intersection because of potential conflicts with Bank of America patrons, including patrons using the ATM machines on the north side of the bank building. However, the project includes modifications to the parking configuration at the Bank of America northern sidewalk that will provide five additional feet beyond the three feet north of the columns located along the north face of the bank building. This will provide additional circulation space for pedestrians and ATM users in this area.

D. Driveway 4 (Bascom Avenue/Bank of America-Sports Basement) – a sidewalk is proposed to be constructed on the north side of this driveway. The sidewalk will extend along the curb to the east-west drive aisle located on the south side of Trader Joe's. Crosswalks would be provided across East Aisle and the Trader Joe's drive aisle. The proposed improvements would be adequate for this location.

E. Driveway 5 (Bascom Avenue/Center Road) – sidewalks are currently provided on both sides of this driveway. Marked crosswalks are provided on the west, north and south legs of the East Aisle/Driveway 5 intersection. These crosswalks would be enhanced, high-visibility crosswalks. The proposed design would be adequate for this location.\

F. Driveway 6 (Bascom Avenue/North Perimeter Road) – no facilities for pedestrians to access the Pruneyard site are currently provided on Driveway 6. A pedestrian route into the site is currently provided south of Driveway 6 in the form of a marked crosswalk across the easterly north-south drive aisle and East Aisle. The project will construct a sidewalk along the south side of the North Perimeter Driveway between Bascom Avenue and East Aisle and will remove the existing crosswalk across the parking aisles. This configuration would remove the pedestrian movements from the parking aisle and will be adequate as proposed.

G. The northwest corner of the Bascom Avenue/North Perimeter Road intersection includes vegetation that limits sight distance between vehicles approaching the intersection on southbound Bascom Avenue and the west leg of the Bascom Avenue/North Perimeter Road intersection. A pedestrian barricade is proposed as part of the project to be installed in the northwest corner of the Bascom Avenue/North Perimeter Road intersection, west of the sidewalk, that includes a NO PEDESTRIAN sign (R9-3) and a USE CROSSWALK sign (R9-3bP). This signage will encourage pedestrian accessing the Double Tree Hotel and the northern portion of the Pruneyard from Bascom Avenue to access the site via the planned pedestrian route and the south side of the driveway as described above.

H. Access Location 7 (Campisi Way/North Perimeter Road) – Marked crosswalks are proposed for the north and east legs of the intersection. The proposed design would be adequate for this location.

On-Site Pedestrian Facilities

Major pedestrian flows will occur between the office towers and the retail core and between the parking garage and the retail core. An interior sidewalk will be provided by the project through the short-term/visitor parking area located east of the Pruneyard Place office building that will enhance pedestrian safety through this parking lot. The proposed on-site facilities for pedestrians as shown on the project site plan will be adequate for the project.

It should be noted that the existing sidewalk located on the south frontage of Tower 2 is not ADA compliant and will be reconstructed to ADA standards. The sidewalk currently includes a staircase step and the sidewalk would be a primary pedestrian route between Campbell Avenue and Tower 2.

BICYCLE CIRCULATION

Bicyclists will share on-site roadways and drive aisles with motor vehicles. Bicyclists and motorists are expected to follow standard rules of the road as they would on the public road network.

The project proposes to provide bike corrals at the following locations on the perimeter of the site:

1. Bascom Avenue at Patxi's Court
2. Northwest corner of the new office building
3. North of Tower 1
4. Southeast corner of the Sports Basement store

These parking facilities are intended to capture bicyclists at the perimeter of the site and convert them to pedestrians. The bicycle corrals will supplement other bicycle parking located throughout the Pruneyard development.

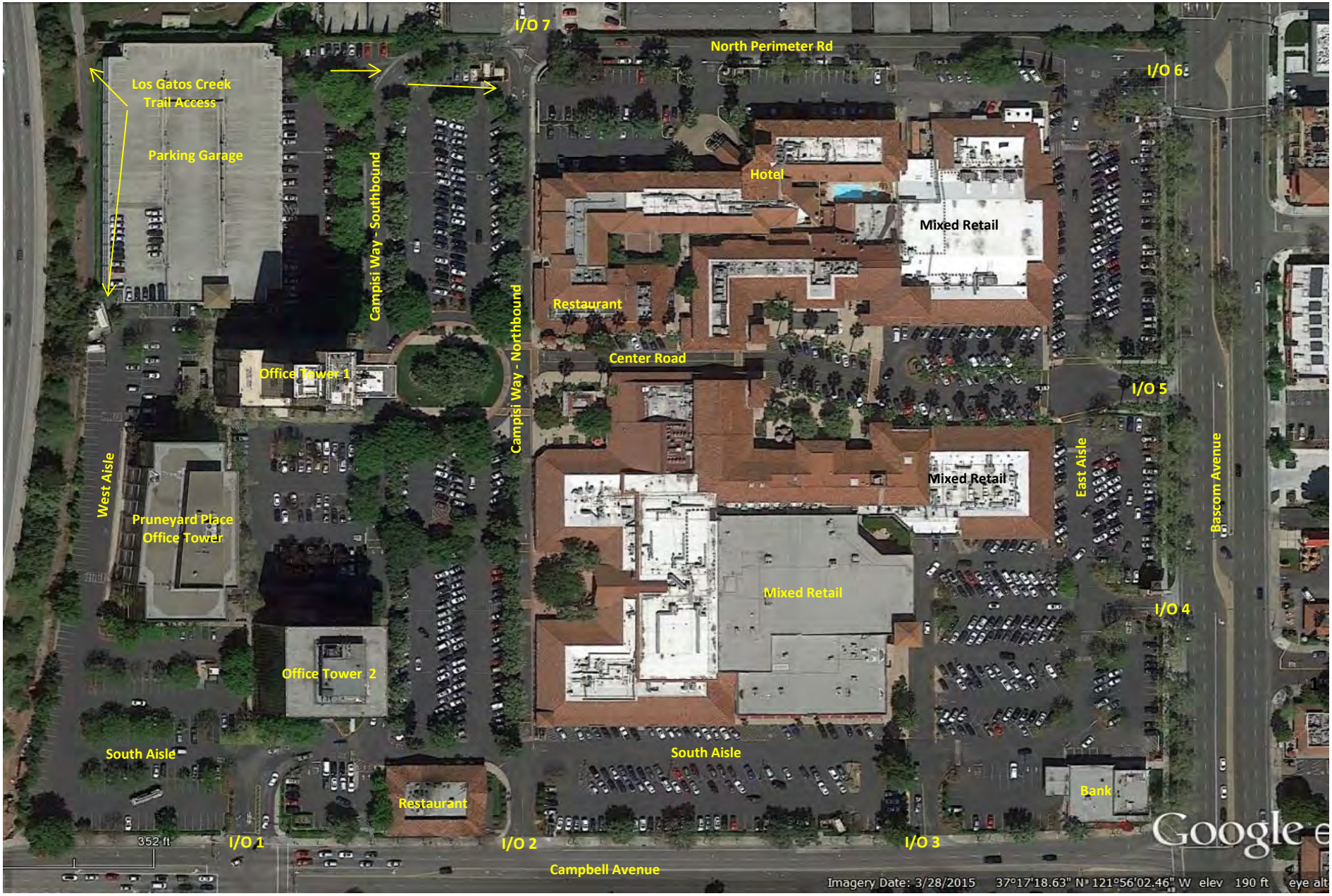
Sharrow markings will be provided on West Aisle which would be appropriate for this location.

SUMMARY

The project proposes several changes to the on-site circulation system for vehicles. In addition, modifications to existing parking lots including the layout of parking spaces are planned. The project will create pedestrian priority areas in the central area of the site. The planned on-site circulation plan will be adequate for the project.

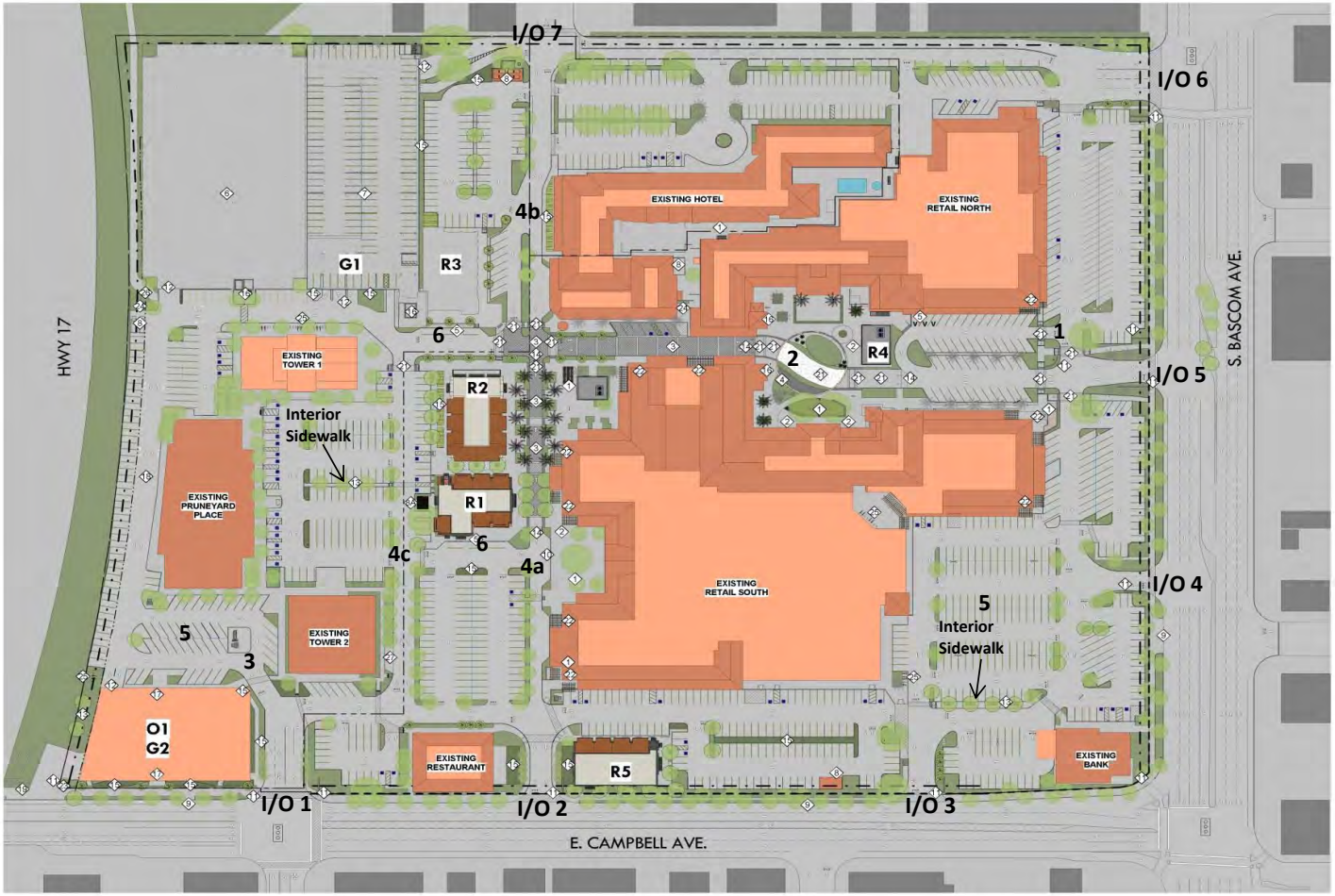
The project includes several pedestrian related improvements that will enhance pedestrian circulation on the project site as well as improve pedestrian connectivity between the site and adjacent off-site pedestrian facilities.

The project will increase the number of bicycle parking facilities on-site. Bicycle circulation west of the existing office towers will be enhanced with implementation of the Sharrows bicycle markings. The project will maintain existing connections between the Los Gatos Creek Trail and the project site. The planned bicycle related improvements will be adequate for the project.



I/O: Pruneyard site access intersections.

Exhibit 1
Existing Pruneyard Commercial Center



1 SITE PLAN
1" = 60'-0"

3/8/2016 2:09:14 PM

SHEET NOTES

SEE FEHR & PEERS MEMO FOR DETAILED PARKING ANALYSIS

LEGEND

- PROPERTY LINE
- SETBACK LINE
- STORM EASEMENT LINE
- PARCEL LINE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC

KEY NOTES

1. NEW SEATING AREA
2. NEW OUTDOOR DINING AREA
3. NEW STAMPED ASPHALT PAVING
4. CHILDREN'S PLAY AREA
5. VALET DROP OFF AREA / OFF PEAK LOADING
6. EXISTING 4 LEVEL PARKING GARAGE, 750 SPACES
7. NEW PARKING GARAGE
8. (E) TRASH ENCLOSURE
8a. NEW TRASH ENCLOSURE
9. BUS STOP
10. DROP OFF AREA
11. NEW SIGNAGE, SEE SIGNAGE PACKAGE
12. PARKING GARAGE ENTRY/EXIT
13. NEW PEDESTRIAN CIRCULATION
14. SPEED TABLE, RAMP UP
15. LANDSCAPE WATER TREATMENT AREA
16. PUBLIC ELEVATORS
17. OFFICE ENTRY LOBBY
18. NEW BIKE LANE
19. NEW PORTALS PROJECT
20. NEW STRIPING TO ACOMMODATE LEFT TURN
21. STAMPED CONCRETE
22. ARCADE REMOVAL / TRELLIS CREATION
23. PUBLIC ART IN NEW PLAZA
24. ENCLOSURE SCREENING
25. BIKE CORRAL
26. IMPROVED BIKE TRAIL ACCESS & MARKERS
27. OFFICE LOADING ZONE

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

LOWNEY ARCHITECTURE
300 Seventeenth Street, Suite 100 Oakland, California 94612
510.836.5400 LOWNEYarch.com

PROJECT NAME
The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	

N PROJECT NORTH

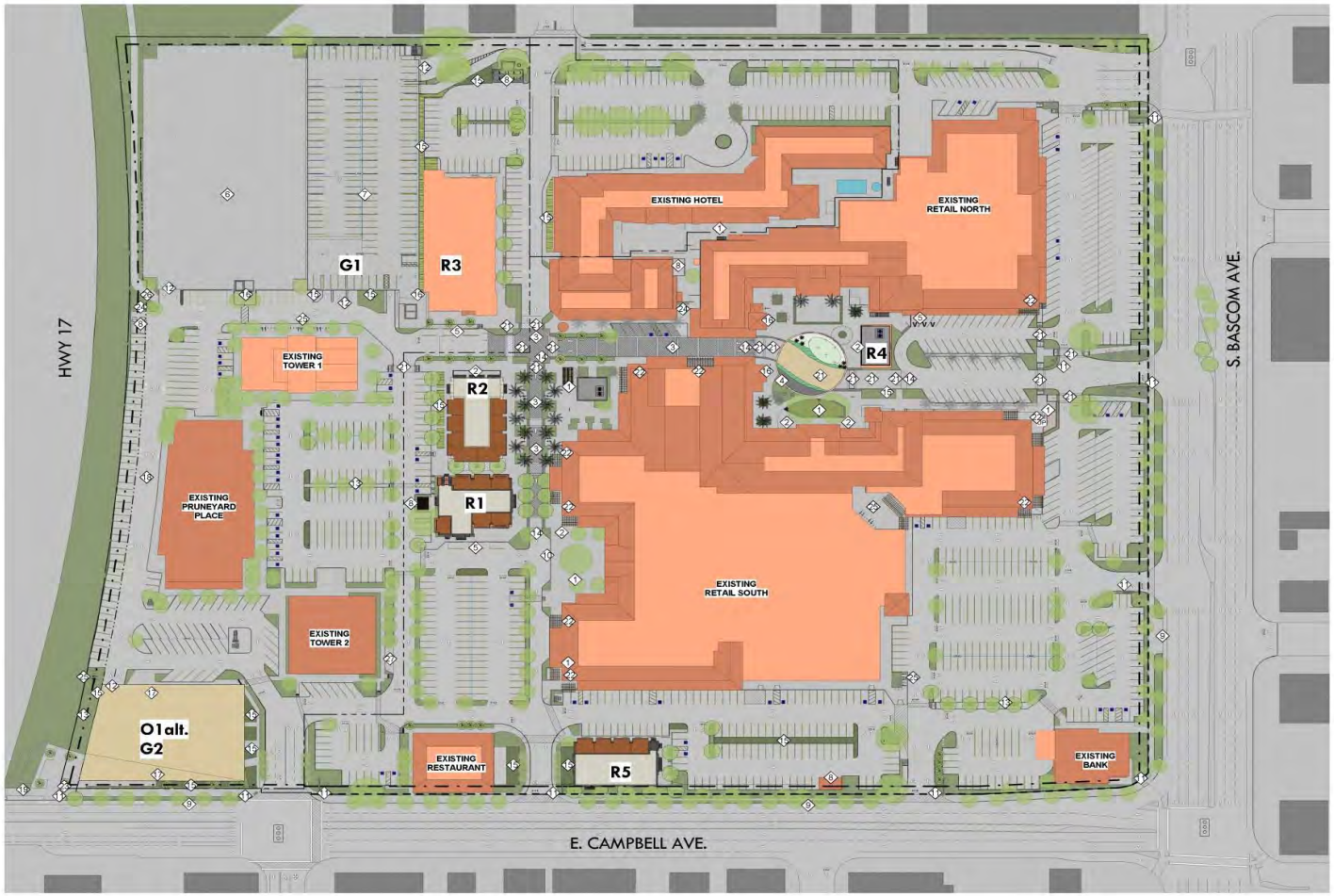
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:
SITE PLAN

SHEET NUMBER
A1.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

Exhibit 2A
Project Site Plan
Option A



3/8/2016 2:13:12 PM

1 SITE PLAN ALT. R3 FITNESS & OFFICE ALT.
1" = 60'-0"

SHEET NOTES

SEE FEHR & PEERS MEMO FOR DETAILED PARKING ANALYSIS.

OPTIONAL POOL ON R3 SHOWN PENDING TENANT DIRECTION.

LEGEND

- PROPERTY LINE
- SETBACK LINE
- STORM EASEMENT LINE
- PARCEL LINE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC

KEY NOTES

1. NEW SEATING AREA
2. NEW OUTDOOR DINING AREA
3. NEW STAMPED ASPHALT PAVING
4. CHILDREN'S PLAY AREA
5. VALET DROP OFF AREA / OFF PEAK LOADING
6. EXISTING 4 LEVEL PARKING GARAGE, 750 SPACES
7. NEW PARKING GARAGE
8. TRASH ENCLOSURE
9. BUS STOP
10. DROP OFF AREA
11. NEW SIGNAGE, SEE SIGNAGE PACKAGE
12. PARKING GARAGE ENTRY/EXIT
13. NEW PEDESTRIAN CIRCULATION
14. SPEED TABLE, RAMP UP
15. LANDSCAPE WATER TREATMENT AREA
16. PUBLIC ELEVATORS
17. OFFICE ENTRY LOBBY
18. NEW BIKE LANE
19. NEW PORTALS PROJECT
20. NEW STRIPING TO ACOMMODATE LEFT TURN
21. STAMPED CONCRETE
22. ARCADE REMOVAL / TRELLIS CREATION
23. PUBLIC ART IN NEW PLAZA
24. ENCLOSURE SCREENING
25. BIKE CORRAL
26. IMPROVED BIKE TRAIL ACCESS & MARKERS
27. OFFICE LOADING ZONE

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

LOWNEY ARCHITECTURE
305 Seventeenth Street, Suite 100 Oakland, California 94612
510.836.5400 LOWNEYarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	

PROJECT NORTH TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

SITE PLAN ALT. R3 FITNESS & OFFICE ALT

SHEET NUMBER

A1.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

Exhibit 2B
Project Site Plan
Option B

ATTACHMENT 6

PRUNEYARD PARKING DEMAND AND SUPPLY ANALYSIS

FEHR PEERS
Improving Communities Since 1985

MEMORANDUM

Date: August 10, 2015, revised October 30, 2015

To: Dean Rubinson, Ellis Partners LLC
Sam McGeehan, Lowney Architecture

From: Sarah Peters, Henry Choi, and Jane Bierstedt, Fehr & Peers

Subject: Pruneyard Parking Demand and Supply Analysis

SJ15-1554

INTRODUCTION

Ellis Partners LLC is leading the master planning effort for The Pruneyard in Campbell, California that includes new office and retail development, changes to existing tenants, the expansion of the existing parking garage, and renovations to the retail center. Existing uses at The Pruneyard include a bank, retail space, restaurants, medical and non-medical offices, a theater, and a hotel. New development and changes to the existing development are planned across four phases. Two different development scenarios were identified for Phases 3 and 4, depending on whether a fitness use is included in the project. This memorandum summarizes the results of the parking demand and supply analysis for the various phases, including the two development scenarios for Phases 3 and 4.

PROPOSED LAND USE CHANGES

The proposed land use changes for The Pruneyard Master Plan include:

- **Retail/Restaurant Flex Space (Buildings R1, R2, R4, R5):** The addition of 18,600 sf of space which could be leased as either retail or restaurant. For the parking demand analysis summarized in this report, this space was assumed to be restaurant, however, it may be developed instead as half restaurant and half retail;
- **R3 Option A:** 6,000 sf of added retail and 6,000 sf of added office space;
- **R3 Option B:** The addition of a 30,000-sf fitness center;
- **Office Tower:** 100,000-sf office tower with 2 levels of parking;
- **Potential tenant changes:** Convert some existing restaurant and office space to retail uses; reduce the existing movie theater by 482 seats to 600 seats total with expanded in-theater dining options.

To accommodate the added development, the existing parking garage would be expanded (G1) and the existing parking lots would be restriped. The existing and proposed land uses are summarized in **Table 1**, along with the results of the shared parking analysis described in subsequent sections.

PARKING DEMAND AND SUPPLY ASSESSMENT

A shared parking demand model was developed to estimate overall peak parking demand for the four phases of development and two proposed land use scenarios. This model was initially developed using parking occupancy data from May 2013. Fehr & Peers re-calibrated the model to create a baseline model according to industry best practices by incorporating local factors such as typical work hours in Silicon Valley and the site's access to transit and bicycle facilities. The proposed land use changes were then added to the baseline model to estimate the resulting peak parking demands. The peak parking demands were then used to evaluate the proposed parking supplies for each phase as described below.

SCENARIOS AND PHASING

To evaluate whether the parking supply would be sufficient as the proposed development is constructed, development phases were identified, as follows:

- **Phase 1:** Construct R4 building and accommodate potential tenant changes
- **Phase 2:** Construct R5 building
- **Phase 3 (Option A):** Construct R1 and R2 buildings, construct R3 building (Option A: Office/Retail alternative), accommodate potential tenant changes, and expand garage
- **Phase 3 (Option B):** Construct R1 and R2 buildings, construct R3 building (Option B: Fitness Center alternative), accommodate potential tenant changes, and expand garage
- **Phase 4 (Options A and B):** Construct office tower with below-ground parking

SHARED PARKING METHODOLOGY

Sharing parking spaces among different and adjacent land uses allows for more efficient use of a limited parking supply. Different land uses generate peak parking demands at different times of the day, days of the week, and months of the year. For example, offices reach their peak parking demands in the late morning/early afternoon on weekdays throughout the year, while retail uses reach their peak parking demands in the early evenings/late afternoons on Fridays and on weekends in December. Since the peak demands occur at different times, combinations of land uses can require a smaller total parking supply than the supply for each individual land use added together if the parking spaces are shared among the uses.

Baseline Model Development and Calibration

Developing a shared parking model involves estimating peak parking demand rates as well as time of day, day of the week, and month of the year variations for each land use. An initial model was developed using general data sources for parking demand rates from the Urban Land Institute (ULI), *Shared Parking*, which draws on data from the Institute of Transportation Engineers, *Parking Generation* (2nd Edition). The land uses in *Shared Parking* consolidate some ITE land uses to better reflect available data on shared parking. The land uses and their sizes included in the baseline model are:

- Community Shopping Center (<400 ksf): 121,729 sf of existing retail
- Family Restaurant: 20,000 sf of existing family-style restaurants
- Fast Food Restaurant: 57,422 sf of existing fast-food restaurants, which includes fast-food and fast-casual restaurants along with restaurants that we were unable to categorize more specifically. The Fast-Food Restaurant land use has a peak parking demand rate midway between the two other restaurant categories (Fine/Casual Dining and Family Restaurant)[1]
- Cineplex: 1,082 seats of existing cinema
- Hotel-Business: 171 rooms
- Office, 100 to 500 ksf: 368,642 sf of existing office space
- Medical/Dental Office: 2,448 sf of existing medical/dental office space
- Bank (Branch) with Drive-In: 13,129 sf of existing bank

Since these sources do not account for the unique characteristics of individual sites and their resulting parking demand rates, the initial model was calibrated using parking occupancy data from surveys conducted on a Friday in May 2013. (Compared to mid-week days, Fridays typically have a higher overall parking demand due to higher midday and evening demand for non-office uses.)

The following variables were adjusted to calibrate the model:

- Travel mode share assumptions for employees, to account for light rail, bus service and bicycle facilities near The Pruneyard;

[1] The assumption that the majority of on-site restaurants conform to Fast-Food Restaurant patterns of parking demand may be overly conservative; we recommend that any future analysis reference updated tenant data provided by the developer.

- Internal trip capture assumptions for weekday daytime trips, to account for visitors and employees who park once and visit several destinations (e.g., office employees walking to Pruneyard restaurants for lunch);
- Time-of-day parking demand assumptions, to account for typical Silicon Valley work hours, which extend later in the day, and for operating hours at restaurants within The Pruneyard.

Attachment A provides details on the assumptions that were changed to calibrate the model; these are also shown in **Attachment C**.

Results from this model were compared to the parking survey data from May 2013 to evaluate the effectiveness of the model. At the City's request, additional PDFs of spreadsheets from the calibrated shared parking model will be provided to City staff and/or the City's consultant for their reference.

Transaction data collected from tenants at The Pruneyard in 2012 and data from ULI's *Shared Parking* (2nd Edition) were used to estimate the peak parking month for The Pruneyard. Transaction data from 2012, presented in **Attachment A**, indicates that retail tenants and restaurants at The Pruneyard see revenues peak in December, with the remaining months of the year showing revenues between 5 and 19 percent lower. Similarly, ULI shows that parking demand for retail, offices, banks, and fitness centers is highest in December, with restaurant demand consistent across the year and cinemas showing a peak in mid-summer, when other uses have lower demand. Based on this information, the peak month was determined to be December, which is consistent with high parking demands for shopping centers typically observed during the holiday shopping season. The re-calibrated model identified a peak parking demand estimate of 1,940 vehicles on December weekdays and 1,825 vehicles on December weekend days.

Scenario Model Development

The amount of new development was added to the baseline model to estimate the peak parking demand for each phase and development scenario, as identified in **Table 1**. Peak parking demands for weekday and weekend uses in December are summarized in the next section.

FUTURE PARKING DEMAND ESTIMATES

Peak parking demands were estimated for weekdays and weekends in December, when the overall parking demand for The Pruneyard reaches its peak. The peak parking demand occurs at 1 pm on weekdays and at 12 pm on weekends. **Table 1** summarizes the proposed new land uses, the

proposed changes to the parking supply, and a comparison of recommended vs. proposed parking supply. **Attachment A** provides additional information on the parking demand estimates.

Weekday demand is estimated to be higher than weekend demand, consistent with the substantial presence of office uses at the site. In Phase 4A, December weekday parking demand is estimated to peak at 2,315 spaces, with weekend demand peaking at 2,098 spaces. In Phase 4B, December weekday parking demand is estimated to peak at 2,419 spaces, with weekend demand peaking at 2,155 spaces. Demand for Option B, the fitness center alternative, is consistently estimated to be 100-150 spaces higher than demand for Option A. The peak parking demand estimates presented in **Table 2** represent the highest level of parking demand across the entire year; parking demand outside of December is estimated to be up to 15 percent lower.

PARKING SUPPLY ASSESSMENT

For the parking supply to effectively accommodate the peak demand, a "cushion" of spaces is recommended. A parking facility is perceived as full at somewhat less than its actual capacity, generally in the range of 85 to 95 percent occupancy. The additional spaces reduces the need for drivers to search the entire system for the last few parking spaces, thus reducing patron frustration. It further provides for operating fluctuations, misparked vehicles, vehicle maneuvers, and vacancies created by reserving spaces for specific users, such as disabled parking. The effective supply cushion also provides for unusual peak in activities (ULI *Shared Parking,* 2nd Edition). For The Pruneyard, recommended parking supply for the offices includes a 5 percent cushion and a 10 percent cushion for the other uses. These cushions would are based on peak demand levels in December and would be greater during other months.

The existing onsite parking supply is 2,126 spaces. In the final phase of Option A, where building R3 would be developed as office and retail, the parking supply will increase to 2,553 spaces with the garage expansion and parking lot restriping. In the final phase of Option B, where building R3 would be developed as a fitness center, the parking supply would increase to 2,600 spaces. Estimates of parking over- and under-supply for each phase during December are summarized below and in **Attachment B**. Detailed summaries of the results, by phase, are presented in **Attachment C**.

- **Phase 1:** An oversupply of 37 spaces is projected during the peak shopping season;

- **Phase 2:** An undersupply of 39 spaces is projected during the peak shopping season, which can be managed with valet parking;
- **Phase 3A** (Option A: R3 Office/Retail): With a 3.5-level garage expansion, an oversupply of 38 spaces is projected during the peak shopping season;
- **Phase 3B** (Option B: R3 Fitness): With a 4.5-level garage expansion, an oversupply of 37 spaces is projected during the peak shopping season;
- **Phase 4A** (Option A: R3 Office/Retail): With a 4.5-level garage expansion, an oversupply of 38 spaces is projected during the peak shopping season;
- **Phase 4B** (Option B: R3 Fitness): With a five-level garage expansion, an undersupply of 29 spaces is projected during the peak shopping season, which can be managed with valet parking.

The parking management strategies proposed for the site, which include valet parking and wayfinding, will help to reduce the need for additional spaces and maximize the use of the available spaces during peak conditions in December. With adequate parking management, the proposed parking supply plan should be adequate for all phases of development.

Table 1
Pruneyard Phased Development Summary
Parking Changes by Phase

Phase	Building	Use	SF	Surface Parking Changes			Added Garage Parking	Net Parking Change	Total Spaces Provided	Rec. Supply*	Excess Supply**
				Lot	Before	After					
Existing							***Total***	0	**2,126**	**2,101**	**25**
1A/1B	R4	Restaurant	1,600	G	84	56	0	-28			
	Restriping			H	66	65	0	-1			
				I	116	130	0	14			
				J	60	61	0	1			
				K	21	26	0	5			
				L	111	109	0	-2			
	Potential Tenant Changes	Retail (Community Shopping Center)	14,296	N/A	0	0	0	0			
		Office	-5,100								
		Restaurant	-6,364								
		Cineplex *seat reduction, -482 seats*	0								
							Total	**-11**	**2,115**	**2,078**	**37**
2	R5	Restaurant	5,500	F	129	117	0	-12	**2103**	**2,142**	**-39**
							Total	**-12**			
								Valet spaces required in December			*39*

Table 1
Pruneyard Phased Development Summary
Parking Changes by Phase

Phase	Building	Use	SF	Surface Parking Changes			Added Garage Parking	Net Parking Change	Total Spaces Provided	Rec. Supply*	Excess Supply**
				Lot	Before	After					
Existing							***Total***	0	**2,126**	**2,101**	**25**
3A	R1	Restaurant	6,000	C	129	96	0	-33			
	R2	Restaurant	5,500								
	R3A	Retail (Community Shopping Center)	6,000	D	102	65	0	-37			
		Office	6,000								
	Potential Tenant Changes	Retail (Community Shopping Center)	-2,842	N/A	0	0	0	0			
		Restaurant	2,842								
	G1	Garage (retail)	0	B	99	0	408	309			
	Restriping			N	73	94	0	21			
							Total (R3 Retail Alternative)	**260**	**2,363**	**2,325**	**38**
3B	R1	Restaurant	6,000	C	129	96	0	-33			
	R2	Restaurant	5,500								
	R3B	Fitness Center	30,000	D	102	54	0	-48			
	Potential Tenant Changes	Retail (Community Shopping Center)	-2,842	N/A	0	0	0	0			
		Restaurant	2,842								
	G1	Garage (fitness)		B	99	0	534	435			
	Restriping			N	73	94	0	21			
							Total (R3 Fitness Alternative)	**375**	**2,478**	**2,441**	**37**

Table 1
Pruneyard Phased Development Summary
Parking Changes by Phase

Phase	Building	Use	SF	Surface Parking Changes			Added Garage Parking	Net Parking Change	Total Spaces Provided	Rec. Supply*	Excess Supply**
				Lot	Before	After					
Existing							***Total***	0	**2,126**	**2,101**	**25**
4A	O1	Office	100,000	M	248	148	164	64			
	G1	Garage (retail) + office	0	B	99	0	534	435			
							Total (R3 Retail Alternative)	**499**	**2,553**	**2,515**	**38**
4B	O1	Office	100,000	M	248	148	164	64			
	G1	Garage (fitness) + office	0	B	99	0	592	493			
							Total (R3 Fitness Alternative)	**557**	**2,600**	**2,629**	**-29**
								Valet spaces required in December			*29*

* Recommended Supply is based on the higher of weekday or weekend peak parking demand and includes a surplus to accommodate circulation and turnover of parking spaces. The surplus is 5% for office uses, 10% for all other uses.
** Excess Supply is the number of parking spaces provided in excess of the Recommended Supply given garage construction and restriping onsite. Negative numbers show an undersupply, which can be addressed using valet parking and other parking management techniques.
Fehr & Peers, 2015.

PARKING MANAGEMENT

To limit parking and circulation issues associated with the proposed changes, parking management strategies can be implemented during periods of peak demand. These strategies include:

- **Wayfinding and Garage Spaces Available Signage:** The developer proposes to install additional wayfinding signs throughout the site to encourage patrons to park in the garage, which has the lowest occupancy of all of the shared parking areas at The Pruneyard.
- **Valet Service**: The developer proposes to provide valet parking at the main plaza during peak demand times at the completion of Phase 2, in part to offset the undersupply of thirty-nine (39) parking spaces project for Phase 2. Parking attendants will shuttle vehicles to the parking garage and/or other areas where the vehicles can be "stacked" in drive aisles. While there is no undersupply of parking at the completion of Phase 3, additional valet locations will nonetheless be added. Following Phase 4B, the required valet parking to offset the undersupply during the month of December is reduced to 29. A review of the potential "stacking" areas in the garage found that one side of each of the four levels in the existing parking garage can be designated as valet parking to meet the projected undersupply. Designating these areas for valet parking will allow drive-aisle valet parking, which will create up to forty-eight (48) additional spaces during peak demand times.
- **Time-Limited Parking**: The developer proposes to designate certain parking areas as "short-term" parking to optimize the use of parking spaces closest to heavily-visited tenants, such as Trader Joe's, whose customers typically park for short periods. The exact locations and time limits will be determined by agreements reached with specific tenants, and Pruneyard operations staff will refine the configuration of these spaces over time. Pruneyard staff will also ensure that users of the time-limited parking spaces comply with posted time limits.
- **Employee Parking:** To maximize the amount of parking available for retail and restaurant customers; office, retail and hotel employees will be required to park in areas with the lowest demand for customer parking, such as the parking garage. Employees will be provided with these requirements and reminded by posted signs. Pruneyard operations staff will enforce these requirements. The specific design and placement of signage, types of communication, and enforcement techniques will be modified over time as needed.
- **Parking Management Report:** The developer proposes to provide an annual parking status report to the City of Campbell to describe how valet, short-term, and employee parking is being managed and monitored.

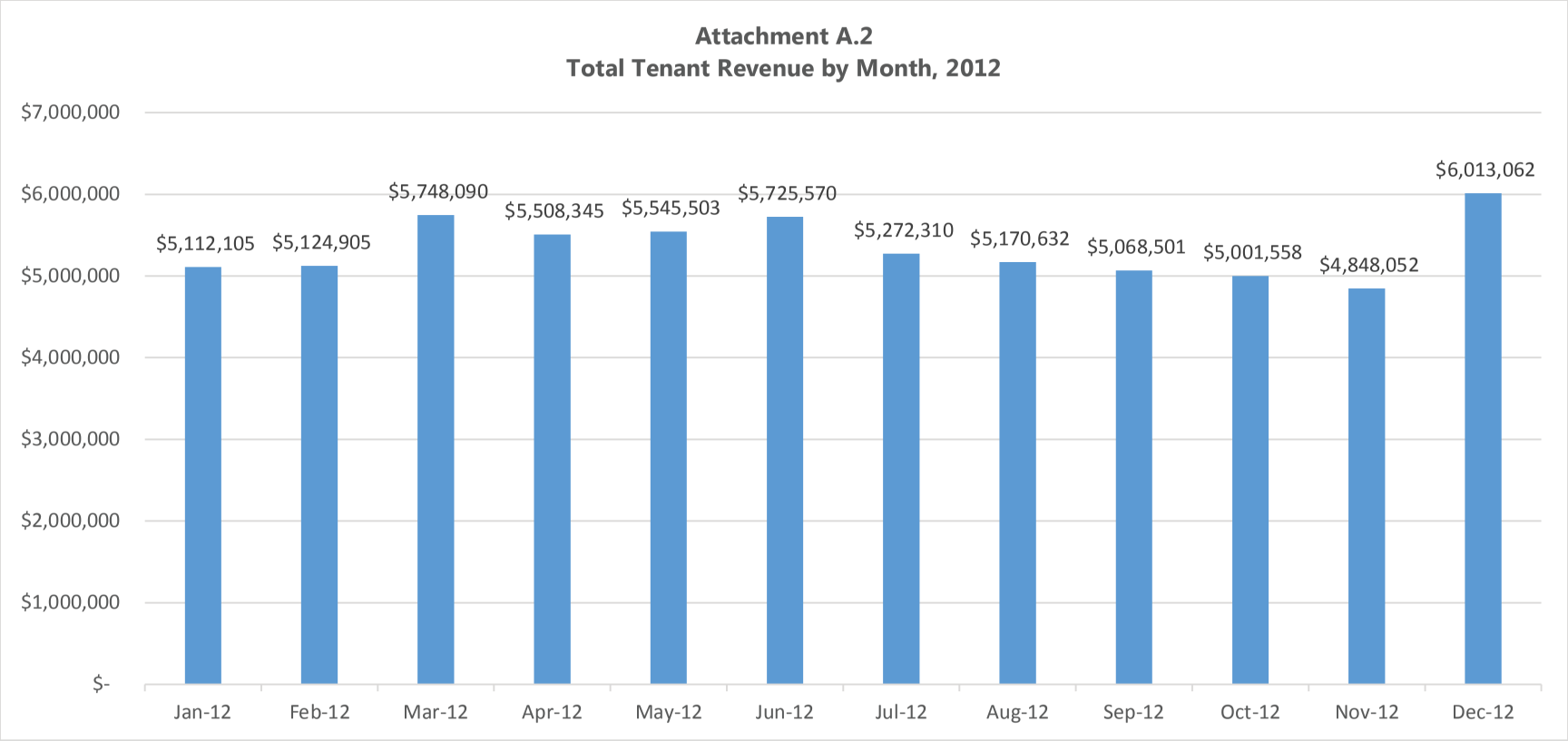
- **Special Events/Plaza Usage:** At certain times, The Pruneyard intends to close off the main plazas to vehicular traffic if deemed necessary for pedestrian safety. These closures may occur during heavy-traffic periods, such as weekends and/or during special events. Signage for these closures and detours for traffic circulation and valet parking will be posted by Pruneyard staff to minimize disruption to visitors. Circulation patterns necessary for proper traffic flow and emergency vehicle access will be provided at all times.

Additional management techniques include:

- Incentivize transit use by subsidizing transit passes for Pruneyard employees;
- Providing or expanding bike lockers, showers, and personal lockers at Pruneyard office buildings to encourage bicycling by employees, and considering making these facilities available to retail, hotel, and theater employees.

Attachment A.1
Pruneyard Parking Demand Model Calibration Variables

Variable	Description	Land Use	Assumption
Mode share (Employees)	Reduction in auto mode share (from baseline of 100% auto mode)	Community Shopping Center	90% of employees arrive by car
		Family Restaurant	90% of employees arrive by car
		Fast-food restaurant	90% of employees arrive by car
		Hotel (Business)	90% of employees arrive by car
		Office (100 to 500 ksf)	95% of employees arrive by car
		Bank (Branch) with Drive-In	95% of employees arrive by car
Internal Trip Capture (Weekday, Daytime)	Reduction in non-captive ratio (from baseline of 100% of trips arriving from outside The Pruneyard)	Community Shopping Center	90% of customers arrive from outside
		Family Restaurant	70% of customers arrive from outside
		Fast-food Restaurant	65% of customers arrive from outside
		Cineplex	90% of customers arrive from outside
		Bank (Branch) with Drive-In	65% of customers arrive from outside
Time-of-Day Factors for Weekday Demand	Parking demand (as percentage of peak demand) by time of day	Family Restaurant (Customers)	1PM-2PM: increased from 90% to 100% 2PM-3PM: decreased from 50% to 45% 6PM-7PM: increased from 80% to 85% 7PM-8PM: increased from 80% to 95% 8PM-9PM: increased from 80% to 95% 9PM-10PM: increased from 60% to 85%
		Fast-food restaurant (Customers)	9AM-10AM: decreased from 30% to 20% 10AM-11AM: decreased from 55% to 30% 2PM-3PM: decreased from 90% to 85% 6PM-7PM: decreased from 85% to 75% 7PM-8PM: increased from 80% to 95% 8PM-9PM: increased from 50% to 95% 9PM-10PM: increased from 30% to 85%
		Office (100 to 500 ksf) (Employees)	4PM-5PM: increased from 90% to 100% 5PM-6PM: increased from 50% to 90% 6PM-7PM: decreased from 25% to 50% 7PM-8PM: increased from 10% to 30%


Attachment A.2
Total Tenant Revenue by Month, 2012
$7,000,000
$6,000,000
$5,000,000
$4,000,000
$3,000,000
$2,000,000
$1,000,000
$-
$5,112,105
$5,124,905
$5,748,090
$5,508,345
$5,545,503
$5,725,570
$5,272,310
$5,170,632
$5,068,501
$5,001,558
$4,848,052
$6,013,062
Jan-12
Feb-12
Mar-12
Apr-12
May-12
Jun-12
Jul-12
Aug-12
Sep-12
Oct-12
Nov-12
Dec-12

Attachment B: Pruneyard Shopping Phased Parking Demand Analysis (Detail)										
Scenario	**Components**	**Added Development**					**Parking Supply Change (spaces)**		**Parking Demand (spaces)**	
		Retail (ksf)	**Office (ksf)**	**Fitness (ksf)**	**Restaurant (ksf)**	**Movie Theater (seats)**	**Net Parking Loss**	**Net Parking Add**	**Peak Parking Demand (Shared Parking Model)**	
									Weekday	**Weekend**
Baseline	Restaurant: 77.4 ksf (2525 seats) Retail: 121.7 ksf Bank: 13.1ksf Non-Medical Office: 368.6 ksf Medical Office: 2.4 ksf Theater: 20.4 ksf (1,082 seats) Hotel: 171 rooms	-	-	-	-	-	*Existing Parking Supply: 2,126 spaces* *Minimum Recommended Parking Supply (existing uses): 2,101 spaces**		*Existing Parking Demand: 1,939 spaces*	*Existing Parking Demand: 1,826 spaces*
Phase 1A/1B R4 + Plaza/ Restriping	**R1 Retail/Restaurant Flex Space**									
	R2 Retail/Restaurant Flex Space									
	R3 Retail									
	R3 Office									
	R4 Retai/Restaurant Flex Space				1.6		-28			
	R5 Retail/Restaurant Flex Space									
	G1 - Parking Garage Expansion									
	Phase I restriping/plaza*						17			
	Phase I PotentialTenant Changes	14.3	-5.1		-6.364	-482				
	Net change	**14.296**	**-5.1**	**0**	**-4.764**	**-482**	**-11**		**Total Maximum Demand**	
								Total Supply	***Weekday***	***Weekend***
								2,115	**1,918**	**1,789**
								Recommended Supply**	**Excess Supply*****	
								2,078	**37**	

** Recommended Supply is based on the higher of weekday or weekend peak parking demand and includes a surplus to accommodate circulation and turnover of parking spaces. The surplus is 5% for office uses, 10% for all other uses.

*** Excess Supply is the number of parking spaces provided in excess of the Recommended Supply given garage construction and restriping onsite. Negative numbers show an undersupply,which can be addressed using valet parking and other parking management techniques.

Attachment B: Pruneyard Shopping Phased Parking Demand Analysis (Detail)										
Scenario	**Components**	**Added Development**					**Parking Supply Change (spaces)**		**Parking Demand (spaces)**	
		Retail (ksf)	**Office (ksf)**	**Fitness (ksf)**	**Restaurant (ksf)**	**Movie Theater (seats)**	**Net Parking Loss**	**Net Parking Add**	**Peak Parking Demand (Shared Parking Model)**	
									Weekday	**Weekend**
Baseline	Restaurant: 77.4 ksf (2525 seats) Retail: 121.7 ksf Bank: 13.1ksf Non-Medical Office: 368.6 ksf Medical Office: 2.4 ksf Theater: 20.4 ksf (1,082 seats) Hotel: 171 rooms	-	-	-	-	-	*Existing Parking Supply: 2,126 spaces* *Minimum Recommended Parking Supply (existing uses): 2,101 spaces**		*Existing Parking Demand: 1,939 spaces*	*Existing Parking Demand: 1,826 spaces*
2 Phase I + Tenant Changes + R5	**R1 Retail/Restaurant Flex Space**									
	R2 Retail/Restaurant Flex Space									
	R3 Retail									
	R3 Office									
	R4 Retai/Restaurant Flex Space				1.6		-28			
	R5 Retail/Restaurant Flex Space				5.5		-12			
	Phase I PotentialTenant Changes	14.3	-5.1		-6.364	-482				
	G1 - Parking Garage Expansion									
	Phase I restriping/plaza*						17			
	Net change	**14.296**	**-5.1**	**0**	**0.736**	**-482**	**-23**		**Total Maximum Demand**	
								Total Supply	***Weekday***	***Weekend***
								2,103	**1,976**	**1,866**
								Recommended Supply**	**Excess Supply*****	
								2,142	**-39**	

** Recommended Supply is based on the higher of weekday or weekend peak parking demand and includes a surplus to accommodate circulation and turnover of parking spaces. The surplus is 5% for office uses, 10% for all other uses.

*** Excess Supply is the number of parking spaces provided in excess of the Recommended Supply given garage construction and restriping onsite. Negative numbers show an undersupply, which can be addressed using valet parking and other parking management techniques.

Attachment B: Pruneyard Shopping Phased Parking Demand Analysis (Detail)										
Scenario	**Components**	**Added Development**					**Parking Supply Change (spaces)**		**Parking Demand (spaces)**	
		Retail (ksf)	**Office (ksf)**	**Fitness (ksf)**	**Restaurant (ksf)**	**Movie Theater (seats)**	**Net Parking Loss**	**Net Parking Add**	**Peak Parking Demand (Shared Parking Model)**	
									Weekday	**Weekend**
Baseline	Restaurant: 77.4 ksf (2525 seats) Retail: 121.7 ksf Bank: 13.1ksf Non-Medical Office: 368.6 ksf Medical Office: 2.4 ksf Theater: 20.4 ksf (1,082 seats) Hotel: 171 rooms	-	-	-	-	-	*Existing Parking Supply: 2,126 spaces Minimum Recommended Parking Supply (existing uses): 2,101 spaces**		*Existing Parking Demand: 1,939 spaces*	*Existing Parking Demand: 1,826 spaces*
3A Phases I-II + R1, R2 + R3 Retail/Office	**R1 Retail/Restaurant Flex Space**				6		-33			
	R2 Retail/Restaurant Flex Space				5.5					
	R3 Retail	6					-37			
	R3 Office		6							
	R4 Retai/Restaurant Flex Space				1.6		-28			
	R5 Retail/Restaurant Flex Space				5.5		-12			
	Phase 3 Potential Tenant Changes	-2.842			2.842		0	0		
	Lot N Restriping							21		
	Phase I PotentialTenant Changes	14.3	-5.1		-6.364	-482				
	G1 - 3.5-level Parking Garage Expansion 4 levels: Lower level=80 spaces, middle level = 126 spaces, top level= 76 spaces Garage construction = -99 surface spaces						-99	408		
	Phase I restriping/plaza*						17			
	Net change	**17.454**	**0.9**	**0**	**15.078**	**-482**	**237**		**Total Maximum Demand**	
								Total Supply	***Weekday***	***Weekend***
								2,363	**2,143**	**2,078**
								Recommended Supply**	**Excess Supply*****	
								2,325	**38**	

** Recommended Supply is based on the higher of weekday or weekend peak parking demand and includes a surplus to accommodate circulation and turnover of parking spaces. The surplus is 5% for office uses, 10% for all other uses.

*** Excess Supply is the number of parking spaces provided in excess of the Recommended Supply given garage construction and restriping onsite. Negative numbers show an undersupply,which can be addressed using valet parking and other parking management techniques.

Attachment B: Pruneyard Shopping Phased Parking Demand Analysis (Detail)

Scenario	Components	Added Development					Parking Supply Change (spaces)		Parking Demand (spaces)	
		Retail (ksf)	Office (ksf)	Fitness (ksf)	Restaurant (ksf)	Movie Theater (seats)	Net Parking Loss	Net Parking Add	Peak Parking Demand (Shared Parking Model)	
									Weekday	Weekend
Baseline	Restaurant: 77.4 ksf (2525 seats) Retail: 121.7 ksf Bank: 13.1ksf Non-Medical Office: 368.6 ksf Medical Office: 2.4 ksf Theater: 20.4 ksf (1,082 seats) Hotel: 171 rooms	-	-	-	-	-	*Existing Parking Supply: 2,126 spaces* *Minimum Recommended Parking Supply (existing uses): 2,101 spaces**		*Existing Parking Demand: 1,939 spaces*	*Existing Parking Demand: 1,826 spaces*
3B Phases I-II + R1, R2 + R3 Fitness	**R1 Retail/Restaurant Flex Space**				6		-33			
	R2 Retail/Restaurant Flex Space				5.5					
	R3 Fitness			30			-48			
	R4 Retai/Restaurant Flex Space				1.6		-28			
	R5 Retail/Restaurant Flex Space				5.5		-12			
	Phase 3 Potential Tenant Changes	-2.842			2.842		0	0		
	Lot N Restriping							21		
	Phase 1 PotentialTenant Changes	14.3	-5.1		-6.364	-482				
	G1 - 4.5- level Parking Garage Expansion 5 levels: Lower level=80 spaces, middle levels = 126 spaces, top level= 76 spaces Garage construction = -99 surface spaces						-99	534		
	Phase 1 restriping/plaza*						17			
	Net change	**11.454**	**-5.1**	**30**	**15.078**	**-482**	**352**		**Total Maximum Demand**	
								Total Supply	***Weekday***	***Weekend***
								2,478	**2,248**	**2,135**
								Recommended Supply**	**Excess Supply*****	
								2,441	**37**	

** Recommended Supply is based on the higher of weekday or weekend peak parking demand and includes a surplus to accommodate circulation and turnover of parking spaces. The surplus is 5% for office uses, 10% for all other uses.

*** Excess Supply is the number of parking spaces provided in excess of the Recommended Supply given garage construction and restriping onsite.Negative numbers show an undersupply,which can be addressed using valet parking and other parking management techniques.

Attachment B: Pruneyard Shopping Phased Parking Demand Analysis (Detail)

Scenario	Components	Added Development					Parking Supply Change (spaces)		Parking Demand (spaces)	
		Retail (ksf)	Office (ksf)	Fitness (ksf)	Restaurant (ksf)	Movie Theater (seats)	Net Parking Loss	Net Parking Add	Peak Parking Demand (Shared Parking Model)	
									Weekday	Weekend
Baseline	Restaurant: 77.4 ksf (2525 seats) Retail: 121.7 ksf Bank: 13.1ksf Non-Medical Office: 368.6 ksf Medical Office: 2.4 ksf Theater: 20.4 ksf (1,082 seats) Hotel: 171 rooms	-	-	-	-	-	*Existing Parking Supply: 2,126 spaces* *Minimum Recommended Parking Supply (existing uses): 2,101 spaces**		*Existing Parking Demand: 1,939 spaces*	*Existing Parking Demand: 1,826 spaces*
4A Phases I-III (R3 Retail/Office) + Office Tower	**R1 Retail/Restaurant Flex Space**				6		-33			
	R2 Retail/Restaurant Flex Space				5.5					
	R3 Retail	6					-37			
	R3 Office		6							
	R4 Retai/Restaurant Flex Space				1.6		-28			
	R5 Retail/Restaurant Flex Space				5.5		-12			
	Phase 3 Potential Tenant Changes	-2.842			2.842		0	0		
	Lot N Restriping							21		
	Phase 1 PotentialTenant Changes	14.3	-5.1		-6.364	-482				
	G1 - 4.5- level Parking Garage Expansion 5 levels: Lower level=80 spaces, middle levels = 126 spaces, top level= 76 spaces Garage construction = -99 surface spaces						-99	534		
	O1 - Office Tower Net change for G2 - 2 levels of below-ground parking 1 level of G1 dedicated to office use		100				-100	164		
	Phase 1 restriping/plaza*						17			
	Net change	**17.454**	**100.9**	**0**	**15.078**	**-482**	**427**		**Total Maximum Demand**	
								Total Supply	***Weekday***	***Weekend***
								2,553	**2,315**	**2,098**
								Recommended Supply**	**Excess Supply*****	
								2,515	**38**	

** Recommended Supply is based on the higher of weekday or weekend peak parking demand and includes a surplus to accommodate circulation and turnover of parking spaces. The surplus is 5% for office uses, 10% for all other uses.

*** Excess Supply is the number of parking spaces provided in excess of the Recommended Supply given garage construction and restriping onsite. Negative numbers show an undersupply,which can be addressed using valet parking and other parking management techniques.

Attachment B: Pruneyard Shopping Phased Parking Demand Analysis (Detail)

Scenario	Components	Added Development					Parking Supply Change (spaces)		Parking Demand (spaces)	
		Retail (ksf)	Office (ksf)	Fitness (ksf)	Restaurant (ksf)	Movie Theater (seats)	Net Parking Loss	Net Parking Add	Peak Parking Demand (Shared Parking Model)	
									Weekday	Weekend
Baseline	Restaurant: 77.4 ksf (2525 seats) Retail: 121.7 ksf Bank: 13.1ksf Non-Medical Office: 368.6 ksf Medical Office: 2.4 ksf Theater: 20.4 ksf (1,082 seats) Hotel: 171 rooms	-	-	-	-	-	*Existing Parking Supply: 2,126 spaces* *Minimum Recommended Parking Supply (existing uses): 2,101 spaces**		*Existing Parking Demand: 1,939 spaces*	*Existing Parking Demand: 1,826 spaces*
4 B Phases I-III (R3 Fitness) + Office Tower	**R1 Retail/Restaurant Flex Space**				6		-33			
	R2 Retail/Restaurant Flex Space				5.5					
	R3 Fitness			30			-48			
	R4 Retai/Restaurant Flex Space				1.6		-28			
	R5 Retail/Restaurant Flex Space				5.5		-12			
	Phase 3 Potential Tenant Changes	-2.842			2.842		0	0		
	Lot N Restriping							21		
	Phase 1 PotentialTenant Changes	14.3	-5.1		-6.364	-482				
	G1 - 5- level Parking Garage Expansion 5 levels: Lower level=80 spaces, middle levels = 126 spaces, top level= 134 spaces Garage construction = -99 surface spaces						-99	592		
	O1 - Office Tower Net change for G2 - 2 levels of below-ground parking 1 level of G1 dedicated to office use		100				-100	164		
	Phase 1 restriping/plaza*						17			
	Net change	**11.454**	**94.9**	**30**	**15.078**	**-482**	**474**		**Total Maximum Demand**	
								Total Supply	***Weekday***	***Weekend***
								2,600	**2,419**	**2,155**
								Recommended Supply**	**Excess Supply*****	
								2,629	**-29**	

** Recommended Supply is based on the higher of weekday or weekend peak parking demand and includes a surplus to accommodate circulation and turnover of parking spaces. The surplus is 5% for office uses, 10% for all other uses.

*** Excess Supply is the number of parking spaces provided in excess of the Recommended Supply given garage construction and restriping onsite.Negative numbers show an undersupply,which can be addressed using valet parking and other parking management techniques.

Attachment C: Baseline Data Calibration

ALL MATERIAL ON THIS CD IS COPYRIGHTED AND CANNOT BE DUPLICATED.

Recommended Parking Ratios

Spaces required per unit land use

Land Use	Weekday Visitor	Weekday Employee	Weekend Visitor	Weekend Employee	Unit
Community Shopping Center (<400 ksf)	2.90	0.70	3.20	0.80	/ksf GLA
Regional Shopping Center (400 to 600 ksf)	Linear 2.9<x<3.2				/ksf GLA
Super Regional Shopping Center (>600 ksf)	3.20	0.80	3.60	0.90	/ksf GLA
Fine/Casual Dining Restaurant	15.25	2.75	17.00	3.00	/ksf GLA
Family Restaurant	9.00	1.50	12.75	2.25	/ksf GLA
Fast Food Restaurant	12.75	2.25	12.00	2.00	/ksf GLA
Nightclub	15.25	1.25	17.50	1.50	/ksf GLA
Cineplex	0.19	0.01	0.26	0.01	/seat
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat
Arena	0.27	0.03	0.30	0.03	/seat
Pro Football Stadium	0.30	0.01	0.30	0.01	/seat
Pro Baseball Stadium	0.31	0.01	0.34	0.01	/seat
Health Club	6.60	0.40	5.50	0.25	/ksf GLA
Convention Center	5.50	0.50	5.50	0.50	/ksf GLA
Hotel-Business	1.00	0.25	0.90	0.18	/room
Hotel-Leisure	0.90	0.25	1.00	0.18	/room
Restaurant/Lounge	10.00		10.00		/ksf GLA
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	30.00		30.00		/ksf GLA
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA
Residential, Rental, Shared Spaces *	0.15	1.50	0.15	1.50	/unit
Residential, Owned, Shared Spaces *	0.15	1.70	0.15	1.70	/unit
Office <25 ksf	0.30	3.50	0.03	0.35	/unit
Office 25 to 100 ksf	Linear 0.3<x<0.25				/ksf GLA
Office 100 to 500 ksf	Linear 0.25<x<0.2				/ksf GLA
Office >500 ksf	0.20	2.60	0.02	0.26	/ksf GLA
Data Processing Office	0.25	5.75	0.03	0.58	/ksf GLA
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA
Bank (Branch) with Drive-In	3.00	1.60	3.00	1.60	/ksf GLA

* 1.0 space reserved for residents' sole use; remainder may be shared.

INPUT IN COLORED CELLS IS POSSIBLE, BUT NOT RECOMMENDED. THAT CHANGES WERE MADE WILL BE REFLECTED ON PEAK_MO & SUMMARY SHEETS.

Monthly Adjustments for Customer/Visitor Parking

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Shopping Center	56%	57%	64%	63%	66%	67%	64%	69%	64%	66%	72%	100%	80%
Restaurants	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Fast Food Restaurant	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Nightclub	84%	86%	98%	90%	90%	91%	94%	96%	92%	98%	96%	100%	95%
Cineplex Weekdays	27%	21%	20%	19%	27%	41%	55%	40%	15%	15%	25%	23%	100%
Cineplex Weekends	71%	59%	67%	58%	71%	82%	92%	75%	51%	62%	78%	67%	100%
Performing Arts Theater	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	100%	100%
Arena	90%	100%	100%	100%	100%	75%	0%	0%	60%	65%	90%	95%	95%
Pro Football Stadium	0%	0%	0%	0%	0%	0%	0%	67%	0%	0%	0%	100%	100%
Pro Baseball Stadium	0%	0%	0%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%
Health Club	100%	95%	85%	70%	65%	65%	65%	70%	80%	85%	85%	90%	95%
Convention Center	75%	100%	90%	55%	60%	50%	45%	75%	80%	85%	100%	60%	0%
Hotel-Business	71%	85%	91%	90%	92%	100%	98%	92%	93%	93%	81%	67%	50%
Hotel-Leisure	90%	100%	100%	100%	90%	90%	100%	100%	75%	75%	75%	50%	100%
Restaurant/Lounge	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Conference Ctr/Banquet	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Convention Space (>50	75%	100%	90%	55%	60%	50%	45%	75%	80%	85%	100%	60%	0%
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office, Bank	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%

Monthly Adjustments for Employee/Resident Parking

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Shopping Center	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	90%	100%	90%
Restaurants	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Fast Food Restaurant	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Nightclub	90%	90%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Cineplex Weekdays	50%	50%	50%	50%	50%	75%	75%	75%	50%	50%	50%	50%	100%
Cineplex Weekends	80%	80%	80%	80%	80%	100%	100%	90%	80%	80%	80%	80%	100%
Performing Arts Theater	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Arena	100%	100%	100%	100%	100%	75%	10%	10%	75%	75%	100%	100%	100%
Pro Football Stadium	10%	10%	10%	10%	10%	10%	10%	100%	10%	10%	10%	100%	100%
Pro Baseball Stadium	10%	10%	10%	10%	100%	100%	100%	100%	100%	100%	10%	10%	10%
Health Club	100%	100%	95%	80%	75%	75%	75%	80%	90%	95%	95%	100%	100%
Convention Center	85%	100%	100%	65%	70%	60%	55%	85%	90%	95%	100%	70%	10%
Hotel	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Office, Bank	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%

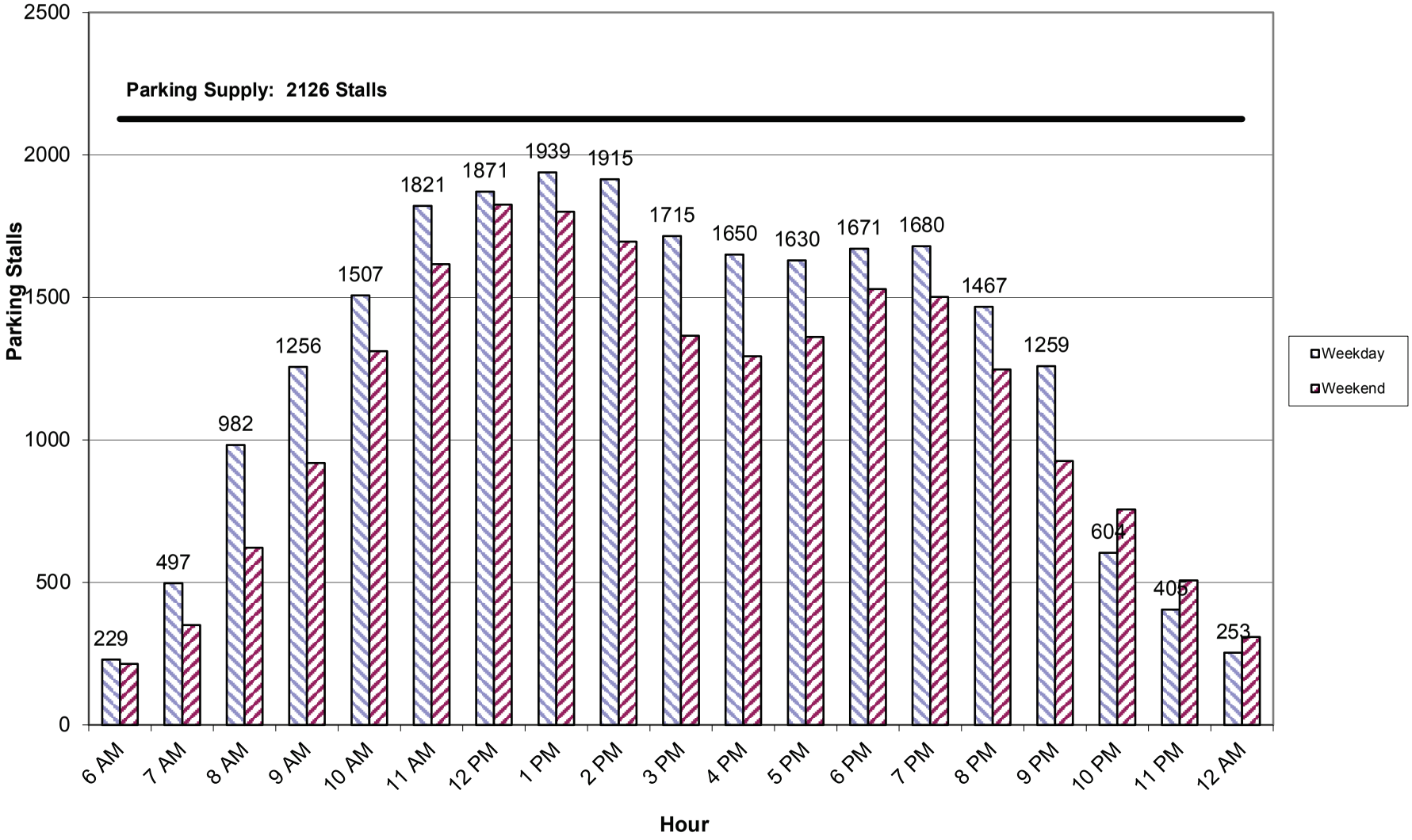
Time-of-Day Factors for Weekday Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Center-Typical	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
December	Customer	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	0%
Late December	Customer	1%	5%	10%	20%	40%	65%	90%	100%	100%	100%	95%	85%	70%	55%	40%	25%	15%	5%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	0%
Fine/Casual Dining Restaurant	Customer	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employee	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Family Restaurant	Customer	25%	50%	60%	75%	85%	90%	100%	100%	45%	45%	45%	75%	85%	95%	95%	85%	55%	50%	25%
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast Food Restaurant	Customer	5%	10%	20%	20%	30%	85%	100%	100%	85%	60%	55%	60%	75%	95%	95%	85%	20%	10%	5%
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Nightclub	Customer													25%	50%	75%	100%	100%	100%	100%
	Employee				5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
Cineplex - Typical	Customer	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	65%
Late December	Customer	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	85%	70%	55%
	Employee	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Performing Arts Theater	Customer				1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	25%	100%	100%			
	Employee		10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Arena	Customer				1%	1%	1%	1%	1%	1%	1%	1%	1%	10%	25%	100%	100%	85%		
	Employee		10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Stadium - 8 PM Start	Customer				1%	1%	1%	5%	5%	5%	5%	5%	5%	10%	50%	100%	100%	85%	25%	
	Employee		10%	10%	20%	20%	20%	30%	30%	30%	30%	30%	30%	100%	100%	100%	100%	100%	25%	10%
Health Club	Customer	70%	40%	40%	70%	70%	80%	60%	70%	70%	70%	80%	90%	100%	90%	80%	70%	35%	10%	
	Employee	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	75%	100%	100%	75%	50%	20%	20%	20%	
Convention Center	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%		
Hotel-Business	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Hotel-Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Restaurant/Lounge	Customer		10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Conference Ctr/Banquet (20	Customer			30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%		
Convention Space (>50 sq ft/	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	10%	5%
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Guest	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Office	Visitor	0%	1%	20%	60%	100%	45%	15%	45%	100%	45%	15%	10%	5%	2%	1%	0%	0%	0%	0%
	Employee	3%	30%	75%	95%	100%	100%	90%	90%	100%	100%	100%	90%	50%	30%	7%	3%	1%		
Medical/Dental Office	Customer			90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%				
	Employee			60%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%				
Bank (Branch) with Drive-In	Customer	0%	0%	50%	90%	100%	50%	50%	50%	70%	50%	80%	100%							
	Employee	0%	0%	60%	100%	100%	100%	100%	100%	100%	100%	100%	100%							

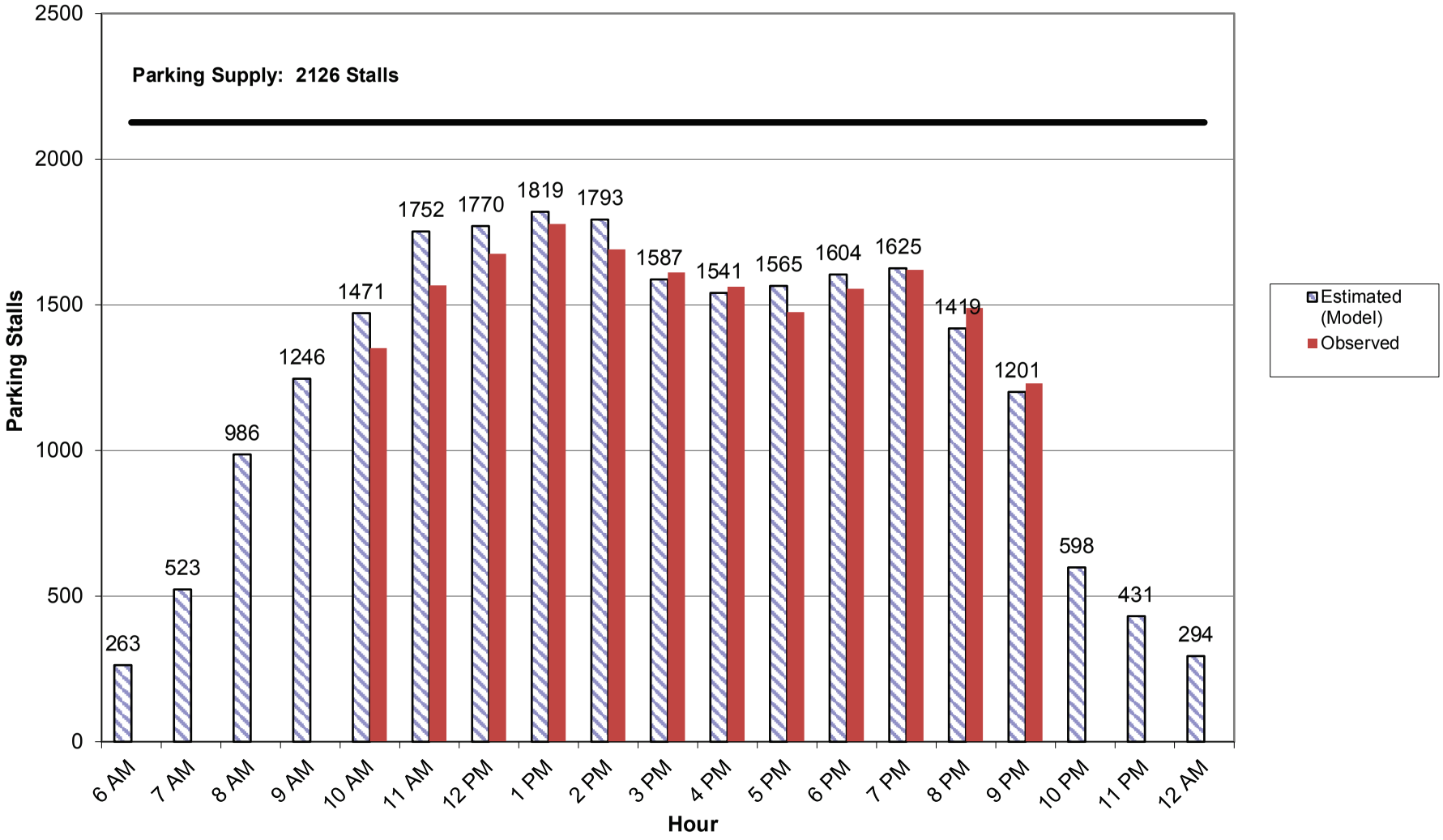
Time-of-Day Factors for Weekend Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Center-Typical	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
December	Customer	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
Late December	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Fine/Casual Dining Restaurant	Customer	0%	0%	0%	0%	0%	15%	50%	55%	45%	45%	45%	60%	90%	95%	100%	90%	90%	90%	50%
	Employee	0%	20%	30%	60%	75%	75%	75%	75%	75%	75%	75%	100%	100%	100%	100%	100%	100%	85%	50%
Family Restaurant	Customer	10%	25%	45%	70%	90%	90%	100%	85%	65%	40%	45%	60%	70%	70%	65%	30%	25%	15%	10%
	Employee	50%	75%	90%	90%	100%	100%	100%	100%	100%	75%	75%	95%	95%	95%	95%	80%	65%	65%	35%
Fast Food Restaurant	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Nightclub	Customer													25%	50%	75%	100%	100%	100%	100%
	Employee				5%	5%	5%	5%	10%	10%	10%	20%	45%	70%	100%	100%	100%	100%	100%	100%
Cineplex - Typical	Customer	0%	0%	0%	0%	0%	0%	20%	45%	55%	55%	55%	60%	60%	80%	100%	100%	100%	80%	50%
Late December	Customer	0%	0%	0%	0%	0%	0%	35%	60%	75%	80%	80%	80%	70%	80%	100%	100%	100%	85%	70%
	Employee	0%	0%	0%	0%	0%	0%	50%	60%	60%	75%	75%	100%	100%	100%	100%	100%	100%	70%	50%
Performing Arts Theater	Customer				1%	1%	1%	1%	17%	67%	67%	1%	1%	1%	25%	100%	100%			
	Employee		10%	10%	20%	20%	20%	30%	100%	100%	100%	30%	30%	100%	100%	100%	100%	30%	10%	5%
Arena	Customer				1%	1%	1%	1%	25%	95%	95%	81%	1%	1%	25%	100%	100%			
	Employee		10%	10%	20%	20%	20%	30%	100%	100%	100%	100%	30%	100%	100%	100%	100%	30%	10%	5%
Stadium - 1 PM Start; see	Customer			1%	1%	5%	5%	50%	100%	100%	85%	25%	0%							
weekday for evening start	Employee		5%	10%	20%	30%	30%	100%	100%	100%	100%	25%	10%	5%	5%					
Health Club	Customer	80%	45%	35%	50%	35%	50%	50%	30%	25%	30%	55%	100%	95%	60%	30%	10%	1%	1%	
	Employee	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	75%	100%	100%	75%	50%	20%	20%	20%	
Convention Center	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	33%	33%	100%	100%	100%	100%	100%	100%	90%	70%	40%	25%	20%	20%	5%		
Hotel-Business	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
Hotel-Leisure	Guest	95%	95%	90%	80%	70%	70%	65%	65%	70%	70%	75%	80%	85%	85%	90%	95%	95%	100%	100%
Restaurant/Lounge	Customer		10%	30%	10%	10%	5%	100%	100%	33%	10%	10%	30%	55%	60%	70%	67%	60%	40%	30%
Conference Ctr/Banquet (20	Customer			30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%		
Convention Space (>50 sq ft/	Customer			50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	30%	30%	10%			
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Guest		20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%
Office	Visitor	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
	Employee	0%	20%	60%	80%	90%	100%	90%	80%	60%	40%	20%	10%	5%	0%	0%	0%	0%	0%	0%
Medical/Dental Office	Customer	0%	0%	90%	90%	100%	100%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Employee	0%	0%	60%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bank (Branch) with Drive-In	Customer	0%	0%	25%	40%	75%	100%	90%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Employee	0%	0%	90%	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

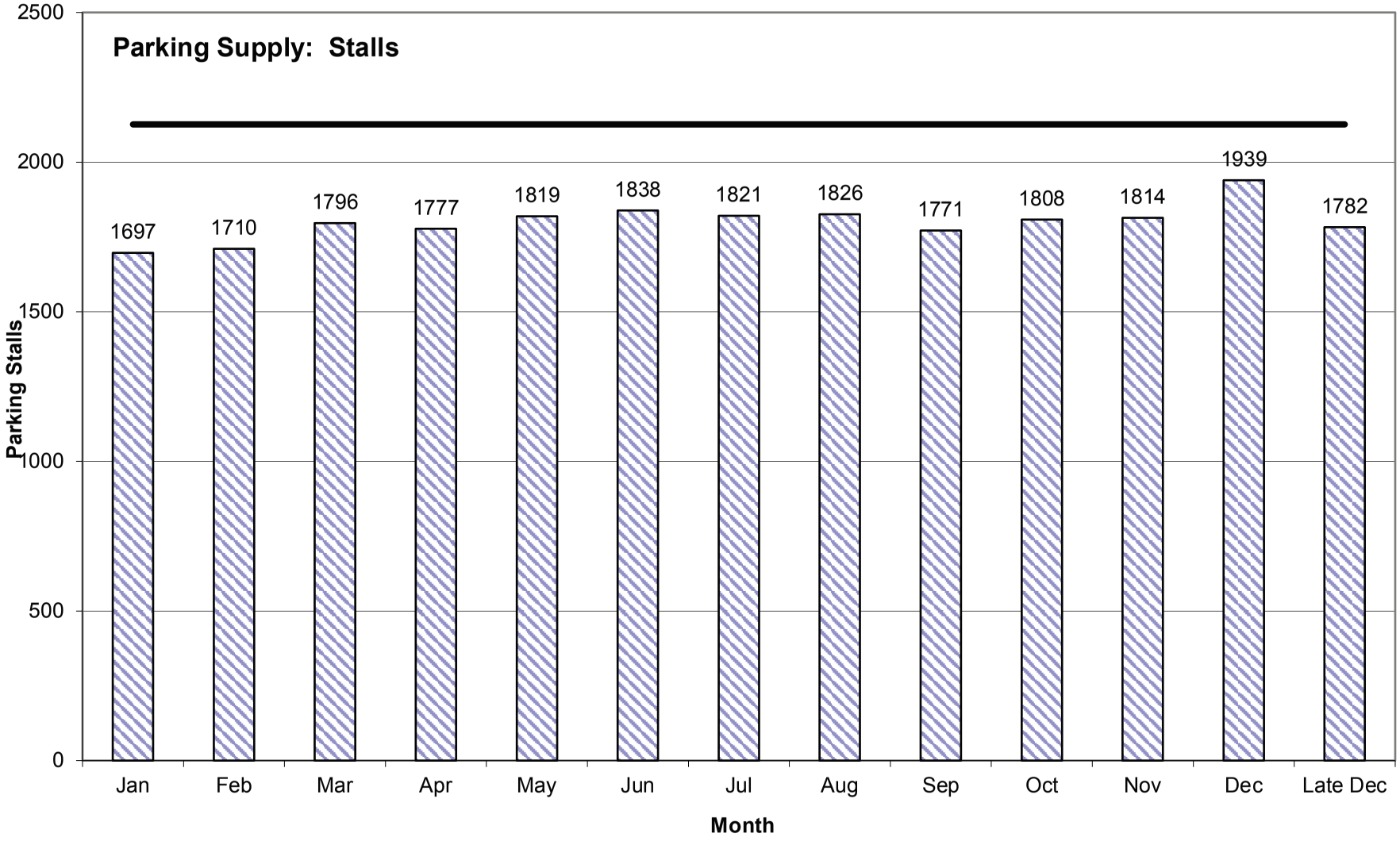
BASELINE SCENARIO: PEAK MONTH (DECEMBER) DAILY PARKING DEMAND BY HOUR



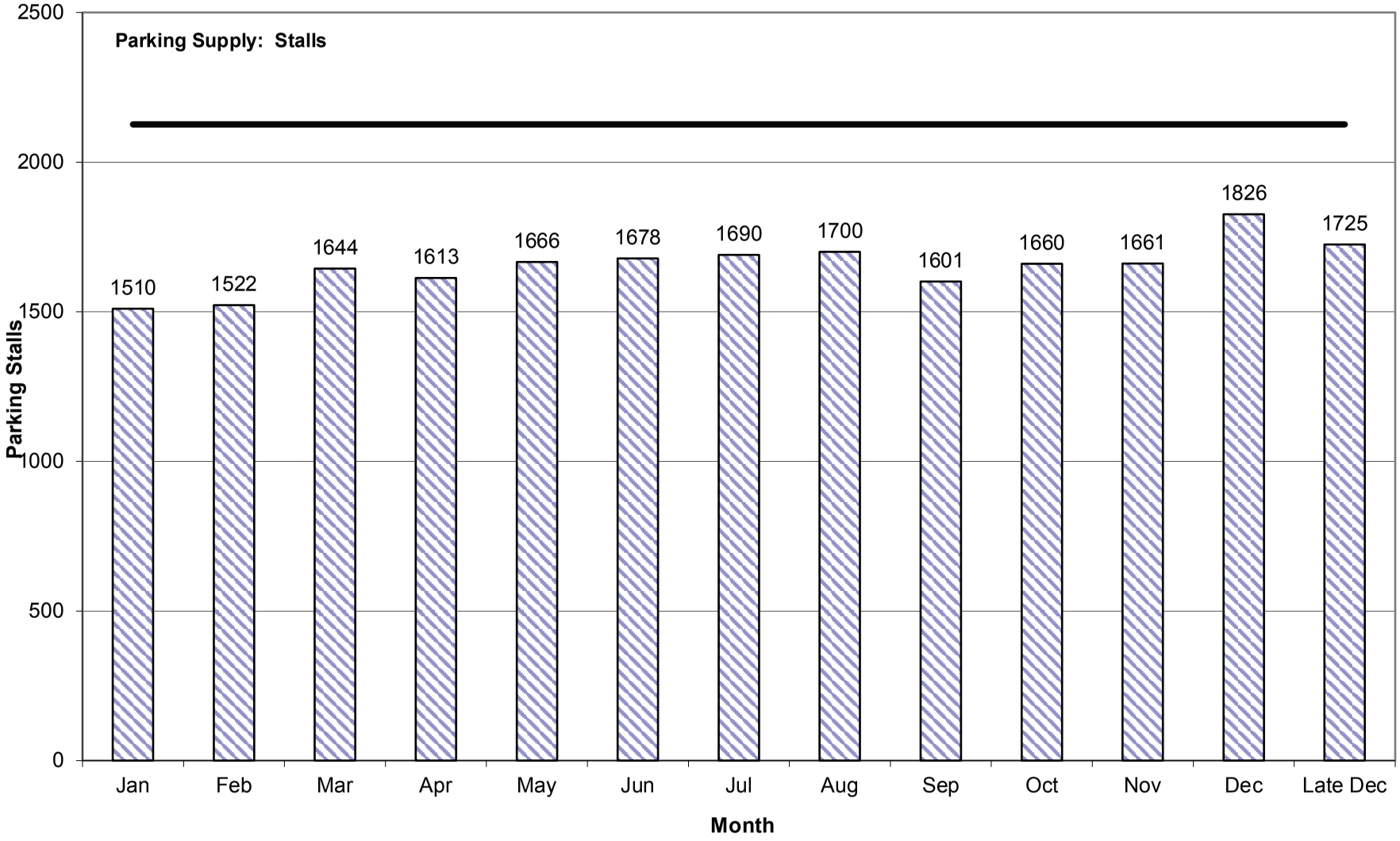
BASELINE SCENARIO: THE PRUNEYARD 2013
MAY FRIDAY PARKING DEMANDS BY HOUR



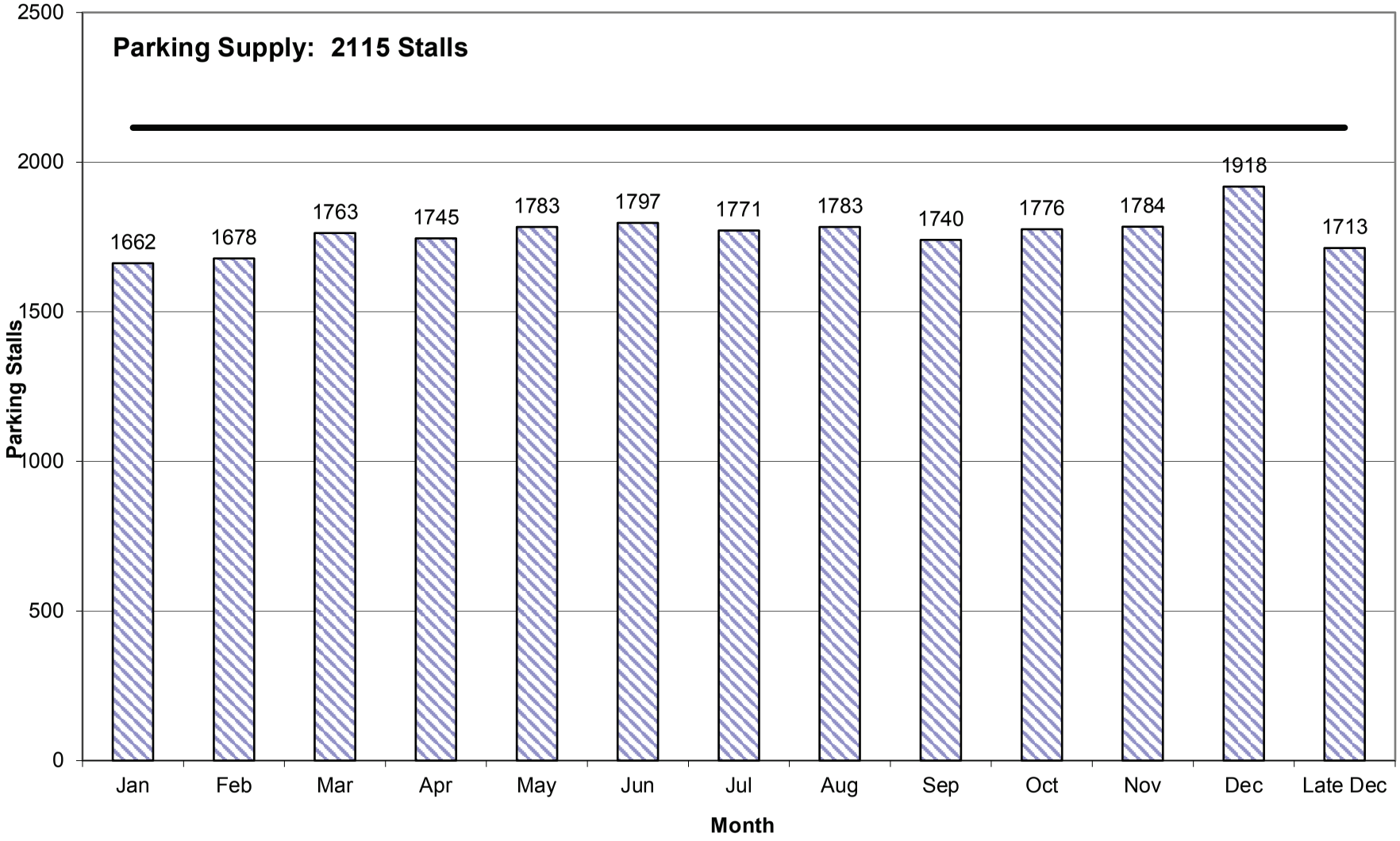
The Pruneyard 2013 Baseline
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND



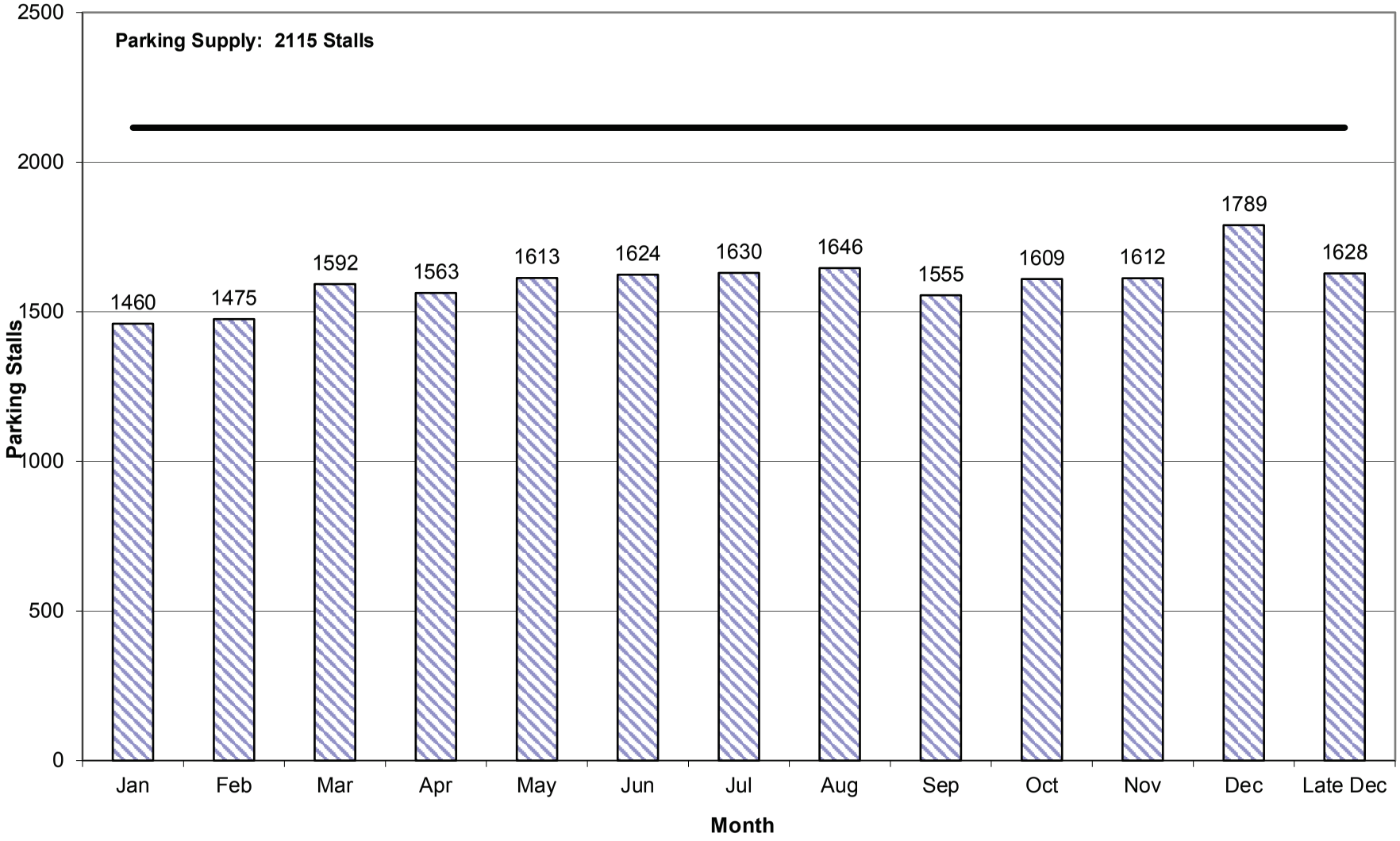
The Pruneyard 2013 Baseline
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND



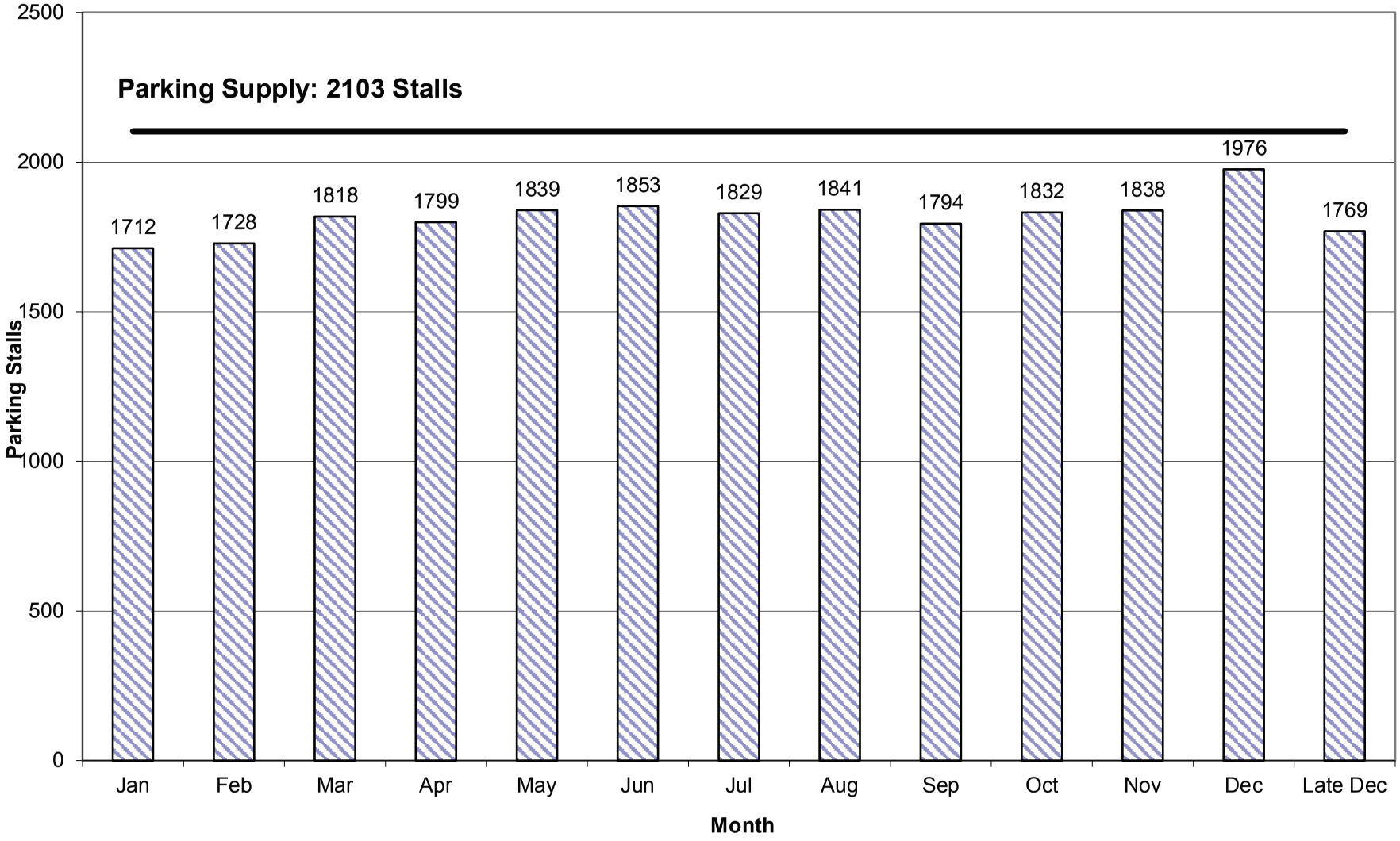
The Pruneyard Phase 1
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND



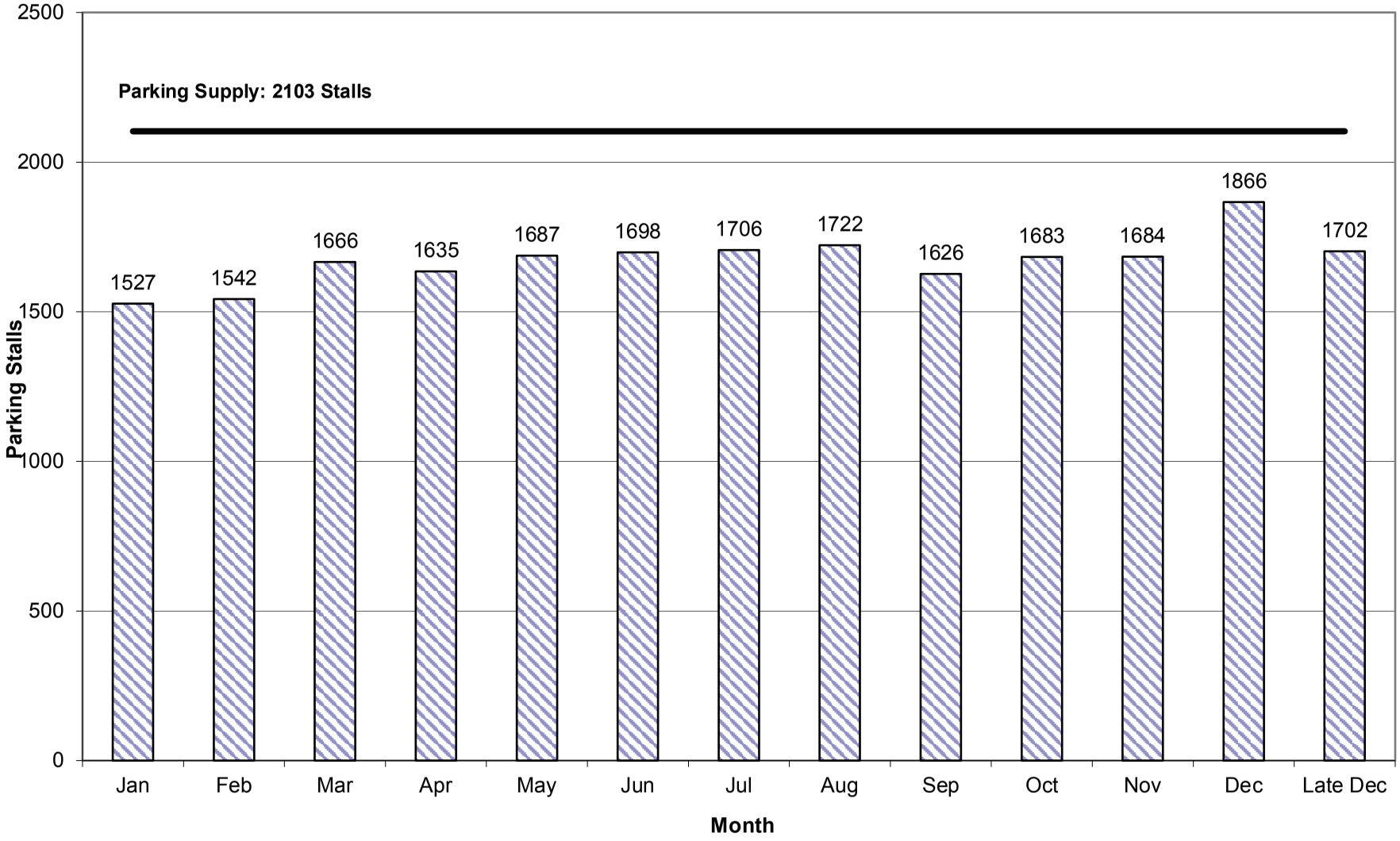
The Pruneyard Phase 1
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND



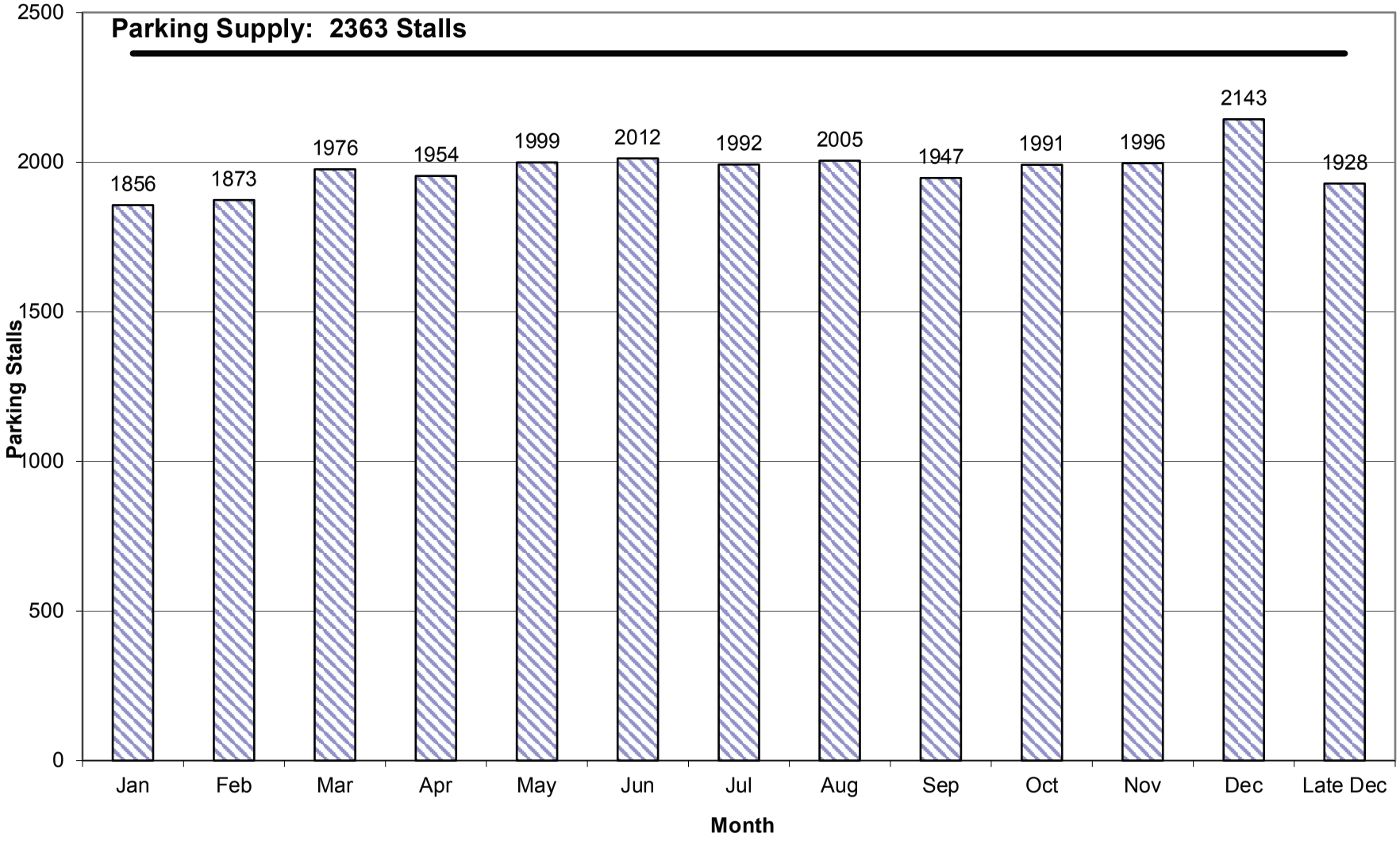
The Pruneyard Phase 2
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND



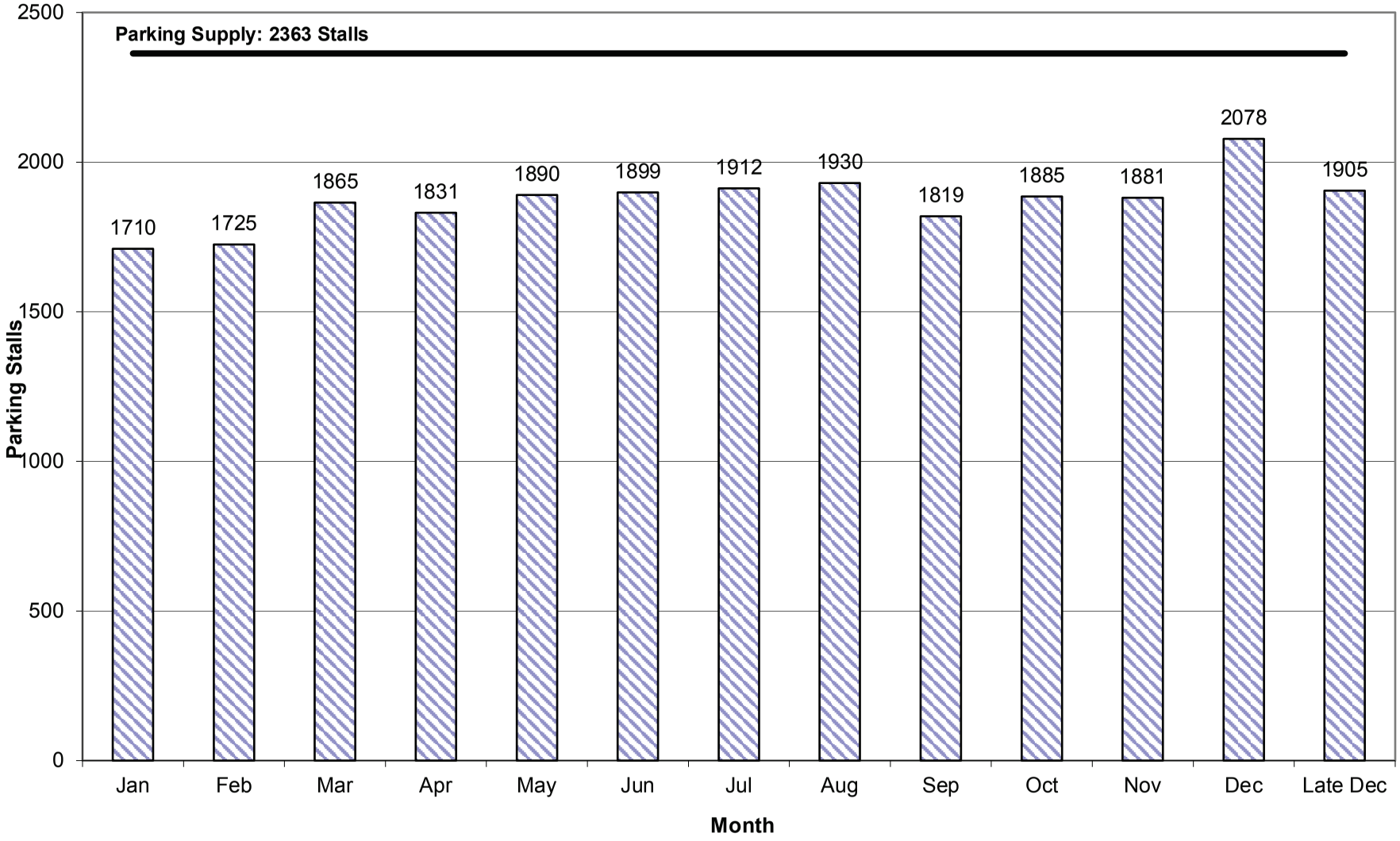
The Pruneyard Phase 2
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND



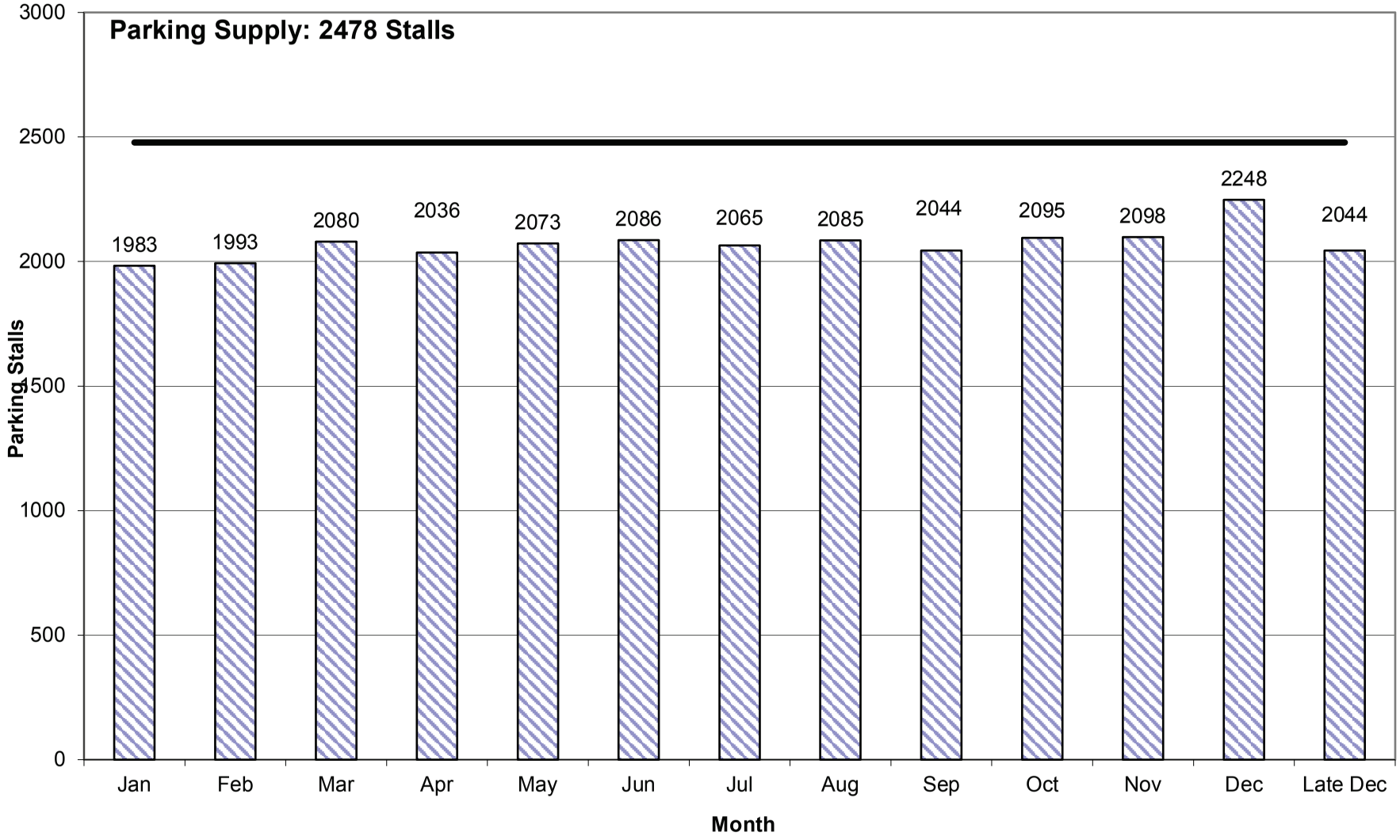
The Pruneyard Phase 3A
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND



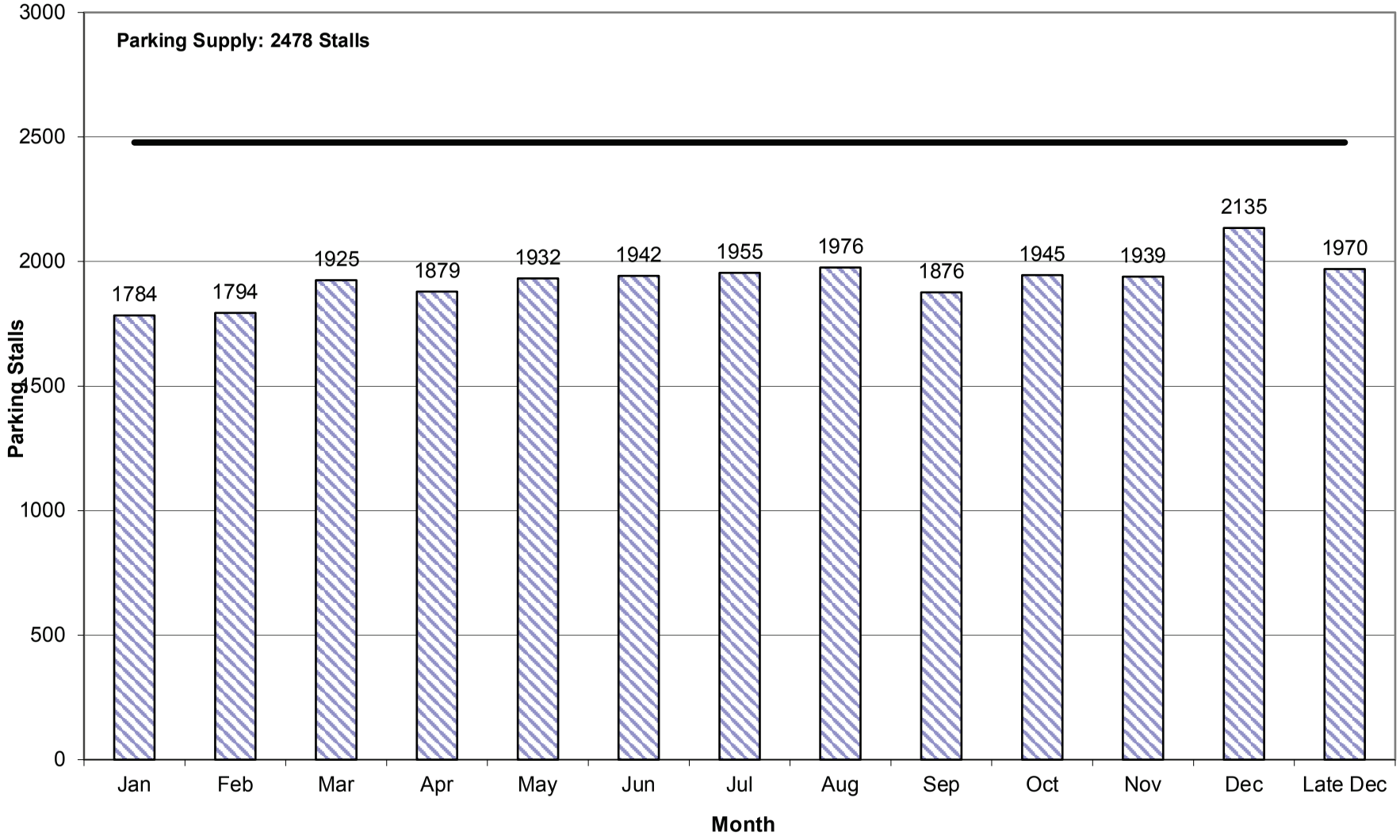
The Pruneyard Phase 3A
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND



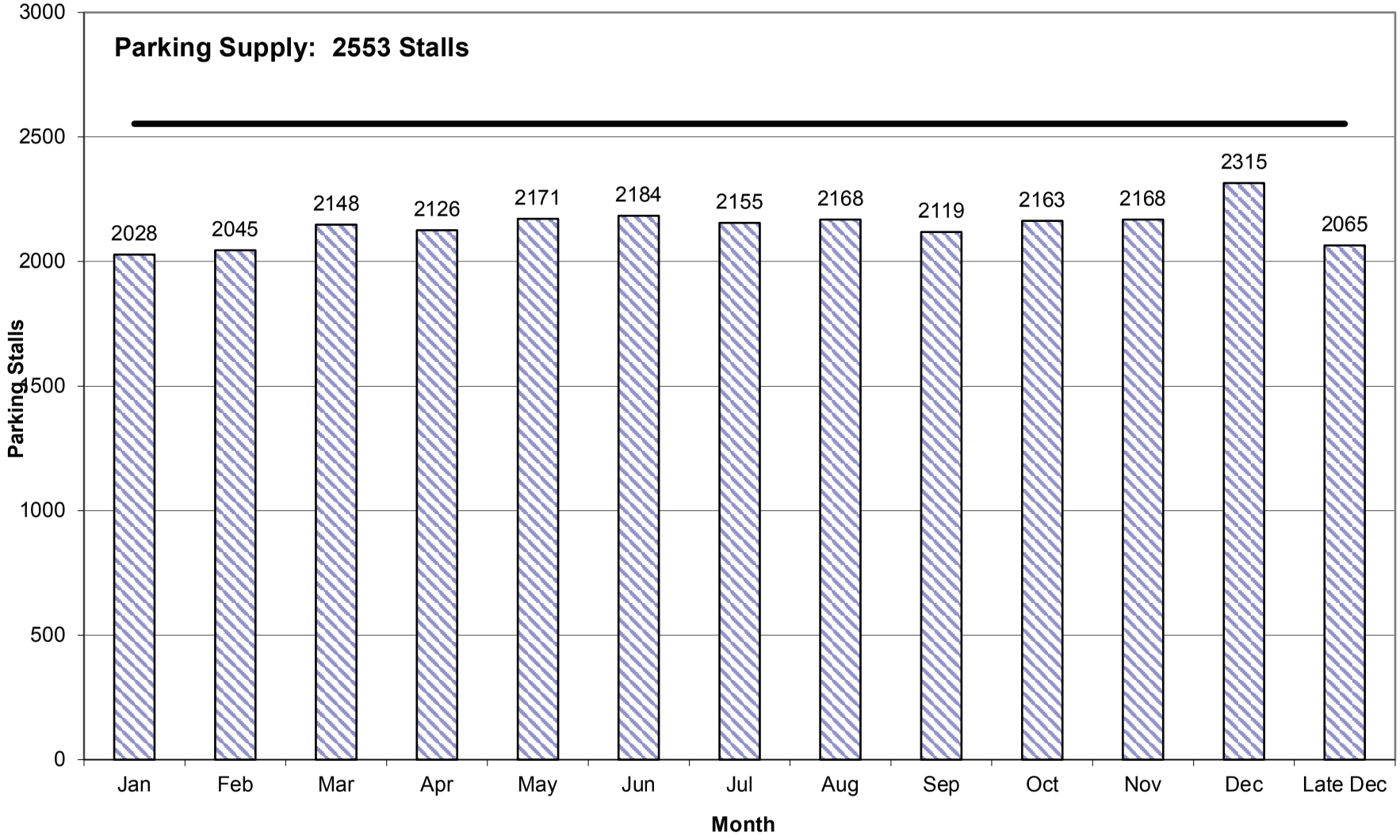
The Pruneyard Phase 3B
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND



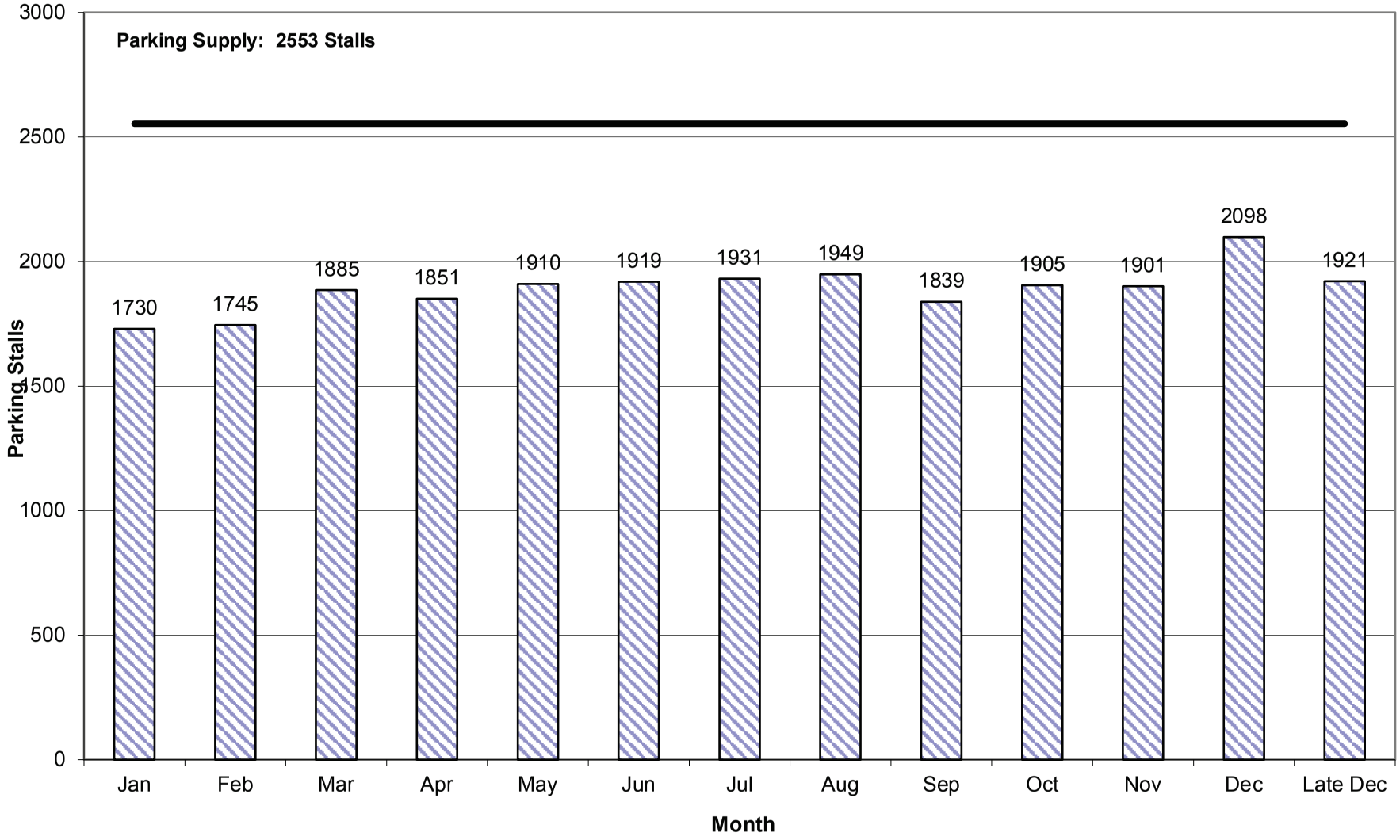
The Pruneyard Phase 3B
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND



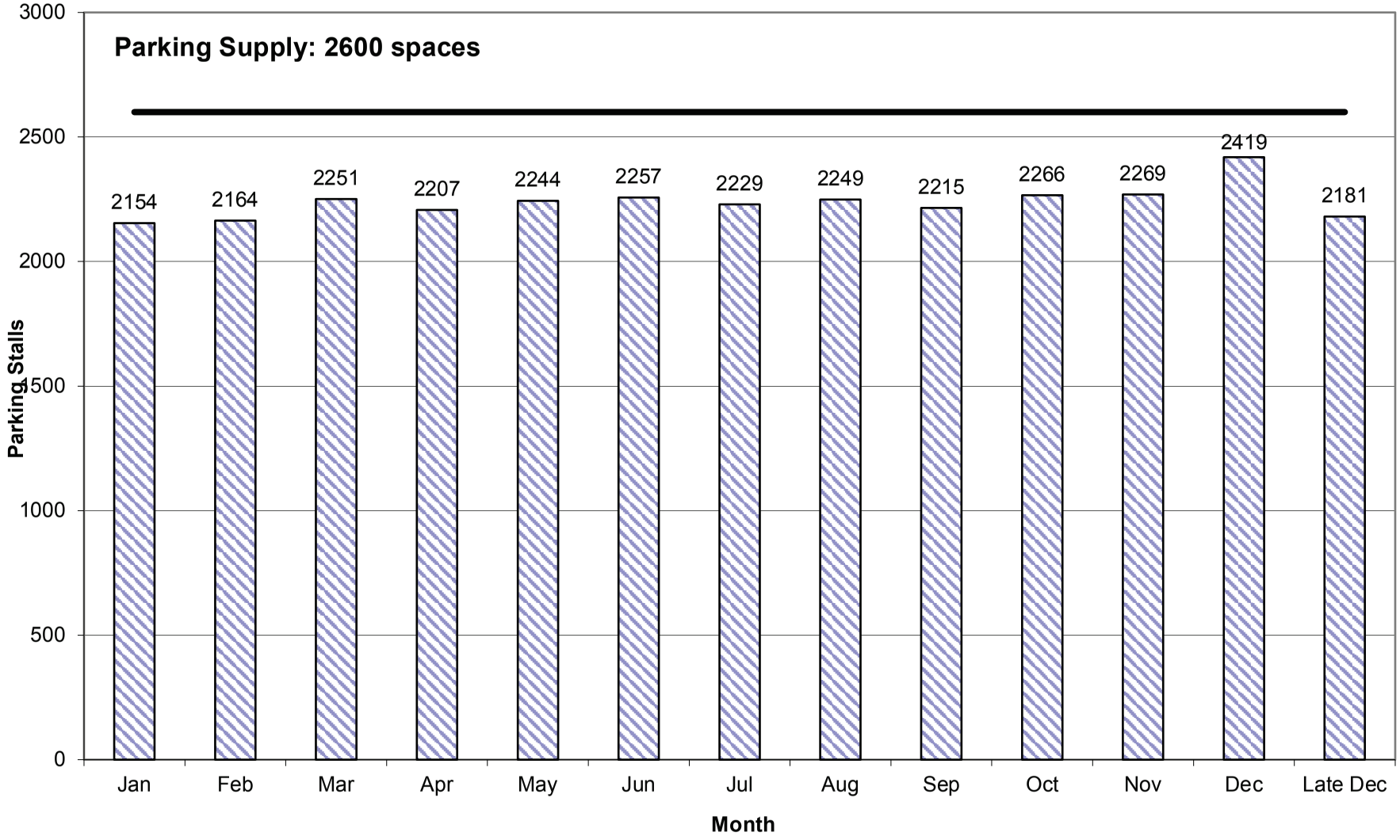
The Pruneyard Phase 4A
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND



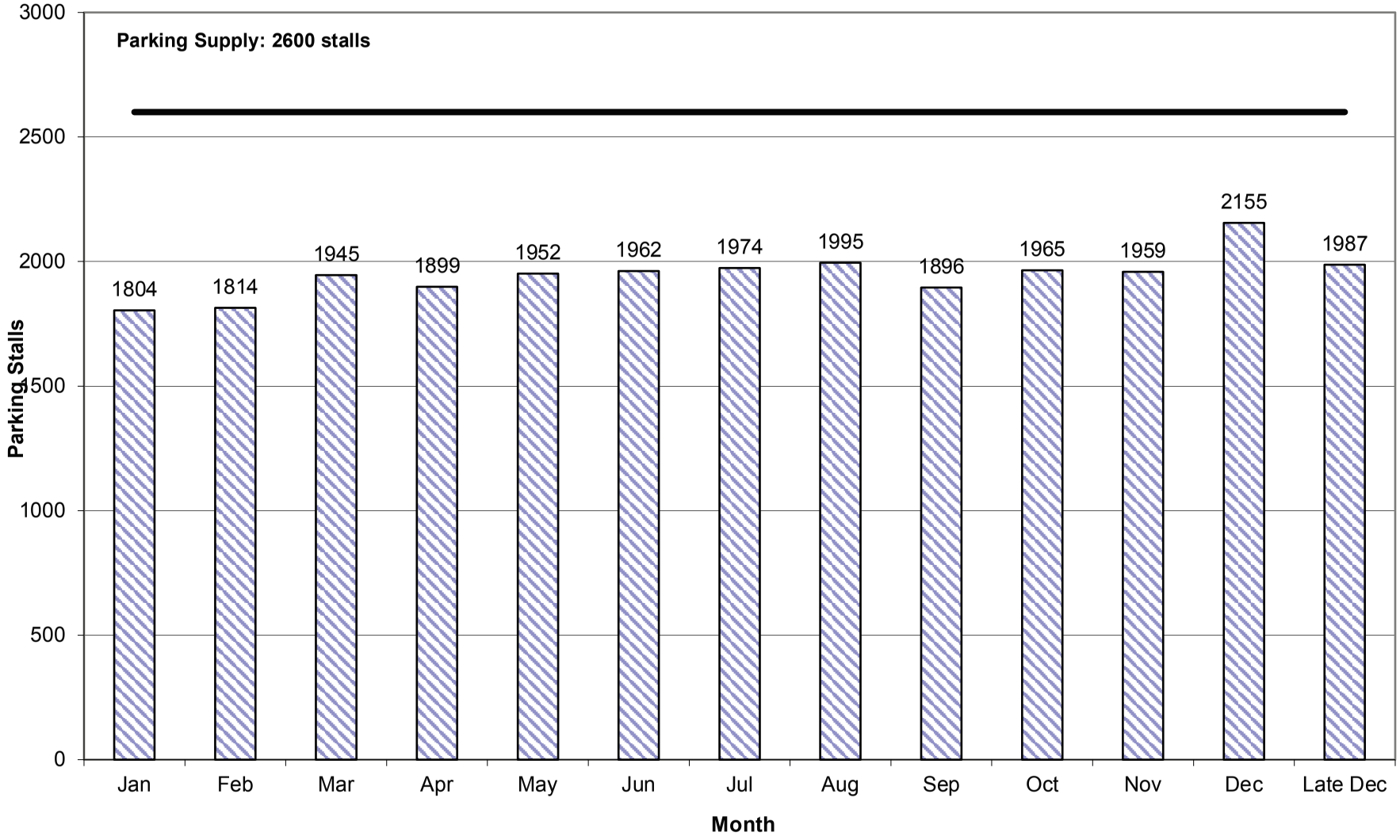
The Pruneyard Phase 4A
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND



The Pruneyard Phase 4B
WEEKDAY MONTH-BY-MONTH ESTIMATED PARKING DEMAND



The Pruneyard Phase 4B
WEEKEND MONTH-BY-MONTH ESTIMATED PARKING DEMAND



ATTACHMENT 7

"WILL SERVE" LETTERS

Pacific Gas and Electric Company
San Jose Division

308 Stockton Avenue
San Jose, CA 95126

April 1, 2015

Candice Lownsbery
HMH Engineers
1570 Oakland Road
San Jose, CA 95131

Re: The Pruneyard, City of Campbell.

Ms. Lownsbery:

Pacific Gas and Electric Company can provide gas and electric service to the above project in accordance with our tariffs on file with the California Public Utilities Commission.

Our ability to provide service is pending the submission of final plan, loads and payment on advance engineering fees.

If you have any questions, please call me at (408) 299-1016 or e-mail me at rsc7@pge.com.

Sincerely,

Ramiro Coronel
Project Manager

San Jose Water Company

1265 S. Bascom Ave.
San Jose, CA 95128-3514

Writer's Direct Line: (408) 279-7874
Email: jim.bariteau@sjwater.com

March 18, 2015

Dean Rubinson
Partner, Director of Development
Ellis Partners
111 Sutter Street, Suite 800
San Francisco, CA 94104

HMH ENGINEERS
MAR 20 2015
RECEIVED

REFERENCE: The Pruneyard Shopping Center Expansion
NW Corner South Bascom Avenue and
East Campbell Avenue, Campbell

Gentlemen:

This letter is being written at the request of HMH.

The site of the above-referenced project is within the jurisdiction of San Jose Water Company. We will serve further development of the site in accordance with our rules and regulations in effect and on file with the California Public Utilities Commission.

Sincerely,

ORIGINAL SIGNED BY

JAMES R. BARITEAU
Senior Water Services Representative

JRB:bct
Pruneyard Center.doc

cc: Ray Hashimoto, HMH
Candice Lownsbery, HMH

West Valley
Sanitation District

May 21, 2015

Stephan Kuehn
HMH Engineers
1570 Oakland Road
San Jose, CA 95131

Re: Pruneyard Shopping Center Expansion, Campbell – Will Serve

Dear Mr. Kuehn:

This letter will serve as the West Valley Sanitation District's (District) "WILL SERVE" for the proposed Master Plan Concept (Attachment 1) for the Pruneyard shopping complex located on APNs 288-4-011, 012, 014, 017, 025 and 026 at the northwest corner of South Bascom Avenue and East Campbell Avenue in the City of Campbell.

The proposed expansion may be served by the 24-inch sanitary sewer along South Bascom Avenue and/or the 12-inch sewer along East Campbell Avenue as shown in Attachment 2. As design of the expansion progresses, additional information including estimated sewage generation and proposed connection points will be necessary in order to determine if any localized sewer improvements will need to be installed by the proposed expansion.

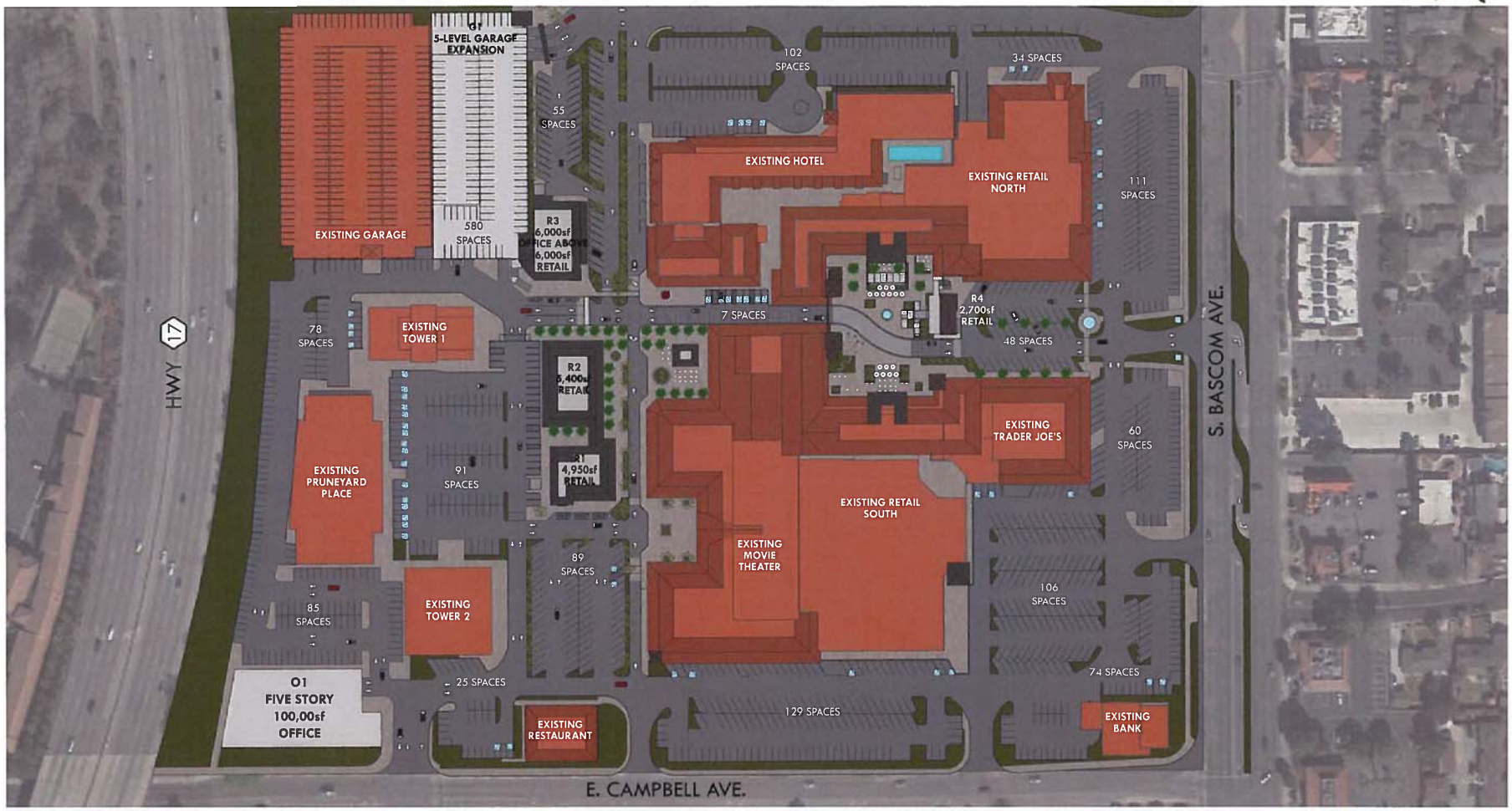
Please contact me at (408) 385-3030 for any additional information.

Sincerely,

Alan Kam
Senior Civil Engineer
attachments

WVSD Will Serve - Attachment 1

pruneyard



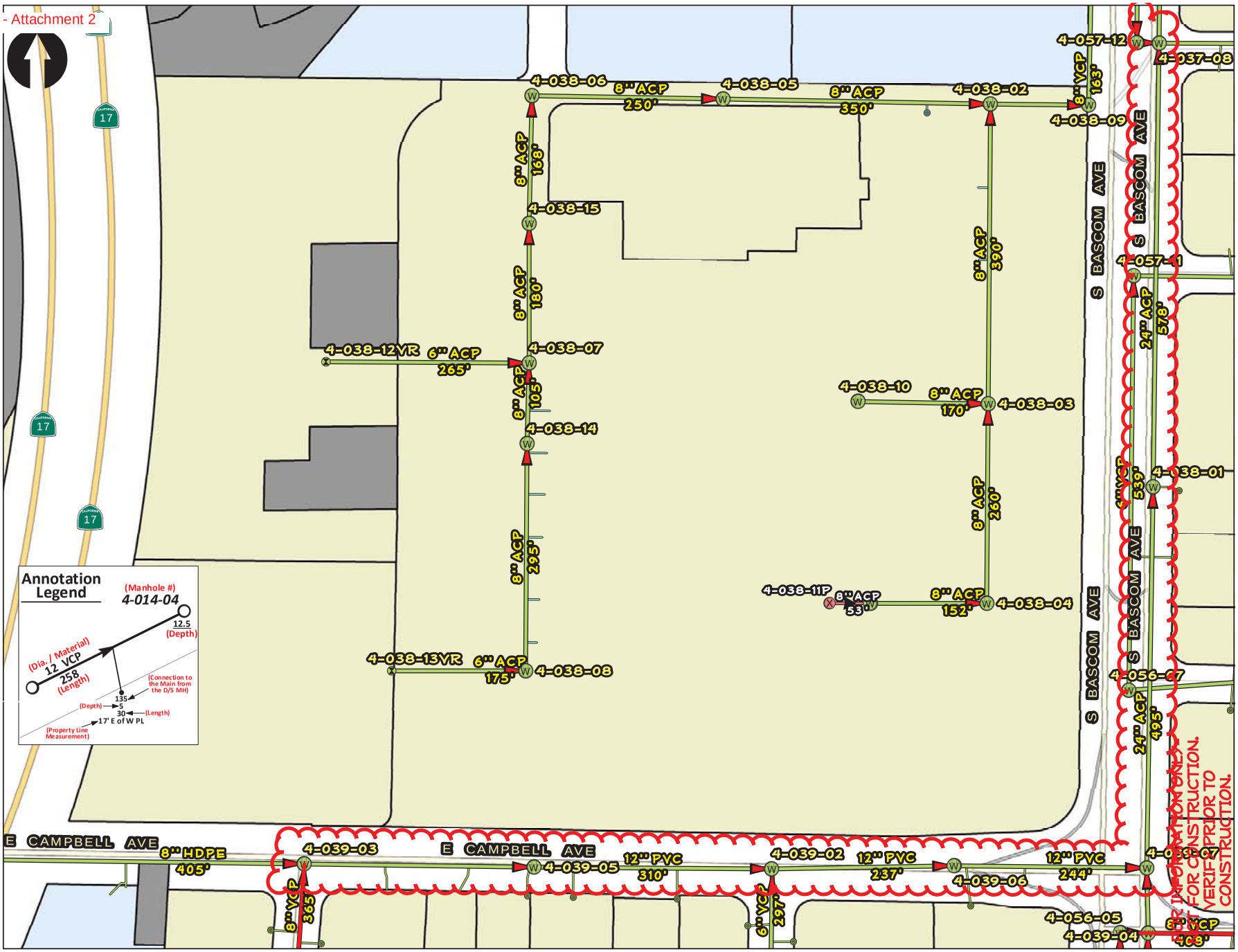
Scope Item	Square Footage Added	Existing Parking	Parking Added	Parking Provided Net	Parking Required	Parking Ratio Provided	City Parking Ratio Required
O1 - 20K sf Office floor plate w/ 2 levels of parking below & top level of new garage dedicated to office spaces	100,000 sf	-160	496	**336**	440	3.36/1000 sf	4.4/1000 sf
G1 - 5 level Parking Garage	5 levels	-107	452	345	NA	NA	NA
T1 - New Fitness Tenant in Tower 1 from existing office parked in existing garage	24,000 sf	106	-240	-134	240		10/1000 sf
R1, R2 & R3 Retail	16,350 sf	-231	144	-87	82		5/1000 sf
R3 Office	6,000 sf	-	-	-	26		4.4/1000 sf
R4 Retail	2,700 sf	-80	48	-32	12		5/1000 sf
Added GLA	**125,050 sf**	-472	900	**428**	120	3.36/1000 sf	varies

LOWNEYARCHITECTURE PGAdesign LANDSCAPE ARCHITECTS ELLIS PARTNERS LLC

MASTER PLAN CONCEPT: Large Retail, 2 New Garage Bays, 5-Story Office

N

WVSD Will Serve - Attachment 2



Sam McGeehan

From: Roger Storz <rogers@cityofcampbell.com>
Sent: Tuesday, April 28, 2015 9:09 AM
To: Candice Lownsbery
Subject: RE: Request for Suggestion: West Valley Waste Mgmt & Recycling WILL SERVE

Hi Candice,

I spoke with Bill Helms, our resident guru who has been working for Campbell for over 50 years!, and he has never seen a Will Serve letter from the garbage company for new development. According to Bill, who manages our franchise agreement with West Valley, they are obligated by the franchise agreement to provide garbage service to all properties in the City of Campbell, no exceptions.

Roger K. Storz, P.E. | Senior Civil Engineer
City of Campbell | Public Works Department
rogers@cityofcampbell.com
408.866.2190
70 N. First Street, Campbell, CA 95008

From: Candice Lownsbery [mailto:clownsbery@HMHca.com]
Sent: Monday, April 20, 2015 11:34 AM
To: Roger Storz
Subject: Request for Suggestion: West Valley Waste Mgmt & Recycling WILL SERVE
Importance: High

Hi Roger – hope this letter finds you doing well.

Was wondering if you might have a contact at WEST VALLEY WASTE MANAGEMENT & RECYCLING … a representative we could ask for a WILL SERVE LETTER?

I have been contacting a Kristine Dungo, Outreach Coordinator (408-283-8500 x41563)… however, she said she has no knowledge of their company issuing such a letter?

Any ideas for me for someone else to call at that company?

Thank you for your time.

Candice Lownsbery
HMH Engineers
Technical Support
(408) 487-2200 x322

From: Candice Lownsbery
Sent: Tuesday, April 07, 2015 3:36 PM
To: 'Alan Kam'; 'kristined@wcnx.org'

Cc: Ray Hashimoto; Stephan Kuehn
Subject: REQUEST FOR WILL SERVE LETTER: THE PRUNEYARD -- STATUS?

to follow-up on my 3/17/15 original request for a WILL SERVE LETTER

(3/27/15 – EMAIL follow-up for status)
(3/31/15 – VOICEMAIL follow-up for status)

I have attached a copy of the letters we have received from SJWater Co and PG&E…

If you could provide a similar response, it would be appreciated.

Let me know if you have questions -- Thank you.

Candice Lownsbery
Technical Support
(408) 487-2200 x322
1570 Oakland Road San Jose, CA 95131

From: Costa, Aaron
To: Daniel Fama
Cc: "dean@ellispartners.com"
Subject: RE: CEQA Referral - Notice of Public Hearing Pruneyard Expansion
Date: Monday, August 29, 2016 1:25:29 PM
Attachments: image001.png

Daniel,

The Phase I ESA (Section 5.3) reports that "based on the historical agricultural use of the property, pesticides and/or herbicides may have been utilized on the property and near-surface soils may have at one time contained these compounds." And that the "historical agricultural use of the property is not considered to represent a recognized environmental concern."

It is our experience that these chemical compounds are not readily broken down and continue to persist in near-surface soils long after their use. Reworking of soil does not necessarily reduce or eliminate these chemicals. They also present a potential leaching to groundwater concern. My recommendation is that representative soil samples are collected in the areas where soil disturbance is planned to occur in order to develop the necessary mitigation measures, if any.

Thank you,

Aaron Costa
Senior Hazardous Materials Specialist
Site Mitigation Program

County of Santa Clara
Department of Environmental Health
1555 Berger Drive #300
San Jose, CA 95112
(408) 918-1954
http://www.sccgov.org/sites/deh

*My normal office hours are 6:30am-3:00pm

NOTICE: This email message and/or its attachments may contain information that is confidential or restricted. It is intended only for the individuals named as recipients in the message. If you are NOT an authorized recipient, you are prohibited from using, delivering, distributing, printing, copying, or disclosing the message or content to others and must delete the message from your computer. If you have received this message in error, please notify the sender by return email.

From: Daniel Fama [mailto:danielf@cityofcampbell.com]
Sent: Monday, August 29, 2016 12:14 PM
To: Costa, Aaron <aaron.costa@cep.sccgov.org>
Cc: 'dean@ellispartners.com' <dean@ellispartners.com>
Subject: RE: CEQA Referral - Notice of Public Hearing Pruneyard Expansion

Hi Aaron,

The project's IS/MND are available on the City's website. The Phase I environmental site assessment (starting on page 1129) did not identify potential soil contamination. Do you have any information/documentation about the property that the City may not be aware of?

Thank you for your assistance,

Daniel

Daniel Fama | Senior Planner
Community Development Department | Planning Division
danielf@cityofcampbell.com
☎ 408.866.2193 | 408.871.5140
70 N. First Street, Campbell, CA 95008

From: Costa, Aaron [mailto:aaron.costa@cep.sccgov.org]
Sent: Monday, August 29, 2016 10:37 AM
To: Daniel Fama
Subject: RE: CEQA Referral - Notice of Public Hearing Pruneyard Expansion

Hello Daniel,

I am having a hard time finding the Initial Study/EIR docs online. The question I am looking to answer is this: Was the project site evaluated for pesticide/herbicide contamination in shallow soil? If not, it should be given the site history. Let me know if you wish to discuss further.

Thanks,

Aaron Costa
Senior Hazardous Materials Specialist
Site Mitigation Program

County of Santa Clara
Department of Environmental Health
1555 Berger Drive #300
San Jose, CA 95112
(408) 918-1954
http://www.sccgov.org/sites/deh

*My normal office hours are 6:30am-3:00pm

NOTICE: This email message and/or its attachments may contain information that is confidential or restricted. It is intended only for the individuals named as recipients in the message. If you are NOT an authorized recipient, you are prohibited from using, delivering, distributing, printing, copying, or disclosing the message or content to others and must delete the message from your computer. If you have received this message in error, please notify the sender by return email.

From: Finley, Gavin
Sent: Monday, August 29, 2016 9:28 AM
To: Justice, John <john.justice@sccfd.org>; Barry, David <David.Barry@faf.sccgov.org>; Thomson, Annie <annie.thomson@PRK.SCCGOV.ORG>; Wien, Martha <Martha.Wien@cep.sccgov.org>; Tran01-Rapp, Stacey <stacey.rapp@sccconnect.onmicrosoft.com>; DEH - CEQA <DEH-CEQA@DEH.SCCGOV.ORG>
Cc: Bodduna, Aruna <Aruna.Bodduna@rda.sccgov.org>
Subject: CEQA Referral - Notice of Public Hearing Pruneyard Expansion

Hi all,

Please find attached a Notice of Public Hearing for **7:30pm** on **September 13, 2016**, for the Pruneyard Expansion project in the City of Campbell. Affected parcels include APNs 288-04-011, 288-04-012, 288-04-014, 288-04-017, 288-04-025, 288-04-026.

Thank you,

Gavin Finley
Junior Civil Engineer
Land Development and Permits Unit
County of Santa Clara Roads and Airports Department
101 Skyport Drive, San Jose, CA 95110
P: 1 (408) 573-2491

From: Finley, Gavin
Sent: Monday, August 22, 2016 11:01 AM
To: Justice, John <john.justice@sccfd.org>; Barry, David <David.Barry@faf.sccgov.org>; Thomson, Annie <annie.thomson@PRK.SCCGOV.ORG>; 'Martha.Wien@deh.sccgov.org' <Martha.Wien@deh.sccgov.org>; Rapp, Stacey <stacey.rapp@cep.sccgov.org>; DEH - CEQA <DEH-CEQA@DEH.SCCGOV.ORG>
Cc: Bodduna, Aruna <Aruna.Bodduna@rda.sccgov.org>
Subject: CEQA Referral - NOI-MND Pruneyard Expansion

Hi all,

Please find attached the Notice of Intent to Adopt a Mitigated Negative Declaration for the Pruneyard Shopping Center and Offices expansion project in the City of Campbell. Affected parcels include APNs 288-04-011, 288-04-012, 288-04-014, 288-04-017, 288-04-025, 288-04-026.

Comments are due to Daniel Fama (danielf@cityofcampbell.com) by **September 12, 2016**.

Thank you,

Gavin Finley
Junior Civil Engineer
Land Development and Permits Unit
County of Santa Clara Roads and Airports Department
101 Skyport Drive, San Jose, CA 95110
P: 1 (408) 573-2491

County of Santa Clara

Department of Environmental Health

1555 Berger Drive, Suite 300
San Jose, California 95112-2716
(408) 918-3400
www.EHinfo.org

September 9, 2016

Mr. Daniel Fama
Acting Senior Planner
City of Campbell
Community Developmental Department
70 N. 1st Street
Campbell, CA 95008

SUBJECT: Notice of Intent (NOI) to adopt a Mitigated Negative Declaration for the Pruneyard Shopping Center and Offices – Expansion Project.

The Santa Clara County Department of Environmental Health, Solid Waste Program, the Local Enforcement Agency (LEA), have reviewed the document cited above. The following is a summary of the proposed project description, and comments of the LEA's review for post closure land use activities that is within 1,000 feet of a closed landfill.

Project Description:

The Pruneyard Shopping Center and Office Expansion Project would allow the construction of several new retail buildings, five story office with underground parking and expansion of existing parking garage. Additionally, the proposed would also include renovation and alteration of existing retail buildings, creation of public plaza areas, improved pedestrian/bicycle connections, and modified vehicular circulation, as well as removal of numerous protected and non-protected trees. The proposed project also includes a 'Master Use Permit" that will allow establishment of a new land use program for the project site, including instituting a tailored list of permissible land uses, new administrative procedures, land use maximums, and implementation of a transportation demand management program and a shared parking program.

CEQA

The LEA, a Responsible Agency must ensure that post closure activities within 1000 feet of a closed landfill meet required state standards for the protection of public health, safety, and the environment. The LEA implements this goal through programs such as: permit issuance and oversight for closed and active solid waste facilities, review of environmental documents for proposed, new, or expanded solid waste facilities for compliance of CEQA; and enforcement of state standards for solid waste facilities.

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Ken Yeager, S. Joseph Simitian
County Executive: Jeffrey V. Smith

Comments

Current California Code of Regulations prescribe development standards for onsite postclosure land uses within 1,000 feet of a landfill footprint (27 CCR 21190). These regulations do not prohibit development but contain standards that are designed primarily to prevent damage to the environmental control systems at the closed landfill and to protect the public health and safety from landfill gas migration. Review of the Mitigated Negative Declaration and accompanying documents failed to address if evidence of methane gas or gas migration from the closed landfill has impacted the project property. The initial study nor the Phase 1 Geotechnical Investigations address this matter. The Phase 1 Environmental Site Assessment conducted by Cardno ATC for the project dated August 22, 2014 acknowledged the existence of the West Valley Closed Landfill, and deemed that the current regulatory status and closure of the landfill, that the closed landfill is not considered to represent a likely past, present or material threat of release in, on or at the property.

This closed landfill is inspected by the LEA on a quarterly basis. Due to active occurrences of differential settlement at the closed landfill affected properties and the potential for migration of methane gas from decomposing buried refuse, the LEA strongly recommends further environmental investigation relating to the potential of methane gas migration onto the project property. Section 21190, Title 27 California Code of Regulations construction standards should be considered upon completion of the recommended environmental site investigation. It is unfortunate that our office, the LEA was not notified during the early stages of these project. Assurances must be made to protect the public health and safety from the potential of methane gas migration onto the project property.

Thank you for the opportunity to review and comment on this document. If we can provide you with any assistance, please contact me at (408) 918-1962. Also, we respectfully request that you modify your Reviewing Agency Checklist to include our office as Santa Clara County Department of Environmental Health, Solid Waste Program, the LEA (as a responsible agency), for any future City of Campbell proposed projects that may occur within 1,000 feet of the West Valley Closed Landfill.

Sincerely,

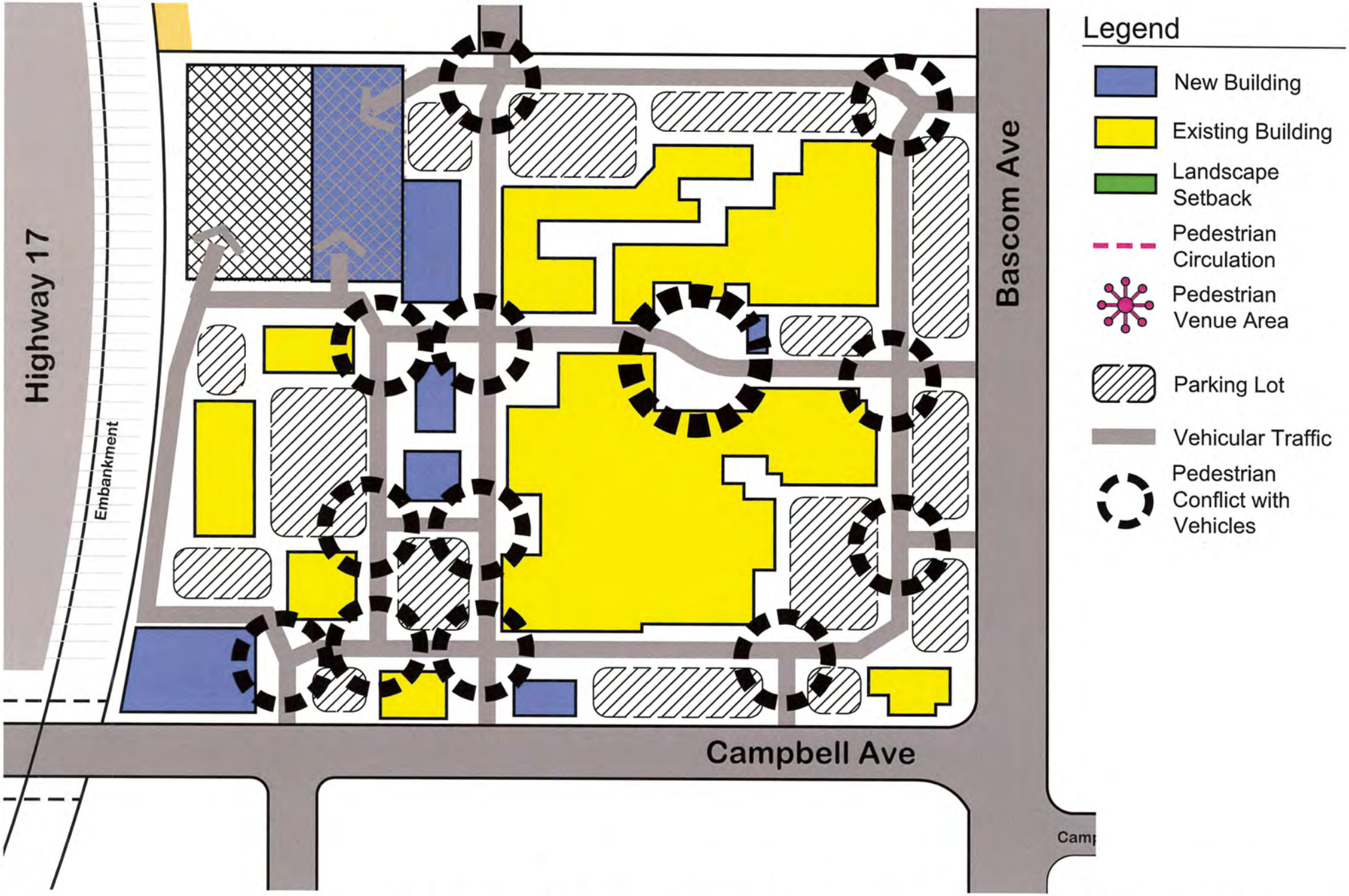
Roel Meregillano, R.E.H.S.
Solid Waste Program

cc: Eric Kiruja – CalRecycle, 1001 I Street, PO Box 4025, MS 10A, Sacramento CA 95812-4025

From: Vikki Essert
To: Daniel Fama
Subject: Pruneyard negative declaration
Date: Friday, September 02, 2016 9:19:43 AM

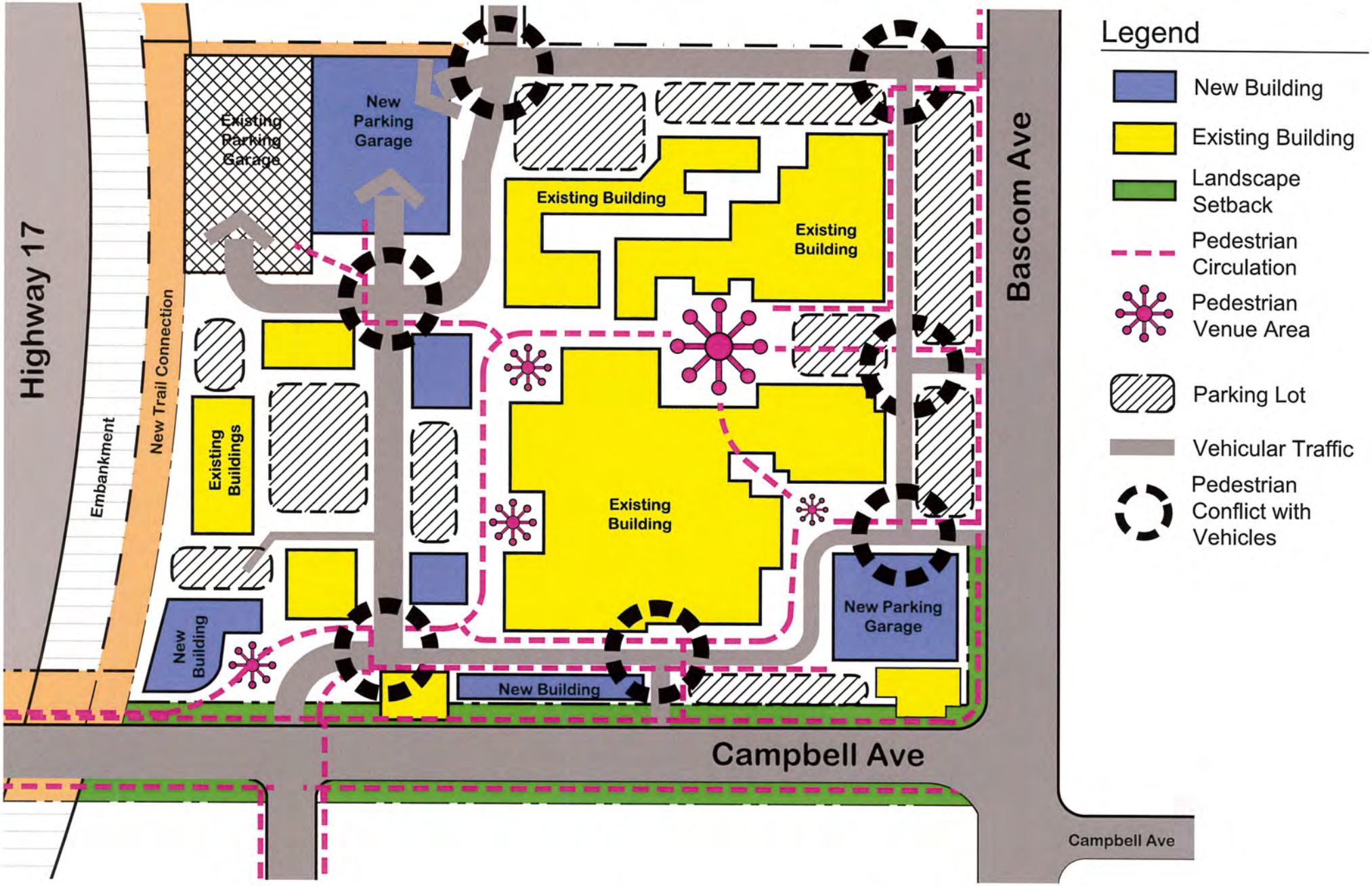
I am the Pruneyard Dry Creek Neighborhood Assoc. City Planning Liaison Committee chair and also a member of the GPAC. Jim Ellis and representatives from Ellis Partners and Cushman Wakefield have met with members of our neighborhood as well as some from other Campbell neighborhoods several times in the last eighteen months to get community feedback. Not only did they listen to community members' concerns, but in the subsequent iterations of their plans, changes based on community input are visible. In general, there is broad support for the Ellis Partners' proposal. The main concerns are traffic, parking and bike/pedestrian access. I would like to suggest two changes in this area:
1) Consider making the drive through the plaza for emergency vehicles only
2) Create a bike/pedestrian path along the edge of the property connecting the Los Gatos Creek trail entrance to the Portals

Vikki Essert



Developer's Proposed Site Plan

The Pruneyard in Campbell



Pedestrian Friendly Site Plan

The Pruneyard in Campbell

SANTA CLARA
Valley Transportation Authority

September 6, 2016

City of Campbell
Community Development Department
70 N. First Street
Campbell, CA 95008-1423

Attention: Daniel Fama

Subject: Pruneyard Shopping Center and Offices

Dear Mr. Fama:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study for 100,000 square feet office development, 18,600 square feet of retail, a 30,000-square foot fitness center or 12,000-square foot retail/office building at the southwest corner of Bascom Avenue and Campbell Avenue. We have the following comments.

Pedestrian and Bicycle Accommodations

VTA commends the City for thoroughly documenting existing pedestrian and bicycle conditions and planned improvements, as detailed in Appendix M of the TIA Report. VTA commends the project applicant for including numerous pedestrian and bicycle improvements, including:

- New sidewalks and crosswalks at several driveway locations. These features not only improve pedestrian circulation within the site, but close existing gaps between the internal pedestrian network of the Pruneyard Shopping Center and the public sidewalks along Campbell Avenue and South Bascom Avenue.
- Additional pedestrian safety features, such as detectable tiles and stop signs, at the proposed new crosswalks.
- A new interior sidewalk to facilitate pedestrian travel between the office towers and retail core of the site, and reconstruction of the existing sidewalk on the south frontage of Tower 2 for ADA compliance.
- Retention of existing street trees along Campbell Avenue and South Bascom Avenue and addition of new trees placed between the pedestrian and auto circulation areas internal to the project site. Resources on pedestrian quality of service, such as the Highway Capacity Manual (HCM) 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve pedestrian perceptions of comfort and safety on a roadway.

The corners of the existing driveways into the site along Campbell Avenue at Campisi Way and adjacent to the proposed "R5" building have a wide turning radius which encourages higher auto speeds and reduces pedestrian comfort and safety. VTA recommends squaring off the corners or

otherwise reducing the speed of right turns, and providing other safety features such high-visibility crosswalks, special pavement, etc., where the sidewalk crosses the driveways.

Parking Management

The TIA notes that the proposed parking supply will exceed the estimated maximum parking demand during each project phase except Phase 2 and Phase 4 (Option B). However, even in these phases the parking demand would only exceed the available parking by small amounts during the peak seasonal December period. VTA supports the recommendation in the TIA to address this minor deficiency with Parking Management measures rather than increased parking supply, including wayfinding, valet services, time-limited parking, employee parking in restricted locations, and submittal of an annual Parking Management report to the City (5-6). In addition, VTA recommends that the City consider parking pricing and/or parking cash out as additional Parking Management measures for the project.

Transportation Demand Management/Trip Reduction

VTA commends the City and project applicant for including a Transportation Demand Management (TDM) program in the TIA (Appendix J) which would apply to the existing office space as well as the proposed 100,000 s.f. of new office space (TIA, pg. 21).

VTA supports the inclusion of Trip Generation Monitoring measures (TIA pgs. 22-23), including driveway counts conducted by a traffic engineering firm employed by the City and funded by the property owner(s), as well as employee surveys to assess commute mode share, use of telecommuting/flextime, and other relevant measures. VTA notes that these measures are consistent with the Peer/Study-Based approach to trip reductions as outlined in the VTA TIA Guidelines, as well as current best practices for TDM programs in Santa Clara County.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

cc: Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

CM1501

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Serious Drought.
Help save water!

September 6, 2016

04-SCL-2016-00030
SCL017248
SCL/17/PM 11.9
SCH# 2016082019

Mr. Daniel Fama
Community Development Department
City of Campbell
70 N. 1st Street
Campbell, CA 95008

Dear Mr. Fama:

Pruneyard Shopping Center and Offices Expansion Project – Mitigated Negative Declaration

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans new mission signals a modernization of our approach to evaluating and mitigating impacts to the State Transportation Network (STN). We aim to reduce vehicle miles traveled (VMT) by tripling bicycle and doubling both pedestrian and transit travel by 2020. Our comments are based on the Mitigated Negative Declaration (MND). Please also refer to the previous comment letters on The Pruneyard Master Plan and incorporated herein.

Project Understanding

The proposed project is located immediately adjacent to the east of State Route (SR) 17 at Campbell Avenue with driveway access via Bascom and Campbell Avenues. The project would construct several new retail buildings, a five-story office building, and expand the existing parking garage. The project includes an "Option A" and "Option B," also referred to as the "retail alternative" and "fitness alternative," respectively. The retail alternative would construct a two-level 12,000 square-foot retail/office building and a three-level garage expansion. The fitness alternative would construct a two level 30,000 square-foot fitness facility and a five-level garage expansion. Additionally, the proposed project would include renovation and alteration of existing retail buildings, creation/expansion of public plaza areas, improved pedestrian/bicycle connections, and a modified vehicular circulation, as well as removal of numerous "protected" and non-protected trees.

Lead Agency
As the lead agency, the City of Campbell (City) is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Traffic Impacts
Caltrans recommends the *Guide for the Preparation of Traffic Impact Studies* for determining which scenarios and methodologies to use in the analysis, available at: www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf.

1. Please provide Caltrans with the project's fair share fee contribution to the SR 17 southbound off-ramp at E. Hamilton Avenue improvement project, being constructed because of queuing which is impacting the freeway.

2. Please provide mitigation measures to prevent queuing impacts to SR 17 at the northbound Creekside Way off-ramp. The right turn traffic generated by the project will add to the overall traffic volume at this off-ramp and could block the mainline freeway. Even with the right turn pocket, vehicles making a right turn might not be able to reach the right turn lane in time.

3. The project site's building potential as identified in the General Plan. The project must be consistent with the Circulation Element of the General Plan, the Congestion Management Agency's Congestion Management Plan, and the MTC's Regional Transportation Plan (RTP)/SCS.

4. Mitigation for increasing VMT should be identified. Mitigation may include contributions to the Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program, and should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.

5. The project's primary and secondary effects on pedestrians, bicycles, disabled travelers and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.

Vehicle Trip Reduction
Transportation Demand Management (TDM) programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. Suggested TDM strategies include working with the VTA to decrease headway times and improve way-finding on bus lines to provide a better connection between the project, the Downtown Campbell and Hamilton Stations, and regional destinations and providing:

- Membership in a transportation management association.
- Transit subsidies and/or EcoPasses to all employees.
- Ten percent vehicle parking reduction.
- Transit and trip planning resources.
- Carpool and vanpool ride-matching support.
- Carpool and clean-fuel parking spaces.
- Secured bicycle storage facilities.
- Bicycles for employee uses to access nearby destinations.
- Showers, changing rooms and clothing lockers.
- Fix-it bicycle repair station(s).
- Transportation and commute information kiosk.
- Outdoor patios, outdoor areas, furniture, pedestrian pathways, picnic and recreational areas.
- Nearby walkable amenities.
- Kick-off commuter event at full occupancy.
- Employee transportation coordinator.
- Emergency Ride Home program.
- Bicycle route mapping resources and bicycle parking incentives.

The project proposes to provide more parking than the anticipated demand, and Development Option A would provide parking supply in excess of anticipated demand during the peak period (i.e., Fridays in December). Caltrans continues to recommend lower parking ratios, especially given the project's proximity to light rail stations and bus stops. Please refer to "Reforming Parking Policies to Support Smart Growth," a MTC study funded by Caltrans, for sample parking ratios and strategies that support compact growth. Reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future traffic impacts on SR 17 and other nearby State facilities. These smart growth approaches are consistent with the MTC's RTP/SCS goals and would meet Caltrans Strategic Management Plan.

Traffic Impact Fees
Given the project's contribution to area traffic and its proximity to SR 17, the project should contribute fair share traffic impact fees. These contributions would be used to lessen future traffic congestion and improve transit in the project vicinity.

Traffic Control Plan
A Caltrans-approved Traffic Control Plan (TCP) is required to avoid project-related impacts to the STN, if it is anticipated that vehicular, bicycle, and pedestrian traffic will be impacted during the construction of the proposed project requiring traffic restrictions and detours. The TCP must also comply with the requirements of corresponding jurisdictions. In addition, pedestrian access through the construction zone must be in accordance with the Americans with Disabilities Act (ADA) regulations (see Caltrans' *Temporary Pedestrian Facilities Handbook* for maintaining pedestrian access and meeting ADA requirements during construction at: www.dot.ca.gov/hq/construc/safety/Temporary_Pedestrian_Facilities_Handbook.pdf) (see also Caltrans' Traffic Operations Policy Directive 11-01 "Accommodating Bicyclists in Temporary

Traffic Control Zones" at: www.dot.ca.gov/trafficops/policy/11-01.pdf). All curb ramps and pedestrian facilities located within the limits of the project are required to be brought up to current ADA standards as part of this project.

For further TCP assistance, please contact the Caltrans District 4 Office of Traffic Management Operations at (510) 286-4579. Further traffic management information is available at the following website:
www.dot.ca.gov/hq/traffops/trafmgmt/tmp_lcs/index.htm.

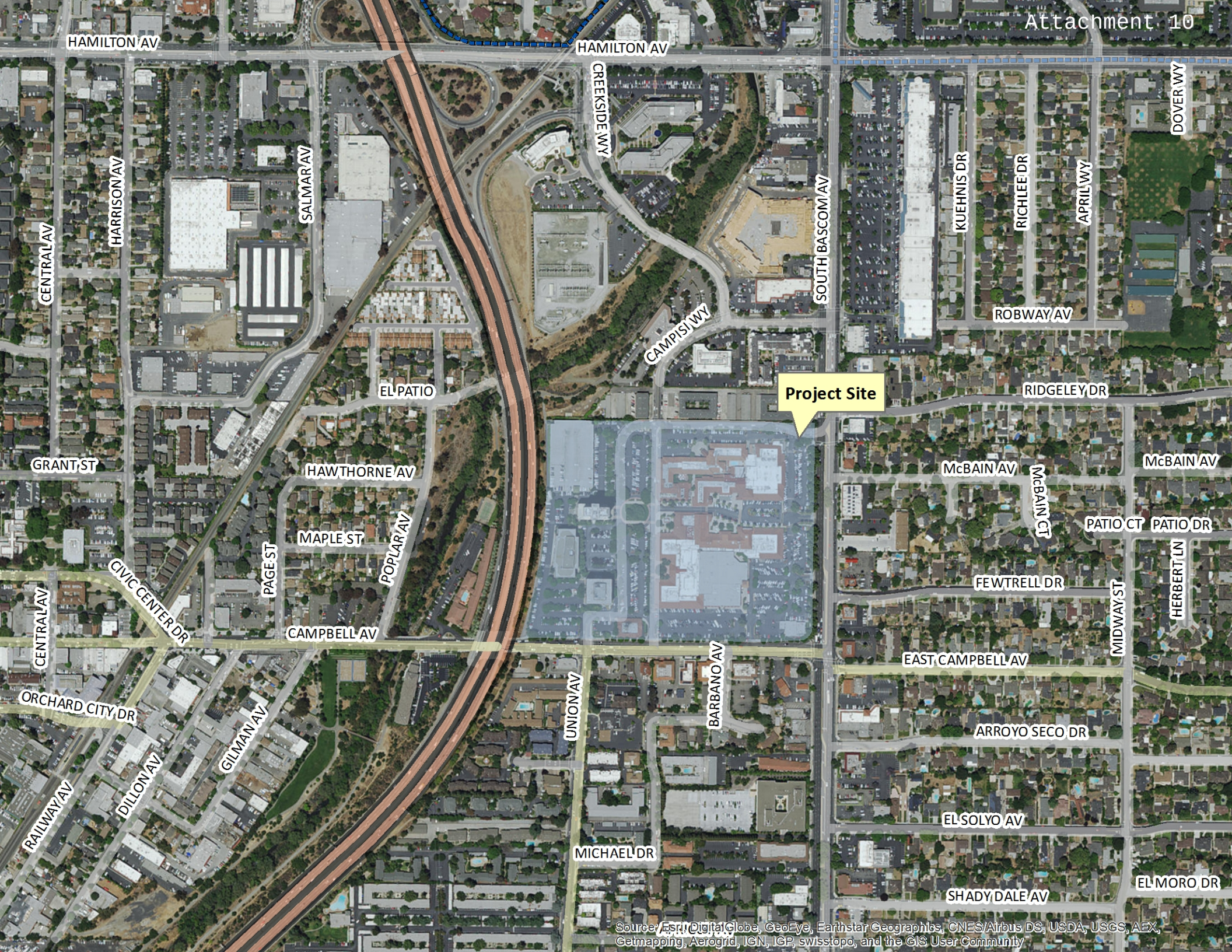
Encroachment Permit
Please be advised that any work, staging, or traffic control that encroaches onto the State ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to: David Salladay, District Office Chief, Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See this website for more information:
www.dot.ca.gov/hq/traffops/developserv/permits.

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy


HAMILTON AV
HAMILTON AV
CREEKSIDE WY
DOVER WY
HARRISON AV
SALMAR AV
CENTRAL AV
KUEHNIS DR
RICHLEE DR
APRIL WY
SOUTH BASCOM AV
ROBWAY AV
CAMPISI WY
Project Site
RIDGELEY DR
EL PATIO
GRANT ST
HAWTHORNE AV
McBAIN AV
McBAIN AV
McBAIN CT
PATIO CT
PATIO DR
MAPLE ST
POPLAR AV
PAGE ST
CIVIC CENTER DR
FEWTRELL DR
HERBERT LN
MIDWAY ST
CENTRAL AV
CAMPBELL AV
EAST CAMPBELL AV
ORCHARD CITY DR
UNION AV
BARBANO AV
GILMAN AV
ARROYO SECO DR
DILLON AV
RAILWAY AV
EL SOLYO AV
MICHAEL DR
EL MORO DR
SHADY DALE AV
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

August 12, 2015, Revision 1: October 30, 2015, Revision 2: May 3, 2016

Mr. Paul Kermoyan
Community Development Director
City of Campbell
70 North First Street
Campbell, CA 95008

Re: The Pruneyard – Application to the City of Campbell Planning Commission

Dear Mr. Kermoyan:

The Pruneyard Shopping Center and Offices ("The Pruneyard" or "Center") was constructed as an open-air shopping and office center in the late 1960s. Since then, the City of Campbell ("City") has issued numerous land use approvals including individual use permits for the various uses at the Center. The most recent approval was in 1995. Ellis Partners/CFEP Pruneyard LLC ("Ellis Partners") is proposing the first major renovation to The Pruneyard in 20 years.

The City's General Plan envisions that The Pruneyard will be an "active, connected 'urban village' with a mix of commercial, office and recreational uses functioning as a community and regional focal point." The proposed project would accomplish that vision. It would revitalize The Pruneyard as an attractive and authentic destination that would encourage increased visitation and longer stays with a vastly improved mix of retail offerings that are unique and locally oriented. These improvements would increase visitation from within Campbell, but would also establish The Pruneyard, and the City of Campbell, as a destination for retail and entertainment within the South Bay and beyond. Shoring up The Pruneyard's competitive position in the marketplace would significantly increase sales revenue, which is an important source of tax revenue for the City.

The proposed project includes improvements to:

- Reinforce The Pruneyard as a community gathering place with upgrades to existing plazas and the addition of new common areas for socializing;
- Thoughtfully expand retail and office uses to improve overall vitality, including locating retail to frame plazas and create comfortable gathering spaces and to improve linkages and encourage circulation between the retail, office, hotel, and parking facilities;
- Optimize and expand parking facilities and improve vehicular circulation, while at the same time enhancing the experience of pedestrians and bicyclists navigating within the site and to and from the surrounding community; and
- Restore the architectural character of the buildings consistent with the early California and hacienda vernacular of the original development.

AGENCY REVIEW PROCESS

Pre-Application Reviews: March 2015 through October 2015:

The proposed project was reviewed and considered by the City Council at a study session on March 17, 2015 and by the Planning Commission at a study session on June 23, 2015. Ellis Partners has carefully considered the feedback received at the Council and Commission study sessions and, in response, made modifications to the proposed project. This application also reflects extensive meetings with City staff, including Planning, Building, Public Works, and meetings with the Santa Clara County Fire Department and local utilities. Specifically, this application includes modifications to address comments in the Planning Department staff report dated June 23, 2015 and in a letter from staff dated September 11, 2015, the Department of Public Works memorandum dated June 15, 2015 and the comments received from the Santa Clara County Fire Department dated May 22, 2015. In addition, our team has spent considerable time gathering input from the community, especially those within The Pruneyard area. We have met individually with the presidents of several Neighborhood Associations and participated in a meeting with over 20 members of The Pruneyard Dry Creek Neighborhood Association. A number of the community's ideas have also been incorporated into the proposed project that was submitted in October 2015.

<u>Highlights of Modifications to the Project (as submitted in October 2015)</u>

The most prominent changes to the proposed project as compared to the prior "pre-application" package are as follows:

- Revisions to the architectural design and style of the proposed office building to improve pedestrian circulation around the building, to setback portions of the structure on the ground level and top floor and to introduce materials and colors in the vernacular of the existing retail buildings at The Pruneyard. Our team has provided two design options for consideration by the City.
- Changes to the hardscape and landscape of the main "Pruneyard Plaza," creating a more exciting and inviting gathering space and providing a raised location for musicians to perform.
- Improvements to the proposed bicycle facilities, including a more prominent connection to the Los Gatos Creek bike path, improved onsite bicycle circulation and storage facilities.
- Reduction in the number of pedestrian and vehicular interfaces throughout the Center to improve public safety and traffic circulation.
- Additional ADA accessible connections to the surrounding community.
- Additional appropriate architectural modifications to pad buildings such as the Bank of America Building, and newer retail buildings, such as Sports Basement.

- Incorporation of numerous public works-related requests, including off site ADA improvements, creation of access easements on The Pruneyard benefitting the public, the elimination of the proposed left turn lanes off of Bascom and Campbell Avenues, and upgrading City streetlights along project frontage.

Formal Application Reviews: November 2015 to Present:

Since the October 2015 submission, City staff has provided further feedback and solicited additional comments from the Department of Public Works and the Santa Clara County Fire Department and has hired Hatch, Mott, McDonald ("HMM") to provide comments on the proposed site and circulation design. The Pruneyard team has revised the project in response to the additional feedback it has received to date, including making changes to the location of the garage entry to the proposed office building and a number of other changes related to parking, traffic, bicycle and pedestrian flow.

HMM has also reviewed the parking analysis that was included in the project application and provided comments. The Pruneyard team understands that HMM and City staff are satisfied with the changes that have been made to the project in response to comments.

Lastly, HMM prepared a Traffic Impact Assessment ("TIA") for the proposed project. The TIA includes consideration of the Traffic Demand Management ("TDM") program that has been incorporated into the proposed project. As stated in the March 30, 2016 draft of the TIA:

- The project does not result in any traffic impacts that are significant, under any scenarios;
- The project will enhance pedestrian circulation and provide an increase in bicycle parking facilities;
- The on-site circulation plan will be adequate for the project; and
- The parking model represents a conservative (high-side) estimate of demand that would be experienced at the center.

Additional feedback was received on the project from MBA Architects ("MBA"), a third party architectural consultant selected by the City to review the proposed project design. Among the comments provided by MBA on March 16, 2016 are:

- The architect considers the documentation provided by the developer to be…outstanding for their quality and thoroughness.
- The new retail buildings introduce a new architectural style to the Pruneyard, which in many ways is quite compatible with the existing commercial buildings.
- Both of these designs for Office Building O1 address the need for a pedestrian interface, and orient that interface primarily toward the emergence from the portal

below the freeway overpass...I prefer the cosmopolitan feel of the taller building…and I highly support this building in the Option 2 design.

In addition to the strong support for the project, MBA made a number of recommended changes, which have been incorporated into the current package, as noted below.

The most recent feedback received on the project occurred on March 22, 2016 at the Site and Architectural Review Committee (SARC) hearing. SARC members and members of the community provided valuable comments on the proposed project. Among the comments received were:

- Preferred Option 2 for the Office Building and expressed support for the building as designed with a recommendation to further explore activation of the ground and top floor outdoor spaces.
- Expressed support for the changes made to the R3 and R5 building and support for the other retail additions and renovations. Asked for a proposal to modify the Outback building in a manner that is more consistent with the R5 design.
- Expressed support for the proposed freeway sign and requested more information regarding the bike valet concept raised during the meeting (see below).

<u>Highlights of Modifications to the Project (as currently submitted)</u>

- Reduction in height, changes to the massing façade of the R3 building.
- Changes to the entry orientation and exterior of the R5 building.
- Changes to the clerestory window scheme of the R1 &R2 buildings.
- Modification to the paint color scheme for the entire project.
- Changes to the location of the parking garage entry for the O1 building.
- Further setback of the O1 building by 5-feet and dedication of 5-feet of land on Campbell Avenue (west of Union Avenue) to provide for a more gracious pedestrian promenade.[1]
- ADA upgrades to street crossings at driveway entries.[1]
- Localized changes to circulation and parking design in a number of areas.
- Agreement to engage in discussions with the tenant of the “Outback” building regarding modifications to the façade that will make it more consistent with the R5 building design.

The project as currently proposed can be seen in more detail on the architectural and civil plans and more detail related to the public works and other agency requests is provided in the attached itemizes responses in Exhibits G and J.

---

[1] Refer to Exhibit G and Sheet A1.12, A1.12A and A1.13 for more detail and the timing of these improvements and this dedication.

Components of Application

The goal of the application is not only to allow the proposed improvements to be reviewed and processed by the City, but also to streamline future approvals relative to uses and signage at The Pruneyard for many years to come. The components of the application are as follows:

- A site master plan, including architectural plans of the proposed upgrades and potential additions of retail, office and parking;
- A master use permit to streamline approvals for new tenants;
- A proposal for a freeway sign;
- A master sign program to allow for consistent appearance and to expedite the approval process;
- A proposal to establish a parcel map that will generate the financing necessary to invest in the proposed improvements;
- A parking modification permit for a shared parking arrangement;
- A request to rezone to Planned Development (PD) to allow development that is consistent with the C-2 (General Commercial) zoning district;
- A Traffic Demand Management (TDM) program, pursuant to which The Pruneyard would offer a variety of services and options to tenants to encourage use of public transit, carpooling and other alternative modes of transportation to reduce single occupant vehicle trips;
- Offer to dedicate right-of-way to the City of Campbell as a part of the development of the proposed office building; and
- If the project is approved, including the parcel map, and The Pruneyard is able to finance and move forward with Phases 1 through 3 of the project, The Pruneyard, at significant expense and for the benefit of the community, will operate a valet station for bicycles during peak hours on weekends to encourage and accommodate increased bicycle travel.

The Pruneyard Master Plan

The master plan for The Pruneyard is result of many months of work by our team and specialty consultants including architectural, landscape design, signage, civil engineering, parking and traffic as well as retail leasing. We are very excited to share this vision with the City and look forward to engaging in continued discussions to ensure that the final plan achieves the goals of the City, our tenants, and the community at large. While the proposed physical improvements involve many components, several highlights of the proposed project include:

- Re-imagining The Pruneyard's Main Street into a town square framed by a new retail building (R4) and upgraded into a pedestrian/gathering space while maintaining current vehicular circulation patterns;
- Enhancing gathering spaces such as the plaza in front of the cinema and the plaza across from Rock Bottom Brewery with planting, furnishing, and string-lighting;
- Adding retail buildings (R1 and R2) in the area between the shopping center and the office buildings to create a true linkage between these different uses, activating the office areas and drawing office tenants to shop and eat at The Pruneyard during the day and into the evening;
- More effectively manage parking by building an extension to the existing garage that creates more inviting, structured parking that is closer to retail destinations and is more integrated into the retail experience, and create multiple valet parking drop off nodes to optimize the visitor experience and manage parking resources more efficiently; and
- Expand office space and parking with a new five-story building with two levels of underground parking that is appropriately set back from Campbell Avenue and aligned compatibly with the new Portals project.

Phasing and Timeframe

Although all of these proposed improvements would be considered a single project and studied in a single environmental document, they would not take place in a single phase. The environmental analysis would consider the impacts of each phase of the project and the project as a whole. This would allow part(s) of, or the entire project, to move forward over the life of the approvals.

While our team is eager and intent on pursuing all of the proposed improvements, there is a complex process of pre-leasing and project financing that must occur prior to the development of any new buildings. Given the potential for delays in reaching these pre-development milestones, especially in light of unforeseeable recession that began in 2008, it is critical to allow for a flexible, phased process with ample time to complete all elements of the proposed project. Therefore, the proposed project has been divided into the following phases in order to allow the environmental documentation to evaluate incremental impacts in an orderly manner (refer to Sheet A1.14):

- **Phase 1A**: Primary Renovation: New paint on existing buildings in central plaza and seating areas; removal of arcade corners at seven locations to improve visibility of retailers; entry improvements at Bascom Avenue; and a variety of other localized modifications;

- **Phase 1B**: Enhanced Renovation: Major renovation of central plaza; relocation of palm trees; enhanced pedestrian and bicycle pathways;

construction of a new retail building (R4); renovation of Palisade Builders "greenhouse" windows; and renovation of elevator/stair towers;

- **Phase 2**: Construction of new retail (R5);

- **Phase 3**: Construction of new retail buildings (R1, R2, R3), and a 3 level parking structure (G1); creation of west plaza. R3 will either be a 12,000sf, two-story office/retail building (3A) or a 30,000sf, two-story fitness center (3B); and

- **Phase 4**: Construction of new office (O1), a 100,000sf, five-story office building with two levels of buried parking and the addition of two decks on the G1 garage expansion.

As noted earlier, we are eager and committed to completing the proposed project as quickly as possible, but given the substantial market uncertainty, it is essential that an extended term be allotted for this phased development. The proposed project includes six new buildings at The Pruneyard, which may take multiple real estate cycles to complete. In addition, pre-leasing of many new buildings will be required for construction financing. Therefore, during our discussions with City staff and at the two study sessions, we requested a permit term of up to 15 years for completion of these proposed improvements.

Following the study sessions, staff indicated that there was some level of concern with the length of the extended term and the proposal did not provide for any interim milestones requiring incremental performance by The Pruneyard. Staff felt that incremental milestones would be valuable tools for the City to retain to incentivize The Pruneyard to proceed diligently with each phase of the development. As a result of meetings and discussions with staff, and consistent with the City's municipal code, The Pruneyard team has prepared a revised proposal to address these concerns, as outlined in detail in Exhibit H. In summary, the proposal is as follows:

- Phase 1A/1B would be initiated (i.e. permit submittal) within one year from project approval (including the Parcel Map). Note: this deadline is one year ahead of the two years proposed (and allowed by the municipal code) in Exhibit H.
- Phase 2 and 3 would be initiated within six years of project approval. However, commencement and completion of Phase 2 (Building R5) is not a pre-requisite to the commencement of Phase 3 or Phase 4.
- Phase 4 would be initiated within ten years of project approval.

This term and the phasing would be incorporated into the long-term master use permit and planned development permit.

Because The Pruneyard is one of the most prominent locations in the City of Campbell, we believe it is critical to include the phasing and extended term to have the best chances of executing this long-term vision. We believe the full completion of this project will create significant public benefits, including the creation of unique, attractive plazas and gathering spaces, increases to sales tax revenue, and improvements to the city's jobs-housing balance as well as the establishment of The Pruneyard and the City of Campbell as a more prominent regional destination. For these reasons, we respectfully request consideration of this extended, phased approval duration. We believe this revised approach provides the City with assurance that all phases of the development will be pursued diligently and will result in a unified center.

Master Use Permit

With the concurrence of City staff, we are proposing that one single-use permit cover the entire Center. The proposed master use permit identifies overall site development approvals, project phasing, the maximum amount of square footage devoted to different uses, and the process for changes in tenancy within those parameters. This would provide the City with the opportunity to approve the long-term vision for The Pruneyard and at the same time allow minor day-to-day changes consistent with that long-term vision to be processed more quickly and easily than under the current scheme, which requires individual tenants to apply individually for permits through a lengthy Planning Commission approval process.

The master use permit would run with the land and, therefore, the flexible process for changes in tenancy as described below would remain until modified by another discretionary application process. The current uses in existing buildings would be vested upon approval of the use permit, but uses outlined below in new buildings would not vest until a building permit was obtained and construction begun in reliance on the master use permit. If the proposed new buildings are not approved or not built within the time limit for commencing construction, the intent is for the master use permit to allow tenanting flexibility within the existing square footages.

The proposed uses at The Pruneyard would remain generally consistent with the mix of existing uses. A few changes, which are discussed below, are proposed as part of this project.

Restaurants: Restaurants currently occupy 77,500 square feet at The Pruneyard. Some of the existing underutilized or vacant restaurant space would be converted to other uses thereby reducing the restaurant space in the existing buildings to 72,100 square feet. The master use permit would also include 1,300 square feet of restaurant space within the existing hotel. Proposed new buildings would provide a total of 20,400 additional square feet for restaurants. In total, 93,000 square feet of space at The Pruneyard would be devoted to restaurants, which is an increase of 15,000 square feet over existing conditions.

With respect to restaurants, the proposed project anticipates separating out traditional restaurants from "food retail" or those tenants that provide food on a grab-and-go basis. Restaurants and cafes are defined in Campbell Municipal Code Section 21.72.020.R as establishments which primarily sell food and beverages for consumption within the restaurant or patio area. The definition further indicates that a restaurant customarily uses at least 50% of the total gross floor area for seating. A "Restaurant, standard" is additionally defined as an establishment where customers are normally provided with a menu, served their food at a table, and eat within the restaurant building. In the same section of the Municipal Code, there is a definition for "Retail stores, general merchandise" which includes "food retail" such as bakeries and delis. The proposed master use permit would identify restaurants as those uses which meet the definitions above – the sale of food and beverages for consumption on-site where at least 50% of the gross floor area is used for seating. Separately, those retailers who sell food but do not meet those parameters would be considered food retail. This distinction makes practical sense because the impacts from food retail and from restaurants are different. At a very basic level, one brings a customer in for only a few minutes and the other for a longer sit down meal.

Alcohol/Music: Current use permits allow alcohol service, beer/wine, and live music and describe the hours of service and any limitations on the specific tenants. The proposed project would generally stay within the already identified use permit parameters, such as of hours of operation. However, the project does propose some increase in the space devoted to these activities.

Full Alcohol Service: Currently, 63,200 square feet is permitted for alcoholic beverage service. The proposed project would reduce the amount of space in existing buildings devoted alcoholic beverage service to 56,800 square feet. The master use permit would also incorporate the existing 1,300 square foot hotel bar area, but open its use to the general public. With the proposed additional buildings, the project would increase the space permitted to serve alcoholic beverages to a total of 77,000 square feet.

Beer and Wine: Currently 2,069 square feet are for Liquor Establishments and a total of 4,000 square feet of Liquor Establishments, including existing and new are proposed. In addition, currently 4,100 square feet is dedicated to tenants who serve beer and wine only. This would increase with the proposed project by 24,300 square feet to 28,400 square feet, primarily due to proposed change to allow beer and wine sales in the cinema.

Live Music: Finally, there is 10,800 square feet currently devoted to live music at The Pruneyard. The proposed project would increase that to 15,500 square feet in part by converting one of the auditoriums in the cinema to a space that could accommodate live music.

Other Conditional Uses: The proposed project would add some new uses to enhance the vibrancy of the tenant mix. Doing so satisfies the City's General Plan policy goal (LUT 5.3) to "maintain a variety of attractive convenient commercial and office uses that provide needed goods, services and entertainment." The proposed project includes 30,000 square feet for a new fitness center. Also proposed is 18,000 square feet for new medical/dental uses to add to the professional services already at the site. These uses would are anticipated to be located in the existing buildings and the new R3 building. Finally, the proposed project would expand the space dedicated to personal spa to 8,724 square feet. This is up from 3,224 square feet or an additional 5,500 square feet. These uses would provide needed amenities for residents and those who work at the Center.

All of the different types of uses described above from restaurants to spas are addressed in the single proposed master use permit. The benefit of the master use permit is three-fold:

1. It offers greater flexibility and certainty for leasing. Vacancies can be filled quickly since tenants would know immediately if their proposed use is permitted based on the master use permit parameters. Today, their business decision would be postponed until a conditional use permit could be processed, which not only delays but often deters leasing.
2. It ensures that the City-approved, holistic vision for the mix of uses at The Pruneyard is established and not handled on a "one-off" basis.
3. It reduces the workload for staff and Planning Commissioners since uses can be approved easily at staff level pursuant to the master use permit.

The specific text of the proposed master use permit that reflects the long-term vision for operations at The Pruneyard as described above is included with this application for Planning Commission approval.

<u>Parking</u>

The master use permit and a parking modification permit also address parking. The proposed permit would generally comply with the City's Municipal Code requirements for the various uses proposed at The Pruneyard. A detailed, mixed-use analysis has been prepared by Fehr & Peers (refer to memorandum in Exhibit B, dated October 30, 2015 which incorporates City comments received to date) to inform the parking requirements for each phase which is expected to be confirmed by the City and its consultants. The Fehr & Peers report is based on calibrated on-site parking surveys and presents findings from their shared parking analysis for parking demand as well as recommendations for sizing of the proposed parking structures for each phase and/or development scenario.

For the majority of uses, parking is calculated per the City's Municipal Code on a square foot basis. For example, a health/fitness center is to provide one parking space

for each 150 square feet of gross floor area and retail stores are to provide one space for each 200 square feet of gross floor area. Restaurants, however, are required in the code to provide one parking space for every three dining seats. The number of seats is more variable and difficult to manage than the actual restaurant square footage and creates complexities in determining the appropriate number of parking spaces for a particular tenant. Converting to a per-square-foot metric would offer greater ease and certainty in tenanting as well as simplify enforcement at The Pruneyard without reducing the required parking.

In order to propose a per-square-foot metric for The Pruneyard that equates to the existing parking ratios, we undertook a count of the number of existing dining seats within restaurants spaces at The Pruneyard and calculated the number of seats per square foot of restaurant space, on average. Using this logic, one parking space per three seats is roughly equivalent to 0.95 parking spaces for each 100 square feet of restaurant use. For informational purposes, we asked Fehr & Peers to conduct a survey of other communities and their parking requirements per square foot for restaurants. The survey of other communities shows that one parking space per 100 square feet is a very common standard for restaurants, as shown on Exhibit C. Therefore, the project proposes that the use permit include this generally equivalent per-square-foot metric rather than the per-dining-seat metric. Furthermore, based on this survey of other communities, the general rule is that no additional parking is required for outdoor seating that is associated with restaurants as long as the space is not enclosed for all-weather use. The metric for interior square footage factors in a typical amount of patio seating and its parking demand. The project proposes to utilize the interior square footage and any outdoor areas that are fully-enclosed or weather-protected as the basis for future parking calculations. We believe this is consistent with industry practice and is quite logical in that depending upon time of day and weather conditions, customers typically prefer indoor or outdoor seating. Based on feedback from a number of restaurants at the property, all seats (indoor and outdoor) are never filled simultaneously.

Signage

Freeway Signage: As a part of this application, we are requesting review of a freeway-oriented sign to inform those traveling on Highway 17 as to the identity and presence of this landmark property which draws customers from well beyond the borders of Campbell. In this manner, The Pruneyard could serve as a gateway for new visitors to the City of Campbell. As described in the Land Use and Transportation Element of the General Plan, and including Goal LUT-6, gateways and landmarks buildings like The Pruneyard, should provide initial impressions of Campbell and convey a “sense of arrival”. Our approach to this request is simply to identify and pay tribute to this landmark gateway with a tastefully executed sign that would combine the brand of “The Pruneyard” with the City of Campbell. The freeway facing sign would not be used for tenant identity and would be limited to the landmark and City identification. We believe this sign would create a sense of arrival and greatly expand the ability of The

Pruneyard (and the City of Campbell) to attract a broader, more regional constituency of visitors and consumers.

We understand from staff that an update to the sign ordinance is pending which, if approved, would allow for a freeway oriented sign at The Pruneyard. As a result, staff recommended that we include the request in the proposed project, while its approval would be conditioned upon the update to the sign ordinance. A preliminary rendering of the proposed 350 square foot sign is provided. Our team believes this configuration would offer the optimal visibility of the proposed sign.

Master Sign Program: We are proposing to update the sign program for The Pruneyard. A master sign program is currently in place which was last updated in October 2005. We believe the style and configuration of signage should be updated. Our proposal anticipates the removal of the large monument signs (pending final approval by tenants with specific signage rights in their leases), and the creation of a more distributed, lower height system monument signage. The total monument sign area would not exceed the existing signage area. The master plan also includes proposed signage for the office buildings including prominent, sculptural elements highlighting the location of each office building entry. On-site directional signage and directories would be upgraded to conform to new signage standards. Lastly, a Tenant Signage Design Guidelines package is included with this application. This element creates a clear protocol for the design, siting, and placement of tenant signage and would streamline the approval process for existing and future Pruneyard tenants.

Per Staff recommendations, the new master sign plan has been folded into the master use permit. Included with this application is a plan that illustrates the existing monument signage and the proposed approach. While this approach requires approval of several key tenants before it can be implemented, our team believes it is a more effective and tasteful approach for identifying tenants and providing directional information.

<u>Parcel Map and Center Management</u>

The Pruneyard is currently comprised of a single, 27-acre parcel. Given the mixed-use nature of the property, this condition is very unusual and presents many challenges to the ownership. With the parcel map, we propose to establish three separate parcels – the Hotel Parcel, the Office Parcel and the Retail Parcel (see Sheet A1.15). This parcelization approach is very common in mixed-use projects because it allows owners and operators of commercial real estate to focus on their expertise and optimize the operation and appearance of the product type they know best. In fact, the vast majority of mixed-use projects in the South Bay contain multiple parcels and are managed under the auspices of a guiding document similar to the Center Declaration which is in more detail discussed below.

Background: Our predecessor at The Pruneyard is a national owner of office buildings and they did a fine job of operating and maintaining the office portion of the Center. However, they are not experienced in operating and maintaining retail shopping centers, which is one reason why the retail portion of the Center has not been renovated or enhanced in nearly 20 years. Ellis Partners has extensive experience in renovating and managing retail shopping centers and in creating and managing Owner's Associations. We bring the skills and knowledge to execute this parcelization and renovation plan while establishing a common-control mechanism in perpetuity that will allow each element of this Center to thrive over the long term while maintaining The Pruneyard as one cohesive project. For a number of key reasons relating to financing and efficiency of operations, this approach would allow us to justify the substantial cost of upgrading and potentially expanding The Pruneyard per the master plan with estimated costs of over $50 million. It is anticipated that without approval of the parcel map only the primary renovations identified under Phase 1A would be financially feasible and acceptable to our investors. However, if the parcel map is approved, our team feels confident that financing and completion of the master plan is achievable. Furthermore, our team is committed to commencing Phase 1A and 1B within a year following approval of the Parcel Map and has incorporated this commitment into the master use permit.

Proposed Parcels: The Hotel Parcel would be just over 2 acres and would include the hotels buildings, associated amenities, and its primary parking field. Additional parking would be available in adjacent surface lots, in the expanded parking structure, and through the valet parking program. We have studied the building code aspects of creating a property line where shown and have found that only minor modifications are necessary to comply with codes (see attached study, labeled Exhibit D). Our team has submitted a code analysis package to Bill Bruckart, Chief Building Official, and has received comments from his department that we consider easily resolved. To facilitate the parcelization, this application also includes the request to rezone to Planned Development (PD) to allow development that is consistent with the C-2 (General Commercial) zoning district, while creating an optimum quantity and use of open space and good design.

The Office Parcel (approximately 8.7 acres) would include the three existing and one proposed office building as well as the primary parking field associated with the office buildings, the parking garage and the attached R3 building.

All remaining areas on the site would be a part of the Retail Parcel which would be approximately 16.2 acres in size. This approach would maintain the large retail parcel along Campbell Avenue and Bascom Avenue as envisioned by the City's General Plan. This would include all retail buildings (existing and proposed, except R3), primary surface parking areas as well as all plazas and pedestrian areas. Essentially, all the public amenity areas of the site would be encompassed within this parcel. Additional parking would be available in adjacent surface lots, in the expanded parking structure, and through a valet parking program.

Process: Pursuant to both the City's Municipal Code and the Subdivision Map Act, subdivision into four or fewer lots is done through a parcel map which can be approved at the staff level. However, because the parcel map is part of a larger entitlement process that includes elements to be reviewed by the Planning Commission, the Planning Commission, rather than staff, will approve this parcel map. Attached, as Exhibit E, is a letter from Leigh Prince, our land use attorney, relative to this parcelization request and its compliance with the City's General Plan goals, policies, and strategies.

Center Management: The approach to management of The Pruneyard after separation into the three parcels described above would involve the creation of a single owner's association, the Center Association, which would operate and maintain ALL common areas (parking lots, parking structures, plazas, landscape areas). As shown on Sheet A1.16, the common areas would encompass all areas outside the actual office, retail, and hotel buildings. The proposed creation of these three parcels and the operation of The Pruneyard following their creation are described in more detail in Exhibit F, a memorandum from Dave Van Atta. Hanna Van Atta is a local law firm that is regarded as a national leader in the creation of similar multi-parcel arrangements. Their firm has led similar efforts at thousands of properties, including Santana Row, Sunnyvale Town Center and Cupertino Main Street.

We believe Hanna Van Atta can carefully guide this approach, which would facilitate the investment needed for the proposed master plan improvement while maintaining first-class operations throughout The Pruneyard and a providing single point of contact for the City. To the public, nothing would change at The Pruneyard as a result of these "lines on a map." The memorandum from Hanna Van Atta is an executive summary of the proposed documentation that would be drafted and be available to the City for review. The documents will provide the City the ability to become a third party beneficiary of the Center Declaration and, therefore, have the option to enforce performance by all parcel owners to comply with the requirements of the Center Declaration.

With the Center Declaration, the shared and public elements of The Pruneyard would be overseen by a single, unified management team that operates under clear by-laws contained in the Center Declaration. These by-laws are similar to commonly used Covenants, Conditions, and Restrictions or CC&Rs typically governing residential developments. The Center Declaration would be binding and recorded on to all parcels and would be governed by the State of California Commercial and Industrial Common Interest Development Act.

Among the provisions in the Center Declaration will be:

- Obligations of Parties and Approval Rights;
- Definition of Common Areas and Easements ;

- Management of Signage (subject to a Master Sign Program);
- Parking, including Valet Operations;
- Maintenance and Repairs; and
- Budget Preparation and Cost Allocation.

Our team believes this change would result in improved operations and greater control by the City while facilitating the financing necessary to complete the improvements proposed by this project. The new, clear rules in the Center Declaration that would govern The Pruneyard operations would establish and maintain first class standards that are not required by any mechanism at The Pruneyard today. The manager of the Owner's Association would be the single point of contact for the City, neighborhood groups, and other constituencies.

We understand from documents prepared in 2014 by the Campbell Planning Division that "parceling of the hotel into a separate legal lot has the possibility of being supported." Based on the approach outlined herein, we believe the further parcelization of the office component presents no additional processes and creates no additional issues provided that the Center Declaration is put in place. The Center Declaration would ensure that The Pruneyard essentially runs as it does today under the clear oversight of a single management team. For the public, no visible change would occur other than a long overdue, major investment in revitalizing The Pruneyard's architecture, public spaces, and tenant mix. Over the long term, each component of the property would be optimized through the ability of specialist owners, such as Ellis Partners, to maximize occupancy, appearance and, most importantly, relevance in a constantly changing market place.

As noted earlier, we have extensive experience in this process and in managing common areas on projects even more complex than The Pruneyard, such as Jack London Square, Oakland, for which we created an agreement similar to the Center Declaration and are the operator of 12 square blocks of a mixed-use waterfront site with a half dozen building owners and property types including: office, hotel, retail, restaurants, parking garages, valet operations, an Amtrak station, a ferry terminal, and a marina. We have been successfully managing all aspects of common area operation (maintenance, marketing, security, valet parking, janitorial, and public events) for over a decade. We have included, as Exhibit I, a letter from Rachel Flynn, the Director of the Planning and Building Department for the City of Oakland, providing the city's perspective on our role and contribution to this important waterfront gathering place in Oakland. We are happy to put you in touch with officials at the City and the Port of Oakland for you to inquire further.

In summary, we believe this approach would benefit the City and the community and allow us to make the long overdue investment in The Pruneyard. It will allow us to finance and construct the proposed buildings, thus increasing sales tax revenue and improving the jobs-housing balance in Campbell. The public benefits of the project also include the creation of attractive gathering spaces for the community as well as the

potential contribution to traffic signals and other improvements identified by the Department of Public Works. For all of the foregoing reasons, we respectfully request that the City approve the parcel map which will facilitate all the proposed improvements to the much-loved Pruneyard.

We look forward to continuing to work with the City as this proposed project moves through the Planning Commission to obtain the entitlements for the above described improvements.

Sincerely,

Dean Rubinson
Director of Development
Ellis Partners LLC

cc: Planning Commission
Daniel Fama
Leigh Prince, Esq.
David Van Atta, Esq.

Attachments

Exhibit A: Response to Memorandum from City of Campbell Public Works Department dated August 12, 2015

Exhibit B: “Pruneyard Parking Demand and Supply Analysis” memorandum from Fehr & Peers dated August 10, 2015, revised October 30, 2015

Exhibit C: Bay Area Restaurant Parking Survey from Fehr & Peers

Exhibit D: “The Pruneyard: Hotel Parcel Report” from Lowney Architecture

Exhibit E: “Proposed Parcel Map” letter from Jorgenson, Siegel, McClure & Flegel dated February 11, 2015

Exhibit F: “Summary of Proposed Documentation for the Pruneyard Campbell Subdivision” memorandum from Hanna & Van Atta dated August 11, 2015

Exhibit G: Itemized Response to Comments in City of Campbell Application Review Letter, prepared by Lowney Architecture, dated December 15, 2015

Exhibit H: Memorandum regarding “Phasing and Use Permit Violations” from Jorgenson, Siegel, McClure & Flegel dated March 21, 2016

Exhibit I: Letter from Rachel Flynn, Director of Planning and Building for the City of Oakland, dated April 12, 2016

Exhibit J: Itemized Response to HMM’s January 18, 2016 memo regarding on-site circulation, prepared by Lowney Architecture, dated April 22, 2016

Exhibit A

Not Included
(administrative in nature)

Exhibit B

Not Included
(provided in Initial Study)

Exhibit C

Bay Area Restaurant Parking Survey

City	Restaurant Parking Requirement (x spaces/1000 sf)	Parking required for outdoor seating?
Alameda	5 / ksf ground floor; 2.5 / ksf upper floors	None
American Canyon	5 / ksf	None
Berkeley	1/300 sf	None
Brisbane	1/300 sf	None
Burlingame	1/200 sf	None
Daly City	1/125 sf	None
Dublin	1/100 sf	None
Fairfax	1/200 sf	None
Fairfield	counter service: 1/80 sf; table service: greater of 1/3 seats or 1/100 sf	None
Fremont	1/3.5 seats + 10% employee pkng or 1/100 sf gross floor area (whichever greater)	None
Hayward	10/1,000 sf	None
Hercules	6/1000 sf gfa	None
Menlo Park	1/100 sf	None
Mill Valley	1/100 sf	None
Mountain View	1/100 sf gfa	None
Morgan Hill	1/100 sf: 0-3000 sf; 1/150 sf: 3001 + sf	None
Napa	1/200 sf	None
Oakland	1/100 sf	None
Pleasant Hill	1/500 sf + 3 for the building	None
San Bruno	1/125 sf: public area + 1/330 sf: service area	None
San Carlos	1/200 sf: 5000 + sf	None
San Francisco	1/100 sf: 0-4000 sf; 40 + 1/50 sf: 40001 + sf	None
San Leandro	1/200 sf or 1/ 3 seats (whichever greater)	None
Santa Clara	1/100 sf	None

Exhibit D

LOWNEYARCHITECTURE

360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

October 5th, 2015

TO: Mr. Dean Rubinson
Ellis Partners
111 Sutter Street
San Francisco, CA
94104

RE: Revised Pruneyard Hotel Parcel Creation Report

This revised report reviews the code related implications of creating a parcel for the Doubletree Hotel within The Pruneyard site and addresses the comments on the original report by Susan O'Brien with O'Brein Code Consulting (OCC).

We have contracted with Steve Winkel with the Preview Group, a recognized code consultant, to review the original report and the response by OCC. Steve has prepared his own report on the conditions of hotel parcel creation which is attached.

The OCC report calls for a detailed study of the exiting systems for the existing spaces but as Steve points out in his memo, there is no change to the existing exiting system for these spaces & therefore there should be no need for this level of study at this time. The change in parcel lines has no practical effect on existing, only on property ownership. To address this change we propose the creation of mutual egress easements to allow existing egress paths to continue to be used even though they would cross the parcel lines. The parcel map will include these mutual egress easements in the Covenants, Conditions & Restrictions (CC&R's). The easement declarations would allow the use of all existing exterior egress paths by various building occupants as described conceptually in the Hanna and Van Atta memo, also attached, with highlighted sections regarding egress. Steve's memo delineates how this condition is acceptable per the California Building Code (CBC) section 1.2.2 and 1014.2.1.

At the time of construction of the hotel there was an assumed property line between the buildings to determine fire separation and opening protection requirements. The buildings were built per code based on this assumed property line. The change from an assumed to an actual property line should not require physical changes or upgrades to the existing structures. However where our new parcel line is different from this assumed property line location we will modify the walls or openings as required by the current code. We believe that these walls can be upgraded for protection, openings modified, projections removed, and parapets documented or created and we shall document these modifications in construction documents to be reviewed by the building department and OCC. Further review of these items is not required at this initial stage as all can made code compliant.

We have drawn the parcel line and indicated the areas where there is not enough separation between buildings which will require upgrades to the buildings or modifications to the openings and we have highlighted them in the lists of wall conditions below. Please review the parcel diagram for a list of wall conditions 1 through 11 which relates to the lists following for wall ratings and allowable opening percentages with items 1 through 11. We have highlighted the walls which will require modification.

We have reviewed the existing documents you provided and came to the conclusion that the project was built in separate phases and that Marshal's, El Burro, Kyoto / Massage Envy were originally built as unlimited area Type V. However the Hotel Addition has a fire wall between it and Rock Bottom Brewery on its southwest wall at the exterior corridor that passes through, which you will see detailed at the end of the report.

As we discussed the area where the exit stair for El Burro and Kyoto Palace lands and the Hotel dining room is very close will require the alteration of the window system to meet that allowable opening or the relocation of the exit stair. We have drawn up how the stair would work if we create an exit corridor within Kyoto Palace and an exit stair to the east. The current exit load and required stair width for Kyoto Palace and El Burro could be rerouted to this new stair. The distance between the hotel and the parcel line would increase but the window system would still need modification, see item 4a following. Also see item 6a in the openings section for modifications to the window system next to the dining room door.

At the area where the Original Hotel exit stair and the Marshal's retail building are separated by only an expansion joint we have no documented information on the wall's ratings or construction. The building type for the existing construction of the hotel would make this portion of that wall 1 hour. The retail portion will require a 2 hour wall on retail side and requires exploratory demolition to verify the assumed upgrades to the wall construction.

Thank you,

SAM McGEEHAN
LOWNEY ARCHITECTURE
360 Seventeenth Street, Suite 100 | Oakland, CA 94612
T: 510.836.5400 | F: 510.836.5454
www.lowneyarch.com

LOWNEYARCHITECTURE

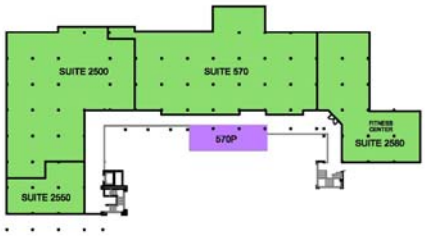
360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

Aerial View of Proposed Parcel Area

LOWNEYARCHITECTURE
360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

Ground Floor Leasing Diagram

Second Floor Leasing Diagram



Ground Floor

Suite #	**Tenant**
500	Vacant
510	Marshals
550	Pacific Catch
575	El Burro
650	Massage Envy
700	Rock Bottom Brewery

Second Floor

Suite #	**Tenant**
575	El Burro
2500	Kyoto Palace
2580	Fitness Center

LOWNEY ARCHITECTURE
360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

Building Types

Building	Occupancy	Type	Date of Construction
Original Hotel	**R-1**	V-A – 1 hour Fully Sprinkled	1988
Hotel Addition	**R-1**	V-A– 1 hour Fully Sprinkled	1998
Rock Bottom Brewery	A-2	V-B – non rated Fully Sprinkled	1970
Massage Envy/ Kyoto Palace	**M / A-2**	V-B – non rated Fully Sprinkled	1970
El Burro	**A-2**	V-B – non rated Fully Sprinkled	1970
Marshal's/Fitness	**M / A-3**	V -B– non rated Fully Sprinkled	1970
Empty Tenant	**M**	V-B – non rated Fully Sprinkled	1970

LOWNEYARCHITECTURE

360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

Required rating of walls based on separation from California Building Code:

TABLE 602
FIRE-RESISTANCE RATING REQUIREMENTS FOR EXTERIOR WALLS BASED ON FIRE SEPARATION DISTANCE[a, e]

FIRE SEPARATION DISTANCE = X (feet)	TYPE OF CONSTRUCTION	OCCUPANCY GROUP H[f], L	OCCUPANCY GROUP F-1, M, S-1[g]	OCCUPANCY GROUP A, B, E, F-2, I, R[h, i], S-2[g], U[b, h, i]
$x < 5^{e}$	All	3	2	1
$5 \le x < 10$	IA Others	3 2	2 1	1 1
$10 \le x < 30$	IA, IB IIB, VB Others	2 1 1	1 0 1	1^{d} 0 1^{d}
$X \ge 30$	All	0	0	0

For SI: 1 foot = 304.8 mm.

a. Load-bearing exterior walls shall also comply with the fire-resistance rating requirements of Table 601.

b. For special requirements for Group U occupancies, see Section 406.3.

c. See Section 706.1.1 for party walls.

d. Open parking garages complying with Section 406 shall not be required to have a fire-resistance rating.

e. The fire-resistance rating of an exterior wall is determined based upon the fire separation distance of the exterior wall and the story in which the wall is located.

f. For special requirements for Group H occupancies, see Section 415.5.

g. For special requirements for Group S aircraft hangars, see Section 412.4.1.

h. Where Table 705.8 permits nonbearing exterior walls with unlimited area of unprotected openings, the required fire-resistance rating for the exterior walls is 0 hours.

i. Group R-3 and Group U occupancies when used as accessory to Group R-3 occupancies, shall not be required to have a fire-resistance rating where the fire separation distance is 5 feet or more; or when equipped throughout with an automatic residential fire sprinkler system installed in accordance with Section 903.3 the fire-resistance rating shall not be required where the fire separation distance is 3 feet or more.

Separation provided and ratings required for walls:
(See provided Hotel Parcel Diagram for wall locations listed below)

1. Hotel to Rock Bottom at corridor – 3" separation to parcel line (PL) for both walls and 2hr rating provided per drawings which is greater than 1 hour rating required by table above. No upgrade necessary.
2. Rock Bottom north wall to PL less than 5' separation 1 hour rating required by table above recommend review of existing materials and analysis for existing construction rating to determine course required for achieving required rating.
   Hotel wall to PL greater than 30' no rating required.

2A Rock Bottom north wall to PL greater than 10' separation no rating required by table above.
Hotel wall to PL greater than 30' no rating required.

3. Kyoto/Massage Envy west wall to PL greater than 10' separation no rating required by table above.
   Hotel wall to PL greater than 30' no rating required.
4. Kyoto/Massage Envy second floor north wall to PL is less than 5' separation 1 hour rating upgrade required by table above for second floor wall and structural columns. Ground floor to PL is greater than 10' and no upgrade is required.
   Hotel wall greater than10' but less than 30' separation 1 hour rating required by table above. Since the type of construction for the existing hotel is Type V-A, the required one-hour exterior walls should be existing and no upgrades should be required.

4A Hotel south wall to PL greater than10' but less than 30' separation 1 hour rating required by table above. Since the type of construction for the existing hotel is Type V-A, the required one-hour exterior walls should be existing and no upgrades should be required
Kyoto/Massage Envy second floor north wall to PL is less than 5' separation 1 hour rating upgrade required by table above for second floor wall and structural columns. Ground floor to PL is greater than 10' and no upgrade is required

5. El Burro west wall to PL less than 5' separation 1 hour rating upgrade required by table above.
   Hotel wall to PL greater than 30' no rating required.
6. El Burro north wall to PL l less than 5' so 1 hour rating upgrade required El Burro wall per table above.

360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

6A Hotel to PL is greater than 10' but less than 30' separation 1 hour rating required by table above. Since the type of construction for the existing hotel is Type V-A, the required one-hour exterior walls should be existing and no upgrades should be required.

7. Marshal's west wall to Pool Shack less than 5', 1 hour rating of wall required for both.
   Hotel wall greater than10' but less than 30' separation 1 hour rating required by table above. Since the type of construction for the existing hotel is Type V-A, the required one-hour exterior walls should be existing and no upgrades should be required.
8. Marshal's north wall to PL less than 5', 2 hour rating of wall required for Marshal's wall
   Hotel wall greater than 30' no rating required by table above.
9. Marshal's west wall to PL greater than 10' but less than 30' separation no rating required by table above.
   Hotel wall to PL is greater than 30' no rating required by table above
10. Marshal's west wall to PL less than 5', 2 hour rating required for Marshal's and 1 hour rating required for Hotel Since the type of construction for the existing hotel is Type V-A, the required one-hour exterior walls should be existing and no upgrades should be required.
11. Empty Retail west wall to PL at Loading Dock. Greater than 30' separation for empty retail; no rating required by table above.
    Hotel wall to PL is less than 5', 1 hour rating required for Hotel (hotel exit stair enclosure; 1 hour rating required by table above. Since the type of construction for the existing hotel is Type V-A, the required one-hour exterior walls should be existing and no upgrades should be required.

LOWNEYARCHITECTURE
360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

Allowable Openings in walls based on separation as a percentage of wall:

TABLE 705.8
MAXIMUM AREA OF EXTERIOR WALL OPENINGS BASED ON FIRE SEPARATION DISTANCE AND DEGREE OF OPENING PROTECTION

FIRE SEPARATION DISTANCE (feet)	DEGREE OF OPENING PROTECTION	ALLOWABLE AREA[a]
0 to less than 3[b, c]	Unprotected, Nonsprinklered (UP, NS)	Not Permitted
	Unprotected, Sprinklered (UP, S)[i]	Not Permitted
	Protected (P)	Not Permitted
3 to less than 5[d, e]	Unprotected, Nonsprinklered (UP, NS)	Not Permitted
	Unprotected, Sprinklered (UP, S)[i]	15%
	Protected (P)	15%
5 to less than 10[e, f, j]	Unprotected, Nonsprinklered (UP, NS)	10%[h]
	Unprotected, Sprinklered (UP, S)[i]	25%
	Protected (P)	25%
10 to less than 15[e, f, g]	Unprotected, Nonsprinklered (UP, NS)	15%[h]
	Unprotected, Sprinklered (UP, S)[i]	45%
	Protected (P)	45%
15 to less than 20[f, g]	Unprotected, Nonsprinklered (UP, NS)	25%
	Unprotected, Sprinklered (UP, S)[i]	75%
	Protected (P)	75%
20 to less than 25[f, g]	Unprotected, Nonsprinklered (UP, NS)	45%
	Unprotected, Sprinklered (UP, S)[i]	No Limit
	Protected (P)	No Limit
25 to less than 30[f, g]	Unprotected, Nonsprinklered (UP, NS)	70%
	Unprotected, Sprinklered (UP, S)[i]	No Limit
	Protected (P)	No Limit
30 or greater	Unprotected, Nonsprinklered (UP, NS)	No Limit
	Unprotected, Sprinklered (UP, S)[i]	Not Required
	Protected (P)	Not Required

For SI: 1 foot = 304.8 mm.
UP, NS = Unprotected openings in buildings not equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1.
UP, S = Unprotected openings in buildings equipped throughout with an automatic sprinkler system in accordance with Section 903.3.1.1.
P = Openings protected with an opening protective assembly in accordance with Section 705.8.2.
a. Values indicated are the percentage of the area of the exterior wall, per story.
b. For the requirements for fire walls of buildings with differing heights, see Section 706.6.1.
c. For openings in a fire wall for buildings on the same lot, see Section 706.8.
d. The maximum percentage of unprotected and protected openings shall be 25 percent for Group R-3 occupancies.
e. Unprotected openings shall not be permitted for openings with a fire separation distance of less than 15 feet for Group H-2 and H-3 occupancies.
f. The area of unprotected and protected openings shall not be limited for Group R-3 occupancies, with a fire separation distance of 5 feet or greater.
g. The area of openings in an open parking structure with a fire separation distance of 10 feet or greater shall not be limited.
h. Includes buildings accessory to Group R-3.
i. Not applicable to Group H-1, H-2 and H-3 occupancies.
j. For special requirements for Group U occupancies, see Section 406.3.2.

206 2013 CALIFORNIA BUILDING CODE

% of Openings in walls with allowable area as a percent of wall:

1. Hotel to Rock Bottom at fire walls and expansion joint is 0 to less than 3' Unprotected nonsprinkled and no openings occur.

1A. End of corridor is open but parcel line is greater than 20' but less than 30' and Unprotected but sprinkled no limit to opening.

2. Rock Bottom north wall is 3' but less than 5' from PL but no openings occur as required per table above.
   Hotel is greater than 30' no allowable opening restrictions.

2A North wall of Rock Bottom greater than 10' but less than 15' Unprotected but sprinkled and openings are less than 45% allowable per table above.
   Hotel is greater than 30' no allowable opening restrictions.

3. Kyoto/Massage Envy west wall to PL greater than 15' but less than 20' unprotected but sprinkled and opening is less than 75% of wall.
   Hotel is greater than 30' no allowable opening restrictions.

4. Kyoto/Massage Envy north wall ground floor is 10' but less than 15', unprotected but sprinkled and opening is less than 45% of wall. No opening on second floor.
   Hotel south wall greater than 10' but less than 15' unprotected but sprinkled windows are less than 45% of wall.

4A Hotel wall where PL on ground floor is greater than 15' but less than 20' unprotected but sprinkled window system is to be modified so that it is less than 75% of wall.
Second floor is 10' but less than 15' windows are less than 45% per table and no modification required. Existing windows are less than 45%. Third floor is 10' but less than 15' windows are less than 45% per table and no modification required.

5. El Burro west wall to PL is 0 to less than 3' unprotected but sprinkled, openings not permitted and no openings occur
6. El Burro north wall to PL is 0 to less than 3' unprotected but sprinkled no openings allowed – infill 3 existing windows with 1 hour wall.
   Door on El Burro north wall to PL is greater than 30' no limit to openings.

6A Hotel 10' but less than15', unprotected but sprinkled storefront system must be modified to be less than 45% of wall. A portion of the hotel wall is 5' but less than 10', unprotected and sprinklered 25% allowed but no openings occur in this portion of the wall.

7. Marshal's west wall to PL 3 but less than 5' unprotected but sprinkled 15% allowed. No openings in pool shack and only 1 door on east side less than15% of wall for El Burro storage.
   Hotel is 15' but less than 20', unprotected and sprinklered 45% allowable openings for Hotel and existing conforms.
8. Marshal's north wall to PL is 0 to less than 3' unprotected but sprinkled, openings not permitted and no openings occur.
   Hotel is greater than 30' no allowable opening restrictions.
9. Marshal's west wall to PL is10' but less than 15' unprotected but sprinkled windows are less than 45% of wall. No openings occur.
   Hotel is greater than 30' no allowable opening restrictions.
   (Note, exit stair leads to roof for maintenance but also a boarded up exit door for Fitness Tenant. Further investigation of Fitness exiting required.)
10. Marshal's west wall to PL is 0 but less than 3' no openings allowed. No openings on these walls.
11. Marshal's west wall to PL is greater than 30' no allowable opening restrictions.
    Original hotel to PL is 0 but less than 3' no openings allowed. Windows of Hotel stair to be filled in with 1 hour rated wall.

LOWNEYARCHITECTURE
360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

Hotel Addition Building Data:

PROJECT/CODE DATA

CODE:	1 1995 California Building Code City of Campbell Municipal Code
BUILDING TYPE: HOTEL ADDITION	TYPE V - 1HR Fully Sprinklered
OCCUPANCY GROUP: HOTEL ADDITION	Group R, Division 1
SITE ADDRESS:	1995 South Bascom Avenue Campbell, California 95008
PARCEL NUMBERS:	288-04-01 to 23
PARCEL AREA:	1,972,000 S.F. / 27.4 Acres (for entire Pruneyard complex)
ZONING CLASSIFICATION:	C-2 District
BUILDING HEIGHT:	3 Stories 33 ft.
BUILDING AREA:	
BUILDING ADDITION	
GROUND FLOOR	7,430 SF
SECOND FLOOR	8,500 SF
THIRD FLOOR	8,566 SF
TOTAL	24,496 SF
Allowable Area	Single Story, 10,500
Total Area After Increase for:	Multi-story, 21,000 Separation - 2 sides, 31,500 Fully Sprinklered 63,000
FIRE RATED ASSEMBLIES	
Area Separation Walls	2HR Rated

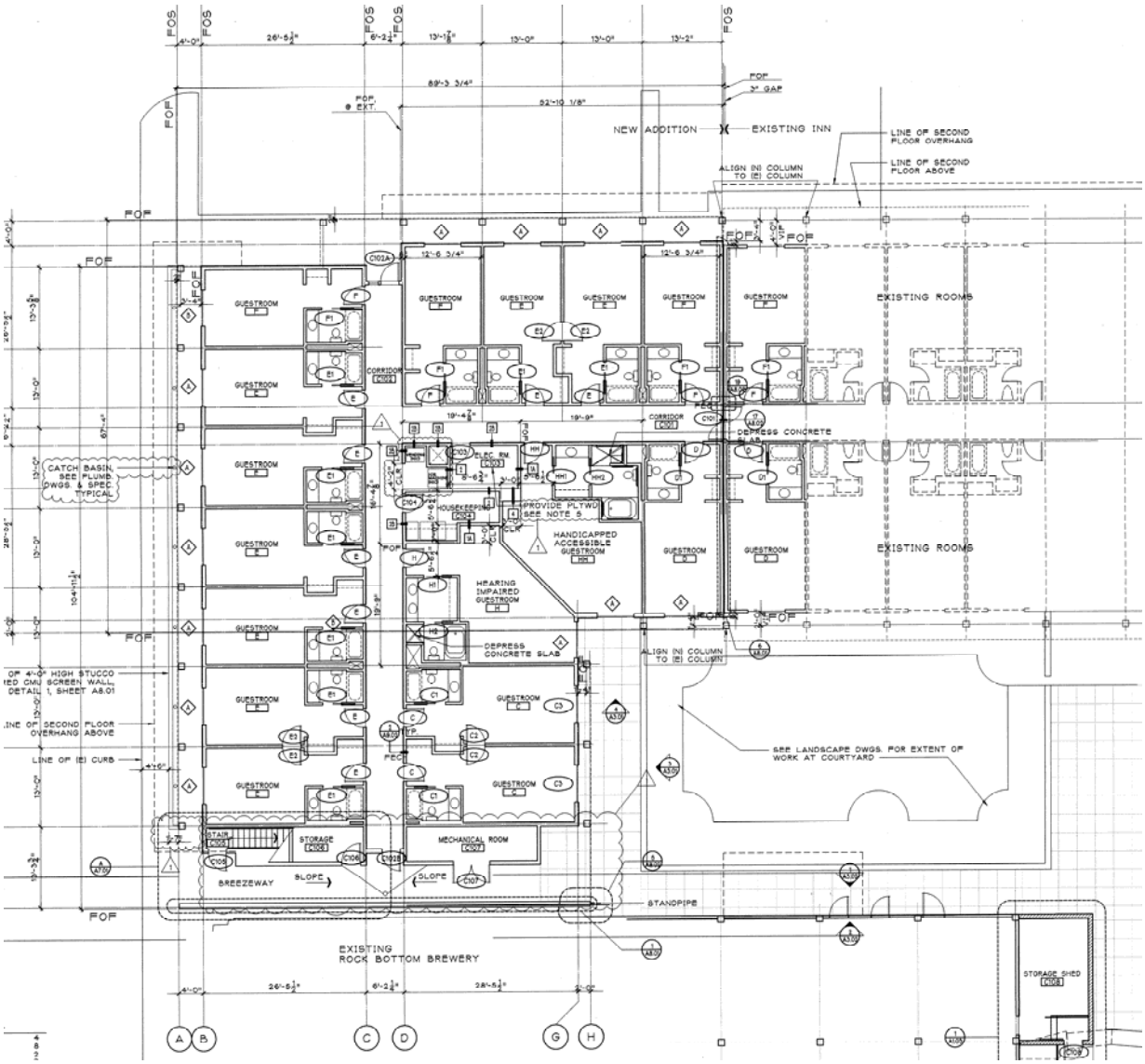
BIULDING ELEMENTS	FIRE-RESISTIVE CLASSIFICATION
A. BEARING WALLS	1 HOUR
B. NON-BEARING WALLS	1 HOUR
C. PARTITIONS- PERMANENT:	1 HOUR
D. SHAFT ENCLOSURES,	1 HOUR
E. FLOORS & FLOOR-CEILINGS	1 HOUR
F. ROOF & ROOF-CEILINGS	1 HOUR W/ CLASS A ROOF
G. EXTERIOR DOORS & WINDOWS:	UNPROTECTED
H. STAIRWAY CONSTRUCTION, LEVELS 1-6:	1 HOUR

FLAME SPREAD	
Stairs	Class I
Corridors	Class II
Rooms	Class III

LOWNEYARCHITECTURE

360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

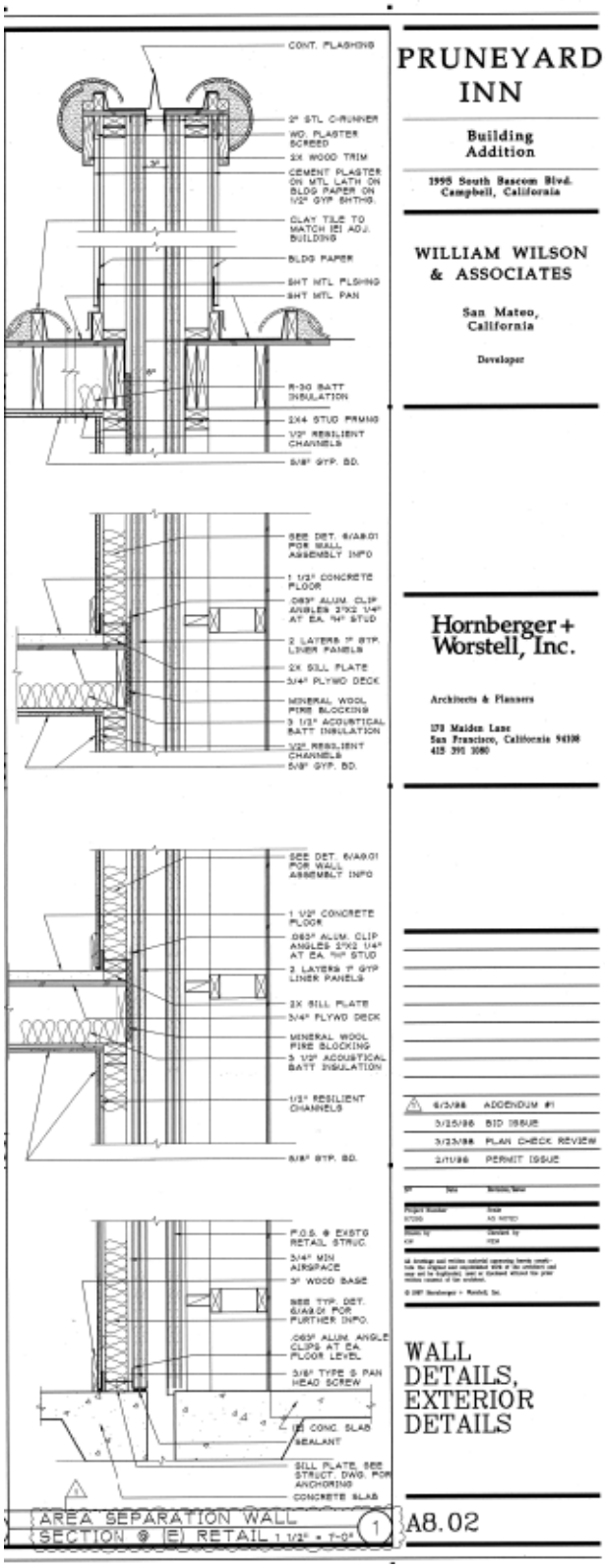
Hotel Addition Floor Plan at Rock Bottom Brewery Exit Corridor



LOWNEYARCHITECTURE

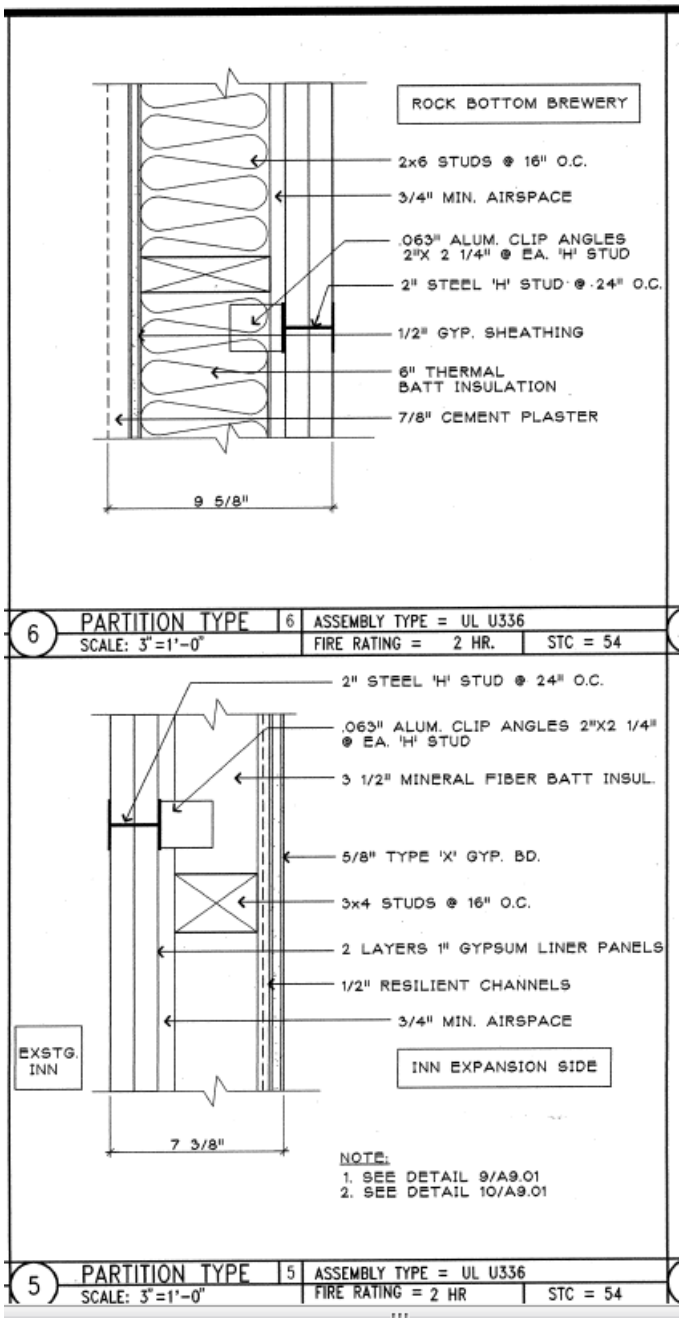
360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

Wall Section of Hotel Addition to Rock Bottom Brewery at Exit Corridor

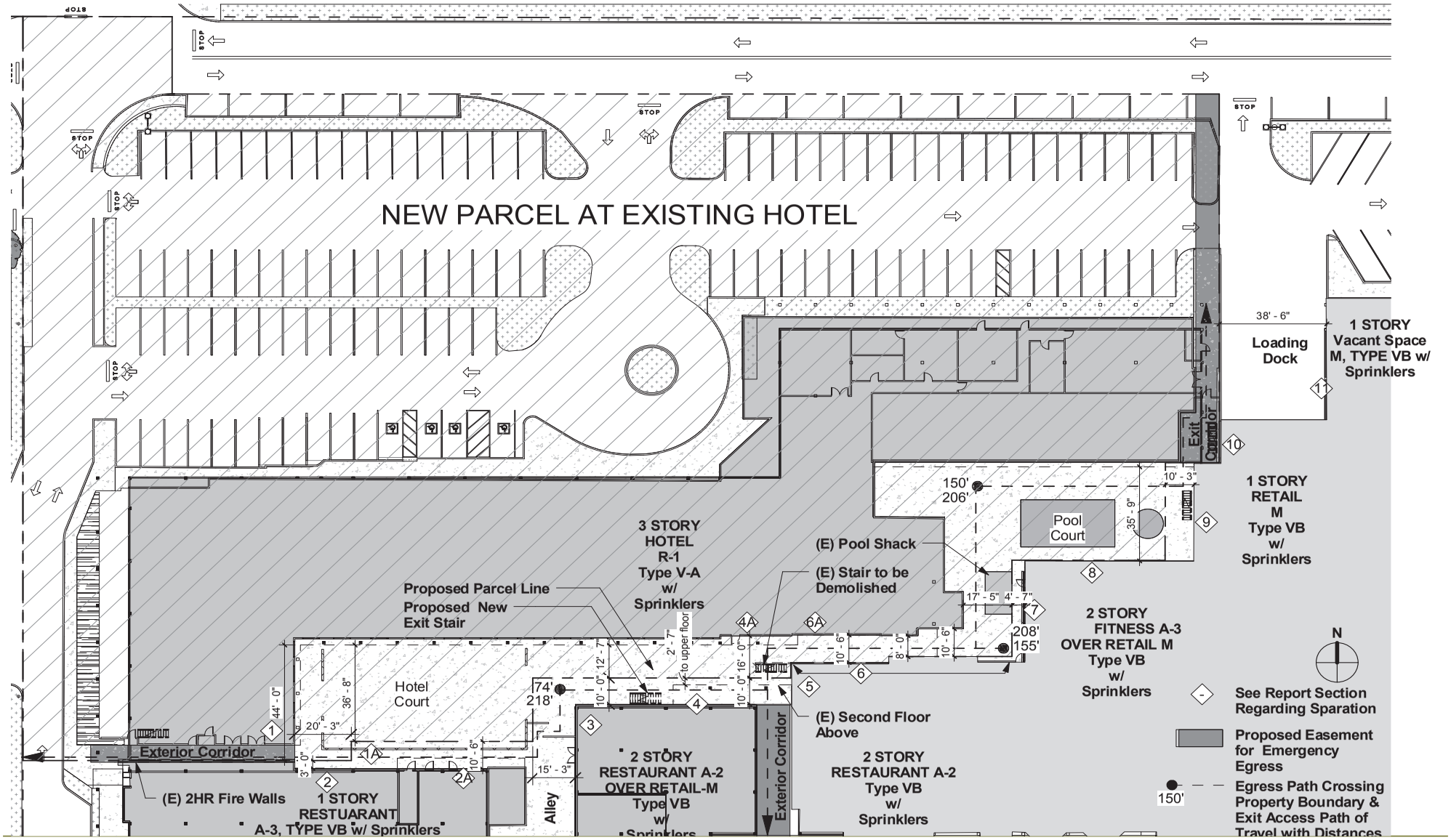


LOWNEYARCHITECTURE
360 Seventeenth Street, Suite 100 Oakland, California 94612 Telephone: 510.836.5400 Facsimile: 510.836.5454

Existing 2 HR Wall Types of Hotel Addition referenced in Area Separation Section above:



09/18/15



LOWNEYARCHITECTURE

THE PRUNEYARD: HOTEL PARCEL DIAGRAM

CONDITION 1:

Exterior corridor through hotel.

CONDITION 1A:

End of corridor is open on each end but parcel ine is greater than 20' but less than 30' no limit to opening

CONDITION 2:
Back of rock bottom shown on left is less than 5' from parcel line and requires 1 hour rating for 20' of wall.

Wall is 3' but less than 5' from property line but no oppenings occur.

CONDITION 1:

Exterior corridor through hotel addition, door to storage shown on right.

CONDITION 1:

Exterior corridor through hotel addition from street side. fire walls/expansion joint to rock bottom shown on right

CONDITION 3: shown above and below

Wall Ratings:
Kyoto/Massage Envy west wall to parcel line greater than10' separation no rating required.
Oppenings:
Kyoto/Massage Envy west wall to parcel line greater than 15' but less than 20' unprotected but sprinkled window is less than 75% of wall.

CONDITION 4:

Wall Ratings:
Kyoto/Massage Envy ground floor north wall to parcel line greater than 10' separation = no rating required Second floor is less than 5' separtation and 1 hour rating and possible upgrade required.
Oppenings:
greater than 10' but less than 15', unprotected but sprinkled openings are less than 45% of wall. No oppenings on second floor.

CONDITION 4 on right for Kyoto/Massage Envy and Hotel south wall on left:

CONDITION 4 at Kyoto/Massage Envy

CONDITION 4 at Hotel:
Wall Ratings: Hotel to parcel line is greater than10' but less than 30' separation = 1hour rating required and provided per bldg. type.
Oppenings:
Original Hotel south wall to parcel line is greater than10' but less than 15' unprotected but sprinkled windows are less than 45% of wall.

CONDITION 4: West end of Kyoto/Massage Envy

CONDITION 5: West wall of El Burro & exit stair
El Burro west wall (shown right of stair) less than 5' separation 1 hour upgrade required
Existing exit stair and wall shown above to be demolished.

CONDITION 6a (storefront shown on right avove):
Hotel at ground floor to parcel line greater than 10' but less than 30' separation = 1hour rating required and provided per bldg. type.
Openings: Hotel greater than 10' but less than 15' unprotected but sprinkled storefront system must be modified to be less than 45% of wall.

CONDITION 4a: shown where Hotel is closest to El Burro Above

Wall Ratings:
Hotel floors are greater than 10' but less than 30' = 1hour rating required and provided per bldg. type.

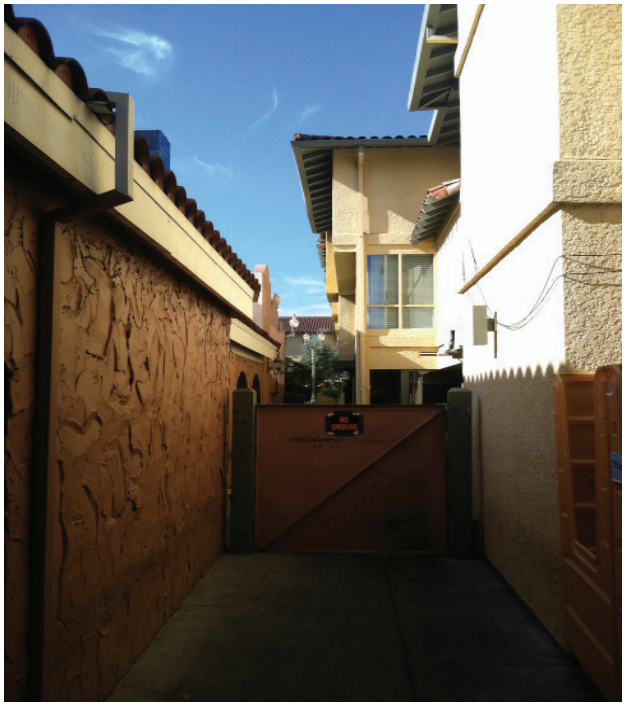
Wall Openings:
Hotel to parcel line on ground floor is greater than15' but less than 20' unprotected but sprinkled = 75% or less. Current storefront system shall be modified so that it is less than 75% of wall.
Second floor Second and third floor is greater than10' but less than 15' windows are < 45% per table and no modification required.

CONDITION 4a:

CONDITION 4a:

CONDITION 6: North wall of El Burro

Wall Ratings:
El Burro wall upgrade to 1 hour rating as parcel line is less than 5'.
Wall Openings:
Exit door is greater than 30' no limit to opening.



CONDITION 6 (on left above):
Wall Ratings:
El Burro wall upgrade to 1 hour rating as parcel line is less than 5'.

CONDITION 6a (on right above):
Wall Ratings:
Hotel is gretaer than 5' but less than10 at a 13' section at the gate and needs to be upgraded to 1 hour rating. 1hour rating provided per bldg. type.

Wall Openings:
None

CONDITION 6:
Wall Ratings:
El Burro wall upgrade to 1 hour rating as parcel line is less than 5'.

Wall Openings:
Windows to infill as shown above and right in frame. Or remove as per above.

CONDITION 6 at right and 7 in front:

Exit door can remain as parcel line is greater than 30' no limit to opening.

CONDITION 7: showing Hotel windows above pool shack distance to hotel is greater than 15' but less than 20' = 45% openings allowed with out protection and existing conforms

CONDITION 7:
Wall Ratings:
Marshal's west wall to Pool Shack less than 5' 1 hour rating of wall required for both.
Hotel wall west of pool shack to parcel line greater than 10' but less than 30' separation = 1hour rating required and provided per bldg. type.

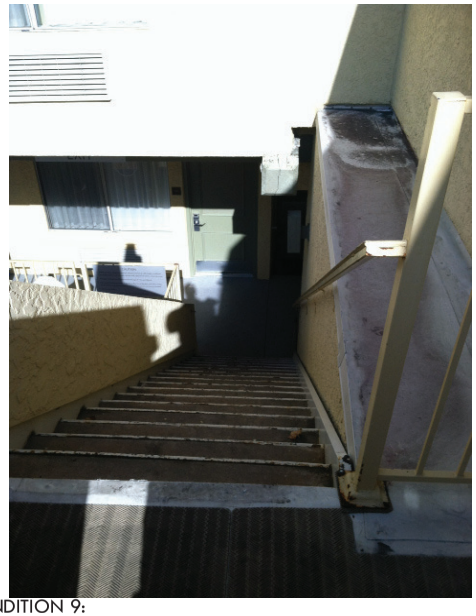
Openings:
Marshal's west wall to Original hotel greater than 3 but less than 5' unprotected but sprinkled 15% allowed. 1 door is less than15% of wall on El Burro storage.

No openings in pool shack wall.

CONDITION 8:
Wall Ratings:
Marshal's north wall to parcel line is less than 5', 2 hour rating required
Hotel is greater than 30' no rating required
Openings:
Marshal's north wall to parcel line is 0 to less than 3' openings not permited and none occur.
Hotel to parcel line is greater than 30' no limit to openings allowed.

CONDITION 7 on right & 8 on left shown

CONDITION 9 shown in center and 8 on right:



CONDITION 9:
Wall Ratings:
Marshal's west wall to parcel line is greater than10' but less than 30' separation no rating required.
Wall Openings:
Marshal's west wall to Original hotel less than 10' but less than 15' unprotected but sprinkled windows are to be less than 45% of wall. No openings on this wall. (Note, exit stair leads to roof for maintenance).

CONDITION 10:
Wall Ratings:
Marshals west wall and Hotel wall less than 5', 2 hour rating required for retail buidling and 1 hour rating required for Hotel.
Wall Openings:
Marshal's west wall to PL is 0 but less than 3' no openings allowed. No openings on these walls

CONDITION 11: shown at right is Hotel exit stair and door on ground floor
Empty Retail west wall to PL at Loading Dock. Greater than 30' separation; no rating required by table above.
Hotel wall to PL is less than 5', 1 hour rating required for Hotel (hotel exit stair enclosure; 1 hour rating required by table above. Since the type of construction for the existing hotel is Type V-A, the required one-hour exterior walls should be existing and no upgrades should be required.
Wall Openings:
marshal's west wall to PL is greater than 30' no opening restrictions.
Original hotel to PL is 0 but less than 3' no openings allowed. Windows of Hotel stair to be filled in with 1 hour rated wall.

CONDITION 8 Pool Court Shown at left

CONDITION 11:

Date: October 5, 2015

To: Sam McGeehan, Lowney Architecture

From: Steven R Winkel, FAIA, PE, CASp

Re: Code Analysis for Parcel Revision
The Pruneyard Shopping Center
Campbell, CA

EXECUTIVE SUMMARY

- The "project" analyzed in this memo is the creation of a property line around the existing Pruneyard Plaza Hotel located in the Pruneyard Shopping Center. The creation of the property line will not make any changes to heights, areas, uses or occupancies of any of the buildings on either side of the new property line.

- The creation of a new parcel at the existing hotel will need to have legally recorded mutual egress easements attached to contiguous parcels to allow existing egress paths to continue to be used. My understanding is that this will be done.

- The Pruneyard center was built prior to the adoption of either the covered mall or recently adopted open mall provisions in the building code and was built on a single parcel with "assumed" property lines between buildings to determine fire separation and opening protection requirements between buildings. Because it has been decided that the "project" will be permitted as a new condition, the relationships between buildings and property lines will be analyzed against the 2013 California Building Code (CBC) requirements for buildings on the same lot for wall ratings and opening protection based on fire separation distances. Items not in compliance with the 2013 CBC will be brought into compliance.

- A comparison between the Lowney Architecture site key plan and notes and the OCC plan review is provided as an Appendix to the body of this memo to help facilitate future discussions about resolving plan review comments.

DETAILED BACKGROUND

As you requested I have looked into the creation of a new land parcel around the existing Pruneyard Plaza Hotel at the Pruneyard Shopping Center in Campbell, CA. The building code issues to be reviewed are requirements for fire protection and opening allowances related to creating actual property lines between existing buildings. The review is further complicated by the fact that the existing egress system for the shopping center relies on egress paths that will cross over the new property boundaries to complete the egress path to "public ways". It is my understanding that there will be a set of easements for egress and accessibility as described in the Hanna and Van Atta memo of August 15, 2015. The highlighted sections in this memo describe how the common-use areas outside of the buildings will be handled, allowing all three parcel owners equal and free use of these areas for a myriad of purposes including emergency egress and accessible paths of travel.

The property owner's intent is that the common-use egress paths be addressed through the use of these mutual easements allowing the use of exterior egress paths by various buildings as described conceptually in the Hanna and Van Atta memo. These easements would be the legal arrangements necessary to allow the continued use in perpetuity of the current egress paths for multiple parcels as current exist on the single parcel. These easements

would be in a form acceptable to the City to ensure that the egress and access paths will be maintained for all users.

The project site is an existing building complex, described as a "shopping center" on the Pruneyard website:

> "The Pruneyard Shopping Center is a sprawling 250,000 square foot lifestyle shopping center located within a mixed use development in the City of Campbell, California. The Shopping Center features a movie theater, Trader Joe's, over 15 eating establishments and 35 retail, service and entertainment businesses. The Pruneyard is located at the intersection of Campbell and Bascom Avenues, just east of State Route 17. In addition to the shopping center The Pruneyard features three office towers totaling over 366,021 square feet and the recently renovated, Tuscan inspired, boutique style, Pruneyard Plaza Hotel.
>
> The land on which The Pruneyard Shopping Center and Office Buildings exists today was originally an orchard of pears and prunes known as Brynteson Ranch. In the late 1960's, developer Fred Sahadi purchased the land from the Brynteson family with grand plans to develop the land into a 34 acre mixed use property. Approval for the development was obtained from the City of Campbell in 1968 and in December of 1969, the first tenant, United Artists movie theatre, opened its doors."

The project was not designed using the Mall Provisions of the California Building Code (CBC). The provisions for such malls did not exist at the time of original construction. At the time the first portion of the hotel was constructed, in 1988, the CBC mall provisions only applied to "Covered Mall Buildings' in Chapter 56 of the Uniform Building Code (UBC). That section was moved from Appendix Chapter 7 in the previous 1985 UBC. Thus the buildings were constructed using the provisions for groups of buildings constructed on a single site. Most of the existing buildings adjacent to the hotel were built in 1970, prior to the hotel's construction. They are typically of Type VB, nonrated combustible construction. All of the buildings related to the new parcelization have full sprinkler systems.

I have assumed that the 1985 UBC was in effect at the time the hotel was first constructed as opposed to the 1988 code which was published in that year and likely not adopted for use until after the hotel was constructed. In any event the code sections cited below are the same in both the 1985 and 1988 editions of the UBC. The relevant UBC requirements related to buildings on the same property are contained in Section 504 (c) (emphasis added):

1985 UBC (CBC)

> **Location on Property**
> **(c) Buildings on Same Property and Buildings Containing Courts.** For the purposes of determining the required wall and opening protection and roof covering requirements, buildings on the same property and court walls of buildings over one story in height shall be assumed to have a property line between them.
>
> > EXCEPTION: In court walls where opening protection is required such protection may be omitted, provided (1) not more than two levels open into the court, (2) the aggregate area of the building including the court is within the allowable area and (3) the building is not classified as a Group I Occupancy .
>
> When a new building is to be erected on the same property as an existing building, the location of the assumed property line with relation to the existing building shall be such that the exterior wall and opening protection of the existing building meet the criteria as set forth in Table No. 5-A and Part IV.

The proposed lot line replaces what would have been considered an existing "assumed property line" in the 1985 UBC ["imaginary line" condition per the current CBC]. The new parcelization typically would not change any building-to-building relationships from where the assumed property lines are currently located. The conditions have existed since the hotel's original construction in 1988 and would have applied to its expansion in 1998 where the same provisions existed in the CBC in effect at that time, with the same text relocated to CBC Section 503. Both the original building and the expansion were permitted and given a Certificate of Occupancy and have presumably

passed Fire Code inspections over subsequent years and continue to be in use today. The relationship of the hotel to the other buildings in the shopping center can therefore be considered a "legal use" as the buildings exist today.

The proposed parcelization report was reviewed by Susan O'Brien of O'Brien Code Consulting (OCC) on July 31, 2015. Per the request of the Authorities Having Jurisdiction the new parcelization is to be reviewed against the current 2013 CBC provisions for buildings on the same lot, as I believe was done by OCC. No modifications to the 2013 CBC made by the City of Campbell were found to be relevant to this project. Because the group of buildings contains both A-2 and R-1 occupancies, the building is not allowed to use the provisions of CBC Section 507 for unlimited area buildings.

As noted earlier, a set of general or overlay easements will be created as a part of the subdivision. This type of approach is common in multi-parcel properties and should be sufficient to satisfy a key concern in the OCC review of July 31, 2015 which occurs on Page 2 of the OCC review under Architectural Comments Item A2 reads as follows:

> "Of particular concern is how the exiting from the hotel court and pool court will be impacted by the new property lines. **Exiting from the hotel parcel is not permitted to cross the property line onto the main shopping center parcel, and vice versa.**

Nothing is moving or changing on the site to alter the relationships between buildings, other than changes which may be necessary to mitigate existing conditions to comply with the current building relationships and opening requirements contained in the 2013 CBC. Provided that, via the aforementioned easements, the rights of egress for all users of the sites are unchanged as a result of the parcelization, there should be no need to examine the egress patterns from the existing hotel or the existing shopping center buildings as is requested in the comments. The proposed parcelization does not change the size, occupancy classification, number of occupants, or anticipated uses of any of the existing, legally permitted buildings. The responses to many of the other OCC comments are essentially the same assuming all parties agree that crossing the new property lines can be permitted based on legally recorded joint-use egress easements as opposed to the creation of separate egress paths on the newly separated parcels. The creation of the new property lines should be examined in terms of potential impacts on openings near the new property lines, but only where the new property line locations are different from where the assumed property lines ("now imaginary lines") occurred when the buildings were permitted.

Except for citations taken from the old UBC the terms used in this report and on the accompanying parcelization documents are those from the 2013 CBC. The following differences in description are important to recall when examining old or new construction documents.

Current 2013 CBC Terminology	Old UBC Terminology
Imaginary Line: A line assumed between buildings on the same property	*Assumed Property Line:* A line assumed between buildings on the same property
Fire Wall: A fire-resistance-rated wall having protected openings, which restricts the spread of fire and extends continuously from the foundation to or through the roof, with sufficient structural stability under fire conditions to allow collapse of construction on either side without collapse of the wall. 706.1 General. Each portion of a building separated by one or more fire walls that comply with the provisions of this section shall be considered a separate building.	*Area Separation Wall:* Each portion of a building separated by one or more area separation walls that comply with the provisions of this section may be considered a separate building. The extent and location of such area separation walls shall provide a complete separation. [Note that the criteria for area separation walls do not contain the structural stability criteria cited in the definition of "Fire Wall".

This work is not an addition to any building, nor is it a repair, therefore, if a building permit is required, the permit should be for an "alteration" per the provisions of Chapter 34 of the 2013 CBC for work on existing buildings. There is no proposed change in building use or occupancy classification because of the parcelization, or because of the alteration work.

Below are potentially applicate code excerpts taken from the 2013 CBC (No City of Campbell amendments are applicable). Non-applicable provisions have been omitted or stricken. Potentially significant items have been highlighted using a combination of color, bolding or underlining.

> ***1.2.2 Alternative materials, design and methods of construction and equipment.*** *The provisions of this code are not intended to prevent the installation of any material or to prohibit any design or method of construction not specifically prescribed by this code, provided that any such alternative has been approved. An alternative material, design or method of construction shall be approved where the building official finds that the proposed design is satisfactory and complies with the intent of the provisions of this code, and that the material, method or work offered is, for the purpose intended, at least the equivalent of that prescribed in this code in quality, strength, effectiveness, fire resistance, durability and safety.*

I believe that while egress across property boundaries is typically not allowed under the provisions of the basic CBC (See CBC Section 1014.2.1 below) the provisions of CBC Section 1.2.2 allow the Authorities Having Jurisdiction (AHJ) to approve such means of egress if they feel the egress systems provides equivalent safety to what is now provided. Since there will be no change in existing egress patterns because of the parcelization there should be not impact on the currently legal egress system other than crossing a newly recorded property line. The egress system with new property lines should continue to work if there is a legal means to guarantee that the egress paths will be usable by various parties crossing the property line to complete their egress path to a public way as they do today while remaining on a single parcel. Where the new property lines occur in different locations than where the assumed property lines were assumed to be located when the buildings were originally permitted then wall ratings and opening protectives will need to be improved to meet 2013 CBC standards as applicable. The proposed egress system should meet the criteria of CBC Section 1.2.2

> **EXISTING STRUCTURE (For Chapter 34).** A structure erected prior to the date of adoption of the appropriate code, or one for which a legal building permit has been issued.
>
> **SECTION 3401**
> **GENERAL**
> **3401.1 Scope.** The provisions of this chapter shall control the alteration, repair, addition and change of occupancy of existing structures, *including state-regulated structures in accordance with Sections 3401.1 and 3401.2.*
>
> **3401.4 Building materials and systems.** Building materials and systems shall comply with the requirements of this section.
>
> > **3401.4.1 Existing materials.** Materials already in use in a building in compliance with requirements or approvals in

effect at the time of their erection or installation shall be permitted to remain in use unless determined by the building code official to be unsafe per Section 116.

The act of creating a parcel does not alter the configuration of the buildings, it makes the "assumed property lines" which governed the placement and fire rating of the group of buildings into actual property lines. The physical relationship of the buildings is unchanged. It could even be argued that there is no work requiring a building permit unless there is a change to the fire separation distances assumed between buildings where the new actual property line varies in location from the assumed location. If the new property line matches the assumed property lines only a recorded legal description should be required, in a manner that preserves the egress rights for users of adjacent building both inside and outside of the new property. The critical work is creating a legal mechanism to make certain that the means of egress system to be shared by multiple properties with different ownerships will continue to function as it does today. The currently existing uses, occupancy groups and functions will not be changed.

SECTION 3404
ALTERATIONS

3404.1 General. Except as provided by Section 3401.4 or this section, alterations to any building or structure shall comply with the requirements of the code for new construction. Alterations shall be such that the existing building or structure is no less complying with the provisions of this code than the existing building or structure was prior to the alteration.

Exceptions:

1. An existing stairway shall not be required to comply with the requirements of Section 1009 where the existing space and construction does not allow a reduction in pitch or slope.
2. Handrails otherwise required to comply with Section 1009.15 shall not be required to comply with the requirements of Section 1012.6 regarding full extension of the handrails where such extensions would be hazardous due to plan configuration.

CORRIDOR. An enclosed exit access component that defines and provides a path of egress travel.

FIRE SEPARATION DISTANCE. The distance measured from the building face to one of the following:
1. The closest interior lot line;
2. To the centerline of a street, an alley or public way; or
3. To an imaginary line between two buildings on the property.

The distance shall be measured at right angles from the face of the wall.

705.3 Buildings on the same lot. For the purposes of determining the required wall and opening protection, projections and roof-covering requirements, buildings on the same lot shall be assumed to have an imaginary line between them. Where a new building is to be erected on the same lot as an existing building, the location of the assumed imaginary line with relation to the existing building shall be such that

the exterior wall and opening protection of the existing building meet the criteria as set forth in Sections 705.5 and 705.8.

Exception: Two or more buildings on the same lot shall either be regulated as separate buildings or shall be considered as portions of one building if the aggregate area of such buildings is within the limits specified in Chapter 5 for a single building. Where the buildings contain different occupancy groups or are of different types of construction, the area shall be that allowed for the most restrictive occupancy or construction.

1001.2 Minimum requirements. It shall be unlawful to alter a building or structure in a manner that will reduce the number of exits or the capacity of the means of egress to less than required by this code.

[F] 1001.3 Maintenance. Means of egress shall be maintained in accordance with the *California Fire Code.*

1004.5 Outdoor areas. Yards, patios, courts and similar outdoor areas accessible to and usable by the building occupants shall be provided with means of egress as required by this chapter. The occupant load of such outdoor areas shall be assigned by the building official in accordance with the anticipated use. Where outdoor areas are to be used by persons in addition to the occupants of the building, and the path of egress travel from the outdoor areas passes through the building, means of egress requirements for the building shall be based on the sum of the occupant loads of the building plus the outdoor areas.

Exceptions:

1. Outdoor areas used exclusively for service of the building need only have one means of egress.
2. Both outdoor areas associated with Group R-3 and individual dwelling units of Group R-2.

1014.2.1 Multiple tenants. Where more than one tenant occupies any one floor of a building or structure, each tenant space, dwelling unit and sleeping unit shall be provided with access to the required exits **without passing through adjacent tenant spaces, dwelling units and sleeping units.**

Exception: The means of egress from a smaller tenant space shall not be prohibited from passing through a larger adjoining tenant space where such rooms or spaces of the smaller tenant occupy less than 10 percent of the area of the larger tenant space through which they pass; are the same or similar occupancy group; a discernable path of egress travel to an exit is provided; and the means of egress into the adjoining space is not subject to locking from the egress side. A required means of egress serving the larger tenant space shall

not pass through the smaller tenant space or spaces.

Note that CBC Section 1014.2.1 does not explicitly prohibit egress across property lines using spaces shared by multiple tenants. This should be acceptable per the terms of CBC Section 1.2.2 if proper reciprocal egress easements can be prepared and recorded with the property records.

END OF MEMO

APPENDIX

Comparison of Lowney Parcel Creation Report and O'Brien Code Consulting (OCC) Review

The proposed parcelization report was reviewed by Susan O'Brien of O'Brien Code Consulting (OCC) on July 31, 2015. The comments are consolidated below along with the numbered remediation items identified on the Lowney Parcel Creation Report and the Parcel Diagram from that report. Relevant items in those documents are highlighted as for the code sections above. The location numbers and areas where egress paths cross property boundaries are shown on the attached annotated plan from the Lowney Hotel Parcel Report

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
			GENERAL COMMENTS: A. The following plan review documents are based on the City of Campbell Building Regulations. For your convenience, the following comments are referred to the 2013 California Residential, Building, Mechanical. Plumbing, Electrical, Energy, and Green Building Standards Codes (Le., 20121RC, 20121BC, 2012 UMC, 2012UPC, and 2011 NEC, as amended by the State of California and the City of Campbell) unless otherwise noted. In addition, structural review is based on the ASCE 7-10. B. NOTE: The following code comments reflect a review of building plans only. If site related comments are applicable to this project, they will be generated by others	

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
			(e.g. ... City Engineering, Public Works, Health, etc.).	
1. Hotel Addition to Rock Bottom at exterior corridor - 3" separation and 2hr rating provided per drawings which is greater than 1 hour rating. No upgrade necessary. 1 hour per Table 602	1. Hotel Addition to Rock Bottom at area separation wall. Unprotected nonsprinklered and no openings occur.	The exterior egress should be treated as a "corridor" based on its location in the means of egress. Exit access travel distance is to be be counted until an "exit" is reached.	A 1. Page 1 of 11: The third paragraph refers to a "corridor" that "passes through" where the hotel addition and Rock Bottom Brewery occur with an area separation wall on the southwest wall of this "corridor". The Hotel Parcel Diagram shows this "corridor" labeled as an "exit passageway". There are significant differences between the exiting functions, minimum construction requirements, and opening protection requirements of rated corridors (CBC Section 1018) and exit passageways (CBC Section 1023). A corridor is considered an exit access element and an exit passageway is considered an exit element. As a result, please amend the report and diagram to correctly identify whether this "pass through" is an exit access corridor or an exit passageway. I. The required capacity of a means of egress system shall not be diminished along the	A6. Regarding the Hotel Parcel Diagram: A. Item no. 1 refers to an "exit corridor" that "passes through" where the hotel addition and Rock Bottom Brewery occur with area separation wall on the southwest wall of this corridor. The Hotel Parcel Diagram shows this "corridor" labeled as an "exit passageway". There are significant differences between the exiting functions, minimum construction requirements, and opening protection requirements of rated corridors (CBC Section 1 *01B)* and exit passageways (CBC Section 1023). A corridor is considered an exit access element and an exit passageway is considered an exit element. As a result, please amend the diagram and location "tag" no. I to correctly identify whether this "pass through" is an exit access corridor or an exit passageway.

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
			path of egress travel. CBC Section 1003.6 *Please* note: *The proposed consideration* of *the proposed hotel parcel creation is incomplete.* A more *thorough review* of *the proposal will* be *considered once the* required exiting analysis *is provided for review.* A3. Page 4 of 11 shows the original hotel and hotel addition of Type V-I HR construction. Page 8 of 11 shows the hotel addition of Type V- I HR construction. The basic allowable area of 10,500 SF per story shown on the Code Analysis on Page 8 of 11 is consistent with Type V-1 HR construction under the 1995 CBC, which is the Code under which the scope of the hotel addition was constructed. Since the proposed new parcel would be reviewed under the scope of the 2013 CBC, the type of construction for the original hotel and hotel addition is considered as Type V-A construction for the purposes of the review of this proposal. A4.	

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
			Page 5 of 1 1: Regarding the "Separation provided and ratings required for walls:" and the Hotel Parcel Diagram: B. Revise the location "tag" descriptions to match any changes as a result of comments A4 and A5 above. A7. Please amend the supporting photographs to reflect any changes as a result of comments A4 and A5 above. *AB.* Provide analysis for any projections from exterior walls (i.e. cornices, eave overhangs, exterior cantilever balconies, etc.) where located close to proposed real property lines showing existing compliance and any required upgrades per CBC Section 705.2 A9. Provide analysis for any required parapets on exterior walls where located close to proposed real property lines showing existing compliance and any required upgrades per CBC Section 705.11.	
		The exit analysis requested for the existing hotel should not be necessary. There are not additions	A2. Page 1 of 11: The fourth paragraph refers to relocation of an exit stair and creation of a new exit access	

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
		or alterations to the hotel that would change the existing permitted occupancy already in existence.	corridor (a corridor is an exit access element in 2013 CBC Chapter 10 - not an exit element). In order for a complete review of the proposed separate parcel for the existing hotel to occur, a complete exiting analysis shall be provided showing the existing and proposed conditions to confirm the proposed new hotel parcel will have complying exiting and will not impact the existing exiting systems of the building/tenant spaces on the adjacent parcels that abut the proposed hotel property line. Exiting analysis for the hotel parcel and adjacent parcel building/tenant spaces abutting the new hotel parcel shall include, but not be limited to the following: A. Show design occupant load for each room/space/area. CBC Section 1004 B. Outdoor area occupant loads (i.e. hotel court, pool court, etc.) shall be calculated in accordance with CBC Section 1004.5. C. Show calculated/required	

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
			egress width and distribution, CBC Section 1005 D. Show compliance with common path of egress travel limitations. CBC Section 1014.3 E. Show minimum required number of exits or exit access doorways. CBC Sections 101 5 and 1021 F. Show minimum required egress separation. CBC Section 1015.2 G. Show compliance with exit access travel distance limitations of CBC Section 1016.1 H. Show compliance with exit discharge provisions of CBC Section 1027.	
		The requirement that exiting does not cross the new property line makes the proposal not feasible.	Of particular concern is how the exiting from the hotel court and pool court will be impacted by the new property lines. Exiting from the hotel parcel is not permitted to cross the property line onto the main shopping center parcel, and vice versa.	
				I. For all exterior walls where openings are located in close proximity to property line, provide wall elevations showing dimensions and areas of

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
				existing walls and openings to confirm all wall opening percentages shown in the analysis are within the limits of CBC Table *705.B*
	1A. End of corridor is open but parcel line is >20' and sprinkled no protection or limit to opening required.	Same at Item 1: The exterior egress should be treated as a "corridor" based on its location in the means of egress. Exit access travel distance is to be be counted until an "exit" is reached.	AS. Page 6 of **11:** Regarding the "% of Openings in walls with allowable area as a percent of wall:" and the Hotel Parcel Diagram:	A. Item no. 1 A refers to the "end of corridor is open but parcel line is greater than 20 feet..." However, plan checker is unable to locate Item" 1 A" on the Hotel Parcel Diagram. If item 1 A is located at the east opening at the "exit passageway" it appears that the distance to the new real property line at this location is dimensioned at 10'-3". Please clarify.
2. Rock Bottom north wall < 5' separation 1 hour rating upgrade required. 1 hour per Table 602	2. Rock Bottom north wall is >3' from parcel line but no openings occur as required per table above.	The new property line is in a different location than previously assumed property lines thus wall protection and opening protection must be examined against current 2013 CBC requirements.	A. Item no. 2 specifies the Rock Bottom North wall is greater than 5-foot separation from the new real property line and a one-hour exterior wall rating upgrade is required for the wall per Table 602. However, the Hotel Parcel Diagram appears to show the "2" North exterior wall of the Rock Bottom located at 10'-8" from the new real property line, which would require no upgrade to the "2" North exterior wall of the Rock Bottom, since this wall is located between 10' and less than 30' from	B. Item no. 2 states, "no openings occur" in this wall. However, the Hotel Parcel Diagram appears to show at least three door openings at the wall labeled for location of Item no. 2. Please review/clarify.

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
			the property line, Group A-2 Occupancy and Type V-B Construction. Please clarify.	
2A Rock Bottom north wall >10' separation no rating required. Unrated per Table 602	2A North wall of Rock Bottom >10' but <15' Unprotected but sprinkled doors are less than 45% allowable per table above.	The new property line corresponds to the existing assumed property line location, there is no change in the relationship of exterior walls or openings to the property line therefore no remedial action is required.	B. Item no. 2A specifies the Rock Bottom North wall is greater than 10-foot separation from the new real property line and no rating is required for the wall per Table 602. However, the Hotel Parcel Diagram appears to show the "2A" North exterior wall of the Rock Bottom located significantly less than 10 feet from the new real property line, which would require a one-hour exterior wall upgrade to the "2A" North exterior wall of the Rock Bottom, since this wall is located between 5' and less than 10' from the property line, Group A-2 Occupancy and Type V-B Construction. Please clarify. Perhaps walls "2" and "2A" are mislabeled on the Hotel Parcel Diagram (see comment A4A above).	C. Item no. 2A states, "North wall of Rock Bottom is between 10 feet and 15 feet ... " However, based on the location of Item no.2A on the Hotel Parcel Diagram, that segment of the North wall of the Rock Bottom appears to be located significantly closer than 10 feet from the new real property line. Please review/clarify. Perhaps walls "2" and "2A" are mislabeled on the Hotel Parcel Diagram (see comments A4A, A4B, and A5B above).
3. Kyoto/Massage Envy west wall to Hotel Addition >10' separation rating upgrade	3. Kyoto/Massage Envy west wall to Hotel Addition >15' but <20' unprotected but sprinkled,	The new property line corresponds to the existing assumed property line location, there is no change in the relationship of exterior walls or		D. Item no. 3 states, "Kyoto/Massage Envy west wall to Hotel Addition is between 15 feet and 20 feet ... " However, the Hotel Parcel Diagram shows the dimensioned

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
may be required. Unrated per Table 602	window is less than 75% of wall.	openings to the property line therefore no remedial action is required.		distance from the Kyoto/Massage Envy west wall to the new real property line as 10'-6". Please review and amend the property line distance and opening protection requirements accordingly.
4. Kyoto/Massage Envy north wall to Original Hotel < 5' separation 1 hour rating upgrade required for second floor wall and structural columns. 1 hour per Table 602	4. Kyoto/Massage Envy north wall >10' but <15' unprotected but sprinkled windows are less than 45% of wall. Original Hotel south wall >10' but <15' unprotected but sprinkled windows are less than 45% of wall.	The new property line is in a different location than previously assumed property lines thus wall protection and opening protection must be examined against current 2013 CBC requirements.	C. Item no. 4 specifies the Kyoto/Massage Envy North wall is greater than 5- foot separation from the new real property line and a one-hour exterior wall rating upgrade to the second floor wall and structural columns supporting the second floor is required for the wall per Table 602. However, the Hotel Parcel Diagram appears to show the "4" North exterior wall of the Kyoto/Massage Envy located at 10'-8" from the new real property line. which would require no upgrade to the "4" North exterior wall of the Kyoto/Massage Envy. since this wall is located between 10' and less than 30' from the property line, Group A-2/B Occupancy and Type V-B Construction. Based on the photos provided for wall no. 4. it appears that the second floor is located closer than 10'-8" to	E. Item no. 4 states, "Kyoto/Massage Envy north wall is between 5 feet and 10 feet..." from the new real property line. However, the Hotel Parcel Diagram shows the dimensioned distance from the Kyoto/Massage Envy north wall to the new real property line as 10'-8". Please review and amend the property line distance and opening protection requirements accordingly.

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
			the new property line, but that is not clearly indicated on the Hotel Parcel Diagram. Please clarify and clearly show the distance from wall number 4 to the property line at the first floor and at the second floor above.	
4A Original Hotel south wall >10' separation no rating required. 1 hour per Table 602	4A Original Hotel wall where parcel line on ground floor is >15' but < 20' unprotected but sprinkled window is to be modified so that it is less than 75% of wall. Second floor is >10' but < 15' windows are < 45% per table and no modification required. Existing windows are less than 45%. Third floor is >10' but < 15' windows are <45% per table and no modification required.	The new property line corresponds to the existing assumed property line location, there is no change in the relationship of exterior walls or openings to the property line therefore no remedial action is required.	D. Item no. 4A specifies the Original Hotel south wall is greater than 10 feet from the new real property line therefore no rating required by Table 602. The Hotel Parcel Diagram shows exterior wall 4A located at 15'-6" from the new real property line. However. since this exterior wall is located between 10' and less than 30' from the property line and the hotel is R-1 occupancy of Type V-A construction, a one-hour exterior wall is required. Since the type of construction for the existing hotel is Type V-A, the required one-hour exterior walls should be existing and no upgrades should be required. Amend Item no. 4A to correctly indicate one hour exterior walls area required based on	F. Item no, 4A states, "Original Hotel wall. .. is between 15 feet and 30 feet.. The Hotel Parcel Diagram shows the dimensioned distance from the Original Hotel south wall to the new real property line as 15'-6", which would fall under the range of between 15 feet and 20 feet in Table *70S.B.* Please review and correct what appears to be a type at Item no. 4A.

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
			Type V-A construction requirements of CBC Table 601.	
5. El Burro west wall >5' separation 1 hour rating upgrade required. 1 hour per Table 602	5. El Burro west wall is 0-3' to PL, unprotected but sprinklered, openings not permitted and no openings occur	The new property line is in a different location than previously assumed property lines thus wall protection and opening protection must be examined against current 2013 CBC requirements.	E. Item no. 5 indicates the El Burro West wall is greater than 5' [>5') separation from the proposed real property line. However, the Hotel Parcel Diagram shows this wall located as less than 5' [<5') from the proposed real property line. This appears to be a typo for the direction of the "less than" symbol. as Item no. 5 correctly indicates one-hour exterior wall required for the "5" El Burro West wall per Table 602. Please review and amend note description/Hotel Parcel Diagram accordingly.	G. Item no. 5 states, "El Burro west wall is between 10 feet and 15 feet..." However, based on the location of Item no. 5 on the Hotel Parcel Diagram, that segment of the west wall of the El Burro restaurant appears to be located significantly closer than 10 feet from the new real property line. Please review/clarify.
6. El Burro north wall to Original Hotel < 5' 1 hour rating upgrade required at El Burro wall. Hotel is <10 at a 13' section at the gate and needs to be upgraded to 1 hour rating. 1 hour per Table 602	6. El Burro north wall 0 to < 3' no openings allowed – infill three existing openings	The new property line is in a different location than previously assumed property lines thus wall protection and opening protection must be examined against current 2013 CBC requirements.	F. Item no. 6 indicates the El Burro North wall is greater than 5' [>5') separation from the proposed real property line. However. the Hotel Parcel Diagram shows this wall located as less than 5' [<5') from the proposed real property line. This appears to be a typo for the direction of the "less than" symbol, as Item no. 6 correctly indicates one-hour exterior wall required for the "6" El Burro	

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
			North wall per Table 602. Please review and amend note description/Hotel Parcel Diagram accordingly.	
6A Original Hotel >10' separation no rating required. 1 hour per Table 602	6A Original Hotel >15' but <20' unprotected but sprinkled storefront system must be modified to be less than 45% of wall.	The new property line corresponds to the existing assumed property line location, there is no change in the relationship of exterior walls or openings to the property line therefore no remedial action is required.	G. Item no. 6A specifies the Original Hotel south wall is greater than 10 feet from the new real property line therefore no rating required by Table 602. The Hotel Parcel Diagram shows exterior wall 6A located at 10'-6" from the new real property line. However, since this exterior wall is located between 10' and less than 30' from the property line and the hotel is R-1 occupancy of Type V-A construction, a one-hour exterior wall is required. Since the type of construction for the existing hotel is Type V-A, the required one-hour exterior walls should be existing and no upgrades should be required. Amend Item no. 6A to correctly indicate one hour exterior walls area required based on Type V-A construction requirements of CBC Table 601.	

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
7. Marshal's west wall to Pool Shack < 5' 1 hour rating of wall required for both. 1 hour per Table 602	7. Marshal's west wall to Original hotel >3 but < 5' unprotected but sprinkled 15% allowed. No openings in pool shack and only 1 door <15% of wall on El Burro storage. Hotel is >15'=75% allowable openings for Hotel and existing conforms.	The new property line is in a different location than previously assumed property lines thus wall protection and opening protection must be examined against current 2013 CBC requirements.	H. Item no. 7 indicates the Marshall's west wall to Pool Shack is greater than 5' [>5') separation from the proposed real property line. However, the Hotel Parcel Diagram shows this wall located as less than 5' [<5') from the proposed real property line. This appears to be a typo for the direction of the "less than" symbol, as Item no. 7 correctly indicates one-hour exterior wall required for the "7" Marshall's and Pool Shack exterior walls per Table 602. Please review and amend note description/Hotel Parcel Diagram accordingly. I. Item no. 7 specifies the Hotel east wall is greater than 10 feet from the new real property line therefore no rating required by Table 602. The Hotel Parcel Diagram shows hotel exterior wall 7 located at 17'-5" from the new real property line. However, since this exterior wall is located between 10' and less than 30' from the property line and the hotel is R-I occupancy of Type V-A construction, a one-	

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
			hour exterior wall is required. Since the type of construction for the existing hotel is Type V-A, the required one-hour exterior walls should be existing and no upgrades should be required. Amend Item no. 7 to correctly indicate one hour exterior walls area required based on Type V-A construction requirements of CBC Table 601 no. 8	
8. Marshal's north wall to Original hotel < 5' 2 hour rating of wall required for Marshal's wall Why 2 hours?	8. Marshal's north wall to Original hotel >3' but < 5', 15% of wall allowed. No openings on this wall. Hotel is >30' no limit to openings allowed.	The new property line corresponds to the existing assumed property line location, there is no change in the relationship of exterior walls or openings to the property line therefore no remedial action is required.	J. Item no. 8 indicates the Marshall's North wall is greater than 5' (>5') separation from the proposed real property line. However, the Hotel Parcel Diagram shows this wall located as less than 5' «5') from the proposed real property line. This appears to be a typo for the direction of the "less than" symbol, as Item no. 8 correctly indicates two-hour exterior wall required for the "8" Marshall's North wall per Table 602. Please review and amend note description/Hotel Parcel Diagram accordingly.	H. Item no. 8 states, "Marshall's north wall is between 5 feet and 10 feet ... ". However, based on the location of Item no. 8 on the Hotel Parcel Diagram, that segment of the north wall of Marshall's appears to be located significantly closer than 5 feet from the new real property line. Please review/clarify.
9. Marshal's west wall to Original Hotel	9. Marshal's west wall to Original hotel >10' but	The new property line corresponds to the existing assumed		

Location Number Wall Rating per 2013 CBC Table 602	Location Number Opening Protection per 2013 CBC Table 705.8	Preview Comment	OCC Fire-resistance Rating Comments	OCC Wall Opening Comments
>10' separation no rating required. Unrated per Table 602	<15' unprotected but sprinkled windows are less than 45% of wall. No openings on this wall.	property line location, there is no change in the relationship of exterior walls or openings to the property line therefore no remedial action is required.		
10. Marshal's west wall to Original Hotel < 5' 2 hour rating required for Marshal's and 1 hour rating required for Hotel (hotel exit stair enclosure review existing wall to determine how to upgrade to 1hr) 1 hour per Table 602. Why 2 hours?	10. Marshal's west wall to Original hotel 0 to < 3' no openings allowed. No openings on this wall.	The new property line is in a different location than previously assumed property lines thus wall protection and opening protection must be examined against current 2013 CBC requirements.		
11. Empty Retail west wall to Original hotel at Loading Dock. Exit Passageway >10' separation for empty retail; no rating required. Unrated per Table 602	11. Marshal's west wall to original hotel at Loading Dock. Exit Passageway 0 to < 3' no openings allowed. Windows of Hotel stair to be filled in with 1 hour rated wall.	The new property line is in a different location than previously assumed property lines thus wall protection and opening protection must be examined against current 2013 CBC requirements.		

END OF APPENDIX

MEMORANDUM
HANNA & VAN ATTA

To: File: Pruneyard Subdivision Documentation
From: David M. Van Atta
Date: August 11, 2015
Re: Summary of Proposed Documentation for the Pruneyard Campbell Subdivision

---

Introduction:
The proposed development plan for The Pruneyard in Campbell ("Center") is to subdivide the Center into three parcels ("Building Parcels") that are to be depicted and described on a Parcel Map to be reviewed by the City. These Building Parcels could then be separately owned and/or financed. This memorandum describes documentation that would be provided that would create central operational and management controls and supervision for commonly used facilities and operations of the Center. This is an executive summary of the Center documentation that will evolve into full and complete legal documents for City review.

Commercial Subdivision:
The current concept is to use a Parcel Map to create three (3) Building Parcels. These parcels will include:

1. Retail Parcel;
2. Hotel Parcel; and
3. Office Buildings and Parking Garage Parcel.

Common Areas and Common Facilities:
The commonly used areas within the Building Parcels will include parking areas, plaza areas, landscaped and park areas, walkways and driveways and other areas and/or other ancillary facilities, such as lighting. These areas would be established as "Common Areas" in the Center Declaration.

Center Declaration:
A Declaration of Covenants, Restrictions and Easements ("Center Declaration") will provide a mechanism for common operation, maintenance, repair and replacement of the Common Facilities and for the levying of allocated shares of the costs and expenses for such common operation, maintenance, repair and replacement of the Common Areas and Common Facilities situated on the Building Parcels that make up the Center.

It is very common to use of documentation such as the Center Declaration as a method for creating a system of collective ownership, operations, management and control of commercial subdivisions.

Our firm has prepared numerous such documents for commercial and mixed use subdivisions throughout the Bay Area and in various other areas of the State of California. These regimes provide a reasonable and effective method for the operations and management of these types of commercial projects, allowing for separate ownerships with a degree of common use and common control of operations and management. Commercial owners who have major financial investments in their properties tend to follow the dictates of this type of documentation rather rigorously and very seldom have these regimes had any management issues or concerns. The State recognizes this system of property organization under the California Commercial and Industrial Common Interest Development Act, under Civil Code Sections 6500 et seq.

Outline and Summary of Center Declaration:
The following summarizes the main provisions of the Center Declaration:

1. The Properties - Covered Properties:
The Center Declaration will identify and describe in some particularity the Building Parcels as: the Retail Parcel – Parcel A; the Hotel - Parcel B; and the Office Buildings and Parking Garage Parcel – Parcel C.

The title holders of the Building Parcels are defined in this memorandum as the "Building Parcel Owners."

2. Easement and Use Rights.
The Center Declaration will provide easement rights for access by the Center Association (defined below), and its agents, over the Building Parcels for conduct of the operations assigned or delegated to the Center Association. The Center Declaration will also provide for various easement rights to Building Parcel Owners and their respective successors, assigns, tenants and invitees over those portions of the other Building Parcels for ingress and egress and use of the Common Areas located within the various Building Parcels, including easements for vehicular access, mutual and reciprocal use of parking areas, pedestrian access, including those needed for emergency egress and ADA paths of travel, exclusive use areas (such as outdoor dining areas), utility main lines and storm drainage facilities within the Building Parcels.

3. Establishment of Center Association. The Center Declaration will provide for the establishment of a Center Association and a system of decision making by the Building Parcel Owners. The Center Association will be formed as a nonprofit mutual benefit corporation. Membership in the Center Association would be the Building Parcel Owners.

4. Association - Voting Rights. Voting rights are to be allocated to each of the constituent Building Parcels based on a formula to be established in the Center Declaration. Often such voting rights are allocated based upon relative square footage of the Building Areas of the Building Parcels or are based on other determinants such as the relative benefit provided to each Building Parcel as described in the Center Declaration.

5. Center Association Operations and Responsibilities:
The Center Declaration will specify various tasks for the Center Association to perform for the benefit of the Building Parcel Owners, as Common Operational Costs, such as:

a. Parking Garage Operations and maintenance;
b. Surface Parking Operations and maintenance;
c. Plaza areas operations and maintenance;
d. Sidewalk and walkway maintenance;
e. Street and parking areas lighting maintenance and cleaning;
f. Signage operations and maintenance;
g. Common landscaping, such as parkways and medians;
h. Common Area security;
i. Common Area trash collection;
j. Graffiti removal – for Common Areas

There may be some of the items tasked to the Center Association that will be for the benefit of certain components of the Center, and not for the benefit of others. Some of these items could be charged to those components as "Cost Centers", as discussed further, below.

Overlay easements will cover storm drainage and storm drain facilities including storm water treatment and C3 compliance on a project wide basis under the auspices of the Center Association.

6. **Garage Operations:** The Parking Garage will be operated by the Center Association for the overall benefit of all of the Building Parcels. A mechanism for providing for garage operations and maintenance of the Parking Garage and for allocation of costs will be provided in the Center Declaration. Access easements to various owners and occupants will be provided. Rights of expansion of the Parking Garage would also be provided, including a system for contribution by Building Parcel Owners for the capital costs of such Parking Garage expansion.

7. **Utility Operations:** The Center Declaration will provide for the joint and exclusive use of various utility facilities within the Center. Where feasible the responsibility for payment of costs for utility services will be allocated to the Building Parcels. A mechanism for operations and maintenance of shared utility facilities and for allocation of costs for shared utility facilities will be provided in the Center Declaration. Access easements for various owners and utility companies will be provided.

8. **Budgeting and Assessments for Common Operational Costs:** The Center Declaration will provide for a system of budgeting for costs for Common Operational Costs (as described above in paragraph 5) by the Center Association, and levying of assessments for the Common Operational Costs as a "Base Assessment". An allocation of such a Base Assessment will have to be determined; often this is based upon the relative size of the Building Area of each of the Building Parcels.

9. **Enforcement of Assessments:** Enforcement of the collection of the assessment obligations by the Center Association are to be covered in the Center Declaration. Such collection enforcement generally entails establishment of assessments and enforcement by lien rights by the Center Association. Details of these processes are set forth in the 2014 Commercial and Industrial Common Interest Development Act.

10. **Costs Centers:** The Center Declaration may establish certain costs of operations to be allocated and assessed to particular Building Parcels or Building Components depending upon the use made by those Building Parcels or Building Components of certain Center Association services or operations. This may include such items as utility usage or other Center Association operational items that are isolated to one or two but not all three of the Building Parcels.

11. **Operational Restrictions:** The Center Declaration will provide for basic use and operational restrictions for the various component parcels and use and operations of the Common Areas and Common Facilities governed by the Center Declaration.

12. **Review of Modifications of Improvements:** The Center Declaration will provide a mechanism for the oversight of new construction of improvements and alterations of improvements within the Building Parcels. Provisions will be included for expansion of development of commercial buildings and improvement in concert with review and approval by the City. The Center Declaration will provide for requirements that all of the improvements within the Center, including the various separately owned buildings, will be operated and maintained as a first class commercial center and that any modification to these improvements will be consistent with these first class standards and with the architectural themes of the Center in a manner that fosters the cohesive look and feel of the Center.

13. **Repair and Reconstruction of Common Areas and Common Facilities:** The Center Declaration will also address repair and reconstruction issues for Common Area improvements if those improvements are damaged or destroyed. Responsibilities of the Center Association and the individual Building Parcel Owners will be delineated.

14. Enforcement of Center Declaration: The Center Declaration will provide a system for enforcement by the Center Association and the other Building Parcel Owners if a Building Parcel Owner should fail to comply with the provisions and restrictions stated in the Center Declaration, generally including requirements of the parties to meet and confer, participate in mediation and arbitration of disputes. The Center Declaration will provide that the City is a third party beneficiary of the Center Declaration and that the City will have the right, but not the obligation, to enforce performance by the Center Association and the Building Parcel Owners regarding the obligations under the Center Declaration for appropriate operations, maintenance and repair of the Center and its improvements.

15. **General and Miscellaneous Provisions**: The Center Declaration will also provide general provisions as to such matters as: (a) amendment of the Center Declaration; (b) lender protection provisions; (c) insurance requirements; (d) condemnation issues; (e) dispute resolution; (f) duration and amendment; and (g) estoppel certificates.

Exhibit E

JORGENSON, SIEGEL, McCLURE & FLEGEL, LLP
ATTORNEYS AT LAW
1100 ALMA STREET, SUITE 210
MENLO PARK, CALIFORNIA 94025-3392
(650) 324-9300
FACSIMILE (650) 324-0227
www.jsmf.com

WILLIAM L. McCLURE
JOHN L. FLEGEL
DAN K. SIEGEL
DIANE S. GREENBERG
JENNIFER H. FRIEDMAN
MINDIE S. ROMANOWSKY
DAVID L. ACH
LEIGH F. PRINCE
GREGORY K. KLINGSPORN

NICOLAS A. FLEGEL
KRISTINA A. FENTON
SARAH E. KERN
JENNIFER A. BREGANTE

OF COUNSEL
DAN W. COOPERIDER

RETIRED
JOHN D. JORGENSON
MARGARET A. SLOAN

MARVIN S. SIEGEL
(1936 - 2012)

February 11, 2015

Paul Kermoyan
Community Development Director
City of Campbell
70 N. First Street
Campbell, CA 95008

Re: Proposed Parcel Map
Pruneyard Shopping Center and Offices

Dear Paul Kermoyan:

I am writing on behalf of Ellis Partners, LLC ("Applicant") with regard to the application for a parcel map to subdivide the approximately 25 acre Pruneyard Shopping Center and Offices ("Pruneyard") into three parcels identified generally by the three general uses that comprise the Pruneyard–hotel, office and retail. This minor subdivision is consistent with the long-term vision of the City of Campbell ("City") to preserve the Pruneyard as a regional shopping destination and the goals, policies and strategies of the Land Use and Transportation ("LUT") Element of the General Plan.

Specifically, the City has pointed to Strategy LUT-13.2d and Policy LUT-14.4 to inform the discussion relative to separating the hotel, office and retail elements into separate parcels. Strategy LUT-13.2d is intended to achieve the policy of enhancing accessibility of business and activity centers. It encourages "large retailers to locate along Hamilton and Bascom Avenue by maintaining large parcels, encouraging lot consolidation, and discouraging parcel adjustments that reduce lot sizes." The retail portion of the Pruneyard extends along the entire frontage of Bascom Avenue. The proposed parcel map would not change this or create any separate parcels along Bascom Avenue. There would be no change to accessibility. The very large retail portion of the Pruneyard that would be separated from the other two parcels will remain approximately 20 acres in size. The proposed parcel map is consistent with the goal

and policy of the General Plan to maintain large retail parcels and accessibility to business and activity centers along Bascom Avenue.

Policy LUT-14.4 regarding parcel consolidation encourages "the consolidation of properties to obtain more logical building sites and coordinated development in the Pruneyard/Creekside Area." The discussion of parcel consolidation in the Land Use and Transportation Element (LUT-33) describes that "the lot pattern in some areas of the City are small and fragmented, which compromises the ability for coordinated development. Odd configurations and small lots also make quality development difficult or infeasible to achieve. In these instances parcels should be consolidated." In addition, strategy 14.4a which is designed to accomplish Policy LUT 14.4 describes allowing consolidation of sites to create parcels greater than three acres. The Pruneyard is already a coordinated development. The proposed parcels will all remain large (approximately 20 acres for retail, 4.5 acres for office and 2 acres for hotel) and will not create any small or fragmented lots. Furthermore, the Applicant is proposing to maintain the Pruneyard as a coordinated center with long-term viability through the use of Covenants, Conditions and Restrictions that address maintenance, operation, parking and the like. Accordingly, the proposed parcel map is consistent with this land use policy for logical and coordinated development.

Based on all of the foregoing, the Applicant respectfully requests that the City consider the application for a parcel map consistent with the General Plan and the goals, policies and strategies of the Land Use and Transportation Element.

Sincerely,

Leigh F. Prince

cc: City Council
Client

Exhibit F

MEMORANDUM
HANNA & VAN ATTA

To: File: Pruneyard Subdivision Documentation
From: David M. Van Atta
Date: August 11, 2015
Re: Summary of Proposed Documentation for the Pruneyard Campbell Subdivision

---

Introduction:
The proposed development plan for The Pruneyard in Campbell ("Center") is to subdivide the Center into three parcels ("Building Parcels") that are to be depicted and described on a Parcel Map to be reviewed by the City. These Building Parcels could then be separately owned and/or financed. This memorandum describes documentation that would be provided that would create central operational and management controls and supervision for commonly used facilities and operations of the Center. This is an executive summary of the Center documentation that will evolve into full and complete legal documents for City review.

Commercial Subdivision:
The current concept is to use a Parcel Map to create three (3) Building Parcels. These parcels will include:

1. Retail Parcel;
2. Hotel Parcel; and
3. Office Buildings and Parking Garage Parcel.

Common Areas and Common Facilities:
The commonly used areas within the Building Parcels will include parking areas, plaza areas, landscaped and park areas, walkways and driveways and other areas and/or other ancillary facilities, such as lighting. These areas would be established as "Common Areas" in the Center Declaration.

Center Declaration:
A Declaration of Covenants, Restrictions and Easements ("Center Declaration") will provide a mechanism for common operation, maintenance, repair and replacement of the Common Facilities and for the levying of allocated shares of the costs and expenses for such common operation, maintenance, repair and replacement of the Common Areas and Common Facilities situated on the Building Parcels that make up the Center.

It is very common to use of documentation such as the Center Declaration as a method for creating a system of collective ownership, operations, management and control of commercial subdivisions.

Our firm has prepared numerous such documents for commercial and mixed use subdivisions throughout the Bay Area and in various other areas of the State of California. These regimes provide a reasonable and effective method for the operations and management of these types of commercial projects, allowing for separate ownerships with a degree of common use and common control of operations and management. Commercial owners who have major financial investments in their properties tend to follow the dictates of this type of documentation rather rigorously and very seldom have these regimes had any management issues or concerns. The State recognizes this system of property organization under the California Commercial and Industrial Common Interest Development Act, under Civil Code Sections 6500 et seq.

Outline and Summary of Center Declaration:
The following summarizes the main provisions of the Center Declaration:

1. The Properties - Covered Properties:
The Center Declaration will identify and describe in some particularity the Building Parcels as: the Retail Parcel – Parcel A; the Hotel - Parcel B; and the Office Buildings and Parking Garage Parcel – Parcel C.

The title holders of the Building Parcels are defined in this memorandum as the "Building Parcel Owners."

2. Easement and Use Rights.
The Center Declaration will provide easement rights for access by the Center Association (defined below), and its agents, over the Building Parcels for conduct of the operations assigned or delegated to the Center Association. The Center Declaration will also provide for various easement rights to Building Parcel Owners and their respective successors, assigns, tenants and invitees over those portions of the other Building Parcels for ingress and egress and use of the Common Areas located within the various Building Parcels, including easements for vehicular access, mutual and reciprocal use of parking areas, pedestrian access, including those needed for emergency egress and ADA paths of travel, exclusive use areas (such as outdoor dining areas), utility main lines and storm drainage facilities within the Building Parcels.

3. Establishment of Center Association. The Center Declaration will provide for the establishment of a Center Association and a system of decision making by the Building Parcel Owners. The Center Association will be formed as a nonprofit mutual benefit corporation. Membership in the Center Association would be the Building Parcel Owners.

4. Association - Voting Rights. Voting rights are to be allocated to each of the constituent Building Parcels based on a formula to be established in the Center Declaration. Often such voting rights are allocated based upon relative square footage of the Building Areas of the Building Parcels or are based on other determinants such as the relative benefit provided to each Building Parcel as described in the Center Declaration.

5. Center Association Operations and Responsibilities:
The Center Declaration will specify various tasks for the Center Association to perform for the benefit of the Building Parcel Owners, as Common Operational Costs, such as:

a. Parking Garage Operations and maintenance;
b. Surface Parking Operations and maintenance;
c. Plaza areas operations and maintenance;
d. Sidewalk and walkway maintenance;
e. Street and parking areas lighting maintenance and cleaning;
f. Signage operations and maintenance;
g. Common landscaping, such as parkways and medians;
h. Common Area security;
i. Common Area trash collection;
j. Graffiti removal – for Common Areas

There may be some of the items tasked to the Center Association that will be for the benefit of certain components of the Center, and not for the benefit of others. Some of these items could be charged to those components as "Cost Centers", as discussed further, below.

Overlay easements will cover storm drainage and storm drain facilities including storm water treatment and C3 compliance on a project wide basis under the auspices of the Center Association.

6. **Garage Operations:** The Parking Garage will be operated by the Center Association for the overall benefit of all of the Building Parcels. A mechanism for providing for garage operations and maintenance of the Parking Garage and for allocation of costs will be provided in the Center Declaration. Access easements to various owners and occupants will be provided. Rights of expansion of the Parking Garage would also be provided, including a system for contribution by Building Parcel Owners for the capital costs of such Parking Garage expansion.

7. **Utility Operations:** The Center Declaration will provide for the joint and exclusive use of various utility facilities within the Center. Where feasible the responsibility for payment of costs for utility services will be allocated to the Building Parcels. A mechanism for operations and maintenance of shared utility facilities and for allocation of costs for shared utility facilities will be provided in the Center Declaration. Access easements for various owners and utility companies will be provided.

8. **Budgeting and Assessments for Common Operational Costs:** The Center Declaration will provide for a system of budgeting for costs for Common Operational Costs (as described above in paragraph 5) by the Center Association, and levying of assessments for the Common Operational Costs as a "Base Assessment". An allocation of such a Base Assessment will have to be determined; often this is based upon the relative size of the Building Area of each of the Building Parcels.

9. **Enforcement of Assessments:** Enforcement of the collection of the assessment obligations by the Center Association are to be covered in the Center Declaration. Such collection enforcement generally entails establishment of assessments and enforcement by lien rights by the Center Association. Details of these processes are set forth in the 2014 Commercial and Industrial Common Interest Development Act.

10. **Costs Centers:** The Center Declaration may establish certain costs of operations to be allocated and assessed to particular Building Parcels or Building Components depending upon the use made by those Building Parcels or Building Components of certain Center Association services or operations. This may include such items as utility usage or other Center Association operational items that are isolated to one or two but not all three of the Building Parcels.

11. **Operational Restrictions:** The Center Declaration will provide for basic use and operational restrictions for the various component parcels and use and operations of the Common Areas and Common Facilities governed by the Center Declaration.

12. **Review of Modifications of Improvements:** The Center Declaration will provide a mechanism for the oversight of new construction of improvements and alterations of improvements within the Building Parcels. Provisions will be included for expansion of development of commercial buildings and improvement in concert with review and approval by the City. The Center Declaration will provide for requirements that all of the improvements within the Center, including the various separately owned buildings, will be operated and maintained as a first class commercial center and that any modification to these improvements will be consistent with these first class standards and with the architectural themes of the Center in a manner that fosters the cohesive look and feel of the Center.

13. **Repair and Reconstruction of Common Areas and Common Facilities:** The Center Declaration will also address repair and reconstruction issues for Common Area improvements if those improvements are damaged or destroyed. Responsibilities of the Center Association and the individual Building Parcel Owners will be delineated.

14. Enforcement of Center Declaration: The Center Declaration will provide a system for enforcement by the Center Association and the other Building Parcel Owners if a Building Parcel Owner should fail to comply with the provisions and restrictions stated in the Center Declaration, generally including requirements of the parties to meet and confer, participate in mediation and arbitration of disputes. The Center Declaration will provide that the City is a third party beneficiary of the Center Declaration and that the City will have the right, but not the obligation, to enforce performance by the Center Association and the Building Parcel Owners regarding the obligations under the Center Declaration for appropriate operations, maintenance and repair of the Center and its improvements.

15. **General and Miscellaneous Provisions:** The Center Declaration will also provide general provisions as to such matters as: (a) amendment of the Center Declaration; (b) lender protection provisions; (c) insurance requirements; (d) condemnation issues; (e) dispute resolution; (f) duration and amendment; and (g) estoppel certificates.

Exhibit G

Not Included
(administrative in nature)

Exhibit H

MEMORANDUM

To: Dean Rubinson
From: Leigh Prince
Date: March 21, 2016
Re: Phasing and Use Permit Violations

I. Phasing

The proposed project for the improvement and expansion of the Pruneyard includes a master use permit and a planned development permit. The City of Campbell Municipal Code ("CMC") contemplates the possibility for phased permits for both of these entitlements that extend beyond the minimum one to two-year timelines established for and generally applied to such permits.

Generally, a use permit expires within twelve months of the effective date. CMC Section 12.56.030(A)(1). However, where the permit provides for development in two or more phases, the permit shall not be approved until the decision-making body has approved the final phasing plan for the entire project site. CMC Section 12.56.030(A)(3)(a). This language suggests that not only is a phasing plan that lasts for more than twelve months appropriate where the project includes two or more phases, it is a necessary part of permit approval. The proposed project to renovate and expand the Pruneyard is proposed as a four phase development, and therefore, the decision-making body has the authority under the CMC to approve a phasing plan for the entire site that extends beyond the twelve-month time frame that would be appropriate for a smaller simpler single phase project.

The CMC further provides that if a project is to be built in pre-approved phases, each subsequent phase shall have twelve months from the previous phase's date of establishment to the next phase's date of establishment to have occurred, unless otherwise specified in the permit.[1] Section 12.56.030(A)(3)(b). First, allowing a minimum of twelve months between each phase suggests that an extended time frame is appropriate and anticipated for larger phased projects. Second, the inclusion of "unless otherwise specified in the permit" suggests there is flexibility and the decision-making body has discretion to establish a phasing plan that allows for more time between phases.

The same flexibility for timing of a phased project is available for a planned development permit. Generally, a planned development permit is to be exercised within twenty-four months. However, the City Council has the authority to "impose time limits within which the conditions shall be fulfilled and the proposed development started and completed." CMC Section 21.12.030(H)(10). The discretion for the decision-making body to impose a start and completion time limit suggests that where appropriate, the Council may deviate from the twenty-four-month timing.

[1] A project is established when a building permit is issued or the use has commenced. CMC 21.56.030(B).

This makes sense because although extensions may be granted, allowing at the outset for a phased project with identified timelines provides security for not only the applicant, but also for the City. This is especially true for an iconic center like the Pruneyard where the City seeks to have a project with long-term viability and cohesiveness. The longer-term phased approach provides for logical development within timelines that all parties understand in advance are appropriate, provides flexibility to address economic fluctuations, and preserves the unified improvement and expansion proposal approved by City for the benefit of the community.

With this in mind, the Pruneyard is proposing a phasing plan for the four phase project. Consistent with the general timeline for planned development permit, Phase 1A/1B would be initiated (i.e. permit submittal) within two years from project approval. Phase 2 and 3 would be initiated within six years of project approval and the Phase 4 would be initiated within ten years of project approval. The only exception to note with respect to this timeline is that the applicant proposes that if Phase 2 (Building R5) is not completed with Phase 3, then Phase 4 would could still move forward without approval of an extension. This approach provides the City with assurance that the applicant will diligently pursue all phases of the development.

Although the above described phasing plan is longer than the minimums contemplated in the CMC, the City has the discretion to allow such phasing under the use permit and planned development permit to ensure that the applicant has sufficient flexibility to account for unknowable market factors and to complete the project as approved by the City.

II. Use Permit Violations

The master use permit will address how violations of the permit will be handled. The Pruneyard is a large and complex center with retail, office and hotel uses under a single use permit. It is unlikely that any single violation of the master use permit will bring the entire center out of compliance with the permit. Therefore, the first step in addressing any violation should not be revocation of the use permit. Instead, the Community Development Director should provide notice to the property owner of the specific violation and give the property owner an opportunity to remedy the violation. See CMC Section 21.68.020 providing that the Community Development Director may issue a notice of noncompliance for any failure to comply with a condition of a permit, including a reasonable period for compliance. A reasonable period for compliance will vary depending upon the violation and such period should not expire while the property owner is working diligently and in good faith to remedy the violation. If at the end of the reasonable compliance period, the specific violation has not been remedied, any enforcement should focus on the specific tenant or item in violation of the use permit and not revocation of the entire permit. As identified in Chapter 21.68 any revocation or modification of the use permit requires a public hearing before the decision making body that approved the permit and specific findings prior to any action to revoke the permit.

Exhibit I

CITY OF OAKLAND

DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA, SUITE 3315 • OAKLAND, CALIFORNIA 94612-2032

Planning and Building Department
Office of the Director

(510) 238-3941
FAX (510) 238-6538
TDD (510) 238-3254

April 12, 2016

Paul Kermoyan, Director
Community Development
City of Campbell
70 N. First Street
Campbell, CA 95008

Subject: City of Oakland and Ellis Partners Development Agreement

Dear Mr. Kermoyan,

Ellis Partners was the steward of a prominent community gathering place in the City of Oakland, Jack London Square. During that fifteen-year period, they transformed the area by designing and building new, high quality buildings and public plazas. Ellis increased the vibrancy of the area by sponsoring over fifty events per year in the common areas of the square, i.e., farmers markets, summer movies, and food and crafts fairs. These events drew local and regional visitors alike.

Ellis Partners skillfully managed all operations of the common areas (maintenance, security, parking and vehicle management, events and janitorial services) throughout the 11-block area, on behalf of the property owners within the Jack London Square. The partnership between the City of Oakland and Ellis Partners was very successful – and was, in part, fostered by the creation of a 15-year Development Agreement. This DA allowed the developer to phase in new buildings to meet changing market conditions.

If the City of Campbell is considering a similar type of arrangement with Ellis Partners, I think that you would find it very beneficial.

Sincerely,

Rachel M. Flynn, AIA
Director

Exhibit J

Not Included
(administrative in nature)

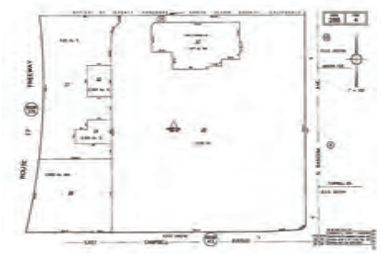
THE PRUNEYARD

1875 SOUTH BASCOM,
CAMPBELL, CA 95008

ABBREVIATIONS

AFF	ABOVE FINISHED FLOOR
ACOUS	ACOUSTICAL
ADJ	ADJUSTABLE
AL	ALIGN
ALT	ALTERNATE
AB	ANCHOR BOLT
APROV	APPROVED
ARCH	ARCHITECTURAL
AUTO	AUTOMATIC
BLDG	BUILDING
BLKG	BLOCKING
BM	BEAM
BD	BOARD
BO	BOTTOM OF
BS	BOTH SIDES
CAB	CABINET
CBC	CALIFORNIA BUILDING CODE
CI	CAST IRON
CIP	CAST IN PLACE
COL	COLUMN
CTR	CENTER
CL	CENTER LINE
CTC	CENTER TO CENTER
CER	CERAMIC
CJ	CONSTRUCTION JOINT
CL	CLEAR
CMU	CONCRETE MASONRY UNIT
CON	CONNECTION
CONT	CONTINUOUS
CP	COMPLETE PENETRATION
CS	COUNTERSUNK
CW	COLD WATER
DET	DETAIL
DEPT	DEPARTMENT
DIA	DIAMETER
DIV	DIVISION
DR	DOOR
DBL	DOUBLE
DF	DOUGLAS FIR
DN	DOWN
DS	DIAGONAL SHEATHING
DWG	DRAWING
DRWR	DRAWER
(E)	EXISTING
EA	EACH
EF	EACH FACE
EW	EACH WAY
EN	EDGE NAILING
EL	ELEVATION
ELEV	ELEVATOR
ELEC	ELECTRICAL
ENG	ENGINEER
EQ	EQUAL
EQUIP	EQUIPMENT
EX	EXHAUST
EXP	EXPEDITE
EXT	EXTERIOR
FAB	FABRICATE
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FOS	FACE OF STUD
FOW	FACE OF WALL
FIN	FINISH
FF	FINISHED FLOOR
FE	FIRE EXTINGUISHER
FA	FIRE ALARM
FLR	FLOOR
FLUOR	FLUORESCENT
FL	FLUSH
FOUND	FOUNDATION
FTNG	FOOTING
FR	FRAMING
FUR	FURRING
GA	GAUGE
GALV	GALVANIZED, GALVANIZING
GL	GLASS, GLAZING
GLULAM	GLUE LAMINATED BEAM
GYP BD	GYPSUM BOARD
HVAC	HEATING VENTILATION & AIR CONDITIONING
HSR	HIGH STRENGTH RODS
HSB	HIGH STRENGTH BOLT
HT	HEIGHT
HD	HOLD DOWN
HORIZ	HORIZONTAL
HW	HOT WATER
INC	INCLUDING, INCLUDED
INFO	INFORMATION
INT	INTERIOR
JH	JOIST HANGER
JT	JOINT
LAM	LAMINATE
LH	LEFT HAND
LHR	LEFT HAND REVERSE
LT	LIGHT
LTW	LIGHT WEIGHT
L	LONG, LENGTH
MB	MACHINE BOLTS
MAINT	MAINTENANCE
MAX	MAXIMUM
MECH	MECHANICAL
MANF	MANUFACTURER
MTL	METAL
MEZZ	MEZZANINE
MIN	MINIMUM
MISC	MISCELLANEOUS
MTD	MOUNTED
MUL	MULLION
(N)	NEW
NEG	NEGATIVE
NOM	NOMINAL
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
NO	NUMBER
OC	ON CENTER
OD	OUTSIDE DIAMETER
OP	OPENING
OPP	OPPOSITE
ORIG	ORIGINAL
PART	PARTITION
PP	PARTIAL PENETRATION
PAF	POWDER ACTUATED FASTENER
PLAM	PLASTIC LAMINATE
PL	PLATE
PN	PLATE NAILING
PLYWD	PLYWOOD
PT	POINT
LB	POUND
PRES	PRESSURE
QUAL	QUALITY
QUAN	QUANTITY
PT	PRESSURE/ PRESERVATIVE TREATED
PS	PRESTRESSED
PART	PARTITION
RAD	RADIUS
RWL	RAIN WATER LEADER
RECPT	RECEPTACLE
REF	REFERENCE
REIN	REINFORCEMENT,REINFORCED
REQ	REQUIRED
RDWD	REDWOOD
RH	RIGHT HAND
RHR	RIGHT HAND REVERSE
RM	ROOM
RND	ROUND
RO	ROUGH OPENING
REV	REVISION
SS	SANITARY SEWER
SAD	SEE ARCHITECTURAL DRAWINGS
SCD	SEE CONSULTANT DRAWINGS
SED	SEE ELECTRICAL DRAWINGS
SKD	SEE KITCHEN CONSULTANT DRAWINGS
SSD	SEE STRUCTURAL DRAWINGS
SLD	SEE LANDSCAPE DRAWINGS
SMD	SEE MECHANICAL DRAWINGS
SFMD	SEE FINISH CARPENTRY DRAWINGS
SPD	SEE PLUMBING DRAWINGS
SJ	SEISMIC JOINT
SCHED	SCHEDULE, SCHEDULE
SECT	SECTION
SHT	SHEET
SM	SHEET METAL
SIM	SIMILAR
SP	SPACE
SPEC	SPECIFICATION
SQ	SQUARE
SQFT	SQUARE FOOT
ST	STRAP TIE
STAG	STAGGERED
SSTL	STAINLESS STEEL
STAND	STANDARD
STL	STEEL
STOR	STORAGE
STRUCT	STRUCTURAL
SUS	SUSPENDED
SYM	SYMMETRICAL
SYS	SYSTEM
TEMP	TEMPERED
TH	THICKNESS
THR	THREADED
TD	TIE DOWN
T&B	TOP AND BOTTOM
T&G	TONGUE AND GROOVE
TOC	TOP OF CONCRETE
TOF	TOP OF FINISH
TOP	TOP OF PLATE
TOS	TOP OF STEEL
TOW	TOP OF WALL
TN	TRUE NORTH
TYP	TYPICAL
UL	UNDER WRITERS LABORATORY
UON	UNLESS OTHERWISE NOTED
UTIL	UTILITY, UTILITIES
VERT	VERTICAL
VIF	VERIFY IN FIELD
VER	VERIFY
VEST	VESTIBULE
WC	WATER CLOSET
WH	WATER HEATER
W/	WITH
W/O	WITH OUT
WD	WOOD
YD	YARD

PARCEL MAP



CODE ANALYSIS

ADDRESS: 1875, 1901,1995 & 1999 S.BASCOM AVE., CAMPBELL CA (THE PRUNEYARD)

APNs:
288-04-025 (1875 S.BASCOM AVENUE)
288-04-017 (1995 S.BASCOM AVENUE)
288-04-011 (1901 S.BASCOM AVENUE)
288-04-012
288-04-014
288-04-026 (1999 S.BASCOM AVENUE)

GENERAL PLAN DESIGNATION: GENERAL COMMERCIAL

CURRENT ZONING: GENERAL COMMERCIAL(C-2) AND GENERAL COMMERCIAL OVERLAY (C-2-O)

PROPOSED ZONING: PLANNED DEVELOPMENT (PD)

SEE SHEET A1.18 FOR COMPLETE ZONING DATA

GRAPHIC SYMBOLS

DETAIL REFERENCE
DRAWING NUMBER
SHEET NUMBER

DETAIL SECTION REFERENCE
DRAWING NUMBER
SHEET NUMBER

BUILDING SECTION REFERENCE
DRAWING NUMBER
SHEET NUMBER

EXTERIOR ELEVATION REFERENCE
DRAWING NUMBER
SHEET NUMBER

INTERIOR ELEVATION REVERENCE
DRAWING NUMBER
SHEET NUMBER

ELEVATION DATUM

PROJECT DIRECTORY

OWNER: CFEP PRUNEYARD, LLC
111 Sutter Street, Suite 800
San Francisco, CA 94104
DEAN RUBINSON
(415) 391-9800
dean@ellispartners.com

ARCHITECT: LOWNEY ARCHITECTURE
360 17th STREET, SUITE 200
OAKLAND, CA 94612
ATTN: SAM MCGEEHAN
510.836.5400
510.836.5454 (FAX)
sam@lowneyarch.com

LANDSCAPE ARCHITECT: PGA DESIGN
444 17th STREET
OAKLAND, CA 94612
COLLIN JONES
(510) 465-1284
(510) 465-1256
jones@pgadesign.com

CIVIL ENGINEER: HMH
1570 OAKLAND RD.
SAN JOSE, CA 95131
RAYMOND T. HASHIMOTO
(408) 487-2200
(408) 487-2222
HMH@HMHca.com

SIGNAGE CONSULTANT: GNU GROUP
3445 MT DIABLO BLVD.
LAFAYETTE, CA 95459
DICKSON A. KEYSER
(925) 444-2073
dkeyser@gnugroup.com

TRAFFIC CONSULTANT: FEHR & PEERS
160 W. SANTA CLARA STREET
SUITE 675
SAN JOSE, CA 95113
SARA PETERS
(408) 849-4849

PROJECT DESCRIPTION

THE PRUNEYARD PROJECT CONSISTS OF THE RENOVATION OF THE EXISTING SHOPPING CENTER, RECONFIGURATION OF INTERNAL STREETS, THE ADDITION OF NEW BUILDINGS AND PARKING STRUCTURES, THE CREATION OF A MASTER SIGN PROGRAM, AND THE CREATION OF NEW PARCELS. PLEASE REFERENCE THE MEMO WRITTEN BY DEAN RUBINSON, WHICH IS INCLUDED WITH THIS SUBMITTAL FOR A DETAILED DESCRIPTION OF THE PROJECT.

PROJECT LOCATION

PROJECT LOCATION

DRAWING LIST (CONTINUED)

C9.0	TRUCK ACCESS EXHIBIT
C9.1	FIRE TRUCK ACCESS DETAIL
TM-1	VESTING TENTATIVE PARCEL MAP
TM-2	CROSS SECTIONS
LANDSCAPE	
L1.0	LANDSCAPE PLAN
L2.0	TREE REMOVAL & PRESERVATION PLAN
L2.1	EXISTING TREE INVENTORY
L2.2	EXISTING TREE INVENTORY
L3.0A	LANDSCAPE ENLARGEMENT PLAN ALT 1
L3.0B	LANDSCAPE ENLARGEMENT PLAN ALT 2
L3.1	LANDSCAPE ENLARGEMENT PLAN
L3.2	LANDSCAPE ENLARGEMENT PLAN
L4.0	PLANT MATERIALS

DRAWING LIST

ARCHITECTURAL	
G0.1	COVER SHEET
ARCHITECTURAL	
A1.0	SITE PLANS COVER
A1.1	SITE PLAN
A1.2	SITE PLAN ALT. R3 FITNESS & OFFICE ALT
A1.3	EXISTING VEHICULAR CIRCULATION
A1.4	PROPOSED VEHICULAR CIRCULATION
A1.5	PEDESTRIAN/ BIKE CIRCULATION
A1.6	ENLARGED WEST PLAZA PLAN, NORTHERN
A1.7	ENLARGED PLAN R3 FITNESS ALTERNATIVE
A1.7a	ENLARGED GARAGE PLAN
A1.7b	ENLARGED GARAGE PHOTOMETRICS
A1.7c	G1 ADDITIONAL FLOOR PLANS
A1.8	ENLARGED WEST PLAZA PLAN, SOUTHERN
A1.9	ENLARGED PRUNEYARD PLAZA PLAN
A1.10	ENLARGED PLAN AT BUILDING R5
A1.11	ENLARGED PLAN AT BANK OF AMERICA
A1.12	ENLARGED PLAN AT OFFICE
A1.12a	INTERIM DEDICATION PLAN
A1.13	ENLARGED PLAN AT ALT. OFFICE
A1.14	PHASING PLAN
A1.15	CONCEPTUAL PARCEL MAP
A1.16	COMMON AREA DIAGRAM
A1.17	SITE PLAN CONSTRUCTION STAGING PLAN
A1.18	PROJECT DATA SHEET
A2.0	PERSPECTIVES OF PLAZAS
A2.1	PERSPECTIVE KEY PLAN
A2.2	AERIAL PERSPECTIVE OF PRUNEYARD PLAZA
A2.3	PERSPECTIVE OF PRUNEYARD PLAZA FROM DECK
A2.4	AERIAL PERSPECTIVE OF WEST PLAZA
A2.5	R2 RETAIL BUILDING & WEST PLAZA
A3.0	PROPOSED REATAIL BUILDINGS & PARKING GARAGE EXPANSION
A3.1	PROMENADE BETWEEN R1 & R2 RETAIL BUILDINGS
A3.2	R1 & R2 RETAIL BUILDINGS
A3.3	R3 BUILDING & 3-LEVEL GARAGE
A3.4	R3 FITNESS & 5-LEVEL GARAGE EXPANSION
A3.5	R3 BUILDING & 3-LEVEL GARAGE
A3.6	R3 FITNESS & 5-LEVEL GARAGE EXPANSION
A3.7	R4 RETAIL BUILDING IN PRUNEYARD PLAZA
A3.8	R4 RETAIL BUILDING FROM BASCOM AVE. ENTRY
A3.9	R5 RETAIL BUILDING AT SOUTHWEST CORNER
A3.10	R5 RETAIL BUILDING FROM NORTHEAST CORNER
A4.0	PROPOSED OFFICE BUILDING
A4.1	OFFICE BLDG. OPT. 1 PERSPECTIVE FROM PORTALS PROJECT
A4.2	OFFICE BLDG. OPT. 1 PERSPECTIVE TO PORTALS PROJECT
A4.3	OFFICE BLDG. OPT. 1 & PORTALS PLAZA PERSPECTIVE
A4.4	OFFICE BLDG. OPT. 1 LOOKING WEST ON CAMPBELL
A4.5	OFFICE BLDG. OPT. 2 PERSPECTIVE FROM PORTALS PROJECT
A4.6	OFFICE BLDG. OPT. 1 PERSPECTIVE TO PORTALS PROJECT
A4.7	OFFICE BLDG. OPT. 2 & PORTALS PLAZA PERSPECTIVE
A4.8	OFFICE BLDG. OPT. 2 LOOKING WEST ON CAMPBELL
A5.0	RETAIL RENOVATIONS - BEFORE & AFTER
A5.1	PALISADE BUILDERS RENOVATIONS
A5.2	BOULANGER RENOVATIONS
A5.3	NOT USED
A5.4	SUGAR, BUTTER, FLOUR RENOVATIONS
A5.5	CINEMA PLAZA RENOVATIONS
A5.6	TOGO'S RENOVATIONS
A5.7	SPORTS BASEMENT RENOVATIONS
A5.8	BANK OF AMERICA RENOVATIONS
A5.9	MISCELLANOUS RENOVATIONS
A5.10	MISCELLANOUS RENOVATIONS
A5.11	MISCELLANOUS RENOVATIONS
A5.12	TRELLIS & ARCADE REMOVAL
A5.13	TRELLIS & ARCADE REMOVAL
A5.14	TYPICAL TRELLIS DETAILS
A5.15	TRASH ENCLOSURES
A5.16	PRUNEYARD PLAZA EVENT PLAN
A6.0	PAINTING SCHEME
A6.1	R1 EXTERIOR ELEVATIONS
A6.2	R2 EXTERIOR ELEVATIONS
A6.3	R3 EXTERIOR ELEVATIONS
A6.3a	FITNESS GARAGE EXTERIOR ELEVATIONS
A6.3b	NO FITNESS GARAGE EXTERIOR ELEVATIONS
A6.3c	R3 SECOND FLOOR PLANS
A6.4a	R3 ENLARGED EXTERIOR ELEVATIONS
A6.5	R4 EXTERIOR ELEVATIONS
A6.6	R5 EXTERIOR ELEVATIONS
A6.7a	OFFICE EXTERIOR ELEVATIONS & SECTION- OPT. 1
A6.7b	OFFICE EXTERIOR ELEVATIONS - OPTION 1
A6.7c	ENLARGED OFFICE PLAN AND PARKING STRUCTURE LEVEL 1
A6.7d	ENLARGED OFFICE LEVEL 2 PLAN & UNDERGROUND PARKING LEVEL 2 PLAN
A6.8a	OFFICE EXTERIOR ELEVATION - OPTION 2
A6.8b	OFFICE EXTERIOR ELEVATION - OPTION 2
A6.8c	ENLARGED PLANS AT ALT. OFFICE
A6.9	SUGAR, BUTTER, FLOUR EXTERIOR ELEVATIONS
A6.10a	MAIN PLAZA ELEVATIONS
A6.10b	MAIN PLAZA ELEVATIONS
A6.11a	MAIN PLAZA ELEVATIONS
A6.11b	MAIN PLAZA ELEVATIONS
A7.0	MATERIAL PALETTE
A7.1	OFFICE MATERIAL PALETTE
A7.2	EXISTING INFILL STOREFRONT GUIDELINES
A7.3	NEW STOREFRONT GUIDELINES
CIVIL	
C1.0	CONCEPTUAL UTILITY PLAN
C2.0	CONCEPTUAL GRADING AND DRAINAGE PLAN
C3.0	CONCEPTUAL GRADING & DRAINAGE PLAN
C4.0	CONCEPTUAL GRADING & DRAINAGE PLAN
C5.0	CONCEPTUAL GRADING & DRAINAGE PLAN
C6.0	CONCEPTUAL STORMWATER CONTROL PLAN
C7.0	CONCEPTUAL STORMWATER CONTROL PLAN
C8.0	PEDESTRIAN ACCESSIBLE PATH EXHIBIT
C8.1	SITE DETAILS

lowney arch
tel 510.836.5400 lowneyarch.com

PROJECT NAME
The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE: COVER SHEET

SHEET NUMBER
G0.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/27/2016 4:26:46 PM

SITE PLANS

The Pruneyard Master Site Plan illustrates the proposed buildings to be added to the site: five retail buildings, an office building and expansion to the existing parking garage. The goals of these additional retail and parking structures are to bridge the gap between the existing retail and office buildings and to draw structured parking resources closer to the retail center. The office building would add to the vitality and mixed-use nature of The Pruneyard.

Improved circulation for vehicles, pedestrians and bicycles is also a primary goal of the master plan. The pedestrian linkages between buildings and to the surrounding community are among the most important improvements included in the plan.

4/19/2016 5:04:26 PM

lowney arch
tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

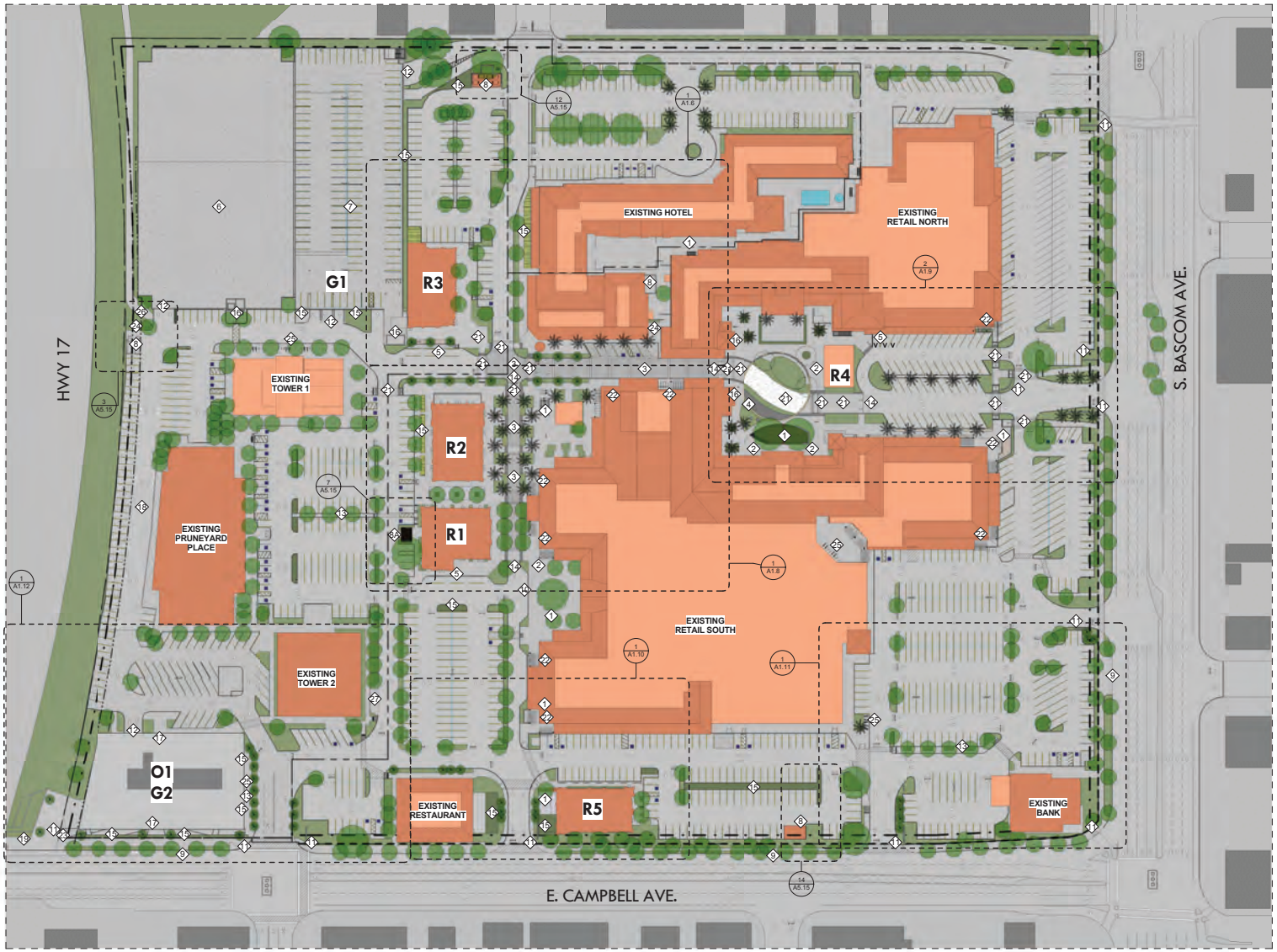
PROJECT NUMBER: 14-051

SHEET TITLE:

SITE PLANS COVER

SHEET NUMBER A1.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



1 SITE PLAN
1" = 60'-0"

4/26/2016 3:30:48 PM

SHEET NOTES

SEE FEHR & PEERS MEMO FOR DETAILED PARKING ANALYSIS

LEGEND

- PROPERTY LINE
- SETBACK LINE
- STORM EASEMENT LINE
- PARCEL LINE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC

KEY NOTES

1. NEW SEATING AREA
2. NEW OUTDOOR DINING AREA
3. NEW STAMPED ASPHALT PAVING
4. CHILDREN'S PLAY AREA
5. VALET DROP OFF AREA / OFF PEAK LOADING
6. EXISTING 4 LEVEL PARKING GARAGE, 750 SPACES
7. NEW PARKING GARAGE
8. (E) TRASH ENCLOSURE
9. NEW TRASH ENCLOSURE
10. BUS STOP
11. DROP OFF AREA
12. NEW SIGNAGE, SEE SIGNAGE PACKAGE
13. PARKING GARAGE ENTRY/EXIT
14. NEW PEDESTRIAN CIRCULATION
15. SPEED TABLE, RAMP UP
16. LANDSCAPE WATER TREATMENT AREA
17. PUBLIC ELEVATORS
18. OFFICE ENTRY LOBBY
19. NEW BIKE LANE
20. NEW PORTALS PROJECT
21. NEW STRIPING TO ACOMMODATE LEFT TURN
22. STAMPED CONCRETE
23. ARCADE REMOVAL / TRELLIS CREATION
24. PUBLIC ART IN NEW PLAZA
25. ENCLOSURE SCREENING
26. BIKE CORRAL
27. IMPROVED BIKE TRAIL ACCESS & MARKERS
28. OFFICE LOADING ZONE

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

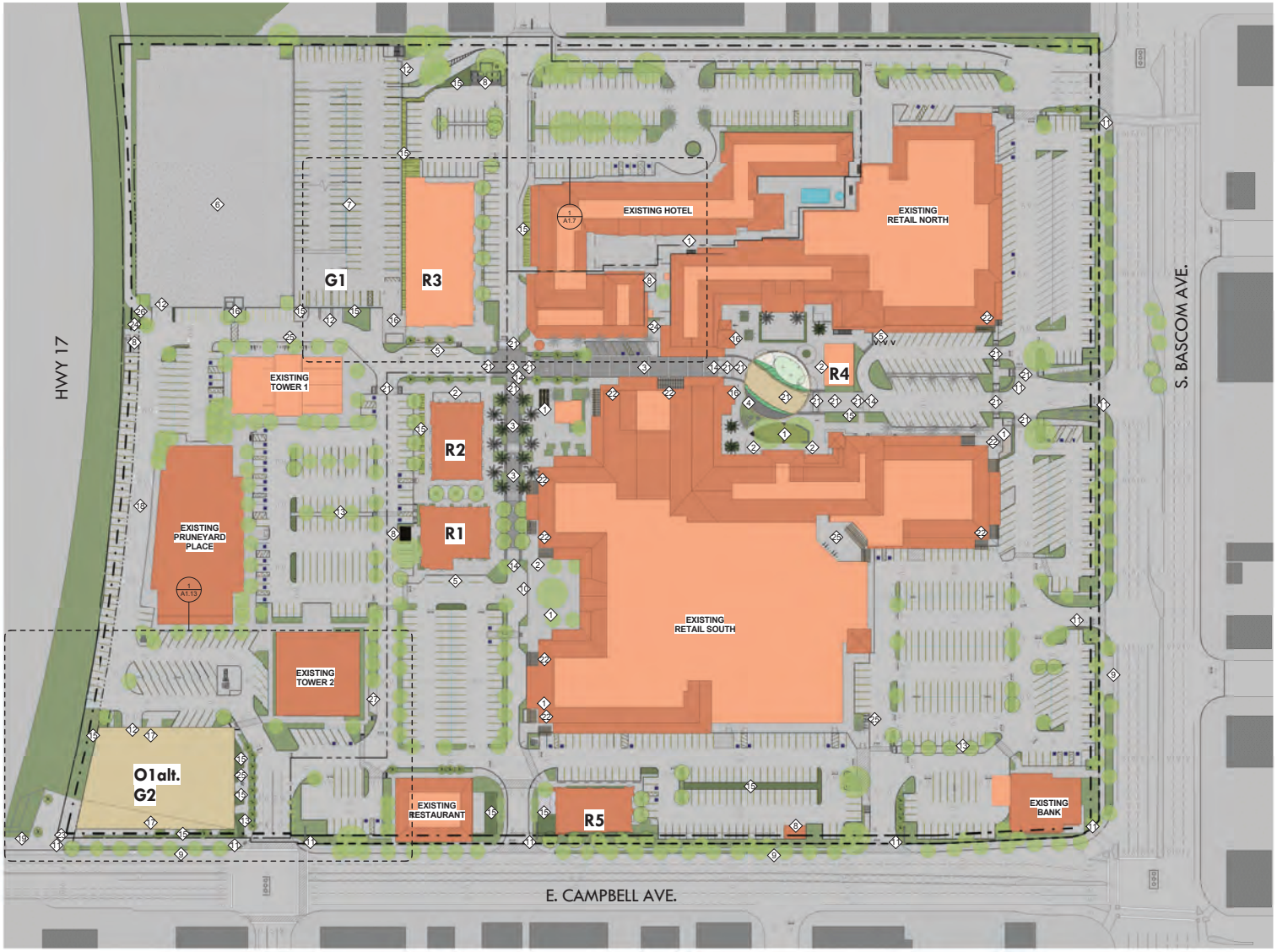
SHEET TITLE:

SITE PLAN

SHEET NUMBER

A1.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



1 SITE PLAN ALT. R3 FITNESS & OFFICE ALT.
1" = 60'-0"

SHEET NOTES

SEE FEHR & PEERS MEMO FOR DETAILED PARKING ANALYSIS.

OPTIONAL POOL ON R3 SHOWN PENDING TENANT DIRECTION.

LEGEND

- PROPERTY LINE
- SETBACK LINE
- STORM EASEMENT LINE
- PARCEL LINE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC

KEY NOTES

1. NEW SEATING AREA
2. NEW OUTDOOR DINING AREA
3. NEW STAMPED ASPHALT PAVING
4. CHILDREN'S PLAY AREA
5. VALET DROP OFF AREA / OFF PEAK LOADING
6. EXISTING 4 LEVEL PARKING GARAGE, 750 SPACES
7. NEW PARKING GARAGE
8. TRASH ENCLOSURE
9. BUS STOP
10. DROP OFF AREA
11. NEW SIGNAGE, SEE SIGNAGE PACKAGE
12. PARKING GARAGE ENTRY/EXIT
13. NEW PEDESTRIAN CIRCULATION
14. SPEED TABLE, RAMP UP
15. LANDSCAPE WATER TREATMENT AREA
16. PUBLIC ELEVATORS
17. OFFICE ENTRY LOBBY
18. NEW BIKE LANE
19. NEW PORTALS PROJECT
20. NEW STRIPING TO ACOMMODATE LEFT TURN
21. STAMPED CONCRETE
22. ARCADE REMOVAL / TRELLIS CREATION
23. PUBLIC ART IN NEW PLAZA
24. ENCLOSURE SCREENING
25. BIKE CORRAL
26. IMPROVED BIKE TRAIL ACCESS & MARKERS
27. OFFICE LOADING ZONE

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

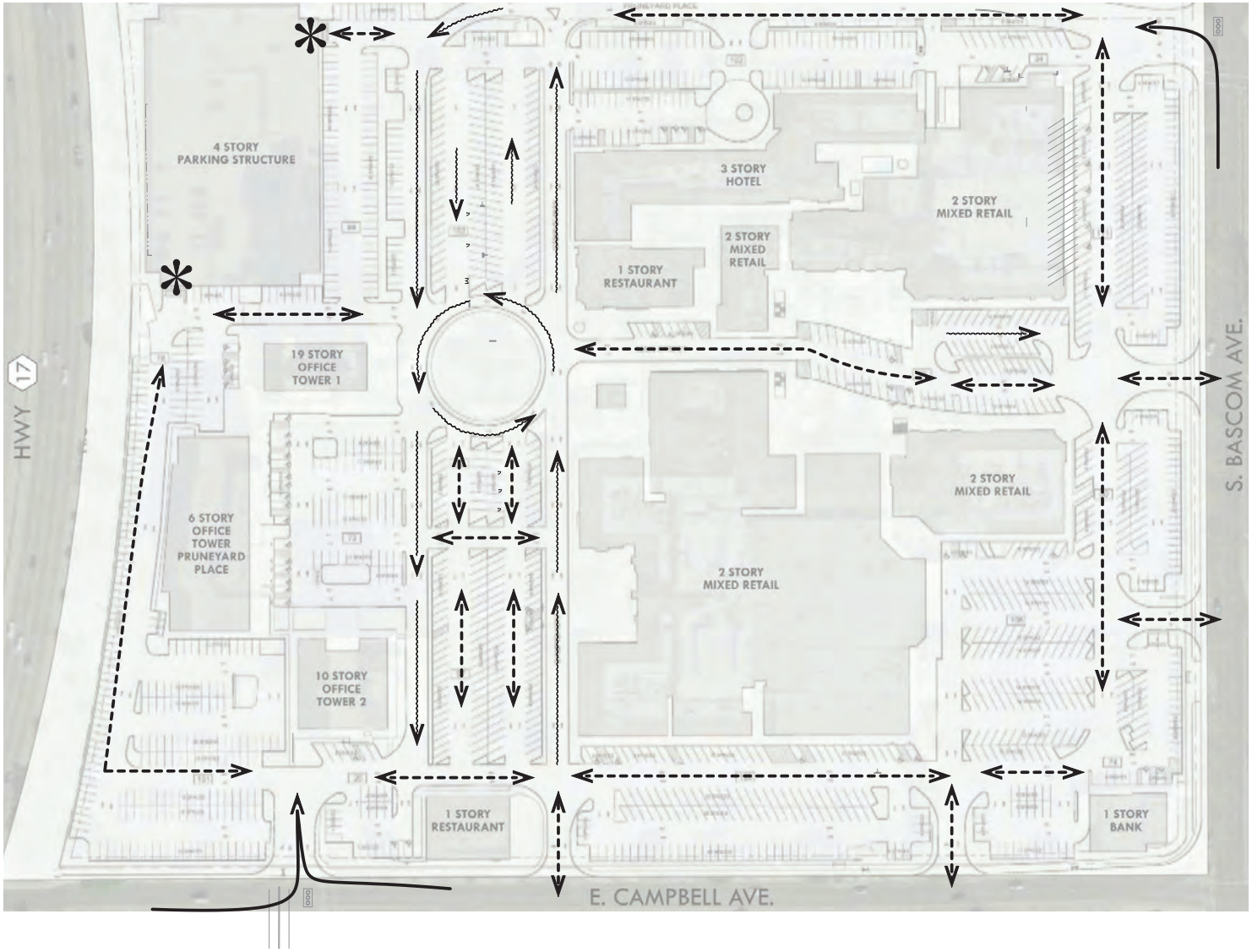
SITE PLAN ALT. R3 FITNESS & OFFICE ALT

SHEET NUMBER

A1.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/26/2016 3:32:00 PM



LEGEND

- SIGNALED INTERSECTIONS
- TWO-WAY TRAFFIC,
- ONE WAY TRAFFIC
- TRAFFIC SIGNAL
- PARKING GARAGE ENTRANCES AND EXITS

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

4/21/2016 3:35:39 PM

lowney arch

tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

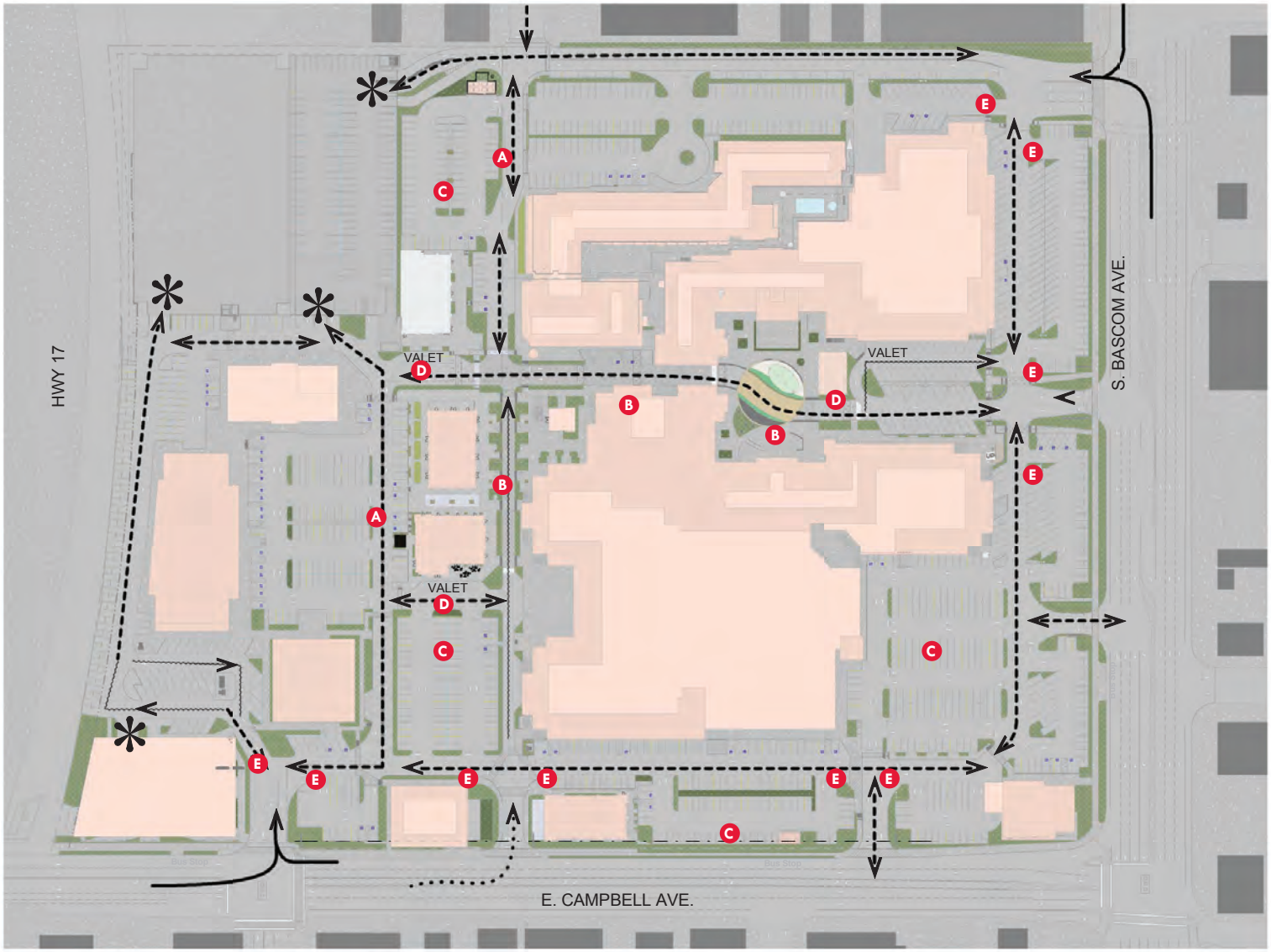
SHEET TITLE:

EXISTING VEHICULAR CIRCULATION

SHEET NUMBER

A1.3

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



NEW CIRCULATION NOTES

- **A** NEW TWO WAY ROAD
- **B** PEDESTRIAN PRIORITY AREA, ZERO CURB ZONE
- **C** RECONFIGURE PARKING TO 90 DEGREE STALLS
- **D** VALET DROP OFF LOCATION
- **E** NEW STOP SIGNS FOR TRAFFIC CLARITY

LEGEND

- SIGNALED INTERSECTIONS
- TWO-WAY TRAFFIC, PRIMARY PATHS OF TRAVEL
- ONE WAY TRAFFIC, SECONDARY PATHS OF TRAVEL
- PARKING GARAGE ENTRANCES AND EXITS
- VALET — NEW VALET DROP OFF POINT
- TRAFFIC SIGNAL

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

4/21/2016 3:36:03 PM

lowney arch

510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

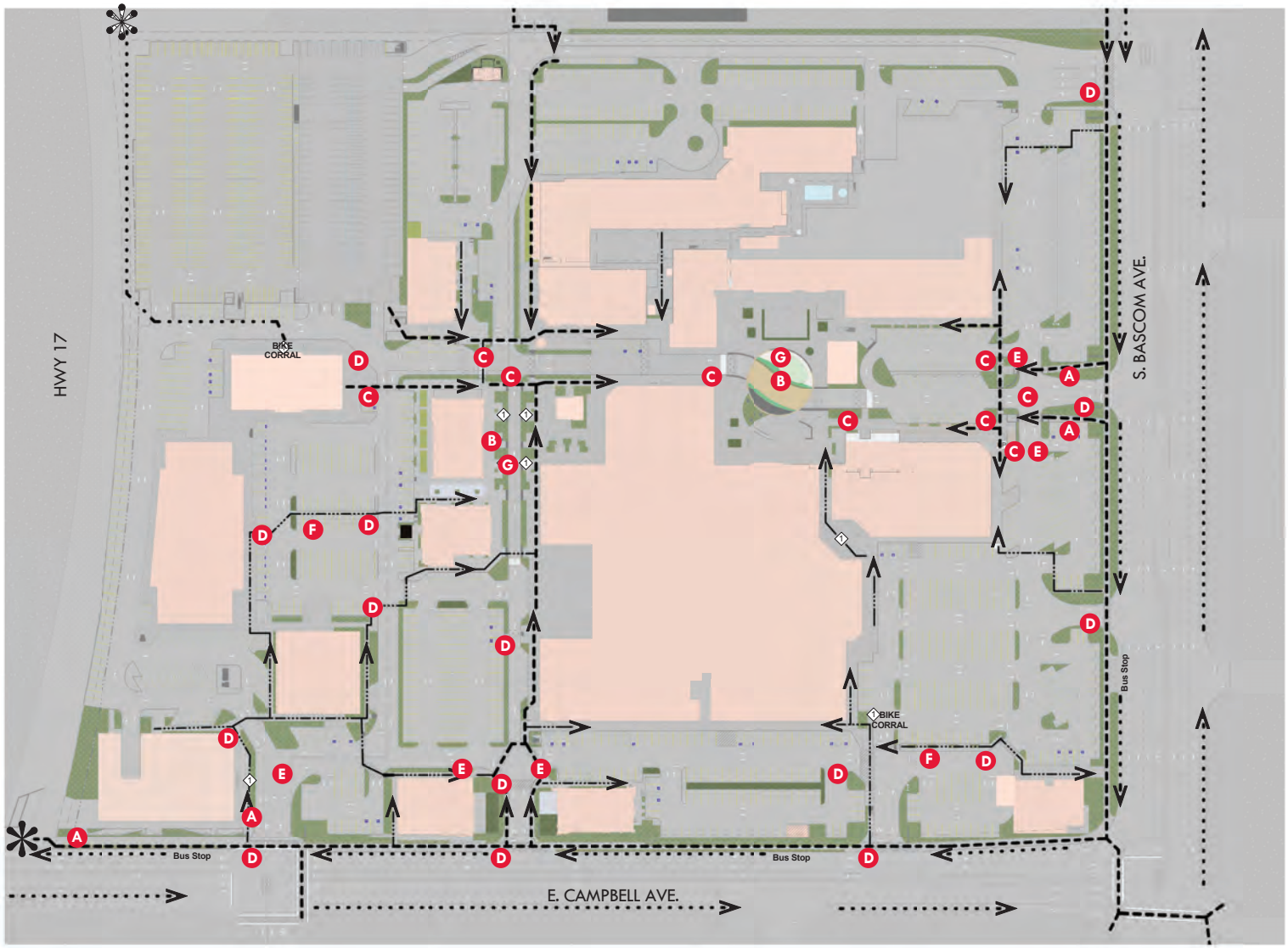
SHEET TITLE:

PROPOSED VEHICULAR CIRCULATION

SHEET NUMBER

A1.4

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



NEW CIRCULATION NOTES

- **A** NEW PROJECT ENTRY SIDEWALKS
- **B** PEDESTRIAN PRIORITY AREA, ZERO CURB ZONE
- **C** NEW CONCRETE & PAVER CROSSWALK
- **D** NEW PAINTED CROSSWALK
- **E** NEW STOP SIGNS FOR PEDESTRIAN SAFETY
- **F** NEW INTERIOR CIRCULATION SIDEWALK
- **G** NEW BICYCLE PARKING
- **H** NEW BICYCLE ROUTE

LEGEND

- PRIMARY PEDESTRIAN CIRCULATION PATH
- SECONARY PEDESTRIAN CIRCULATION PATH
- BICYCLE ROUTE
- PORTALS PROJECT CONNECTION
- LOS GATOS CREEK TRAIL CONNECTION
- BIKE PARKING

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

lowney arch

ph.510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

PEDESTRIAN/ BIKE CIRCULATION

SHEET NUMBER

A1.5

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

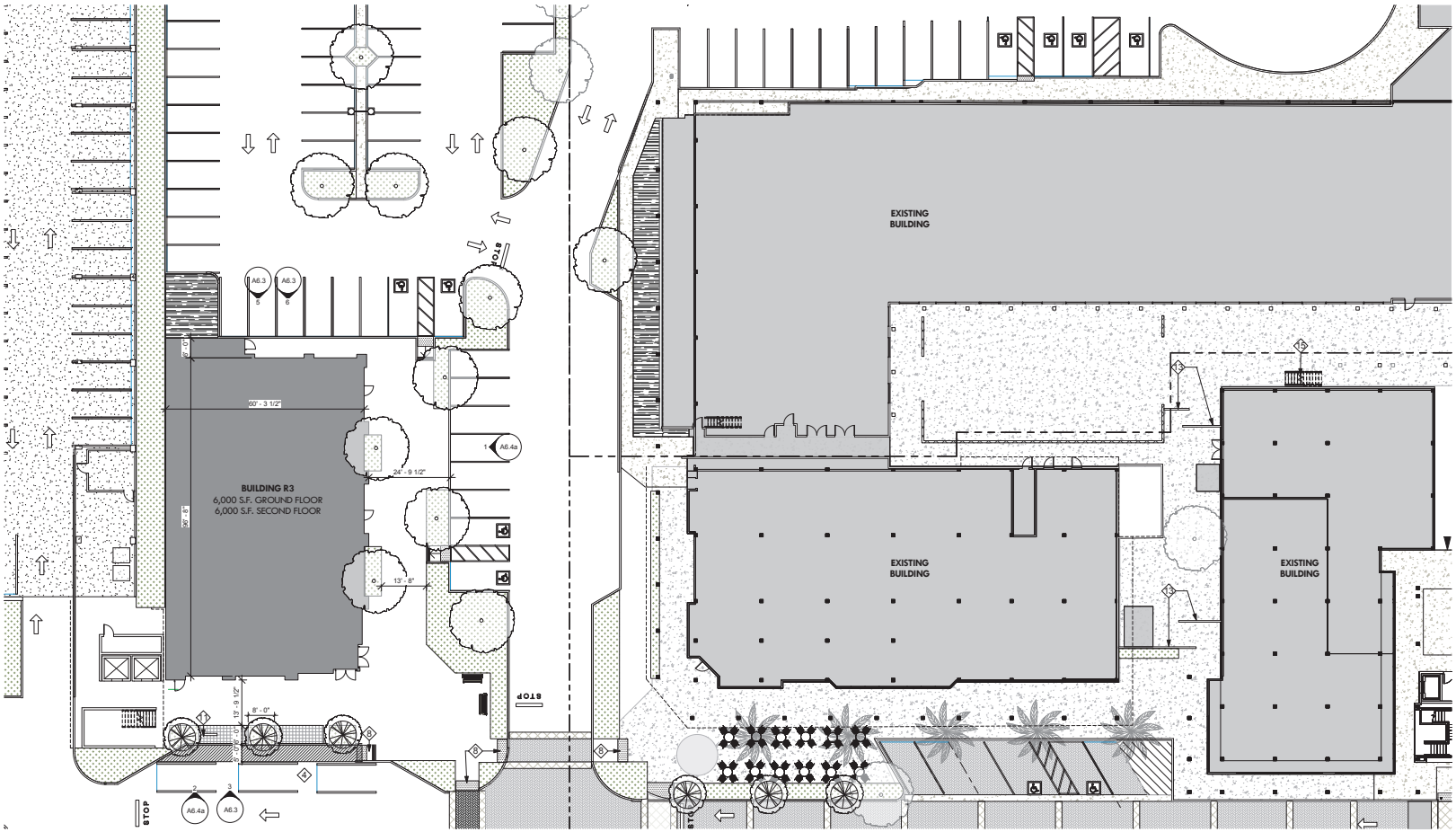
4/26/2016 3:32:25 PM

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PARCEL LINE
- LINE OF STRUCTURE ABOVE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- WATER TREATMENT AREA
- LANDSCAPE AREA
- STAMPED ASPHALT
- PAVERS A
- PAVERS B
- CONCRETE
- PAINTED CROSSWALK
- INTEGRAL COLORED CONCRETE
- NEW TRELLIS
- SEATING
- NEW BIKE PARKING
- BENCH
- NEW TREES
- EXISTING TREES

KEY NOTES

1. OUTDOOR SEATING AREA
2. TRELLIS
3. TRASH ENCLOSURE
4. VALET DROP OFF
5. RAISED SEATING
6. BOLLARD
7. RAMP UP
8. DETECTABLE TILE
9. ABC BARRIER
10. STONE WALL
11. SIGNAGE, SEE SIGNAGE PACKAGE
12. TRANSFORMER ENCLOSURE
13. SCREEN FENCE
14. SEAT WALL
15. NEW STAIR
16. BIKE LANE
17. BIKE CORRAL
18. BUILDING ENTRANCE
19. PORTAL
20. BUS STOP
21. SCULPTURE ELEMENT
22. SUBJECT TO CALTRANS REVIEW & APPROVAL
23. PARKING SPACE OVERHANG



1 ENLARGED WEST PLAZA PLAN, NORTHERN PART
1/16" = 1'-0"

4/22/2016 11:18:09 AM

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME
The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051

SHEET TITLE:
ENLARGED WEST PLAZA PLAN, NORTHERN

SHEET NUMBER
A1.6

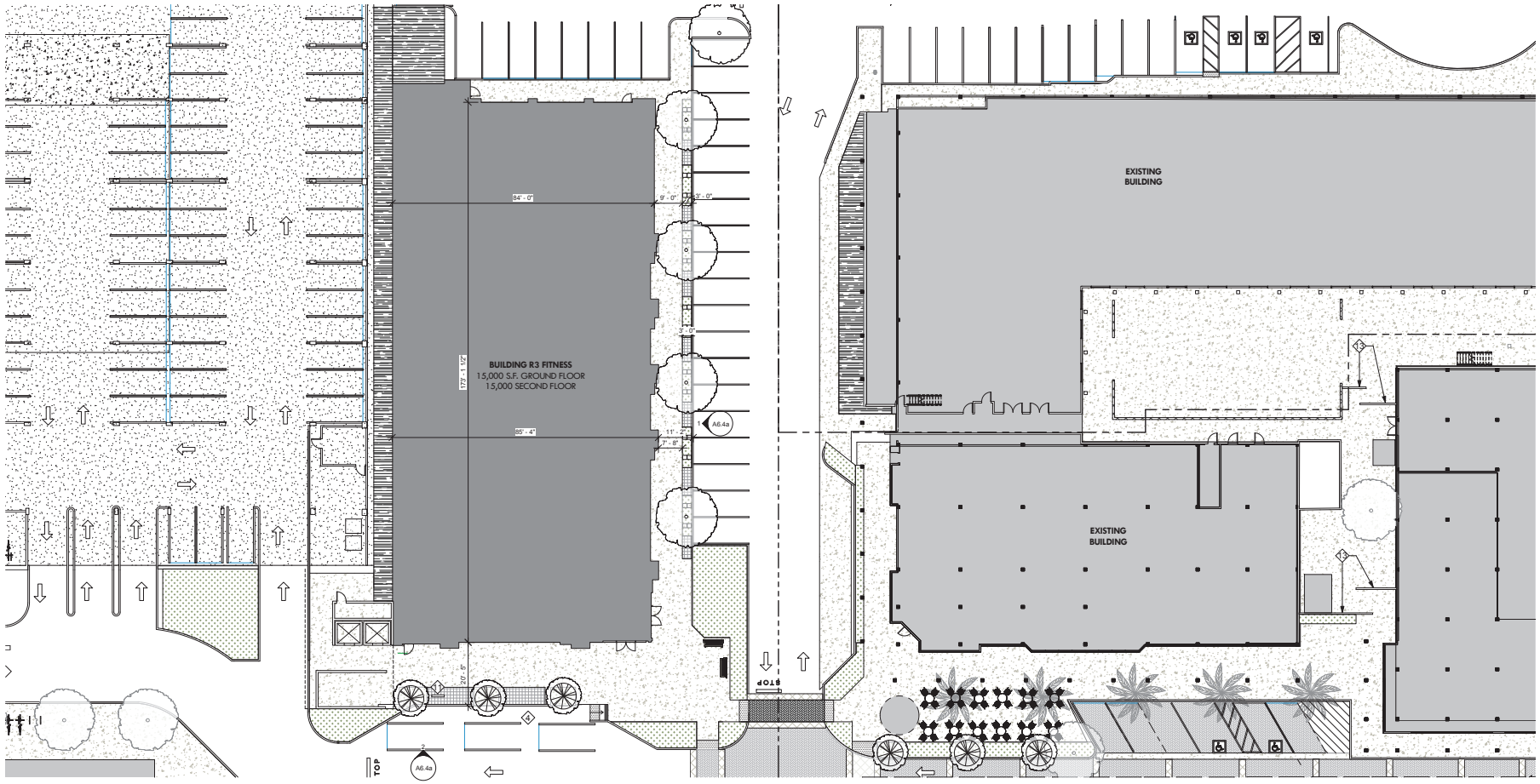
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PARCEL LINE
- LINE OF STRUCTURE ABOVE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- WATER TREATMENT AREA
- LANDSCAPE AREA
- STAMPED ASPHALT
- PAVERS A
- PAVERS B
- CONCRETE
- PAINTED CROSSWALK
- INTEGRAL COLORED CONCRETE
- NEW TRELLIS
- SEATING
- NEW BIKE PARKING
- BENCH
- NEW TREES
- EXISTING TREES

KEY NOTES

1. OUTDOOR SEATING AREA
2. TRELLIS
3. TRASH ENCLOSURE
4. VALET DROP OFF
5. RAISED SEATING
6. BOLLARD
7. RAMP UP
8. DETECTABLE TILE
9. ABC BARRIER
10. STONE WALL
11. SIGNAGE, SEE SIGNAGE PACKAGE
12. TRANSFORMER ENCLOSURE
13. SCREEN FENCE
14. SEAT WALL
15. NEW STAIR
16. BIKE LANE
17. BIKE CORRAL
18. BUILDING ENTRANCE
19. PORTAL
20. BUS STOP
21. SCULPTURE ELEMENT
22. SUBJECT TO CALTRANS REVIEW & APPROVAL
23. PARKING SPACE OVERHANG



1 ENLARGED PLAN R3 FITNESS
1/16" = 1'-0"

4/27/2016 4:57:01 PM

lowney arch
ph. 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

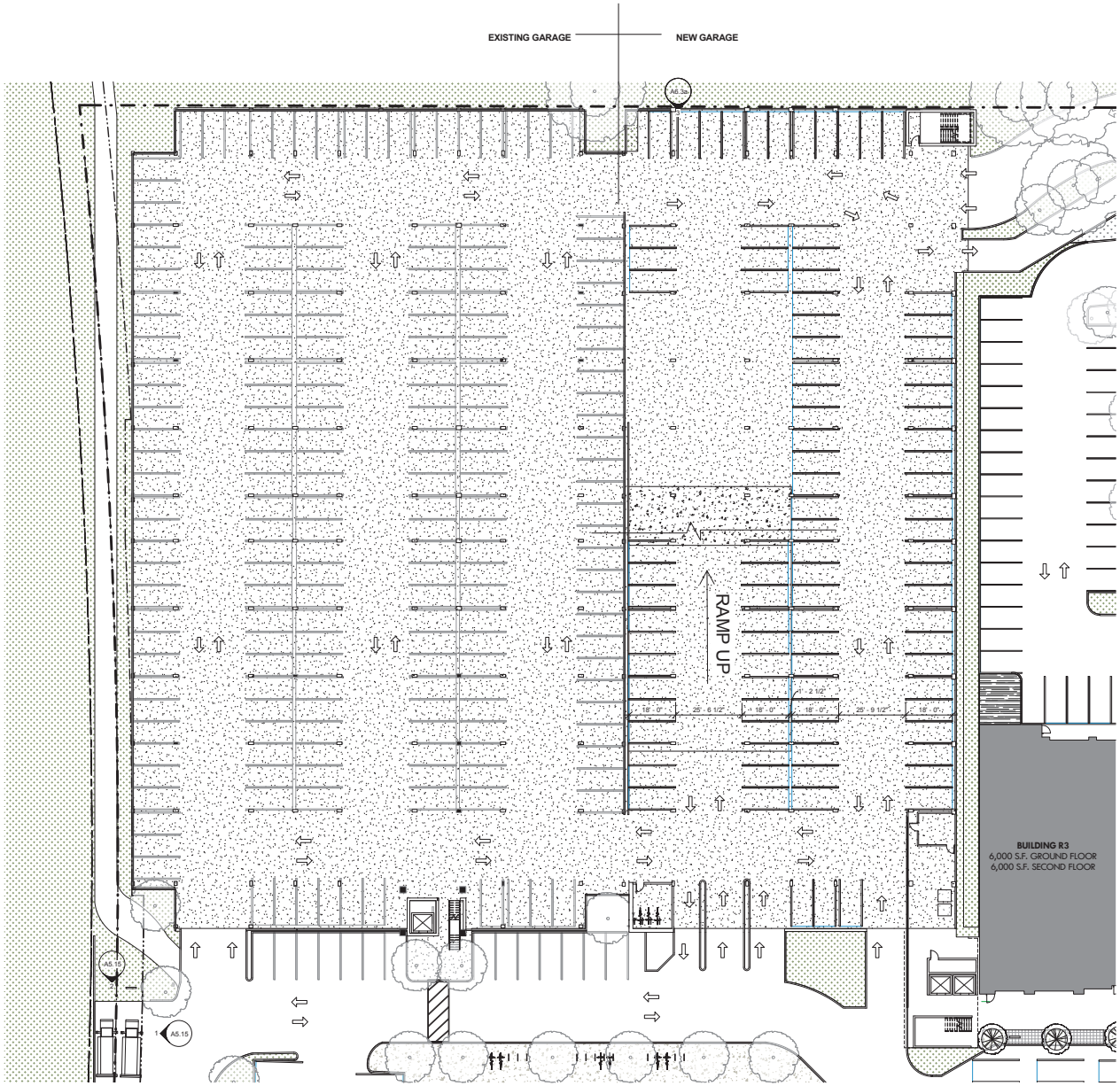
SHEET TITLE:

ENLARGED PLAN
R3 FITNESS
ALTERNATIVE

SHEET NUMBER

A1.7

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



1 ENLARGED GARAGE PLAN
1" = 20'-0"

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PARCEL LINE
- LINE OF STRUCTURE ABOVE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- NEW TRELLIS
- SEATING
- NEW BIKE PARKING
- BENCH
- NEW TREES
- EXISTING TREES
- WATER TREATMENT AREA
- LANDSCAPE AREA
- STAMPED ASPHALT
- PAVERS A
- PAVERS B
- CONCRETE
- PAINTED CROSSWALK
- INTEGRAL COLORED CONCRETE

KEY NOTES

1. OUTDOOR SEATING AREA
2. TRELLIS
3. TRASH ENCLOSURE
4. VALET DROP OFF
5. RAISED SEATING
6. BOLLARD
7. RAMP UP
8. DETECTABLE TILE
9. ABC BARRIER
10. STONE WALL
11. SIGNAGE, SEE SIGNAGE PACKAGE
12. TRANSFORMER ENCLOSURE
13. SCREEN FENCE
14. SEAT WALL
15. NEW STAIR
16. BIKE LANE
17. BIKE CORRAL
18. BUILDING ENTRANCE
19. PORTAL
20. BUS STOP
21. SCULPTURE ELEMENT
22. SUBJECT TO CALTRANS REVIEW & APPROVAL
23. PARKING SPACE OVERHANG

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

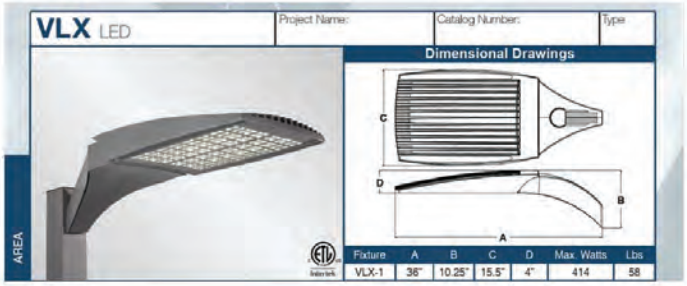
ENLARGED GARAGE PLAN

SHEET NUMBER

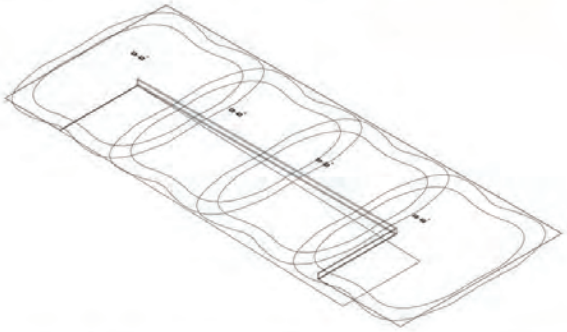
A1.7a

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/22/2016 11:19:49 AM



VISIONAIRE LIGHTING
Performance In A Whole New Light



Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lum Lumens	Arr Lum Lumens	LLF	LLD	LDD	Description	Filename	Lum Watts	Arr Watts
[illegible]	4	B	BACK-BACK	24476	48952	0.850	0.944	0.900	Visionaire VLX-1-T3-96LC-7-5K-UNV	VLX-1-T3_96LC_7_5K-IES	215	430

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	# Pts	Description
GA	Illuminance	Fc	3.66	14.41	0.47	7.83	30.66	412	Level 3 - Flat Portion of Roof - All Points Shown
Object_2_Plane	Illuminance	Fc	3.81	12.93	0.61	6.26	21.23	200	Ramp from 4th to 5th Level - All Points Shown

Luminaire Location Summary

LumNo	Label	X	Y	Z	Orient	Tilt	Switched
1	B	481.59	2053.298	20	90	0	On
2	B	481.39	1355.152	20	90	0	On
3	B	481.35	1656.206	20	90	0	On
4	B	481.35	1955.522	20	90	0	On

LIGHTING LAYOUT RECOMMENDATION

ALL VALUES SHOWN ARE MAINTAINED HORIZONTAL FOOTCANDLES AT FINISHED FLOOR

PHOTOMETRIC DATA USED AS INPUT FOR THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES AND PUBLISHED LAMP, RATINGS. FIELD PERFORMANCE WILL DEPEND ON ACTUAL LAMP, BALLAST, ELECTRICAL, AND SITE CHARACTERISTICS

Calculations have been performed according to IES standards and good practice. Some differences between measured values and calculated results may occur due to tolerances in calculation methods, testing procedures, component performance, measurement techniques and field conditions such as voltage and temperature variations. Input data used to generate the attached calculations such as room dimensions, reflectances, furniture and architectural elements significantly affect the lighting calculations. If the real environment conditions do not match the input data, differences will occur between measured values and calculated values.

Associated Lighting Representatives, Inc.

ASSOCIATED LIGHTING REPRESENTATIVES, INC.
7777 PARDEE LANE
P.O. BOX 2205
OAKLAND, CA 94607
PHONE: (510) 635-0150 • FAX (510) 635-2906

REPORT FOR: LOWNEY ARCHITECTURE, SAM MCGEEHAN
BY: APPLICATIONS ENGINEERING, JOHN A. RAMOS
SALES REPRESENTATIVE: ALR, TIM HALEY

AGi32 lighting software

AGi32 VERSION 15.7
AGi (C) 1999-2015 LIGHTING ANALYSTS, INC.
15255 W. CENTENNIAL ROAD, SUITE 202
LITTLETON, CO 80127

PROJECT DESCRIPTION

THE PRUNEYARD - GARAGE 1 - ROOF DECK
CAMPBELL, CA

DRAWING NO. / INPUT FILE: 12994HAL-A.DWG / A32

SCALE	SHEET	DATE	REV
1" = 16'	1 OF 1	10 / 13 / 2015	0

lowney arch
tel 510.836.5400 lowneyarch.com

PROJECT NAME
The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

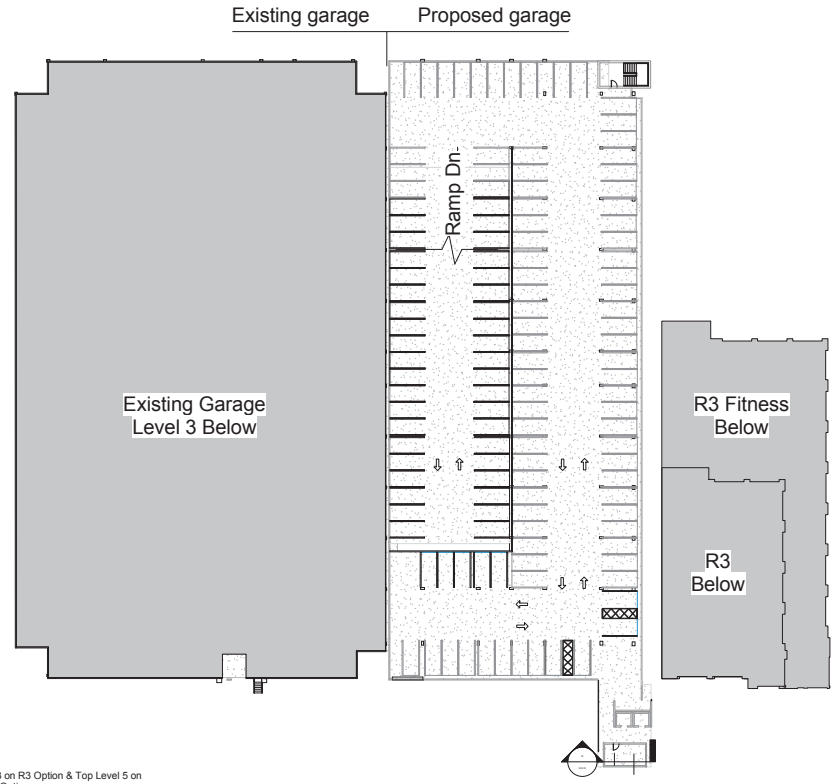
N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:
ENLARGED GARAGE PHOTOMETRICS

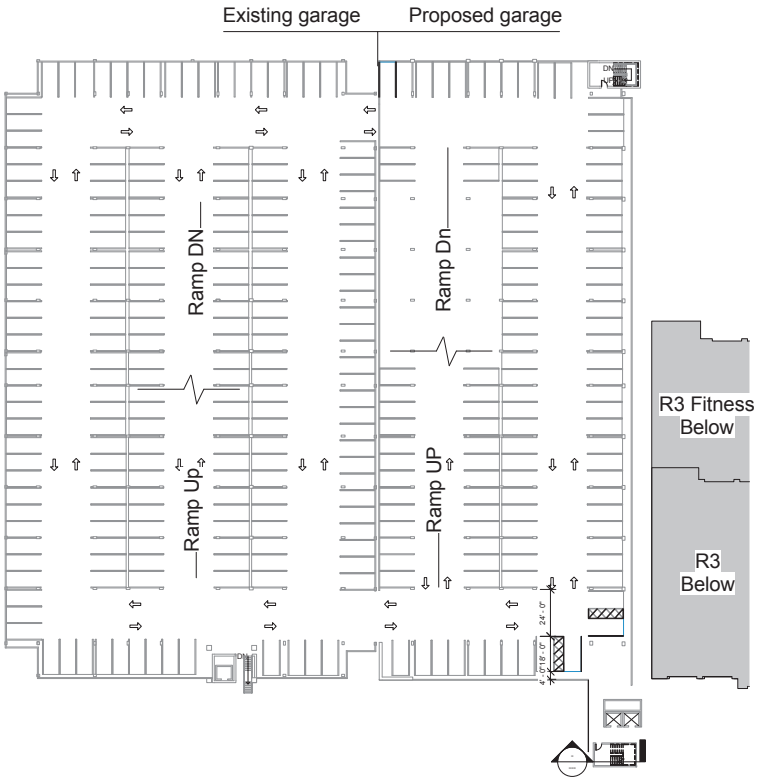
SHEET NUMBER
A1.7b

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/21/2016 3:46:38 PM



2 Top Level 3 on R3 Option & Top Level 5 on R3 Fitness Option
1" = 30'-0"



1 Intermediate Floor Levels
1" = 30'-0"

4/22/2016 11:21:53 AM

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard Parking Structure 1

ELLIS PARTNERS

Campbell, CA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: Project Number

SHEET TITLE:

G1 Additional Floor Plans

SHEET NUMBER

A1.7c

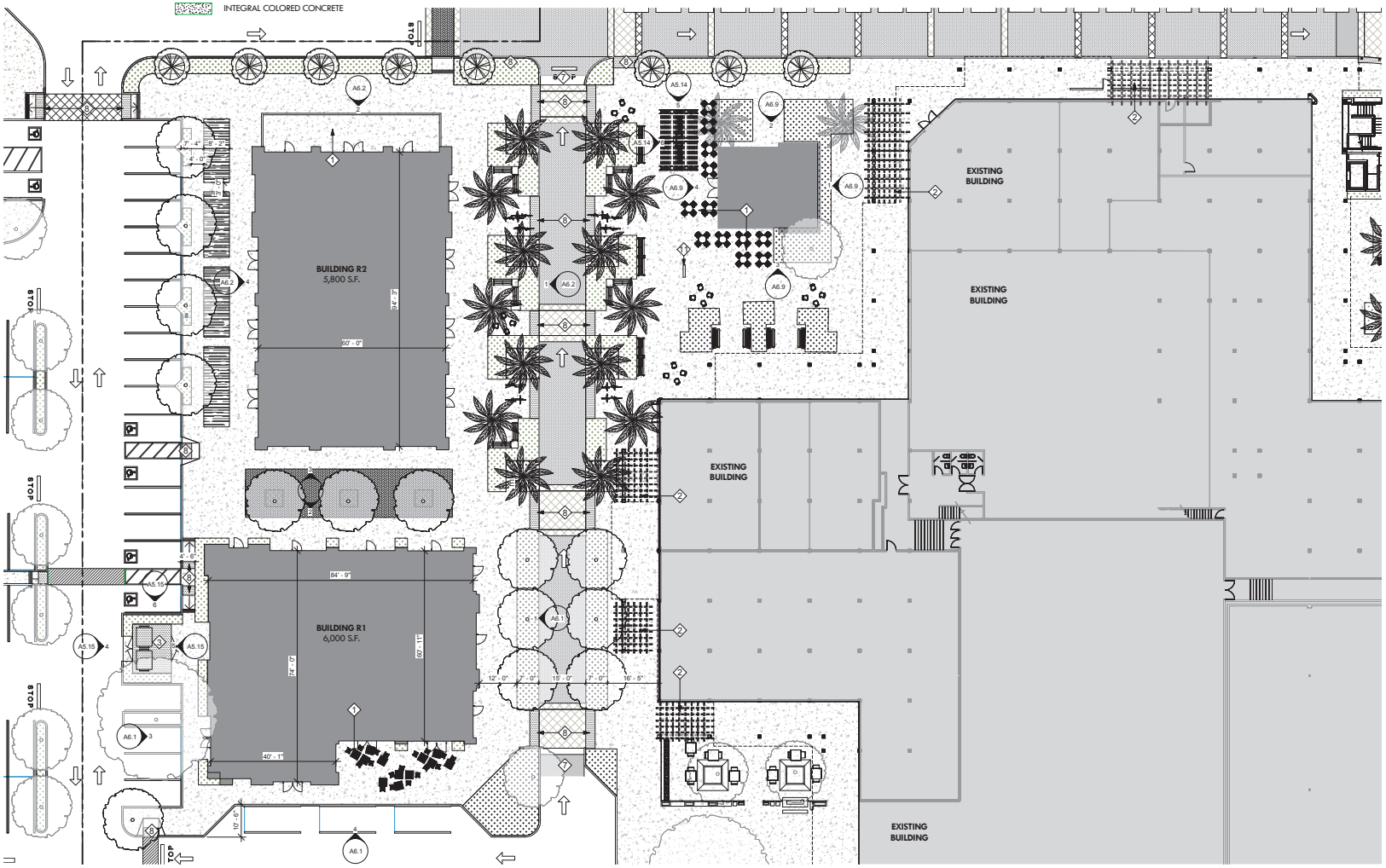
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PARCEL LINE
- LINE OF STRUCTURE ABOVE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- WATER TREATMENT AREA
- LANDSCAPE AREA
- STAMPED ASPHALT
- PAVERS A
- PAVERS B
- CONCRETE
- PAINTED CROSSWALK
- INTEGRAL COLORED CONCRETE
- NEW TRELLIS
- SEATING
- NEW BIKE PARKING
- BENCH
- NEW TREES
- EXISTING TREES

KEY NOTES

1. OUTDOOR SEATING AREA
2. TRELLIS
3. TRASH ENCLOSURE
4. VALET DROP OFF
5. RAISED SEATING
6. BOLLARD
7. RAMP UP
8. DETECTABLE TILE
9. ABC BARRIER
10. STONE WALL
11. SIGNAGE, SEE SIGNAGE PACKAGE
12. TRANSFORMER ENCLOSURE
13. SCREEN FENCE
14. SEAT WALL
15. NEW STAIR
16. BIKE LANE
17. BIKE CORRAL
18. BUILDING ENTRANCE
19. PORTAL
20. BUS STOP
21. SCULPTURE ELEMENT
22. SUBJECT TO CALTRANS REVIEW & APPROVAL
23. PARKING SPACE OVERHANG



1 ENLARGED WEST PLAZA PLAN, SOUTHERN PART
1/16" = 1'-0"

4/27/2016 5:08:23 PM

lowney arch
tel. 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

ENLARGED WEST PLAZA PLAN, SOUTHERN

SHEET NUMBER

A1.8

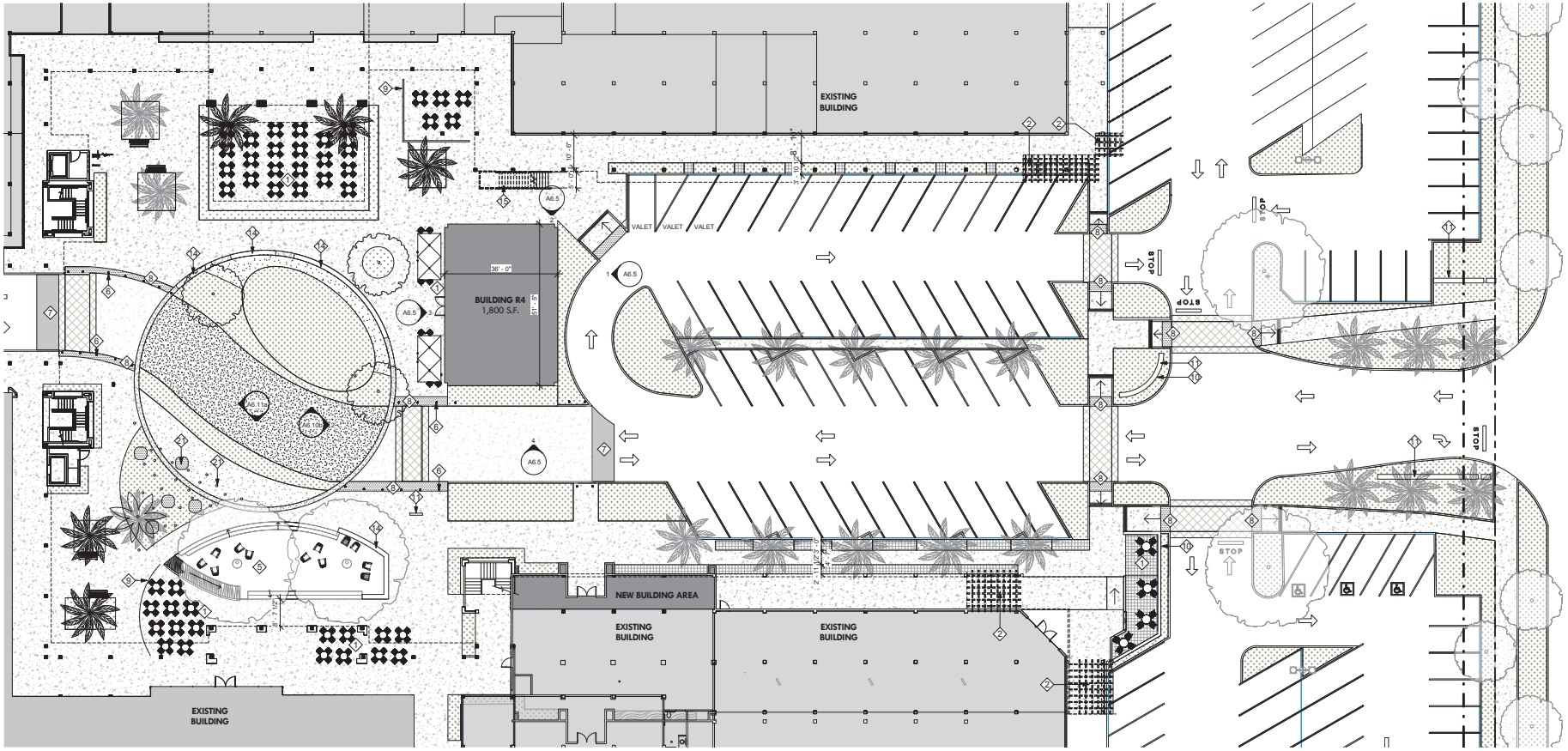
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PARCEL LINE
- LINE OF STRUCTURE ABOVE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- WATER TREATMENT AREA
- LANDSCAPE AREA
- STAMPED ASPHALT
- PAVERS A
- PAVERS B
- CONCRETE
- PAINTED CROSSWALK
- INTEGRAL COLORED CONCRETE
- NEW TRELLIS
- SEATING
- NEW BIKE PARKING
- BENCH
- NEW TREES
- EXISTING TREES

KEY NOTES

1. OUTDOOR SEATING AREA
2. TRELLIS
3. TRASH ENCLOSURE
4. VALET DROP OFF
5. RAISED SEATING
6. BOLLARD
7. RAMP UP
8. DETECTABLE TILE
9. ABC BARRIER
10. STONE WALL
11. SIGNAGE, SEE SIGNAGE PACKAGE
12. TRANSFORMER ENCLOSURE
13. SCREEN FENCE
14. SEAT WALL
15. NEW STAIR
16. BIKE LANE
17. BIKE CORRAL
18. BUILDING ENTRANCE
19. PORTAL
20. BUS STOP
21. SCULPTURE ELEMENT
22. SUBJECT TO CALTRANS REVIEW & APPROVAL
23. PARKING SPACE OVERHANG



4/27/2016 5:28:48 PM

2 ENLARGED PRUNEYARD PLAZA PLAN
1/16" = 1'-0"

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

ENLARGED PRUNEYARD PLAZA PLAN

SHEET NUMBER

A1.9

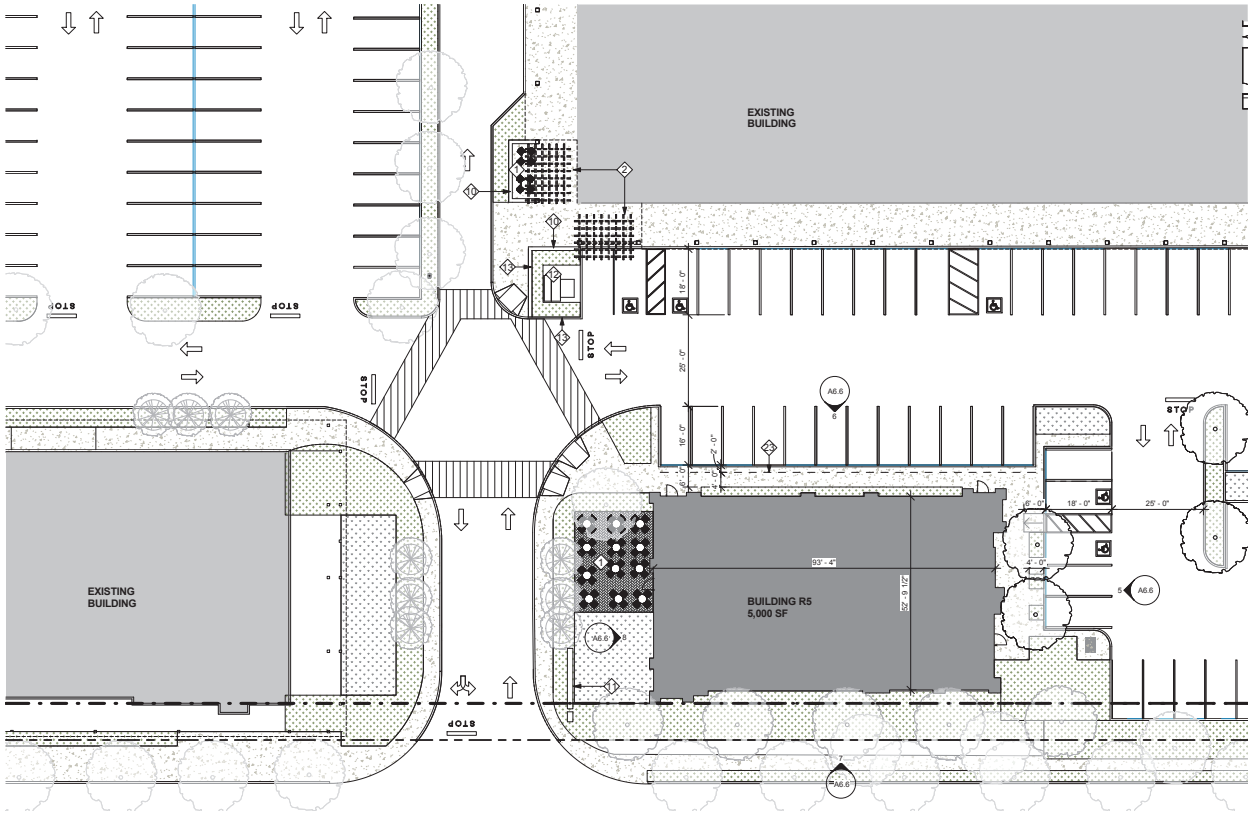
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PARCEL LINE
- LINE OF STRUCTURE ABOVE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- WATER TREATMENT AREA
- LANDSCAPE AREA
- STAMPED ASPHALT
- PAVERS A
- PAVERS B
- CONCRETE
- PAINTED CROSSWALK
- INTEGRAL COLORED CONCRETE
- NEW TRELLIS
- SEATING
- NEW BIKE PARKING
- BENCH
- NEW TREES
- EXISTING TREES

KEY NOTES

1. OUTDOOR SEATING AREA
2. TRELLIS
3. TRASH ENCLOSURE
4. VALET DROP OFF
5. RAISED SEATING
6. BOLLARD
7. RAMP UP
8. DETECTABLE TILE
9. ABC BARRIER
10. STONE WALL
11. SIGNAGE, SEE SIGNAGE PACKAGE
12. TRANSFORMER ENCLOSURE
13. SCREEN FENCE
14. SEAT WALL
15. NEW STAIR
16. BIKE LANE
17. BIKE CORRAL
18. BUILDING ENTRANCE
19. PORTAL
20. BUS STOP
21. SCULPTURE ELEMENT
22. SUBJECT TO CALTRANS REVIEW & APPROVAL
23. PARKING SPACE OVERHANG



1 ENLARGED PLAN AT R5
1/16" = 1'-0"

4/27/2016 5:25:35 PM

lowney arch
tel 510.836.5400 lowneyarch.com

PROJECT NAME
The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:
ENLARGED PLAN AT BUILDING R5

SHEET NUMBER
A1.10

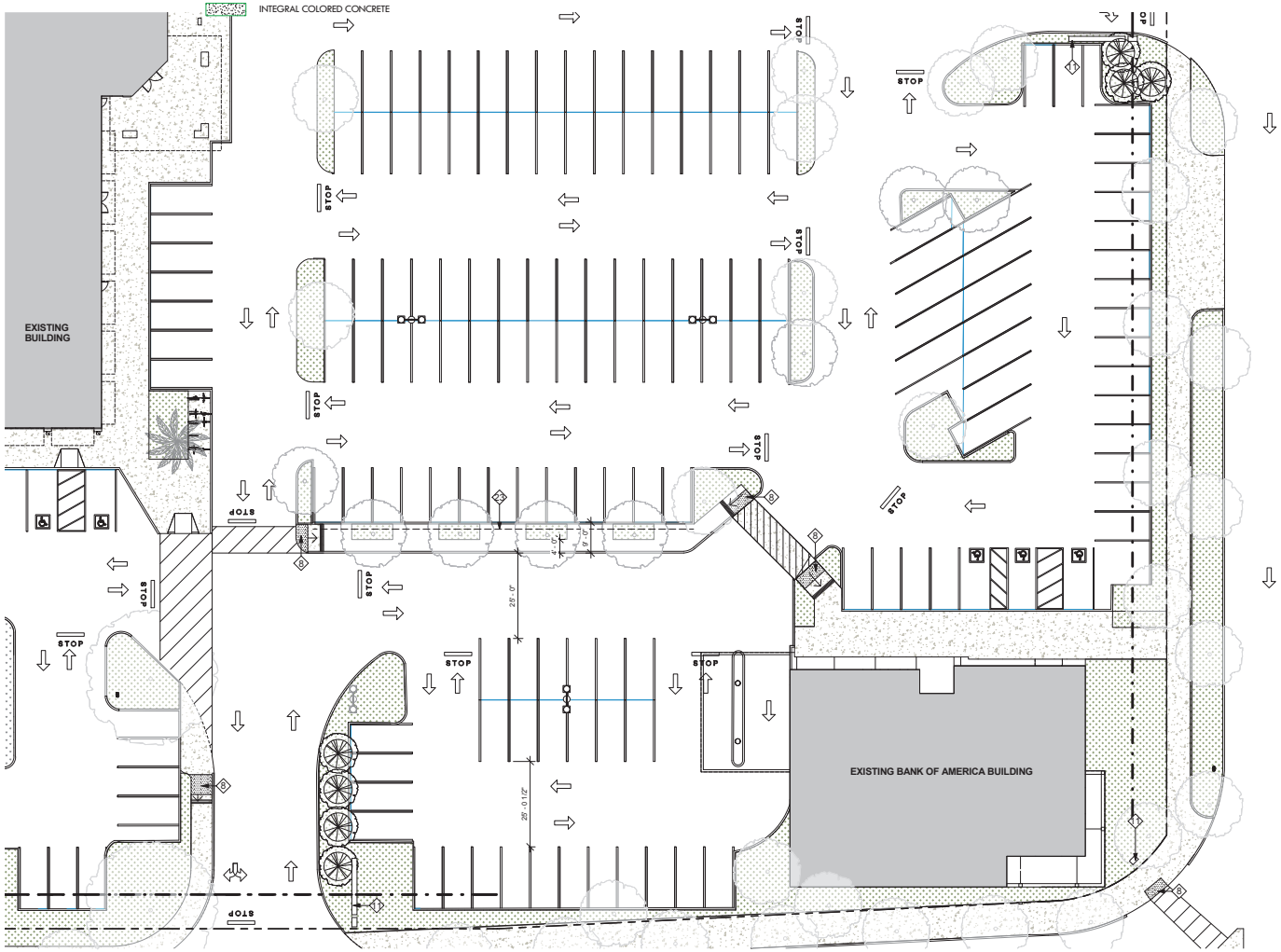
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

LEGEND

- PROPERTY LINE
- SETBACK LINE
- PARCEL LINE
- LINE OF STRUCTURE ABOVE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- WATER TREATMENT AREA
- LANDSCAPE AREA
- STAMPED ASPHALT
- PAVERS A
- PAVERS B
- CONCRETE
- PAINTED CROSSWALK
- INTEGRAL COLORED CONCRETE
- NEW TRELLIS
- SEATING
- NEW BIKE PARKING
- BENCH
- NEW TREES
- EXISTING TREES

KEY NOTES

1. OUTDOOR SEATING AREA
2. TRELLIS
3. TRASH ENCLOSURE
4. VALET DROP OFF
5. RAISED SEATING
6. BOLLARD
7. RAMP UP
8. DETECTABLE TILE
9. ABC BARRIER
10. STONE WALL
11. SIGNAGE, SEE SIGNAGE PACKAGE
12. TRANSFORMER ENCLOSURE
13. SCREEN FENCE
14. SEAT WALL
15. NEW STAIR
16. BIKE LANE
17. BIKE CORRAL
18. BUILDING ENTRANCE
19. PORTAL
20. BUS STOP
21. SCULPTURE ELEMENT
22. SUBJECT TO CALTRANS REVIEW & APPROVAL
23. PARKING SPACE OVERHANG



1 ENLARGED PLAN AT B.O.A.
1/16" = 1'-0"

16 A5.15

4/21/2016 3:58:25 PM

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

ENLARGED PLAN AT BANK OF AMERICA

SHEET NUMBER

A1.11

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

LEGEND

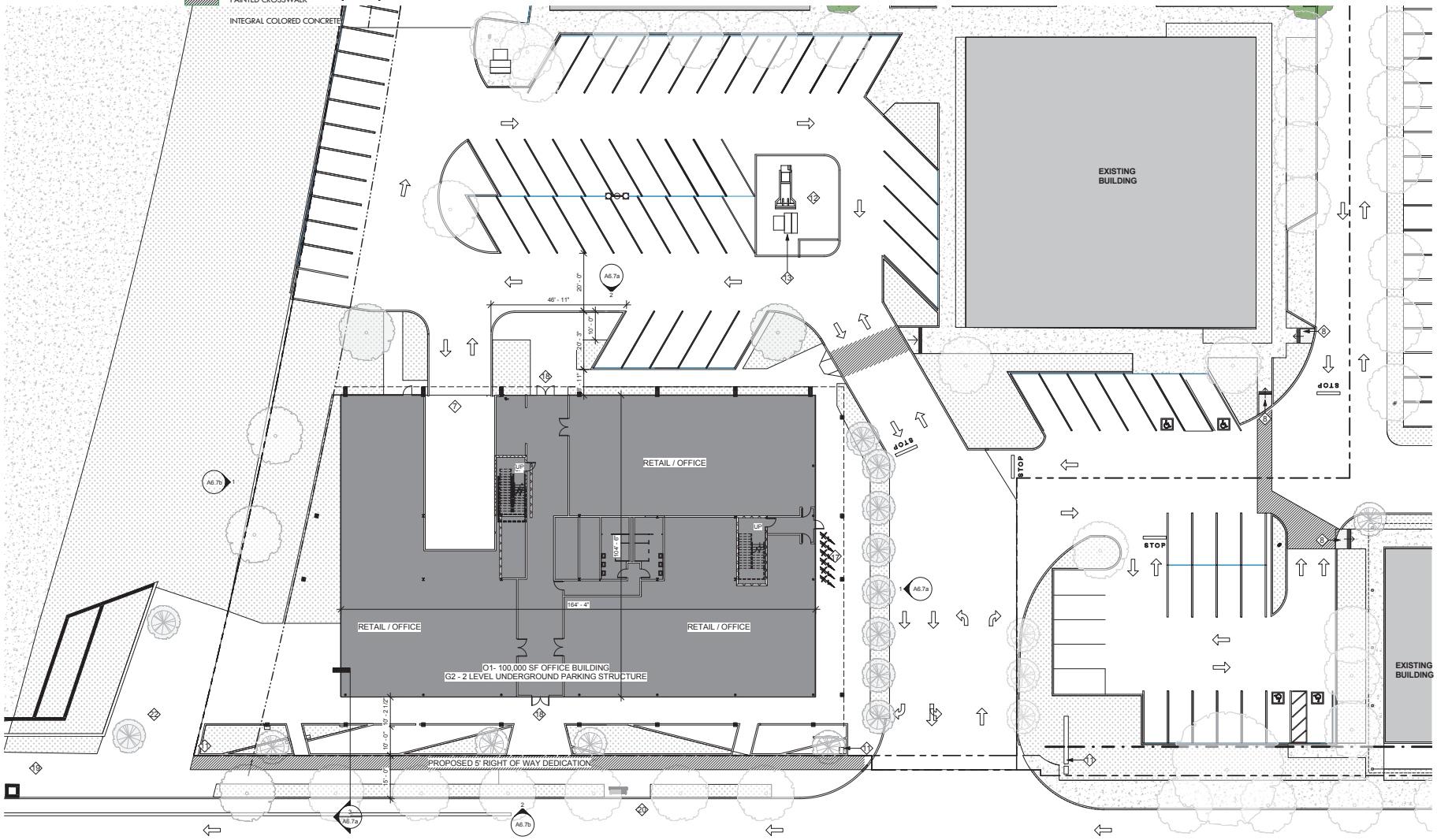
- PROPERTY LINE
- SETBACK LINE
- PARCEL LINE
- LINE OF STRUCTURE ABOVE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- WATER TREATMENT AREA
- LANDSCAPE AREA
- STAMPED ASPHALT
- PAVERS A
- PAVERS B
- CONCRETE
- PAINTED CROSSWALK
- INTEGRAL COLORED CONCRETE
- NEW TRELLIS
- SEATING
- NEW BIKE PARKING
- BENCH
- NEW TREES
- EXISTING TREES

KEY NOTES

1. OUTDOOR SEATING AREA
2. TRELLIS
3. TRASH ENCLOSURE
4. VALET DROP OFF
5. RAISED SEATING
6. BOLLARD
7. RAMP UP
8. DETECTABLE TILE
9. ABC BARRIER
10. STONE WALL
11. SIGNAGE, SEE SIGNAGE PACKAGE
12. TRANSFORMER ENCLOSURE
13. SCREEN FENCE
14. SEAT WALL
15. NEW STAIR
16. BIKE LANE
17. BIKE CORRAL
18. BUILDING ENTRANCE
19. PORTAL
20. BUS STOP
21. SCULPTURE ELEMENT
22. SUBJECT TO CALTRANS REVIEW & APPROVAL
23. PARKING SPACE OVERHANG

SHEET NOTES

PROPOSED OFFICE INTERIOR SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.



1 ENLARGED PLANT AT OFFICE 2
1/16" = 1'-0"

4/26/2016 3:30:01 PM

lowney arch
tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

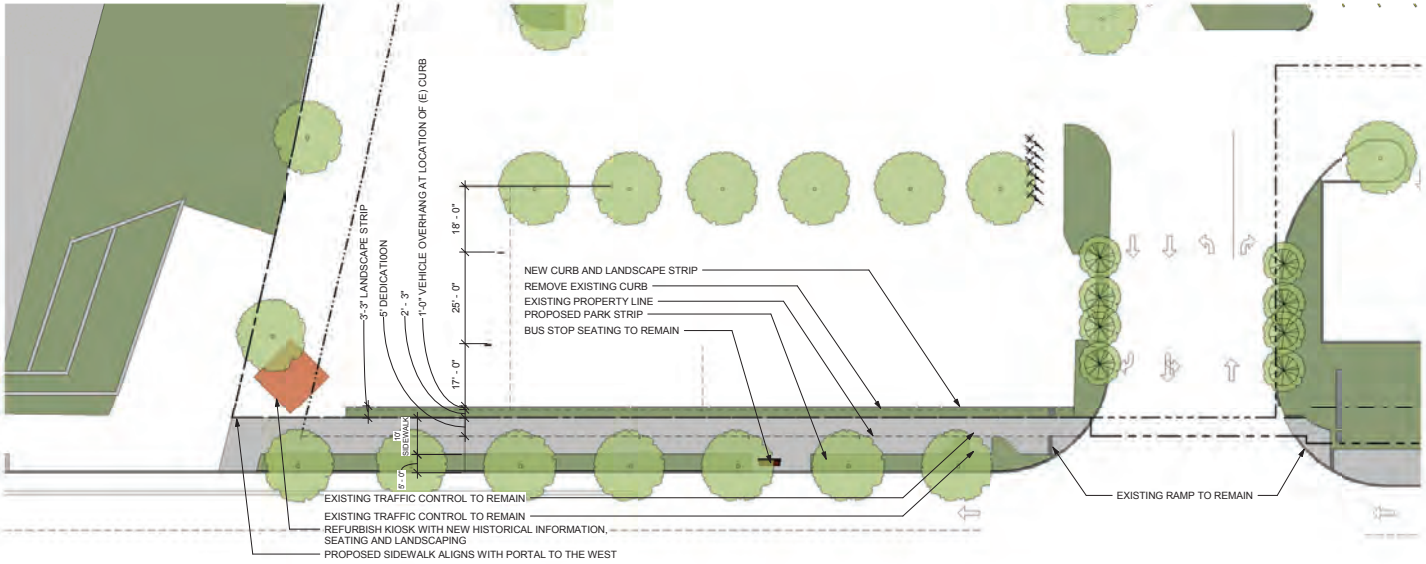
SHEET TITLE:

ENLARGED PLAN AT OFFICE

SHEET NUMBER

A1.12

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



1 INTERIM DEDICATION PLAN
1/16" = 1'-0"

4/21/2016 3:59:32 PM

lowney arch

tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

INTERIM DEDICATION PLAN

SHEET NUMBER

A1.12a

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

LEGEND

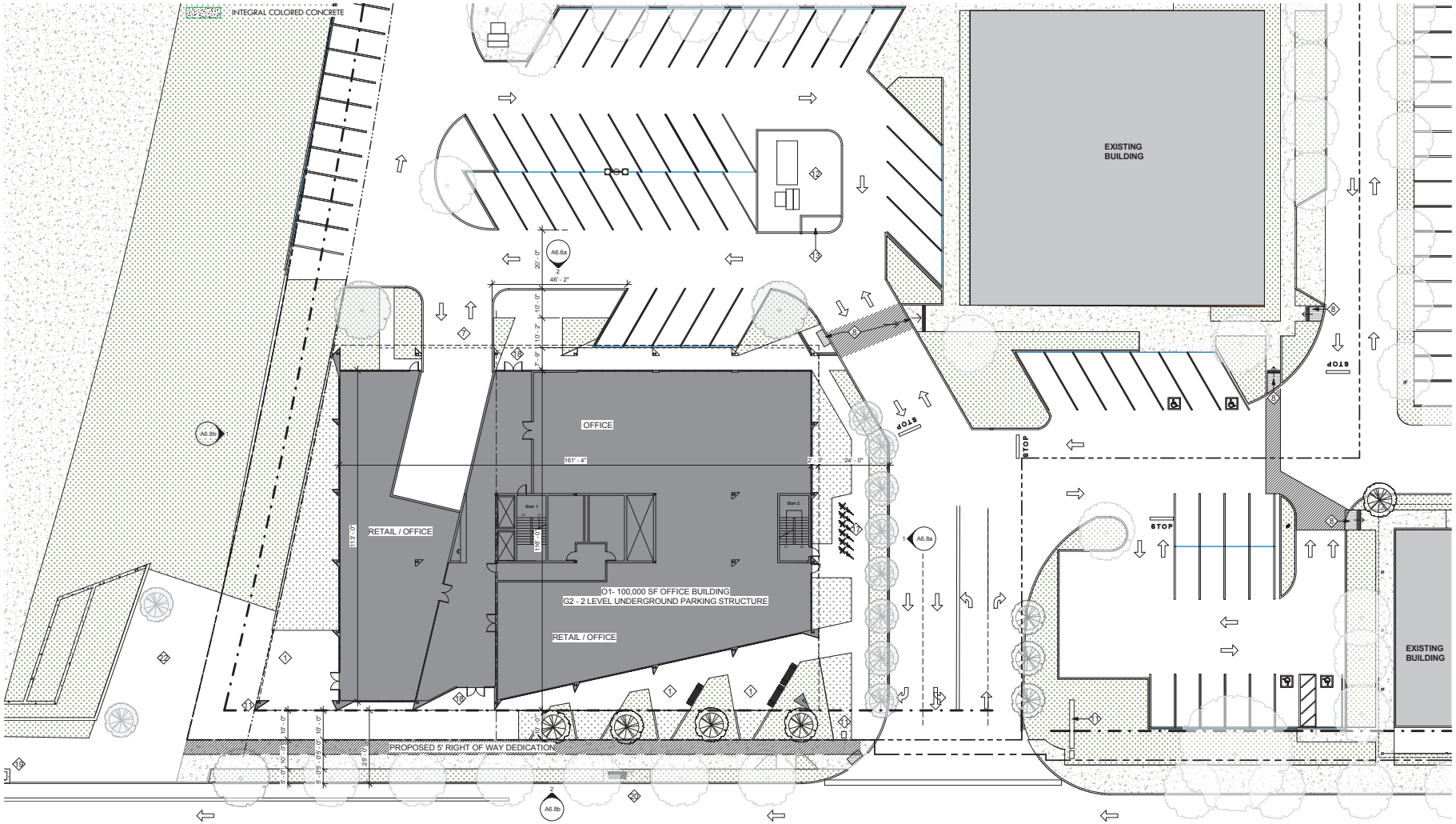
- PROPERTY LINE
- SETBACK LINE
- PARCEL LINE
- LINE OF STRUCTURE ABOVE
- TRAFFIC SIGNAL
- DIRECTION OF TRAFFIC
- WATER TREATMENT AREA
- LANDSCAPE AREA
- STAMPED ASPHALT
- PAVERS A
- PAVERS B
- CONCRETE
- PAINTED CROSSWALK
- INTEGRAL COLORED CONCRETE
- NEW TRELLIS
- SEATING
- NEW BIKE PARKING
- BENCH
- NEW TREES
- EXISTING TREES

KEY NOTES

1. OUTDOOR SEATING AREA
2. TRELLIS
3. TRASH ENCLOSURE
4. VALET DROP OFF
5. RAISED SEATING
6. BOLLARD
7. RAMP UP
8. DETECTABLE TILE
9. ABC BARRIER
10. STONE WALL
11. SIGNAGE, SEE SIGNAGE PACKAGE
12. TRANSFORMER ENCLOSURE
13. SCREEN FENCE
14. SEAT WALL
15. NEW STAIR
16. BIKE LANE
17. BIKE CORRAL
18. BUILDING ENTRANCE
19. PORTAL
20. BUS STOP
21. SCULPTURE ELEMENT
22. SUBJECT TO CALTRANS REVIEW & APPROVAL
23. PARKING SPACE OVERHANG

SHEET NOTES

PROPOSED OFFICE INTERIOR SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.



1 ENLARGED PLAN AT ALT. OFFICE
1/16" = 1'-0"

4/27/2016 4:54:20 PM

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME
The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

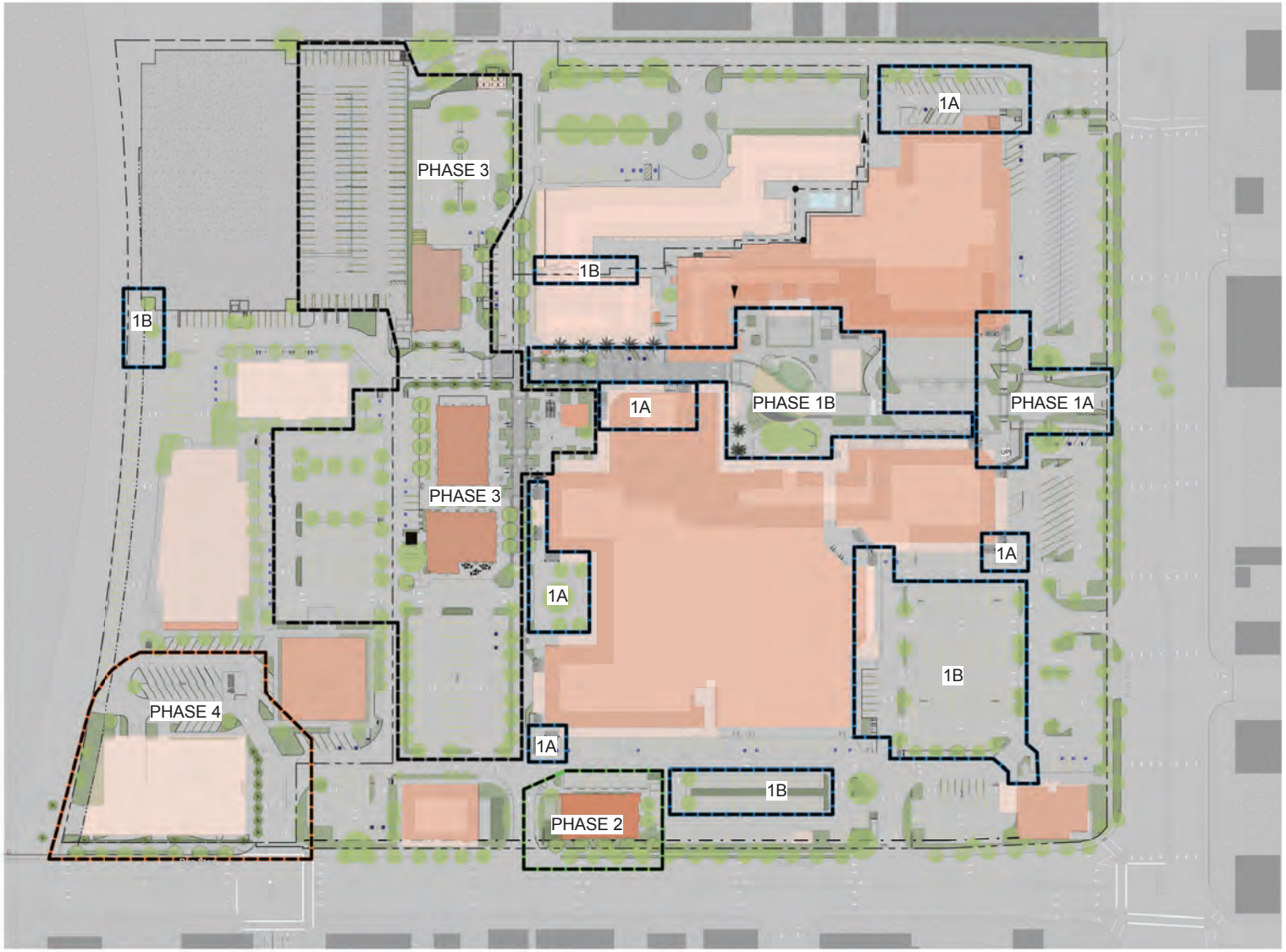
N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051

SHEET TITLE:
ENLARGED PLAN AT ALT. OFFICE

SHEET NUMBER
A1.13

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



LEGEND

PHASE 1A

PHASE 1A

Primary Renovation: New paint on existing buildings in central plaza, seating areas, removal of arcade at corners and replacement trellises at eight locations. Revision to hardscape and traffic pattern near Pacific Catch. New landscaping, crosswalks and signage at primary Bascom entry.

PHASE 1B

PHASE 1B

Enhanced Renovation: Major renovation of central plaza, relocation of palm trees, enhanced pedestrian pathways, construction of building R4, renovation of Palisade Builders (greenhouse) windows, renovation of existing elevator/stair towers, new arcade lighting. Upgrade of Sport's Basement tower and building painting. Removal of overgrown landscaping on south side of BOA and painting of BOA. Signage upgrades per master sign program. Bike path and parking upgrades at existing garage SW corner and bike lanes on Western portion of the property. Upgrades to hotel and retail walls necessary for creation of new parcel. Water treatment at south parking lot. Installation of ADA compliant driveways with the exception of Union and Campbell.

PHASE 2

PHASE 2

Construction of R5 (pad building) and restriping. And the installation of an ADA compliant driveway at the entry off of Campbell.

PHASE 3

PHASE 3

Construction of R1, R2, R3, and 3 level parking structure G1. Creation of west plaza with new site circulation. R3 will either be a 12,000sf, two story office/retail building (3A) or a 28,000sf, two story fitness center (3B). Enhanced pedestrian connection from existing office.

PHASE 4

PHASE 4

Construction of O1, a 100,000sf, 5 story office building with two levels of buried parking and the addition of two levels on the G1 parking structure. ADA compliant driveway and approach at Campbell and Union entry.

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

PHASING PLAN

SHEET NUMBER

A1.14

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/26/2016 3:33:14 PM

LEGEND

- PARCEL LINE
- SETBACK LINE
- (A) SOUTHERN SETBACK OF THE OFFICE PARCEL SHALL BE 0' FROM THE WEST SIDE OF UNION TO THE WESTERN MOST EDGE OF THE PROPERTY
- (B) SOUTHERN AND EASTERN SETBACKS OF THE HOTEL PARCEL SHALL BE 0'

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

lowney arch

tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

CONCEPTUAL PARCEL MAP

SHEET NUMBER

A1.15

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/26/2016 3:33:36 PM

LEGEND

- PROPERTY LINE
- COMMON AREAS
- BUILDING AREA

N

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

lowney arch

tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

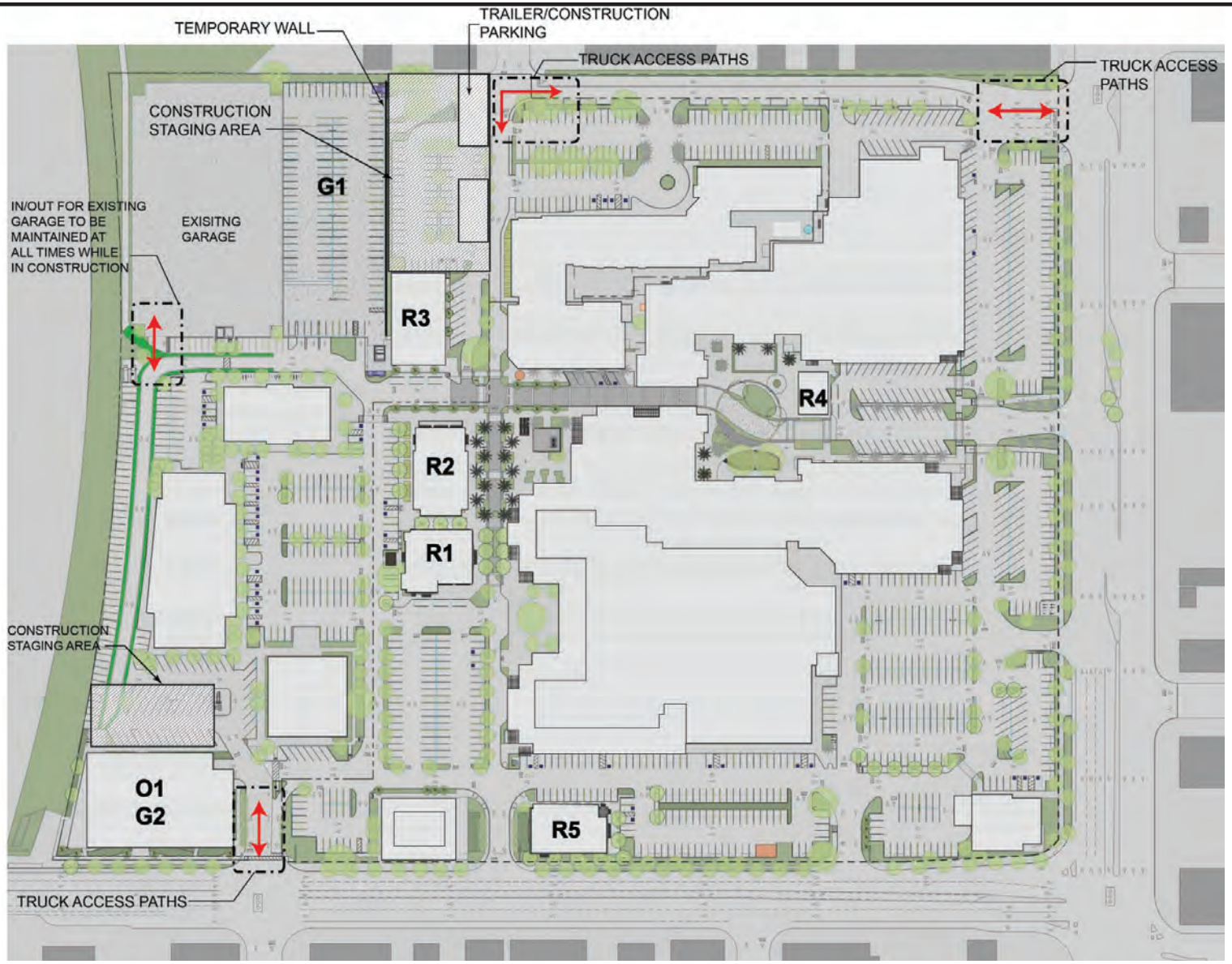
SHEET TITLE:

COMMON AREA DIAGRAM

SHEET NUMBER A1.16

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM



CONSTRUCTION EQUIPMENT LIST:
EXCAVATORS
DUMP TRUCKS
CRANE
WHEELED LOADED SHOVELS
BULLDOZER
TRENCHERS
TRAILERS
FORKLIFTS

lowney arch
tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

SITE PLAN
CONSTRUCTION
STAGING PLAN

SHEET NUMBER

A1.17

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/21/2016 4:02:25 PM

SHORT-TERM BICYCLE PARKING

5.106.4.1 Short-term bicycle parking. If the new project or an addition or alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for the **5 percent** of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack.

PHASE	TOTAL SPACES ADDED	5% OF REQUIRED BIKE SPACES
EXISITNG	2,126 EXISTING SPACES	42 EXISTING BIKE SPACES
1	NO NEW SPACES ADDED	0
2	NO NEW SPACES ADDED	0
3a NO FITNESS	237	12
3b FITNESS	352	18
4a NO FITNESS	427	21
4b FITNESS	474	24

LONG-TERM BICYCLE PARKING

5.106.4.2.2 Long-term bicycle parking. Provide secure bicycle parking for 5 percent of employees, based on the total number of motorized vehicle parking capacity in the staff parking lot, with a minimum of one space. Acceptable bicycle parking facilities shall be convenient from the street or staff parking area and shall meet one of the following:
1. Covered, lockable enclosures with permanently anchored racks for bicycles;
2. Lockable bicycle rooms with permanent anchored rack; or
3. Lockable, permanently anchored bicycle lockers.

PHASE	TOTAL SPACES ADDED	5% OF REQUIRED BIKE SPACES
EXISITNG	2,126 EXISTING SPACES	42 EXISTING BIKE SPACES
1	NO NEW SPACES ADDED	0
2	NO NEW SPACES ADDED	0
3a NO FITNESS	237	12
3b FITNESS	352	18
4a NO FITNESS	427	21
4b FITNESS	474	24

Final location of long term bike spaces in parking structure shall be reviewed at the time of building permit.

DESIGNATED PARKING

5.106.5.2 Designated parking. In new projects or additions or alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles. (Refer to 5.106.5.2 Table of BSC)

PHASE	TOTAL SPACES ADDED	8% OF REQUIRED DESIGNATED PARKING
EXISITNG	2,126 EXISTING SPACES	————
1	NO NEW SPACES ADDED	0
2	NO NEW SPACES ADDED	0
3a NO FITNESS	237	19
3b FITNESS	352	28
4a NO FITNESS	427	34
4b FITNESS	474	38

Final location of designated parking spaces in parking structure shall be reviewed at the time of building permit.

TABLE 5.106.5.2

TOTAL NUMBER OF PARKING SPACES	NUMBER OF REQUIRED SPACES
0-9	0
10-25	1
26-50	3
51-75	6
76-100	8
101-150	11
151-200	16
201 and over	at least 8% of total

PROJECT DATA

	TOTAL ACREAGE	LOT COVERAGE	F.A.R.	LANDSCAPING AREA	TOTAL PROPOSED PARKING	EXISTING PARKING	SETBACKS	HEIGHT LIMIT
EXISTING	26.94 ACRES (1,173,506 SF)	30% (353,332/1,173,506)	.60 (707,553/1,173,506)			2,126	F:30' S:5' R:10' SS: 10'	75' *
RETAIL PARCEL	15.85 ACRES (690,426 SF)	34% (234,596/690,426)	.89 (271,562/690,426)	11.7% (81,403/690,426)	701	834	See Sheet A1.15	75'
HOTEL PARCEL	2.48 ACRES (108,028 SF)	26.9% (29,028/108,028)	.87 (94,476/108,028)	6.4% (6,906/108,028)	115	115	See Sheet A1.15	75'
OFFICE PARCEL**	8.61 ACRES (375,052 SF)	43% (161,573/375,052)	1.31 (490,115/375,052)	4.9% (18,340/375,052)	1,791	1,177	See Sheet A1.15	75' *
PHASE 1		30.1% (353,332/1,173,506)	.60 (709,353/1,173,506)	7.2% (85,154/1,173,506)	2,115			75'
PHASE 2		30.6% (358,832/1,173,506)	.61 (714,353/1,173,506)	7.6% (89,695/1,173,506)	2,103			75'
PHASE 3A		32% (376,332/1,173,506)	.63 (738,353/1,173,506)	8.6% (101,267/1,173,506)	2,363			75'
PHASE 3B**		32.8% (385,332/1,173,506)	.64 (756,153/1,173,506)	8.5% (100,148/1,173,506)	2,478			75'
PHASE 4A		33.4% (392,082/1,173,506)	.71 (838,353/1,173,506)	9.0% (106,649/1,173,506)	2,553			75'
PHASE 4B**		34.2% (401,082/1,173,506)	.73 (856,153/1,173,506)	8.9% (106,551/1,173,506)	2,600			75'
PROPOSED OVERALL**	26.94 ACRES (1,173,506 SF)	34.2% (401,082/1,173,506)	.73 (856,153/1,173,506)	8.9% (105,551/1,173,506)	2,600		See Sheet A1.15	75'

* EXCLUDES TOWER 1

** INCLUDES R3 FITNESS VERSION

NEW BUIDLING MATRIX

Buidling	Building Type	Square Footage	Parking Spaces Added
R1	Retail/Restaurant	6,000	
R2	Retail/Restaurant	5,800	
R3	Retail/Office	6,000/6,000	
R4	Retail/Restaurant	1,800	
R5	Retail/Restaurant	5,000	
G1 - 3 Levels	Parking Garage	114,000	408
O1 - 5-levels / G2 - 2 levels	Office / Garage	100,000/68,000	140
Total Square Footage (Excluding Garages)		130,600	548

Buidling	Building Type	Square Footage	Parking Spaces Added
R1	Retail/Restaurant	6,000	
R2	Retail/Restaurant	5,800	
R3 Fitness Option	Fitness	30,000	
R4	Retail/Restaurant	1,800	
R5	Retail/Restaurant	5,000	
G1 - 5 Levels	Parking Garage	190,000	534
O1 - 5-levels / G2 - 2 levels	Office / Garage	100,000/68,000	140
Total Square Footage (Excluding Garages)		148,600	674

4/27/2016 4:08:29 PM

lowney arch
tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

PROJECT DATA SHEET

SHEET NUMBER

A1.18

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PERSPECTIVES OF PLAZAS

Two large plazas are to be created under the master plan to encourage community gathering and to allow for events and other civic activities that could be hosted at The Pruneyard. Vehicle use would be permitted during most periods but these plazas will be dominated by pedestrian use (vs vehicles) and be surrounded by outdoor dining areas. Stamped paving placed at the level of the plazas would encourage drivers to slow down in these areas. The vehicles would ramp up to pedestrian level at each plaza border and then back down when they exit. Seat walls and play elements/structures will be added to encourage visitors to enjoy and linger in these grand spaces.

lowney arch
tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

PERSPECTIVES OF PLAZAS

SHEET NUMBER A2.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

VIEW LEGEND

1	AERIAL PERSPECTIVE OF PRUNEYARD PLAZA	A2.2
2	PERSPECTIVE OF PRUNEYARD PLAZA FROM DECK	A2.3
3	AERIAL PERSPECTIVE OF WEST PLAZA	A2.4
4	R2 RETAIL BUILDING & WEST PLAZA	A2.5
5	PROMENADE BETWEEN R1& R2 BUILDINGS	A3.1
6	VIEWPOINT FROM GARAGE ELEVATOR TOWER	A3.2
7	VIEW OF R3 & GARAGE FROM WEST PLAZA	A3.3
7	PERSPECTIVE OF R3 & GARAGE EXPANSION	A3.4
8	NORTH PERSPECTIVE OF R3 BUILDING	A3.5
8	NORTH PERSPECTIVE OF R3 BUILDING	A3.6
9	PERSPECTIVE OF R4 BUILDING	A3.7
10	PERSPECTIVE OF R4 FROM BASCOM ENTRY	A3.8
11	SOUTHWEST CORNER OF R5	A3.5
12	NORTHEAST CORNER OF R5	A3.11
13	VIEW OF OFFICE FROM PORTALS PROJECT, OPT.1	A4.1
13	VIEW OF OFFICE FROM PORTALS PROJECT, OPT.2	A4.5
14	OFFICE BLDG. & PORTALS PLAZA OPT.1	A4.2
14	OFFICE BLDG. & PORTALS PLAZA OPT.2	A4.6
15	OFFICE BLDG. PERSPECTIVE TO PORTALS PLAZA OPT.1	A4.3
15	OFFICE BLDG. PERSPECTIVE TO PORTALS PLAZA OPT.1	A4.7
16	OFFICE BLDG. PERSPECTIVE AT S.E. CORNER OPT1	A4.4
16	OFFICE BLDG. PERSPECTIVE AT S.E. CORNER OPT2	A4.8

N

GRAPHIC SCALE 1" = 60' - 0"

0' 60' 120' 180' 240'

4/19/2016 5:04:26 PM

lowney arch
ph.510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

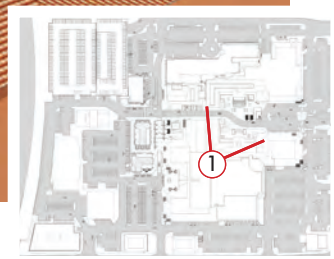
PERSPECTIVE KEY PLAN

SHEET NUMBER

A2.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PLEASE REFER TO SHEET **A6.0** FOR UPDATED PAINTING/COLOR CONCEPT



Pruneyard Plaza: by replacing parking in this central area with hardscape, plantings and seating, and framing the fourth side with a small retail building (R4) this plaza would feel like a true "town square." Our team sees this as signature element of the master plan that could become a unique gathering place within the City of Campbell, for dining, family play, and strolling. While vehicles would pass through the plaza at most times, the area could be closed for events, such as craft fairs, and similar events.

The revised plan responds to request for more open green space in the project with two "no mow" lawns, shade trees and a raised deck on the south with ADA access planned at the seating area border. This raised deck could be used a stage or podium for musicians and for other events and is in response to community requests for replacement of the gazebo element that was removed decades ago from this area.

4/19/2016 5:04:26 PM

lowney arch

tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

AERIAL PERSPECTIVE OF PRUNEYARD PLAZA

SHEET NUMBER

A2.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PLEASE REFER TO SHEET **A6.0** FOR UPDATED PAINTING/COLOR CONCEPT

4/19/2016 5:04:26 PM

lowney arch

tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

PERSPECTIVE OF PRUNEYARD PLAZA FROM DECK

SHEET NUMBER

A2.3

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PLEASE REFER TO SHEET **A6.0** FOR UPDATED PAINTING/COLOR CONCEPT

West Plaza: this plaza is created by the addition of two retail buildings (R1/R2) opposite to the Buca Di Beppo area. This area would be a smaller, more intimate space than Pruneyard Plaza and would be surrounded by dining and retail activities. Its linear nature and provided seating would make it ideal for strolling and lingering. It would also allow vehicles to pass through on raised, stamped paving.

4/19/2016 5:04:26 PM

lowney arch

tel 510.836.5400 web lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

AERIAL PERSPECTIVE OF WEST PLAZA

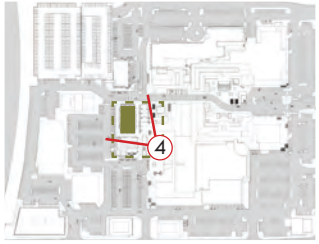
SHEET NUMBER

A2.4

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PLEASE REFER TO SHEET **A6.0** FOR UPDATED PAINTING/COLOR CONCEPT AND ELEVATIONS FOR CLERESTORY WINDOW HEIGHT

PLEASE REFER TO SHEET **A6.1** FOR UPDATED ELEVATIONS



4/19/2016 5:04:26 PM

lowney arch

510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

R2 RETAIL BUILDING & WEST PLAZA

SHEET NUMBER

A2.5

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PROPOSED RETAIL BUILDINGS & PARKING GARAGE EXPANSION

The Pruneyard Master Plan includes five new retail buildings. Each building has been sited and designed with specific goals, as noted below. Prior to approaching the design of these buildings, our team studied the existing retail architecture at The Pruneyard and extensively researched early California Hacienda and Mission style buildings. The proposed design for Buildings R1,R2,R3,and R5 are a result of these studies. They include cement plaster walls with California Mission detailing and clay tile roofs, similar to the existing retail buildings, but their storefronts and window lines afford much greater visibility for retail tenants as well as opportunities to "spill out" on to trellised dining patios. We see these designs as being respectful of the existing retail buildings with a more updated feel. Given that the broad array of varchitecture on site (original retail, Sports Basement, Hotel, and Office), we feel these designs fit comfortably into the mix.

R1 and R2: these buildings have been placed in between the office and retail areas of the project with the specific goal of creating a bridge between these uses. Currently there is a large swath of asphalt dividing these areas. Our design team believes these two new buildings will create a more cohesive Pruneyard and encourage office tenants to shop or dine at the retail portion more frequently, during lunch and after work. We located the buildings to frame West Plaza, surrounded by Buca di Beppo and Lisa's Tea Treasures and highlighting the Sugar Butter Flour building as its centerpiece when vacated by the current tenant. That building would undergo a significant facade renovation (see Renovation section) which is aligned with the architecture of the R4 building located in the Pruneyard Plaza.

R3: The R3 building has been designed as an extension of the parking garage to further link the existing retail uses to the parking garage. It provides an architectural gateway to the garage area and activates the vicinity such that the garage feels truly a part of the retail experience. The prominent corner design takes its design cues from other important Mission style buildings in California. Note that R3 is shown in two variants: a two-story 12,000sf (office over retail) version and a two-story 30,000sf (fitness) version. We are in discussions with a prominent fitness group interested in coming to The Pruneyard and this alternative has been designed to meet their requirements.

R4: As noted earlier, the R4 building is a 1,600 sf retail building located in a manner that frames the Pruneyard Plaza. It is designed as a light, airy kiosk, per se, that will have mostly glass facades. Our team has designed the renovations to the Sugar, Butter, Flour Building in a similar manner so these two buildings act as matching "kiosks" within these two new plazas.

R5: The R5 building is sited as a complement to the Outback building at the driveway entry off of Campbell Ave. The design is similar to the other proposed retail buildings, but R5 would likely become a restaurant space.

lowney arch
tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

PROPOSED RETAIL & PARKING GARAGE EXPANSION

SHEET NUMBER A3.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

PLEASE REFER TO SHEET **A6.0** FOR UPDATED PAINTING/COLOR CONCEPT AND ELEVATIONS FOR CLERESTORY WINDOW HEIGHT

PLEASE REFER TO SHEET **A6.1** FOR UPDATED ELEVATIONS

lowney arch

510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

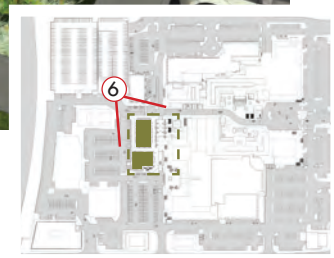
PROMENADE BETWEEN R1 & R2 RETAIL BUIDINGS

SHEET NUMBER

A3.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM



4/19/2016 5:04:26 PM

lowney arch

tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

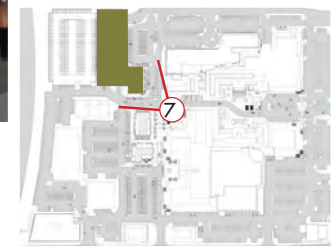
SHEET TITLE:

R1/R2 RETAIL BUILDINGS

SHEET NUMBER

A3.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



lowney arch

tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

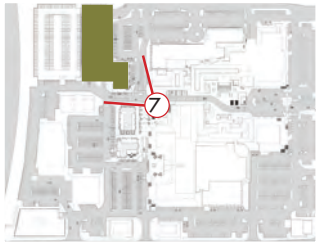
R3 BUILDING &
3-LEVEL GARAGE

SHEET NUMBER

A3.3

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM



lowney arch

tel 510.836.5400 web lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

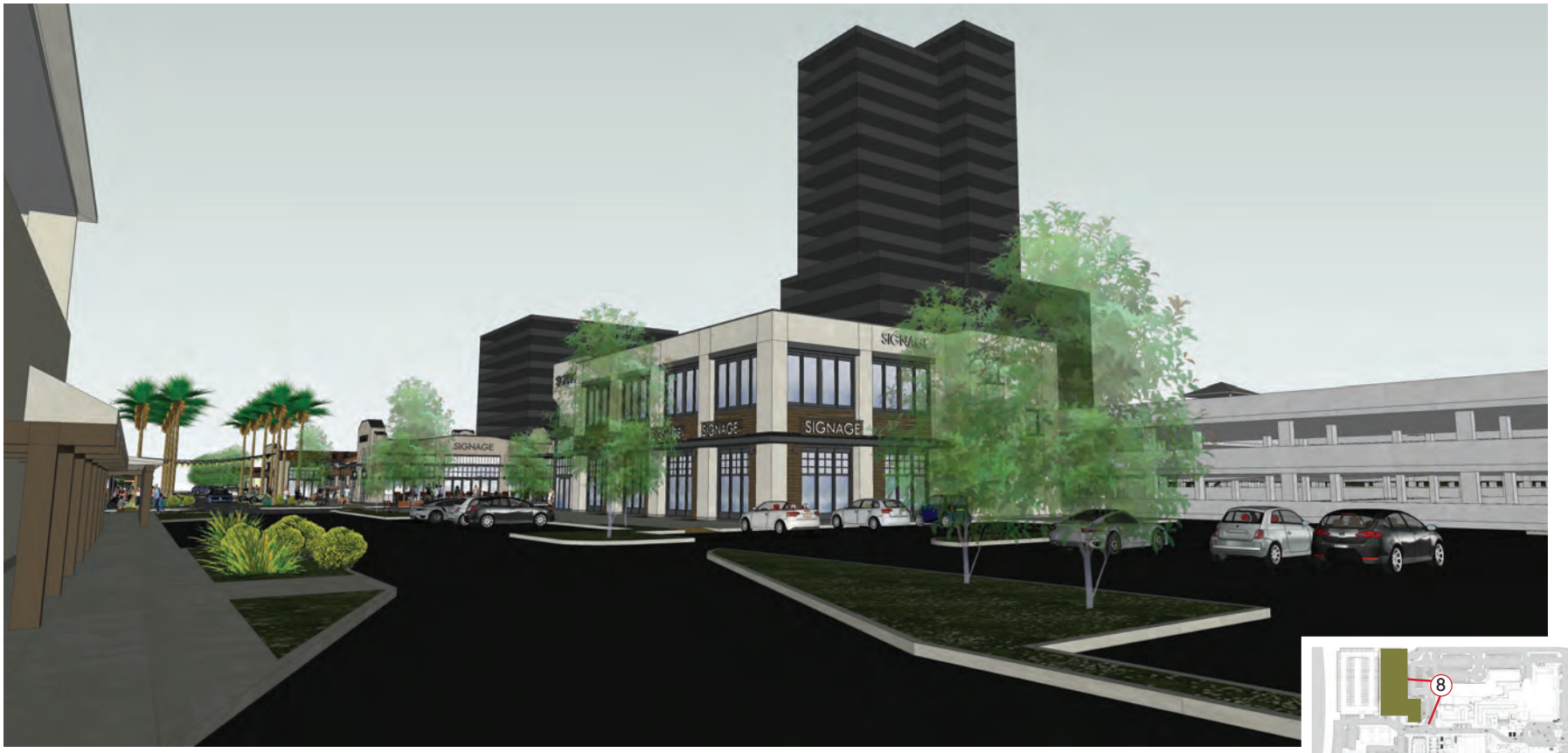
R3 FITNESS OPTION & 5-LEVEL GARAGE EXPANSION

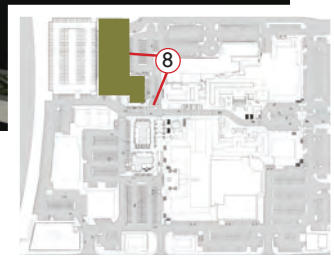
SHEET NUMBER

A3.4

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM





lowney arch

ph.510.836.5400 we.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

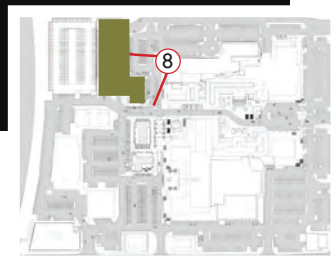
R3 BUILDING & 3-LEVEL GARAGE

SHEET NUMBER

A3.5

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM



4/19/2016 5:04:26 PM

lowney arch

ph.510.836.5400 we.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

R3 FITNESS OPTION & 5-LEVEL GARAGE EXPANSION

SHEET NUMBER

A3.6

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PLEASE REFER TO SHEET **A6.0** FOR UPDATED PAINTING/COLOR CONCEPT

4/19/2016 5:04:26 PM

lowney arch

ph.510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

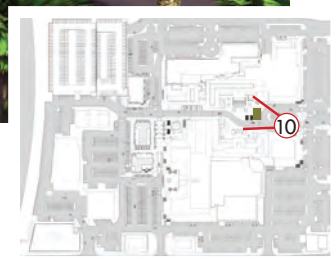
R4 RETAIL BUILDING IN PRUNEYARD PLAZA

SHEET NUMBER

A3.7

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PLEASE REFER TO SHEET **A6.0** FOR UPDATED PAINTING/COLOR CONCEPT



4/19/2016 5:04:26 PM

lowney arch

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

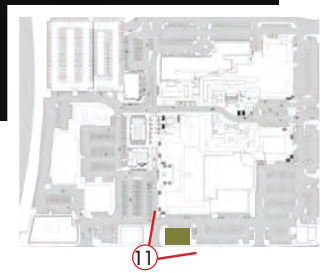
SHEET TITLE:

R4 RETAIL BUILDING FROM BASCOM AVE. ENTRY

SHEET NUMBER

A3.8

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



4/19/2016 5:04:26 PM

lowney arch

tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

R5 RETAIL BUILDING AT SOUTHWEST CORNER

SHEET NUMBER A3.9

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

lowney arch

tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

R5 RETAIL BUILDING FROM NORTHEAST CORNER

SHEET NUMBER A3.10

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

PROPOSED OFFICE BUILDING

Office Building:
Based on discussions with the City, the community, and in response to strong demand for office space in the area, we are proposing a five-story office building with a total of 100,000sf of space. The additional office space would build on the mixed-use nature of The Pruneyard and increase patronage of businesses throughout Campbell. Our team has carefully sited the office building at the intersection of Highway 17 and Campbell Ave. and selected a five-story structure to "step up" from the street to the other office tower heights of 6, 9, and 18 stories. The building's ground floor would be setback from the curb line by over 35 feet including a 10-foot wide colonnade. In response to City and community comments we have setback the face of the building an additional 5 feet from the existing setback line and created a two-story tall colonnade on the Campbell frontage to increase this public amenity. This generous setback would create an inviting entryway into The Pruneyard and soften the effect of the building on the pedestrian areas. The ground floor along Campbell would be designed to accommodate a restaurant with outdoor seating, to further activate this arrival point.

In addition to the higher and larger pedestrian colonnade, the architecture of the existing building has been modified to include terracotta tiles at the base introducing a warm, textured material that is reminiscent of the clay tile roofs throughout The Pruneyard. This more traditional material juxtaposes the more contemporary aluminum and glass facade above.

We have also created an additional office option responding to comments from the City and community for a building with less similarity to the existing office buildings. This new option also has the same building setback and responds to the highway and Portal entry point with dramatic two-story space. Additionally, the design introduces angular voids, which create public seating areas on the ground plane based on the influence of pedestrian movement along Campbell Ave. The building form is a series of frames being recessed from the face of the building based on the structural grid being clad with angular GFRC panels of a warm color, reflective of the hues and textures of the terracotta tile roofs of the existing buildings at The Pruneyard.

Lastly, our team is proposing to create a large plaza in the area where the Portals project spills out onto The Pruneyard site. Some of this area is owned by CalTrans and our team would work with this agency to attempt to gain approval of the upgrades to this area, which is currently scheduled to be unimproved under the Portals project. This plaza could include seating and interpretive elements related to the history of Campbell and The Pruneyard and would be provided as a part of the office building project.

lowney arch
ph.510.836.5400 www.lowneyarch.com

PROJECT NAME
The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH
N TRUE NORTH

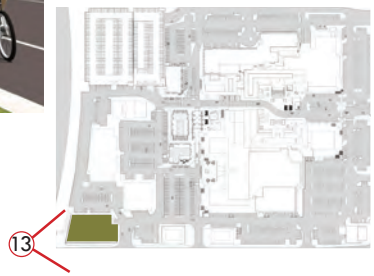
DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:

PROPOSED OFFICE BUILDING

SHEET NUMBER
A4.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM



4/19/2016 5:04:26 PM

lowney arch

tel 510.836.5400 web lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

OFFICE BLDG. OPT. 1 PERSPECTIVE FROM PORTALS PROJECT

SHEET NUMBER

A4.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

lowney arch

tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

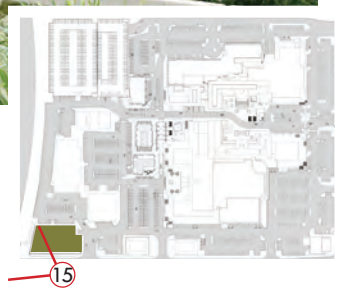
SHEET TITLE:

OFFICE BLDG. OPT. 1 & PORTALS PLAZA PERSPECTIVE

SHEET NUMBER

A4.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



4/19/2016 5:04:26 PM

lowney arch

tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

OFFICE BLDG. OPT.1 PERSPECTIVE TO PORTALS PROJECT

SHEET NUMBER

A4.3

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

lowney arch

ph.510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

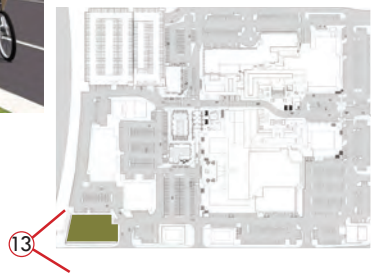
OFFICE BLDG. OPT. 1
LOOKING WEST ON
CAMPBELL

SHEET NUMBER

A4.4

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM



lowney arch

tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

OFFICE BLDG. OPT. 2 PERSPECTIVE FROM PORTALS PROJECT

SHEET NUMBER

A4.5

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

4/19/2016 5:04:26 PM

lowney arch

tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

OFFICE BLDG. OPT. 2 & PORTALS PLAZA PERSPECTIVE

SHEET NUMBER

A4.6

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

lowney arch

tel.510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

OFFICE BLDG. OPT..2 PERSPECTIVE TO PORTALS PROJECT

SHEET NUMBER

A4.7

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

lowney arch

ph.510.836.5400 we.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

OFFICE BLDG. OPT. 2
LOOKING WEST ON
CAMPBELL

SHEET NUMBER

A4.8

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

RETAIL RENOVATIONS: BEFORE AND AFTER

In addition to the master planning work for the site, our team focused considerable effort in identifying specific areas where the existing building architecture is truly inconsistent with the surroundings and certain areas that are frankly, "eyesores." As we embark on creating a more holistic Pruneyard experience, our team believes it is important to resolve many of these conditions. Among these proposed renovations are:

- creating more consistent tower features surrounding Pruneyard Plaza
- replacing the "greenhouse" facade at Palisade Builder's office, just west of La Boulanger
- replacing the facade of Sugar Butter Flour, when vacated by current tenant
- removing the stair blocking the Little Wine Bar to the east of El Burro

Based on our decade-long experience at Town & Country Village in Palo Alto, we found that removing sections of the low-slung arcade at key corners can greatly improve visibility for tenants and provide architectural relief to the Hacienda-style buildings. Our team has identified several locations where this change would have a dramatic impact, as shown on the following images.

lowney arch
tel.510.836.5400 web.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

RETAIL RENOVATIONS: BEFORE AND AFTER

SHEET NUMBER A5.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

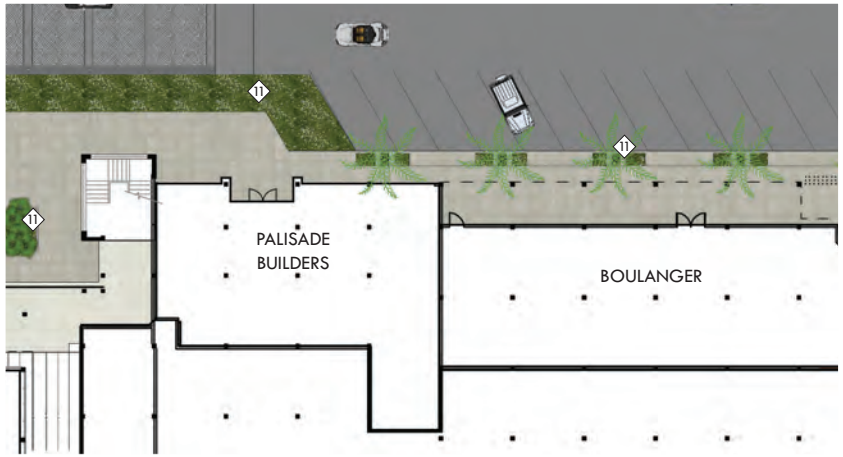
4/19/2016 5:04:26 PM

EXISTING PHOTOS

With Center-wide goals to unify building and tenant architecture and to increase tenant visibility, renovations to this area will include: increasing visibility to suite 403 by bringing the line of the existing storefront forward to claim the currently outdoor space under the arcade as new, leasable area. The added area will help to unify and clarify the building elevation that has been changed over the years, while simultaneously improving site circulation and the visibility and presence of this new tenant on Pruneyard Plaza.

With these goals in mind we have removed the modern, glass addition made to the second floor suite for Palisade Builders and replaced it with a facade that is more in line with the surrounding architecture and keeping with the spirit and intent of the building before, out-of-place, modern additions were conceived.

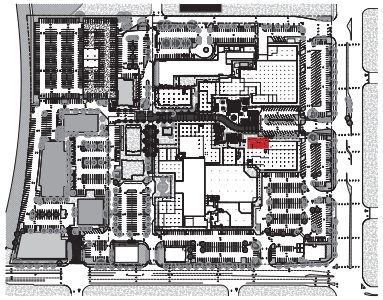
PROPOSED RENOVATIONS TO PALISADE BUILDERS



PROPOSED RENOVATIONS TO PALISADE BUILDERS

KEYNOTES

1. NEW PAINT
2. NEW CEMENT PLASTER
3. NEW DECORATIVE METAL
4. NEW WINDOWS
5. NEW STOREFRONT
6. ERGON WOODTALK ENGINEERED STONE
7. NEW PLANTER
8. NEW BIO-FILTRATION PLANTER
9. NEW OUTDOOR SEATING
10. NEW TRELLIS/ARCADE REMOVAL (SEE TRELLIS DWGS.)
11. NEW LANDSCAPING, SEE LANDSCAPING DRAWINGS
12. NEW WOOD OR METAL RAIN SCREEN
13. NEW LIGHTS
14. NEW TRELLIS/SHADE STRUCTURE
15. NEW PRIVACY SCREENS
16. NEW BIKE RACK
17. NEW SIDEWALK EXPANSION
18. NEW STAIR
19. NEW CANOPY
20. NEW STONE WALL
21. NEW VINE CABLES
22. NEW PUBLIC RESTROOM
23. OCK OUTDOOR SEATING IMPROVEMENTS (COMPLETED)
24. NEW ARCH
25. REMOVE BUILDING FACADE



KEY PLAN

lowney arch

tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

PALISADE BUILDERS RENOVATIONS

SHEET NUMBER

A5.1

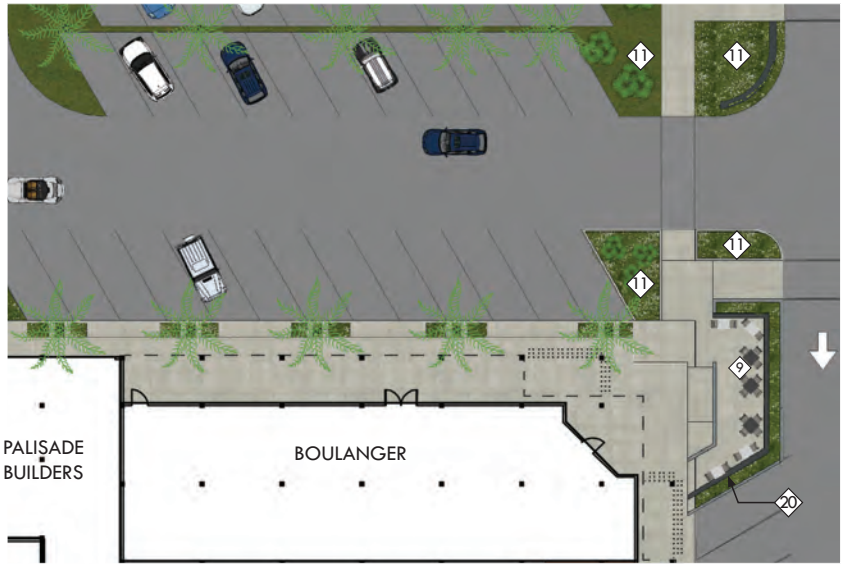
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

EXISTING PHOTOS

As people arrive to The Pruneyard from Bascom we felt that it was important to celebrate this entry with a series of improvements aimed at enhancing the "front door" of the project.
New landscaping, crosswalks and places to stop and rest contribute to a more friendly and enjoyable pedestrian experience. While selective aracade removal, new expanded outdoor seating and new trellises help to give exposure to tenants and provide new ways in which to enjoy and activate the center.

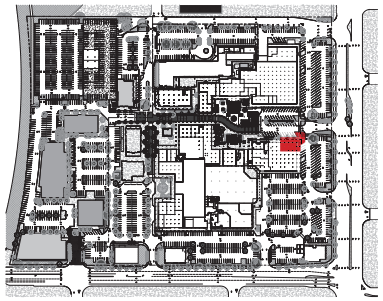
PROPOSED RENOVATIONS TO BOULANGER



PROPOSED RENOVATIONS TO BOULANGER

KEYNOTES

1. NEW PAINT
2. NEW CEMENT PLASTER
3. NEW DECORATIVE METAL
4. NEW WINDOWS
5. NEW STOREFRONT
6. ERGON WOODTALK ENGINEERED STONE
7. NEW PLANTER
8. NEW BIO-FILTRATION PLANTER
9. NEW OUTDOOR SEATING
10. NEW TRELLIS/ARCADE REMOVAL (SEE TRELLIS DWGS.)
11. NEW LANDSCAPING, SEE LANDSCAPING DRAWINGS
12. NEW WOOD OR METAL RAIN SCREEN
13. NEW LIGHTS
14. NEW TRELLIS/SHADE STRUCTURE
15. NEW PRIVACY SCREENS
16. NEW BIKE RACK
17. NEW SIDEWALK EXPANSION
18. NEW STAIR
19. NEW CANOPY
20. NEW STONE WALL
21. NEW VINE CABLES
22. NEW PUBLIC RESTROOM
23. OCK OUTDOOR SEATING IMPROVEMENTS (COMPLETED)
24. NEW ARCH
25. REMOVE BUILDING FACADE



KEY PLAN

lowney arch
ph.510.836.5400 www.lowneyarch.com

PROJECT NAME
The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:

BOULANGER RENOVATIONS

SHEET NUMBER
A5.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

EXISTING PHOTOS

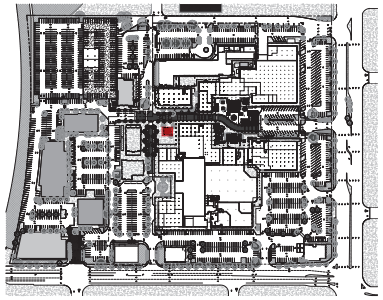
The planning of R1 and R2 and subsequent forming of the new West Plaza has placed and emphasis on the existing Sugar, Butter, Flour. Once at the corner of a busy intersection, it now sits centrally located within a new plaza. Similarly to the way we were thinking about the relationship between R4 and Pruneayrd Plaza, we felt that this building had the opportunity to be a jewel box within the new plaza. Due to it's siting within the plaza and relatively small size, we saw this building and renovation as a slight departure from the existing architecture and more of an opportunity to introduce a contextually sensitive new vernacular.
Warm wood, glass, metal and plaster form the renovation palette.

PROPOSED RENOVATIONS TO SUGAR, BUTTER, FLOUR

PROPOSED RENOVATIONS TO SUGAR, BUTTER, FLOUR

KEYNOTES

1. NEW PAINT
2. NEW CEMENT PLASTER
3. NEW DECORATIVE METAL
4. NEW WINDOWS
5. NEW STOREFRONT
6. ERGON WOODTALK ENGINEERED STONE
7. NEW PLANTER
8. NEW BIO-FILTRATION PLANTER
9. NEW OUTDOOR SEATING
10. NEW TRELLIS/ARCADE REMOVAL (SEE TRELLIS DWGS.)
11. NEW LANDSCAPING, SEE LANDSCAPING DRAWINGS
12. NEW WOOD OR METAL RAIN SCREEN
13. NEW LIGHTS
14. NEW TRELLIS/SHADE STRUCTURE
15. NEW PRIVACY SCREENS
16. NEW BIKE RACK
17. NEW SIDEWALK EXPANSION
18. NEW STAIR
19. NEW CANOPY
20. NEW STONE WALL
21. NEW VINE CABLES
22. NEW PUBLIC RESTROOM
23. OCK OUTDOOR SEATING IMPROVEMENTS (COMPLETED)
24. NEW ARCH
25. REMOVE BUILDING FACADE



KEY PLAN

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:

SUGAR, BUTTER, FLOUR RENOVATIONS

SHEET NUMBER A5.4

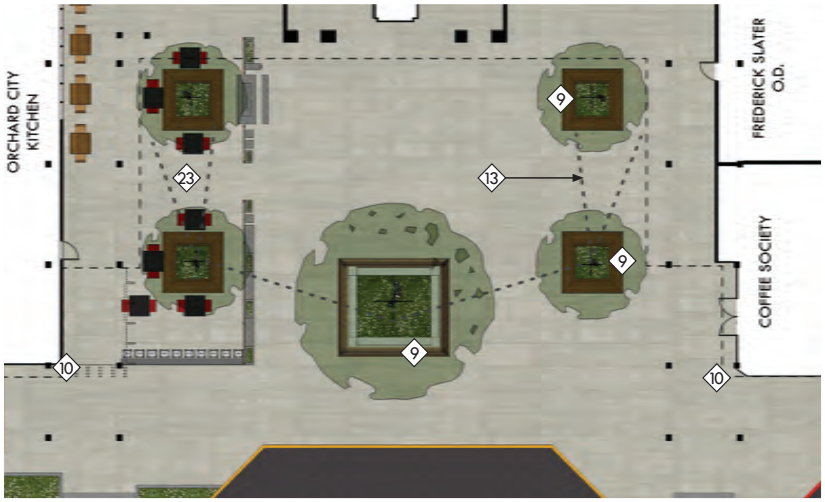
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

EXISTING PHOTOS

One change that we think would greatly improve the usability of the cinema square is to open up lines of circulation between the theater and the surrounding tenant suites. Allowing for easy circulation between food service tenants and the movie theater is crucial for the overall success of this space.
Shown here are improvements to the outdoor dining area for Orchard City Kitchen. As tenant's and their needs become identified this plaza will continue to grow in direct response to those tenant's needs.
In addition to future tenant build-outs, general improvements are planned in the way of new bench seating around the existing tree wells and strategic arcade removal to promote tenant visibility.

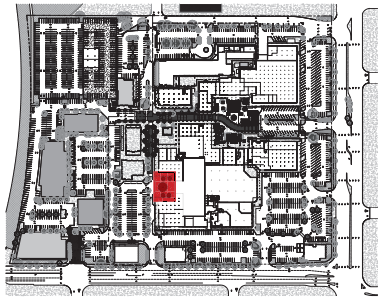
PROPOSED RENOVATIONS TO CINEMA PLAZA



PROPOSED RENOVATIONS TO CINEMA PLAZA

KEYNOTES

1. NEW PAINT
2. NEW CEMENT PLASTER
3. NEW DECORATIVE METAL
4. NEW WINDOWS
5. NEW STOREFRONT
6. ERGON WOODTALK ENGINEERED STONE
7. NEW PLANTER
8. NEW BIO-FILTRATION PLANTER
9. NEW OUTDOOR SEATING
10. NEW TRELLIS/ARCADE REMOVAL (SEE TRELLIS DWGS.)
11. NEW LANDSCAPING, SEE LANDSCAPING DRAWINGS
12. NEW WOOD OR METAL RAIN SCREEN
13. NEW LIGHTS
14. NEW TRELLIS/SHADE STRUCTURE
15. NEW PRIVACY SCREENS
16. NEW BIKE RACK
17. NEW SIDEWALK EXPANSION
18. NEW STAIR
19. NEW CANOPY
20. NEW STONE WALL
21. NEW VINE CABLES
22. NEW PUBLIC RESTROOM
23. OCK OUTDOOR SEATING IMPROVEMENTS (COMPLETED)
24. NEW ARCH
25. REMOVE BUILDING FACADE



KEY PLAN

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:

CINEMA PLAZA RENOVATIONS

SHEET NUMBER A5.5

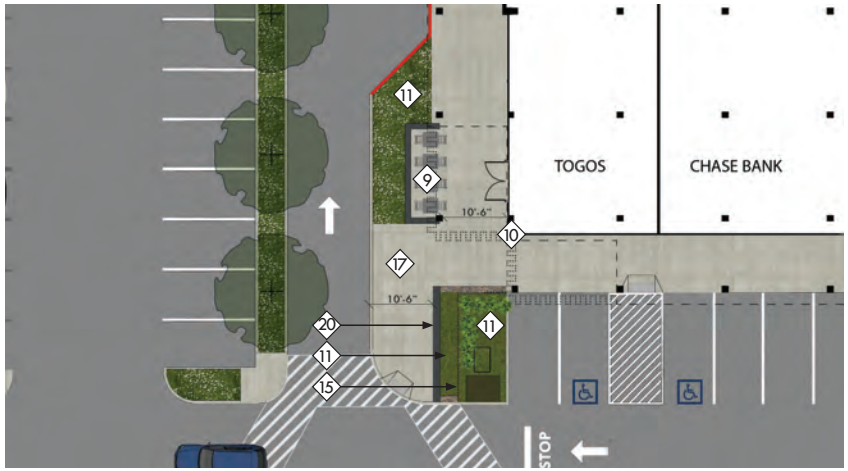
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

EXISTING PHOTOS

In our experience, we found that removing sections of the low-slung arcade at key corners can greatly improve visibility for tenants and provide architectural relief to the Hacienda-style buildings.
With our plans for an expanded sidewalk in this area we thought that this corner was a terrific candidate for some arcade demolition.
By removing the existing tower and portions of the arcade we have improved tenant visibility. The new light and airy feeling, along with the new outdoor seating improvements greatly improves the customer experience and helps to soften the western edge of the retail center.

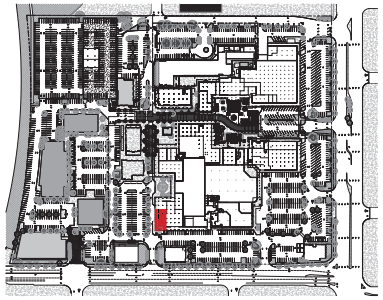
PROPOSED RENOVATIONS TO TOGO'S



PROPOSED RENOVATIONS TO TOGO'S

KEYNOTES

1. NEW PAINT
2. NEW CEMENT PLASTER
3. NEW DECORATIVE METAL
4. NEW WINDOWS
5. NEW STOREFRONT
6. ERGON WOODTALK ENGINEERED STONE
7. NEW PLANTER
8. NEW BIO-FILTRATION PLANTER
9. NEW OUTDOOR SEATING
10. NEW TRELLIS/ARCADE REMOVAL (SEE TRELLIS DWGS.)
11. NEW LANDSCAPING, SEE LANDSCAPING DRAWINGS
12. NEW WOOD OR METAL RAIN SCREEN
13. NEW LIGHTS
14. NEW TRELLIS/SHADE STRUCTURE
15. NEW PRIVACY SCREENS
16. NEW BIKE RACK
17. NEW SIDEWALK EXPANSION
18. NEW STAIR
19. NEW CANOPY
20. NEW STONE WALL
21. NEW VINE CABLES
22. NEW PUBLIC RESTROOM
23. OCK OUTDOOR SEATING IMPROVEMENTS (COMPLETED)
24. NEW ARCH
25. REMOVE BUILDING FACADE



KEY PLAN

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:

TOGO'S RENOVATIONS

SHEET NUMBER A5.6

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

SPORTS BASEMENT- EXISTING

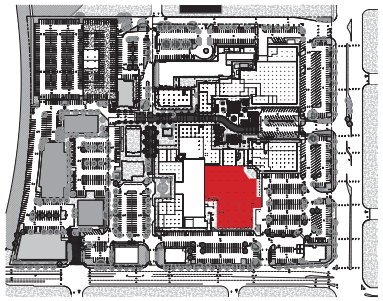
SPORTS BASEMENT - WITH NEW FACADE IMPROVEMENTS

SPORTS BASEMENT- EXISTING

SPORTS BASEMENT - WITH NEW FACADE IMPROVEMENTS

KEYNOTES

1. NEW PAINT
2. NEW CEMENT PLASTER
3. NEW DECORATIVE METAL
4. NEW WINDOWS
5. NEW STOREFRONT
6. ERGON WOODTALK ENGINEERED STONE
7. NEW PLANTER
8. NEW BIO-FILTRATION PLANTER
9. NEW OUTDOOR SEATING
10. NEW TRELLIS/ARCADE REMOVAL (SEE TRELLIS DWGS.)
11. NEW LANDSCAPING, SEE LANDSCAPING DRAWINGS
12. NEW WOOD OR METAL RAIN SCREEN
13. NEW LIGHTS
14. NEW TRELLIS/SHADE STRUCTURE
15. NEW PRIVACY SCREENS
16. NEW BIKE RACK
17. NEW SIDEWALK EXPANSION
18. NEW STAIR
19. NEW CANOPY
20. NEW STONE WALL
21. NEW VINE CABLES
22. NEW PUBLIC RESTROOM
23. OCK OUTDOOR SEATING IMPROVEMENTS (COMPLETED)
24. NEW ARCH
25. REMOVE BUILDING FACADE
26. REPLACE AWNING



KEY PLAN

lowney arch

510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

SPORTS BASEMENT RENOVATIONS

SHEET NUMBER

A5.7

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

BANK OF AMERICA- EXISTING

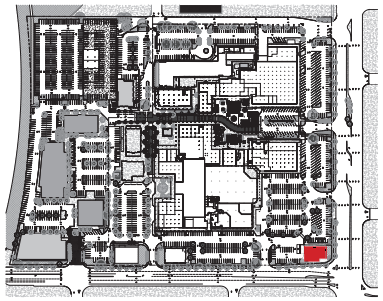
BANK OF AMERICA - WITH NEW FACADE IMPROVEMENTS

BANK OF AMERICA- EXISTING

BANK OF AMERICA - WITH NEW FACADE IMPROVEMENTS

KEYNOTES

1. NEW PAINT
2. NEW CEMENT PLASTER
3. NEW DECORATIVE METAL
4. NEW WINDOWS
5. NEW STOREFRONT
6. ERGON WOODTALK ENGINEERED STONE
7. NEW PLANTER
8. NEW BIO-FILTRATION PLANTER
9. NEW OUTDOOR SEATING
10. NEW TRELLIS/ARCADE REMOVAL (SEE TRELLIS DWGS.)
11. NEW LANDSCAPING, SEE LANDSCAPING DRAWINGS
12. NEW WOOD OR METAL RAIN SCREEN
13. NEW LIGHTS
14. NEW TRELLIS/SHADE STRUCTURE
15. NEW PRIVACY SCREENS
16. NEW BIKE RACK
17. NEW SIDEWALK EXPANSION
18. NEW STAIR
19. NEW CANOPY
20. NEW STONE WALL
21. NEW VINE CABLES
22. NEW PUBLIC RESTROOM
23. OCK OUTDOOR SEATING IMPROVEMENTS (COMPLETED)
24. NEW ARCH
25. REMOVE BUILDING FACADE



KEY PLAN

lowney arch

510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

BANK OF AMERICA RENOVATIONS

SHEET NUMBER

A5.8

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

PENINSULA BEAUTY - EXISTING

PENINSULA BEAUTY - SECOND FLOOR WINDOW FACADE

APERTURE ACADEMY LLC - EXISTING

APERTURE ACADEMY LLC - WITH RENOVATIONS

KEYNOTES

1. NEW PAINT
2. NEW CEMENT PLASTER
3. NEW DECORATIVE METAL
4. NEW WINDOWS
5. NEW STOREFRONT
6. ERGON WOODTALK ENGINEERED STONE
7. NEW PLANTER
8. NEW BIO-FILTRATION PLANTER
9. NEW OUTDOOR SEATING
10. NEW TRELLIS/ARCADE REMOVAL (SEE TRELLIS DWGS.)
11. NEW LANDSCAPING, SEE LANDSCAPING DRAWINGS
12. NEW WOOD OR METAL RAIN SCREEN
13. NEW LIGHTS
14. NEW TRELLIS/SHADE STRUCTURE
15. NEW PRIVACY SCREENS
16. NEW BIKE RACK
17. NEW SIDEWALK EXPANSION
18. NEW STAIR
19. NEW CANOPY
20. NEW STONE WALL
21. NEW VINE CABLES
22. NEW PUBLIC RESTROOM
23. OCK OUTDOOR SEATING IMPROVEMENTS (COMPLETED)
24. NEW ARCH
25. REMOVE BUILDING FACADE

lowney arch
tel.510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

MISCELLANEOUS RENOVATIONS

SHEET NUMBER A5.9

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

PRUNEYARD PLAZA TOWERS - EXISTING

PRUNEYARD PLAZA TOWERS - WITH RENOVATIONS

SPORTS BASEMENT/PATXIS - EXISTING

SPORTS BASEMENT/PATXIS - WITHOUT COURTYARD WALL

KEYNOTES

1. NEW PAINT
2. NEW CEMENT PLASTER
3. NEW DECORATIVE METAL
4. NEW WINDOWS
5. NEW STOREFRONT
6. ERGON WOODTALK ENGINEERED STONE
7. NEW PLANTER
8. NEW BIO-FILTRATION PLANTER
9. NEW OUTDOOR SEATING
10. NEW TRELLIS/ARCADE REMOVAL (SEE TRELLIS DWGS.)
11. NEW LANDSCAPING, SEE LANDSCAPING DRAWINGS
12. NEW WOOD OR METAL RAIN SCREEN
13. NEW LIGHTS
14. NEW TRELLIS/SHADE STRUCTURE
15. NEW PRIVACY SCREENS
16. NEW BIKE RACK
17. NEW SIDEWALK EXPANSION
18. NEW STAIR
19. NEW CANOPY
20. NEW STONE WALL
21. NEW VINE CABLES
22. NEW PUBLIC RESTROOM
23. OCK OUTDOOR SEATING IMPROVEMENTS (COMPLETED)
24. NEW ARCH
25. REMOVE BUILDING FACADE

lowney arch
tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

MISCELLANEOUS RENOVATIONS

SHEET NUMBER A5.10

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

ROCK BOTTOM BREWERY - EXISTING

ROCK BOTTOM BREWERY - ADDED BACK FENCE

KEYNOTES

1. NEW PAINT
2. NEW CEMENT PLASTER
3. NEW DECORATIVE METAL
4. NEW WINDOWS
5. NEW STOREFRONT
6. ERGON WOODTALK ENGINEERED STONE
7. NEW PLANTER
8. NEW BIO-FILTRATION PLANTER
9. NEW OUTDOOR SEATING
10. NEW TRELLIS/ARCADE REMOVAL (SEE TRELLIS DWGS.)
11. NEW LANDSCAPING, SEE LANDSCAPING DRAWINGS
12. NEW WOOD OR METAL RAIN SCREEN
13. NEW LIGHTS
14. NEW TRELLIS/SHADE STRUCTURE
15. NEW PRIVACY SCREENS
16. NEW BIKE RACK
17. NEW SIDEWALK EXPANSION
18. NEW STAIR
19. NEW CANOPY
20. NEW STONE WALL
21. NEW VINE CABLES
22. NEW PUBLIC RESTROOM
23. OCK OUTDOOR SEATING IMPROVEMENTS (COMPLETED)
24. NEW ARCH
25. REMOVE BUILDING FACADE

lowney arch
ph.510.836.5400 we.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

MISCELLANEOUS RENOVATIONS

SHEET NUMBER A5.11

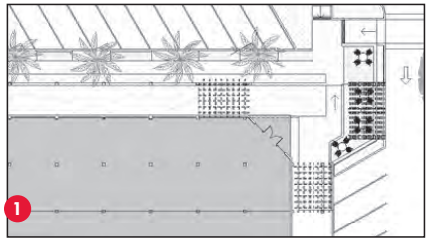
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

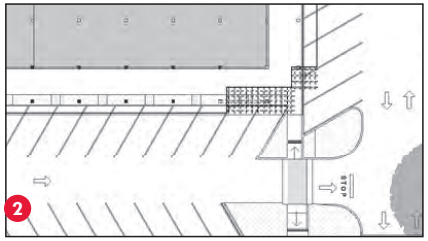
4/19/2016 5:04:26 PM

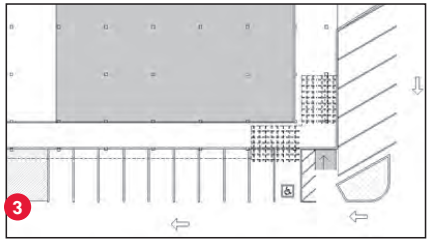
EXISTING PHOTO

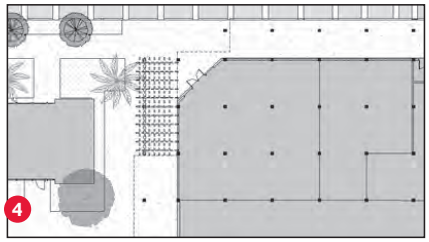
PROPOSED RENDERING

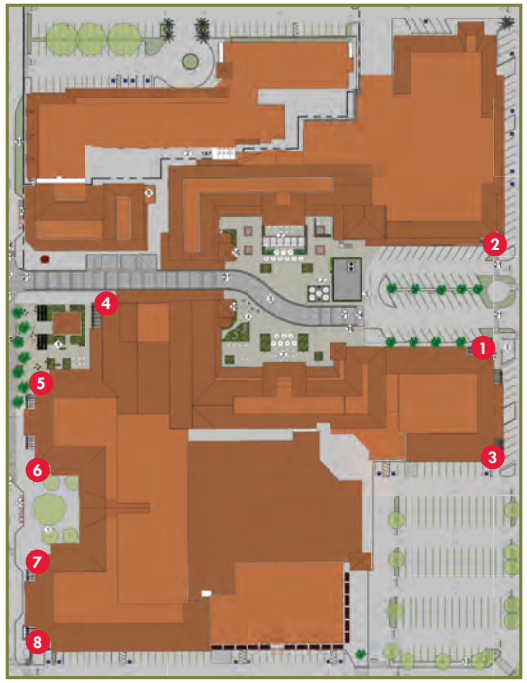
PROPOSED PLAN











KEY PLAN

In our experience, we found that removing sections of the low-slung arcade at key corners can greatly improve visibility for tenants and provide architectural relief to the Hacienda-style buildings.
This site plan and graphics help locate and illustrate the areas where we believe are the most logical locations for arcade removal/trellis addition.

lowney arch

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/16	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

TRELLIS & ARCADE REMOVAL

SHEET NUMBER A5.12

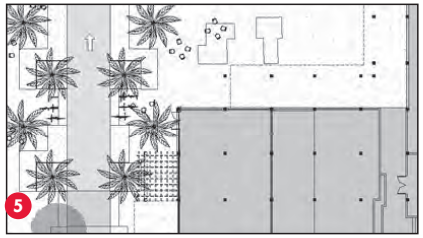
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

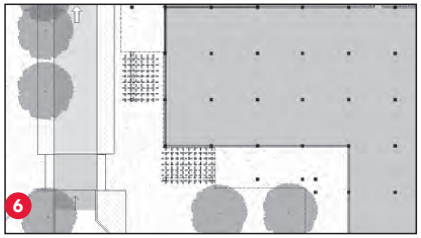
4/19/2016 5:04:26 PM

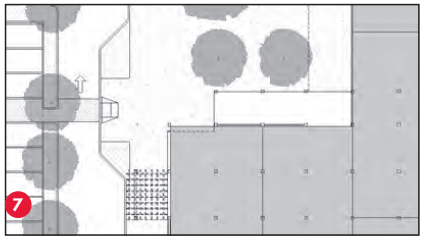
EXISTING PHOTO

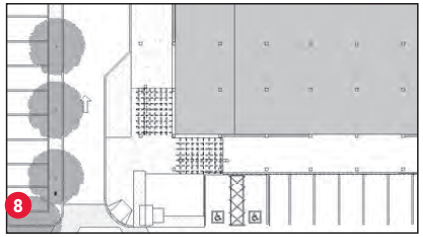
PROPOSED RENDERING

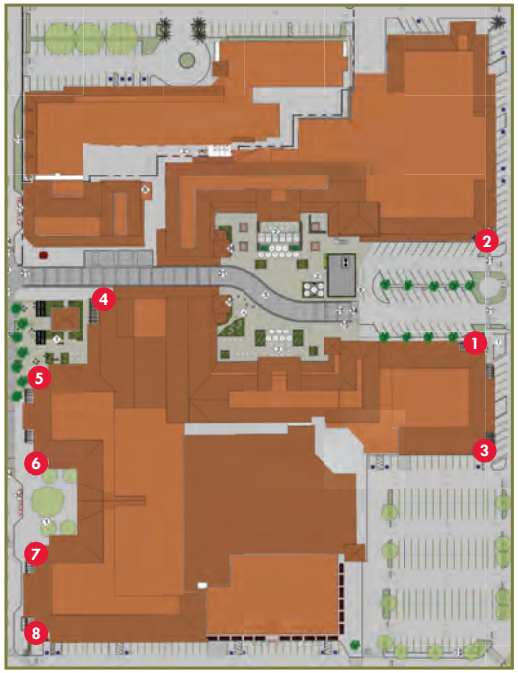
PROPOSED PLAN











KEY PLAN

In our experience, we found that removing sections of the low-slung arcade at key corners can greatly improve visibility for tenants and provide architectural relief to the Hacienda-style buildings.
This site plan and graphics help locate and illustrate the areas where we believe are the most logical locations for arcade removal/trellis addition.

lowney arch

510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/16	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

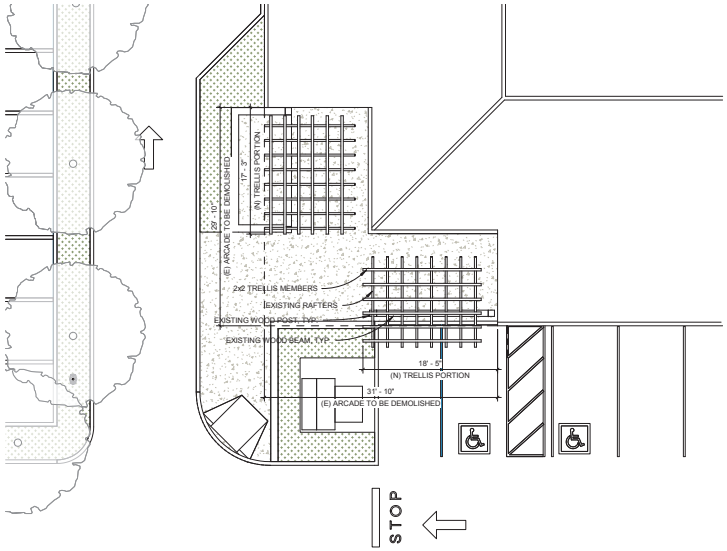
SHEET TITLE:

TRELLIS & ARCADE REMOVAL

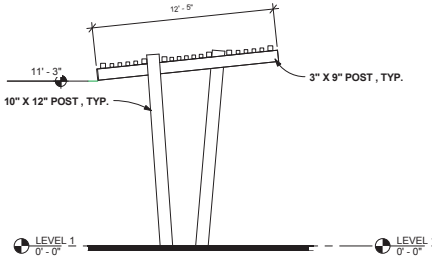
SHEET NUMBER A5.13

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

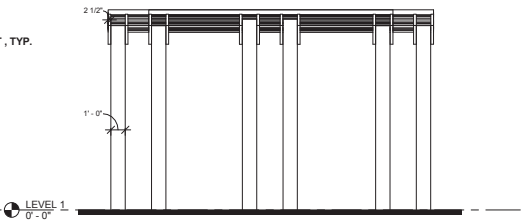
4/19/2016 5:04:26 PM



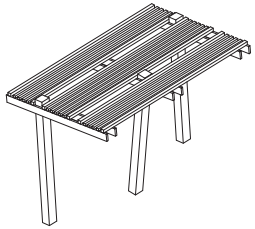
3 SITE PLAN - ROOF PLAN TRELLIS 3
1/8" = 1'-0"



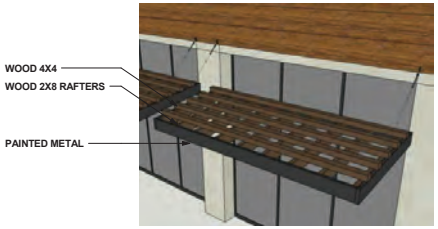
5 TRELLIS FREESTANDING - NORTH ELEVATION
1/4" = 1'-0"



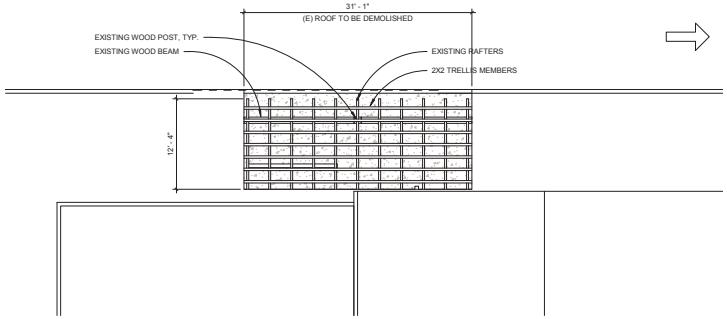
6 TRELLIS FREESTANDING - WEST ELEVATION
1/4" = 1'-0"



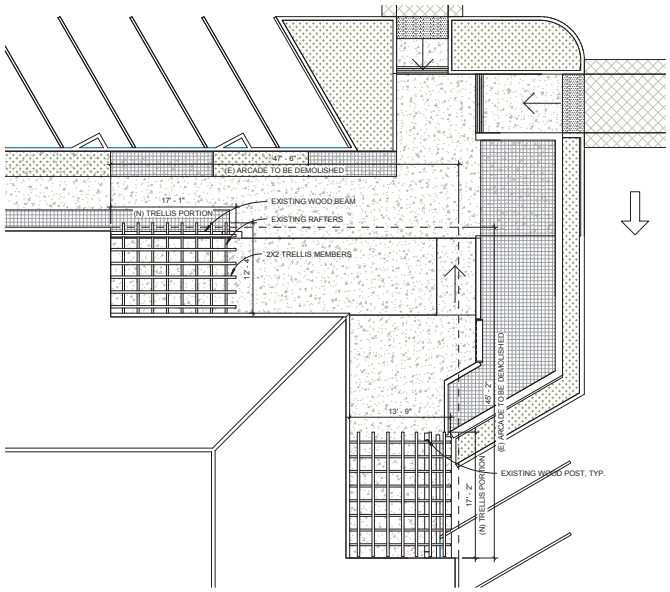
4 FREESTANDING TRELLIS



7 BUILDING TRELLIS / SHADE STRUCTURE AT R3
12" = 1'-0"



2 SITE PLAN - ROOF PLAN TRELLIS 2
1/8" = 1'-0"



1 SITE PLAN - ROOF PLAN TRELLIS 1
1/8" = 1'-0"

4/21/2016 4:04:48 PM

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

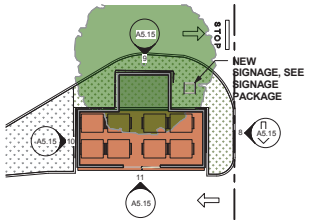
#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:
TYPICAL TRELLIS DETAILS

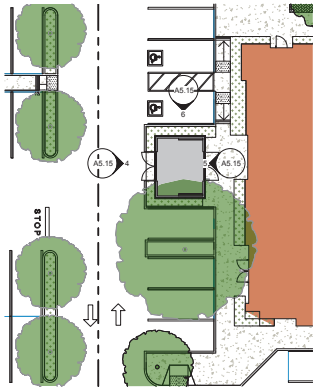
SHEET NUMBER
A5.14

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



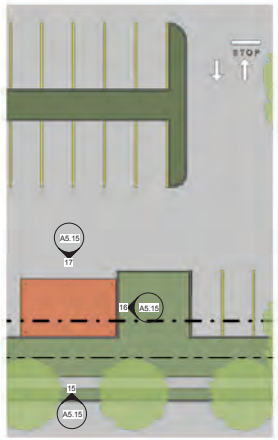
12 EXISTING NORTH TRASH ENCLOSURE ENLARGED PLAN
1/16" = 1'-0"

11 TRASH ENCLOSURE ELEVATION - SOUTH
3/32" = 1'-0"



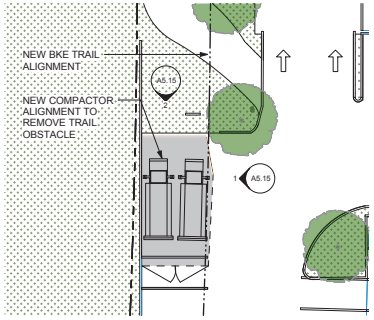
NOTE:
New trash enclosure shall have a connection to the sanitary sewer system.

7 NEW TRASH ENCLOSURE ENLARGED PLAN
1/16" = 1'-0"

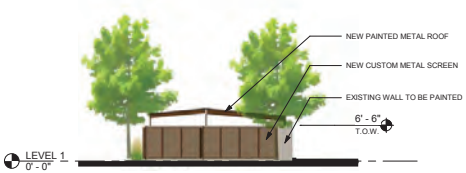


14 EXISTING CAMPBELL AVE. TRASH ENCLOSURE ENLARGED PLAN
1/16" = 1'-0"

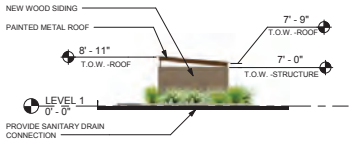
NOTE:
NEW TRASH ENCLOSURES TO HAVE CONNECTION TO SANITARY SEWER AND CODE COMPLIANT WALLS AND ROOFS. EXISTING TRASH ENCLOSURES HAVE NEW NON-COMBUSTIBLE ROOFS AND ARE TO BE ALOWED TO REMAIN WITHOUT SEWER SYSTEM CONNECTIONS.



3 ENLARGED EXISING WEST TRASH COMPACTOR PLAN
1/16" = 1'-0"

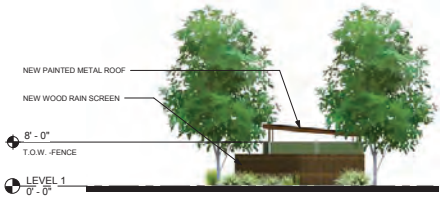


10 TRASH ENCLOSURE ELEVATION - WEST
3/32" = 1'-0"

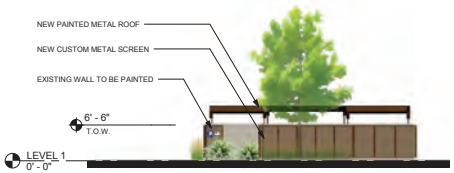


6 NEW TRASH ENCLOSURE ELEVATION - NORTH & SOUTH
3/32" = 1'-0"

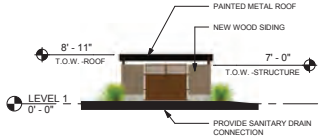
15 TRASH ENCLOSURE CAMPBELL - SOUTH
3/32" = 1'-0"



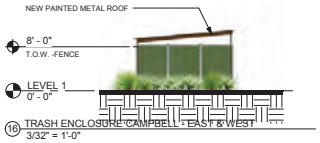
2 TRASH COMPACTOR ELEVATION - NORTH
3/32" = 1'-0"



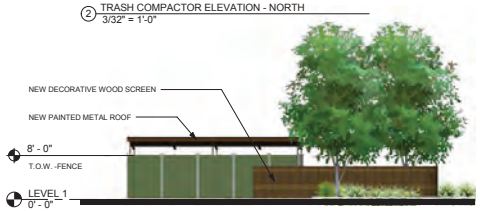
9 TRASH ENCLOSURE ELEVATION - NORTH
3/32" = 1'-0"



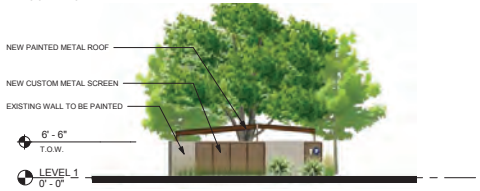
5 NEW TRASH ENCLOSURE ELEVATION - EAST
3/32" = 1'-0"



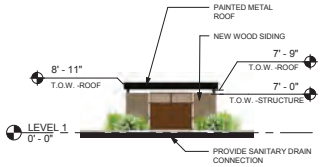
16 TRASH ENCLOSURE CAMPBELL - EAST & WEST
3/32" = 1'-0"



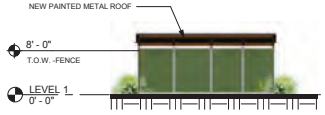
1 TRASH COMPACTOR ELEVATION - EAST
3/32" = 1'-0"



8 TRASH ENCLOSURE ELEVATION - EAST
3/32" = 1'-0"



4 NEW TRASH ENCLOSURE ELEVATION - WEST
3/32" = 1'-0"



17 TRASH ENCLOSURE CAMPBELL - NORTH
3/32" = 1'-0"

13 TYP. ABOVE GROUND UTILITY SCREENING
NTS

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME
The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

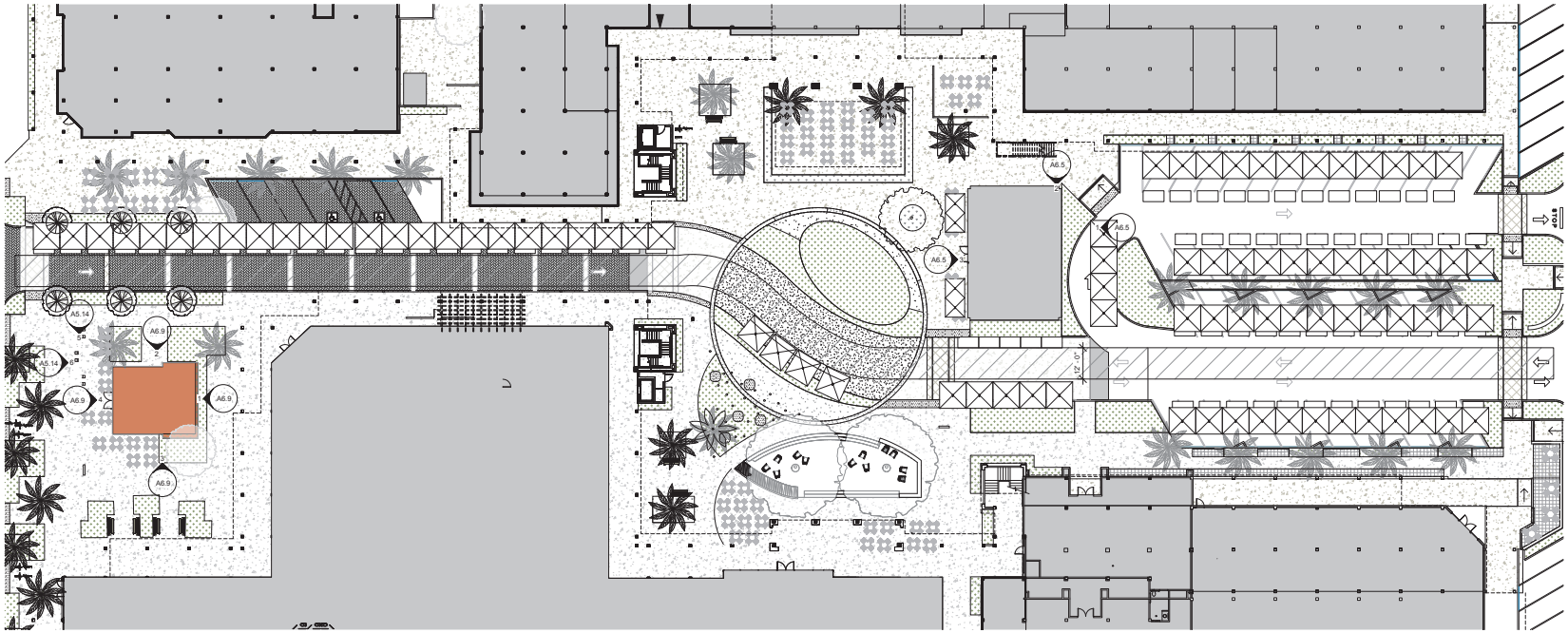
N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:
TRASH ENCLOSURES

SHEET NUMBER
A5.15

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/21/2016 4:06:44 PM



1 ENLARGED PRUNEYARD PLAZA PLAN_EVENT PLAN
3/64" = 1'-0"

4/21/2016 4:10:19 PM

lowney arch
tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

PRUNEYARD PLAZA EVENT PLAN

SHEET NUMBER

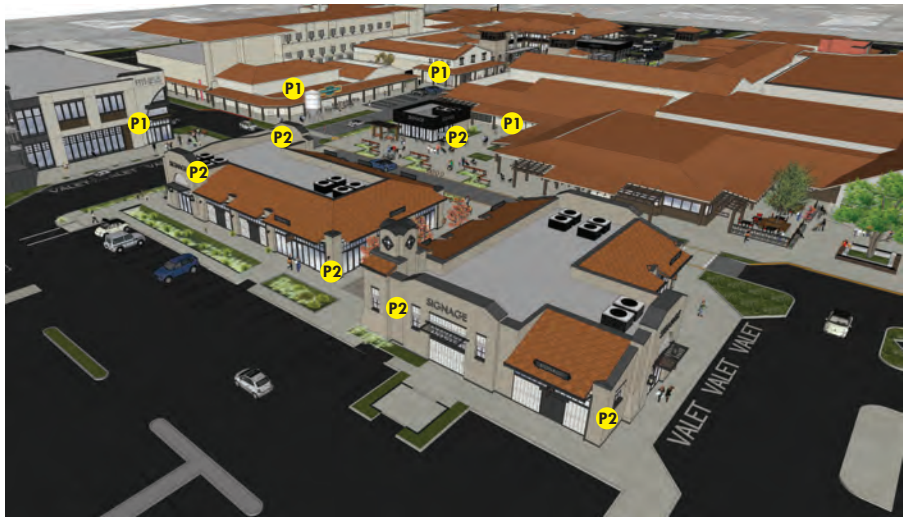
A5.16

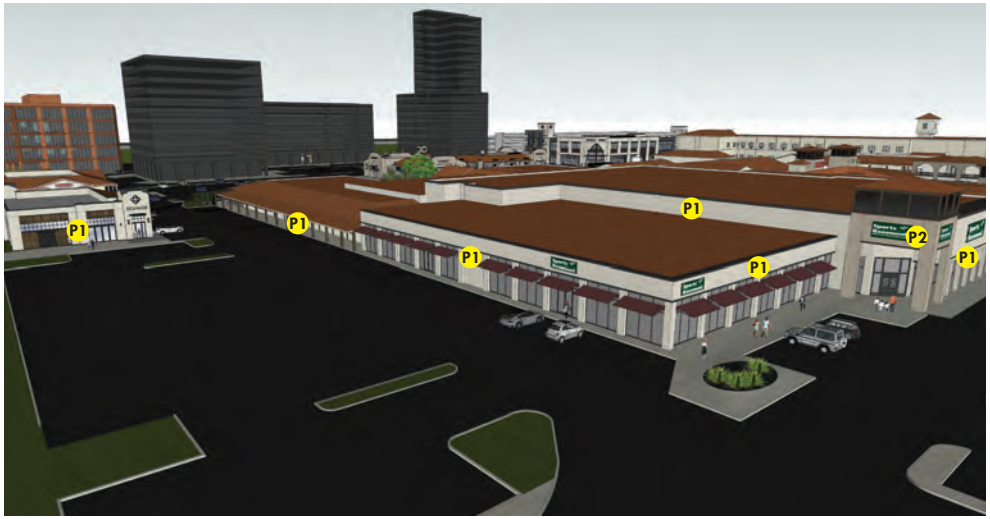
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PAINTING NOTES

P1	P2	P3	P4

*COLORS SHOWN ARE FOR CONCEPT ONLY, EXACT COLORS TO BE CHOSEN ONCE SAMPLES ARE CREATED
NOTE: COLOR P4 TO BE USED ON TIMBER COLUMNS AND BEAMS





4/19/2016 5:04:26 PM

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME
The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

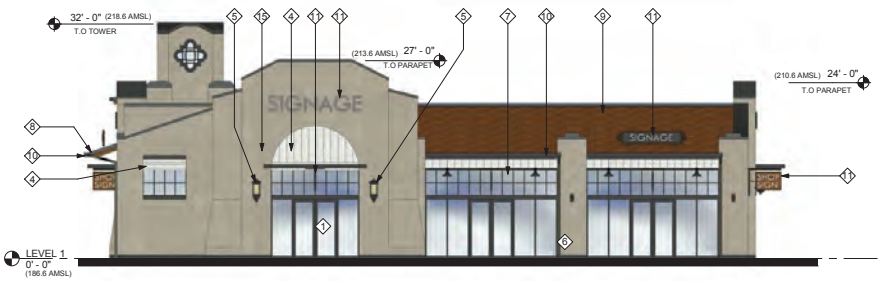
N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:

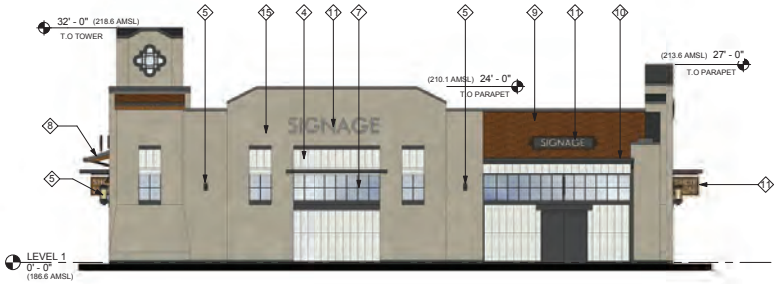
PAINTING SCHEME

SHEET NUMBER A6.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



4 R1_EXTERIOR ELEVATION - SOUTH
1/8" = 1'-0"



3 R1_EXTERIOR ELEVATION - WEST
1/8" = 1'-0"

2 R1_EXTERIOR ELEVATION - NORTH
1/8" = 1'-0"

1 R1_EXTERIOR ELEVATION - EAST
1/8" = 1'-0"

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE, COLOR TBD TO CONTRAST W/ STUCCO COLOR
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH

lowney arch
ph: 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

R1 EXTERIOR ELEVATIONS

SHEET NUMBER

A6.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/21/2016 4:11:33 PM

3 R2_EXTERIOR ELEVATION - SOUTH
1/8" = 1'-0"

4 R2_EXTERIOR ELEVATION - WEST
1/8" = 1'-0"

2 R2_EXTERIOR ELEVATION - NORTH
1/8" = 1'-0"

1 R2_EXTERIOR ELEVATION - EAST
1/8" = 1'-0"

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE, COLOR TBD TO CONTRAST W/ STUCCO COLOR
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

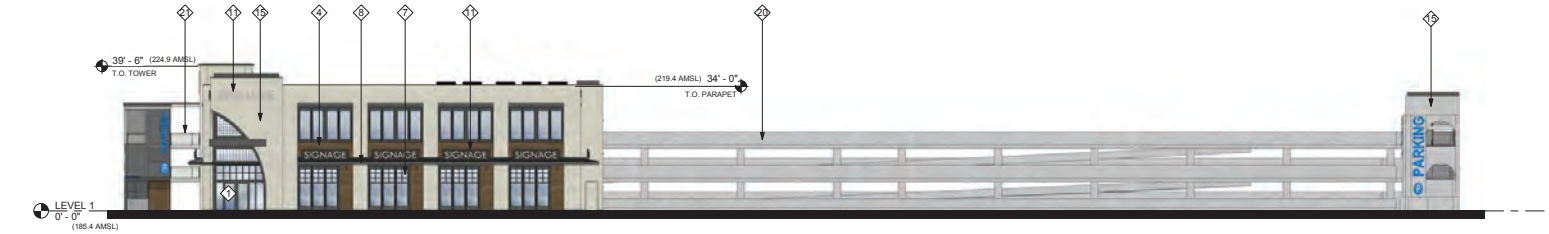
R2 EXTERIOR ELEVATIONS

SHEET NUMBER

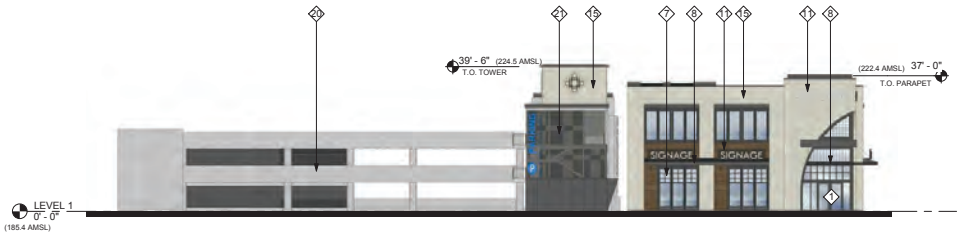
A6.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/21/2016 4:12:38 PM



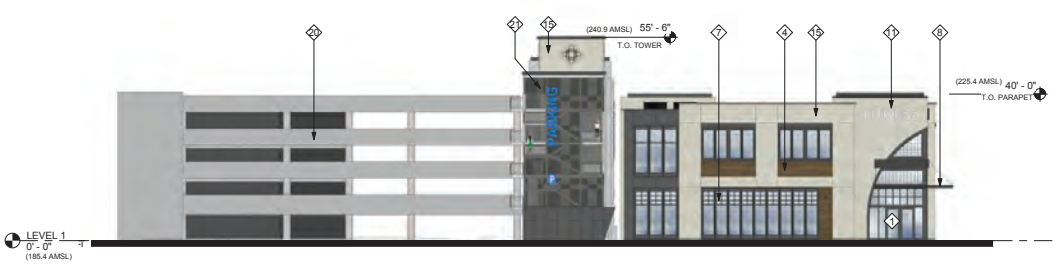
4 R3_EXTERIOR ELEVATION - EAST
1/16" = 1'-0"



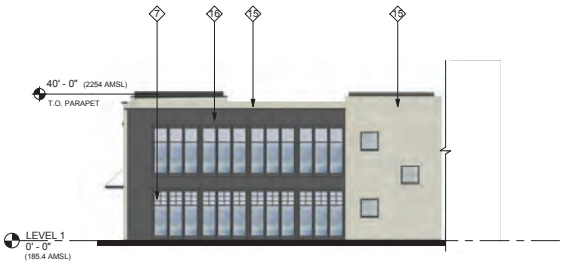
3 R3_EXTERIOR ELEVATION - SOUTH
1/16" = 1'-0"

5 EXTERIOR ELEVATION - NORTH
1/16" = 1'-0"

2 R3 FITNESS EXTERIOR ELEVATION - EAST
1/16" = 1'-0"



1 R3 FITNESS EXTERIOR ELEVATION - SOUTH - WITH FITNESS
1/16" = 1'-0"



6 EXTERIOR ELEVATION - NORTH
1/16" = 1'-0"

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH
20. PAINTED CONCRETE
21. McNICHOLS PERFORATED METAL

lowney arch
ph. 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

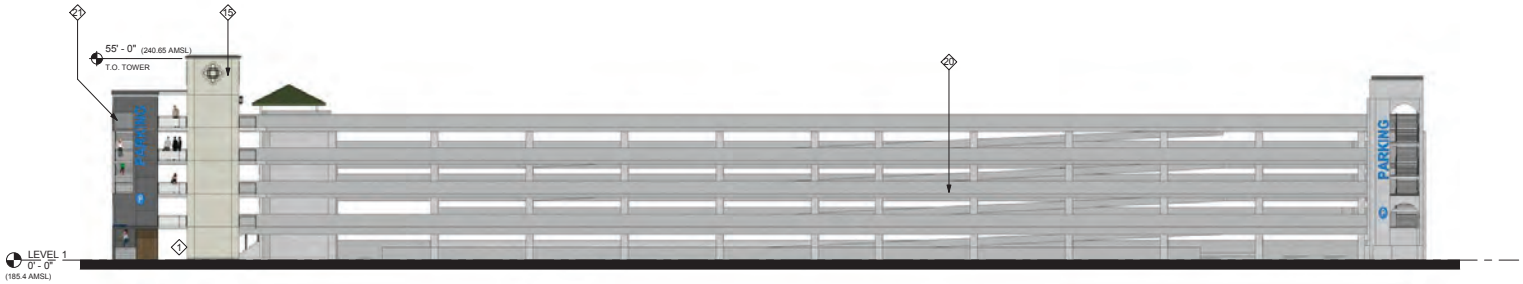
N PROJECT NORTH
N TRUE NORTH

DRAWN BY: Author
PROJECT NUMBER: 14-051
SHEET TITLE:
R3 EXTERIOR ELEVATIONS

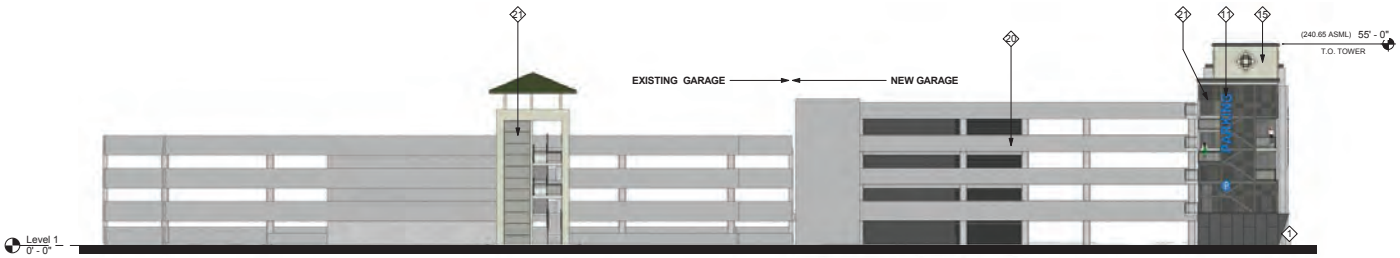
SHEET NUMBER
A6.3

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

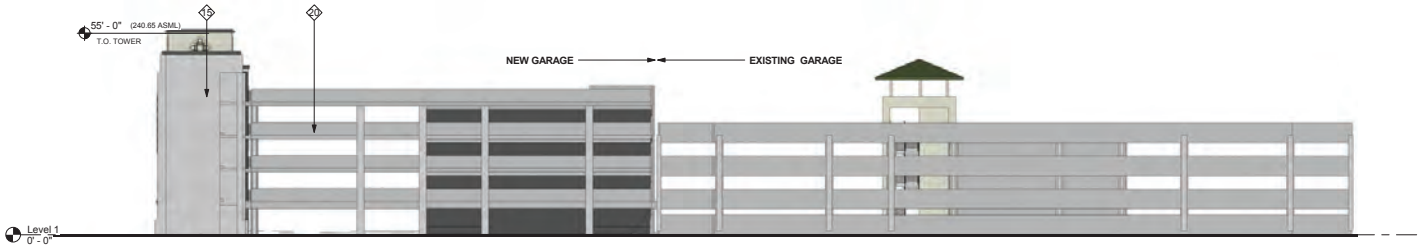
4/21/2016 4:13:33 PM



1 FITNESS GARAGE EXTERIOR ELEVATION - EAST
1/16" = 1'-0"



2 FITNESS GARAGE EXTERIOR ELEVATION - SOUTH
1/16" = 1'-0"



3 FITNESS GARAGE EXTERIOR ELEVATION-NORTH
1/16" = 1'-0"

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH
20. PAINTED CONCRETE
21. McNICHOLS PERFORATED METAL

lowney arch
ph: 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

FITNESS GARAGE EXTERIOR ELEVATIONS

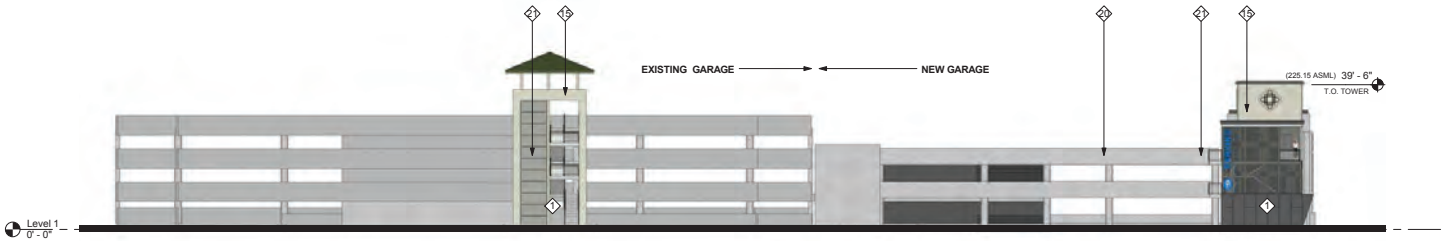
SHEET NUMBER

A6.3a

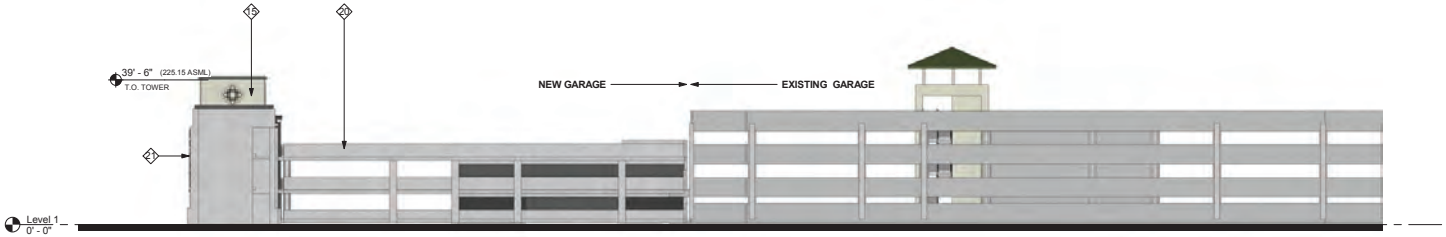
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/21/2016 4:25:01 PM

1 NO FITNESS GARAGE EXTERIOR ELEVATION - EAST
1/16" = 1'-0"



3 NO FITNESS GARAGE EXTERIOR ELEVATION- SOUTH
1/16" = 1'-0"



2 NO FITNESS GARAGE EXTERIOR ELEVATION-NORTH
1/16" = 1'-0"

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE, COLOR TBD TO CONTRAST W/ STUCCO COLOR
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

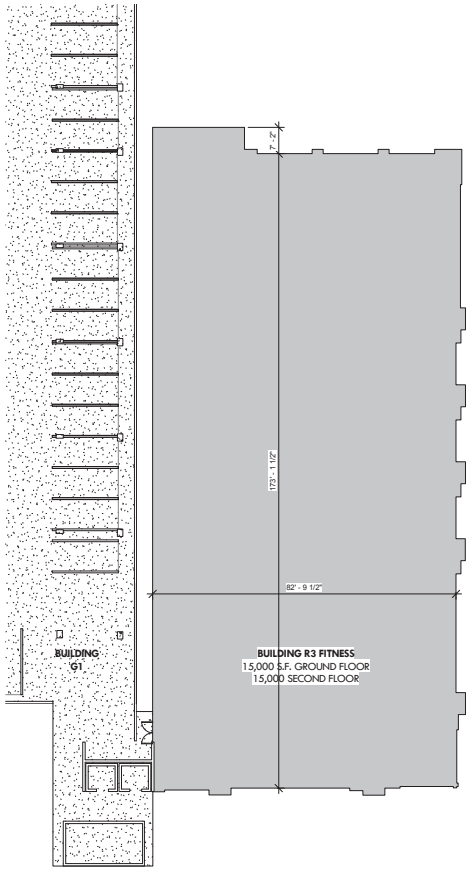
NO FITNESS GARAGE EXTERIOR ELEVATIONS

SHEET NUMBER

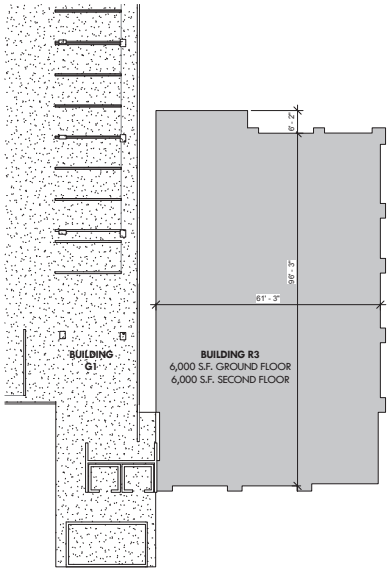
A6.3b

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/21/2016 4:26:11 PM



2 R3 FITNESS ALT. SECOND LEVEL PLAN
1/16" = 1'-0"



1 R3 SECOND LEVEL PLAN
1/16" = 1'-0"

4/22/2016 11:41:30 AM

lowney arch

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

R3 SECOND FLOOR PLANS

SHEET NUMBER

A6.3c

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

SHEET NOTES

OPTIONAL POOL DECK SCREEN, IF POOL IS CONSTRUCTED

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH
20. PAINTED CONCRETE
21. McNICHOLS PERFORATED METAL

1 R3 FITNESS EXTERIOR ELEVATION - EAST
1/8" = 1'-0"

R3 FITNESS EXTERIOR ELEVATION - SOUTH - WITH FITNESS
1/8" = 1'-0"

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

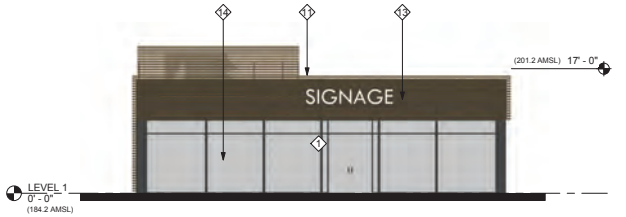
R3 ENLARGED EXTERIOR ELEVATIONS

SHEET NUMBER

A6.4a

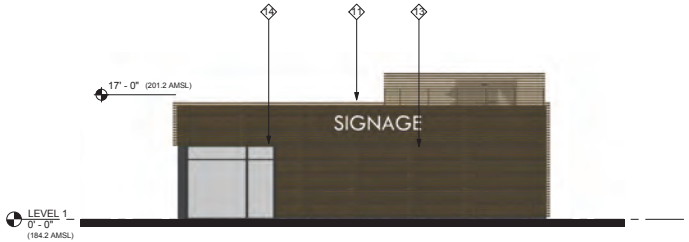
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4 R4_EXTERIOR ELEVATION - SOUTH
1/8" = 1'-0"



3 R4_EXTERIOR ELEVATION - WEST
1/8" = 1'-0"

2 R4_EXTERIOR ELEVATION - NORTH
1/8" = 1'-0"



1 R4_EXTERIOR ELEVATION - EAST
1/8" = 1'-0"

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW ALUM. / RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

R4 EXTERIOR ELEVATIONS

SHEET NUMBER

A6.5

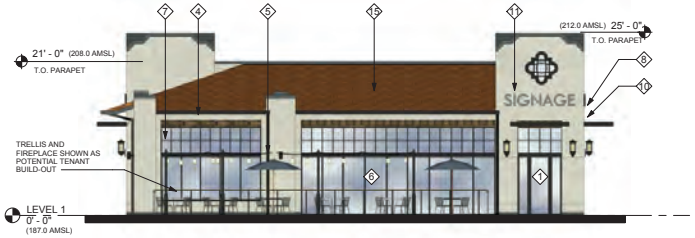
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/26/2016 9:44:39 AM

7 R5_EXTERIOR ELEVATION - SOUTH
1/8" = 1'-0"

8 R5_EXTERIOR ELEVATION - WEST
1/8" = 1'-0"

6 R5_EXTERIOR ELEVATION - NORTH
1/8" = 1'-0"



5 R5_EXTERIOR ELEVATION - EAST
1/8" = 1'-0"

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE, COLOR TBD TO CONTRAST W/ STUCCO COLOR
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH

lowney arch
ph: 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

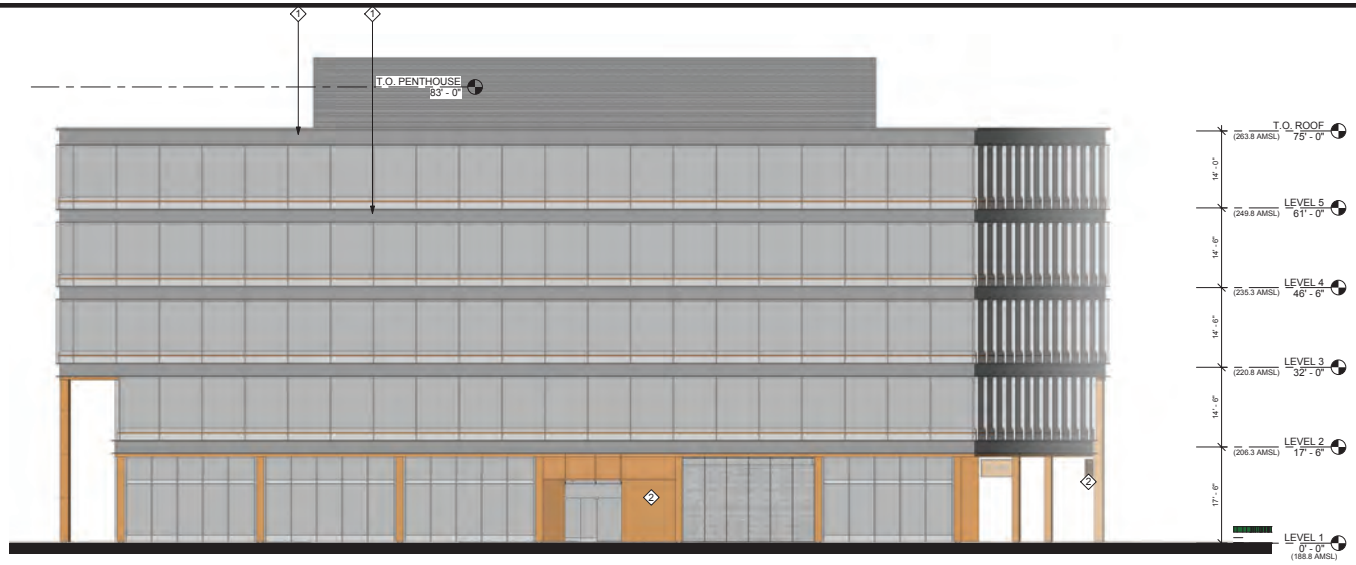
R5 EXTERIOR ELEVATIONS

SHEET NUMBER

A6.6

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

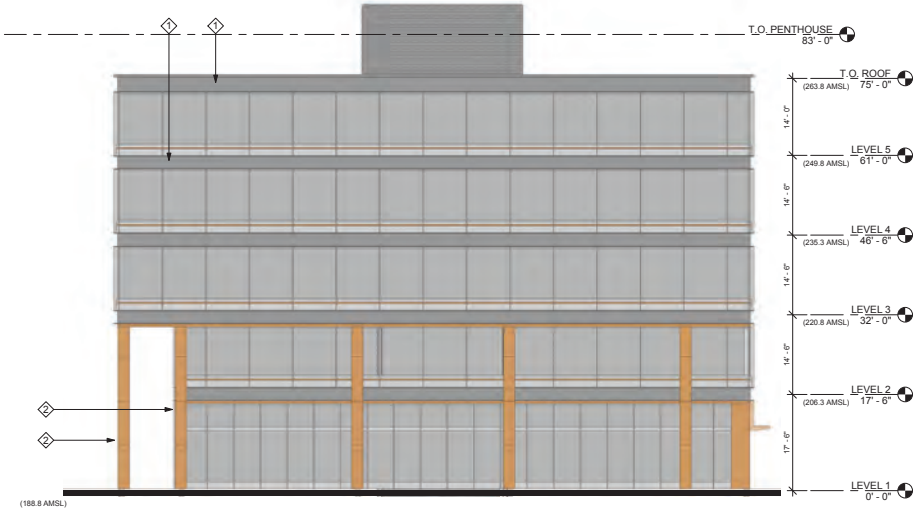
4/21/2016 4:30:36 PM



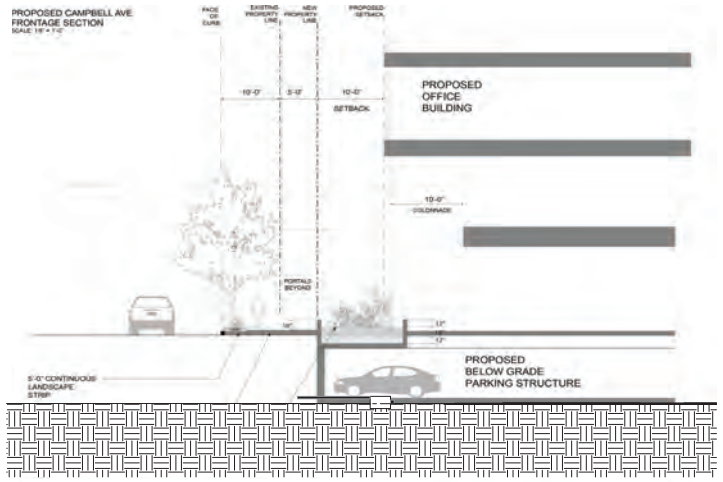
2 OFFICE EXTERIOR ELEVATION - NORTH
3/32" = 1'-0"

KEY NOTES

1. ALUCOBOND
2. TERRACOTTA
3. GFRC



1 OFFICE EXTERIOR ELEVATION - EAST
3/32" = 1'-0"



(SEE C7.0 FOR MORE INFORMATION)

3 SECTION AT OFFICE BUILDING TOWARDS PORTALS PROJECT
1/8" = 1'-0"

4/22/2016 4:11:35 PM

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

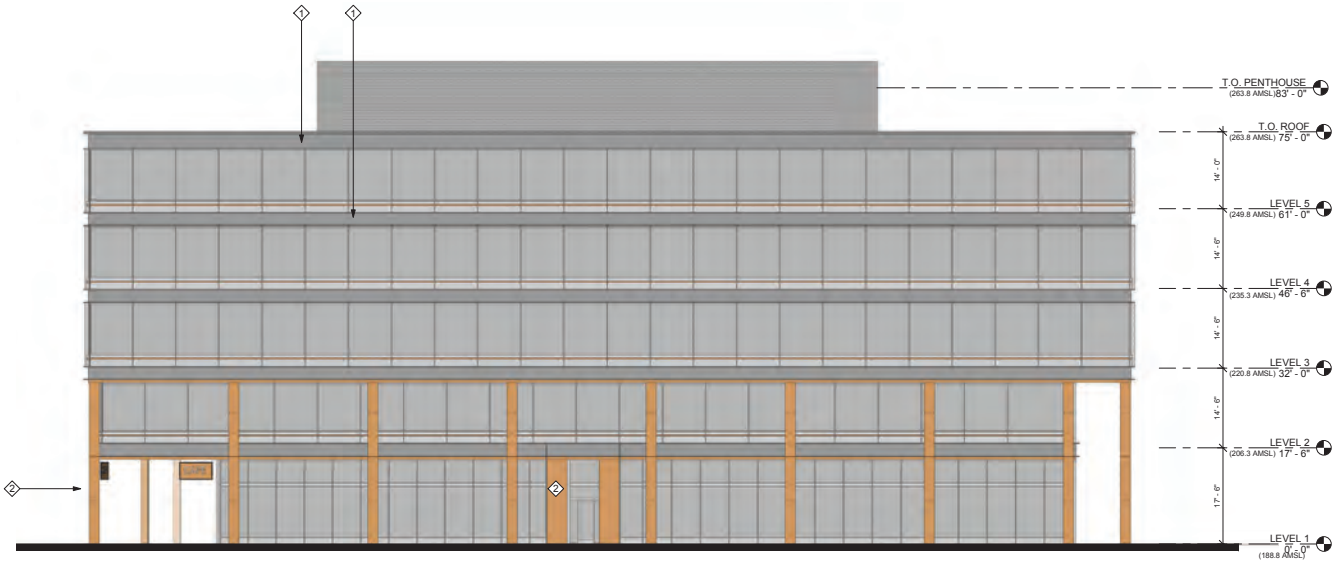
SHEET TITLE:

OFFICE EXTERIOR ELEVATIONS & SECTION- OPT. 1

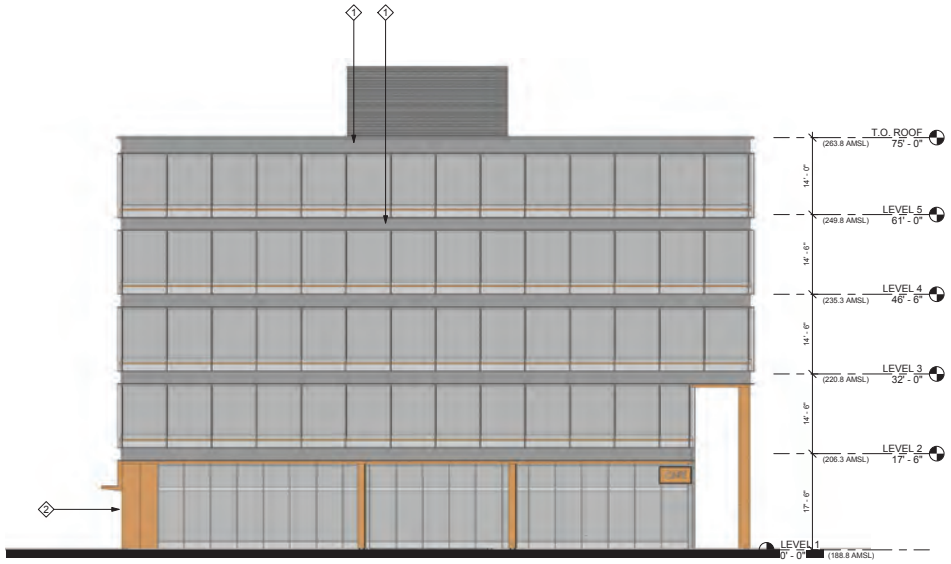
SHEET NUMBER

A6.7a

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



2 OFFICE EXTERIOR ELEVATION - SOUTH
3/32" = 1'-0"



1 OFFICE EXTERIOR ELEVATION - WEST
3/32" = 1'-0"

KEY NOTES

1. ALUCOBOND
2. TERRACOTTA
3. GFRC

4/22/2016 4:12:11 PM

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

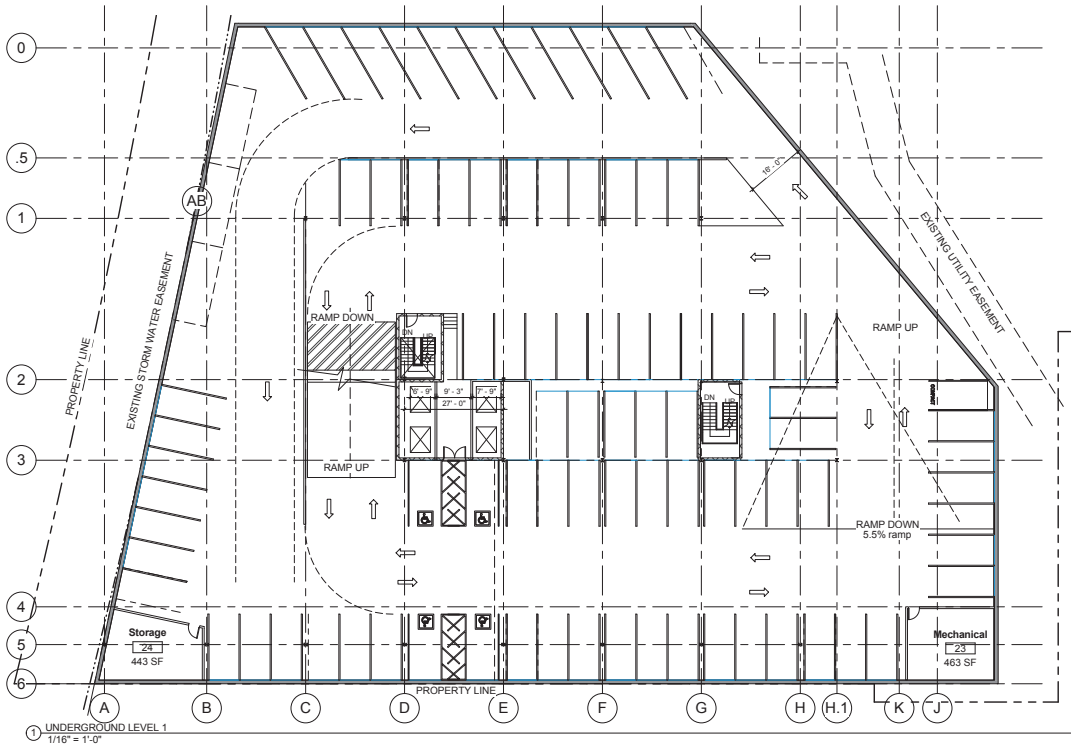
SHEET TITLE:

OFFICE EXTERIOR ELEVATIONS - OPTION 1

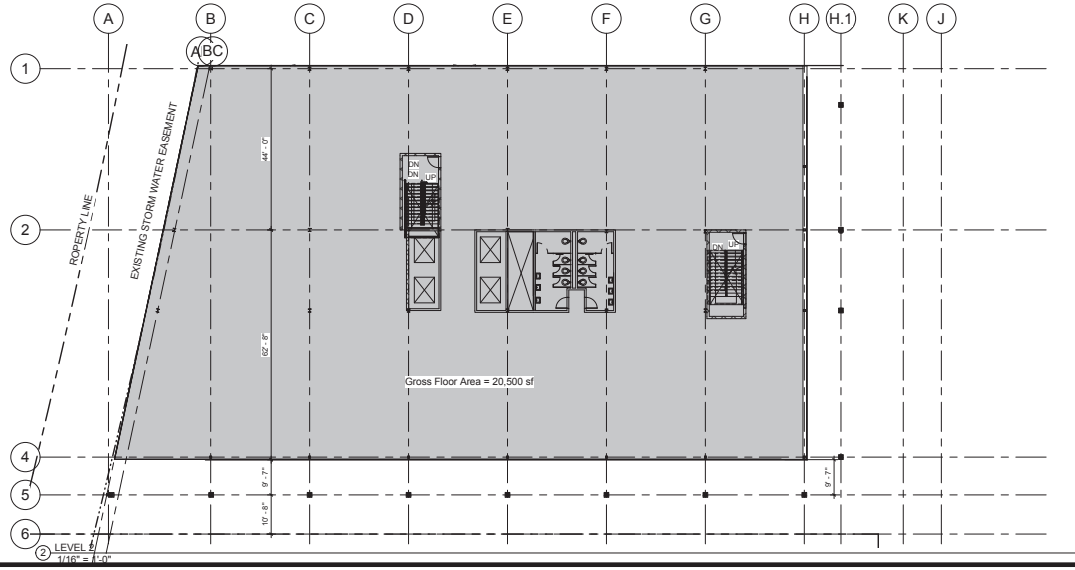
SHEET NUMBER

A6.7b

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



1 UNDERGROUND LEVEL 1
1/16" = 1'-0"



2 LEVEL 2
1/16" = 1'-0"

4/25/2016 9:59:29 AM

lowney arch
TEL 510.836.5400 URL lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

Enter Project Address in Manage -> Project Information

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 00-000

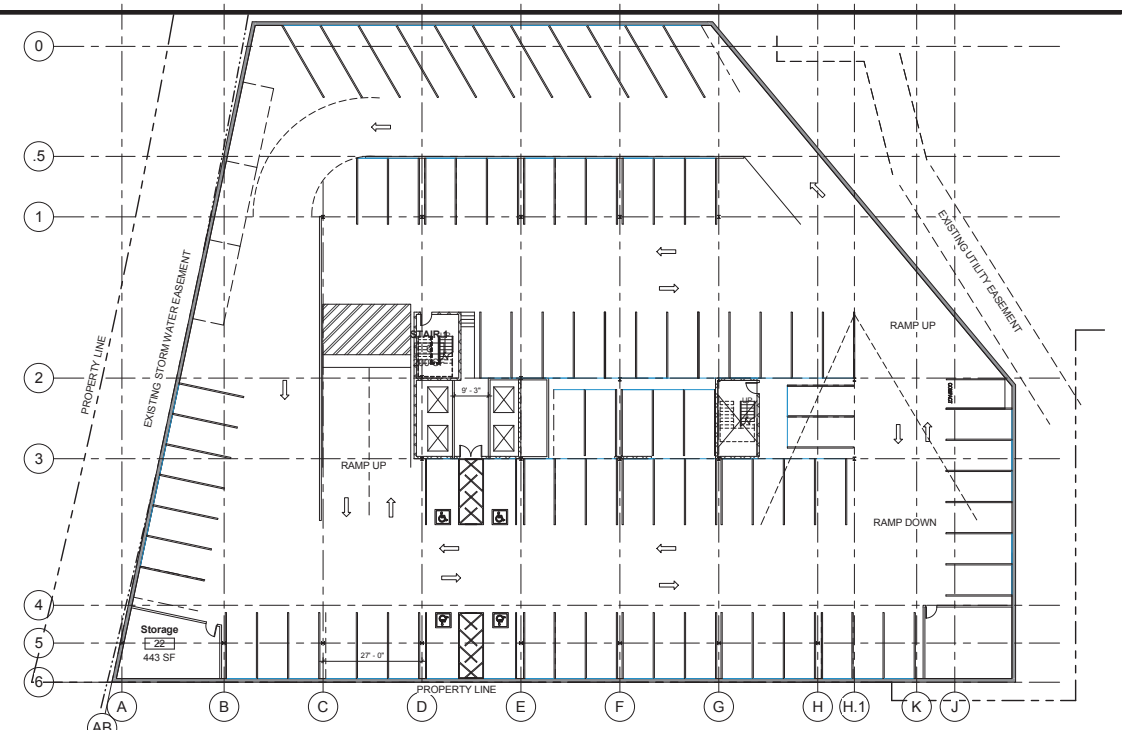
SHEET TITLE:

UNDERGROUND PARKING LEVEL -1 & FLOOR 2

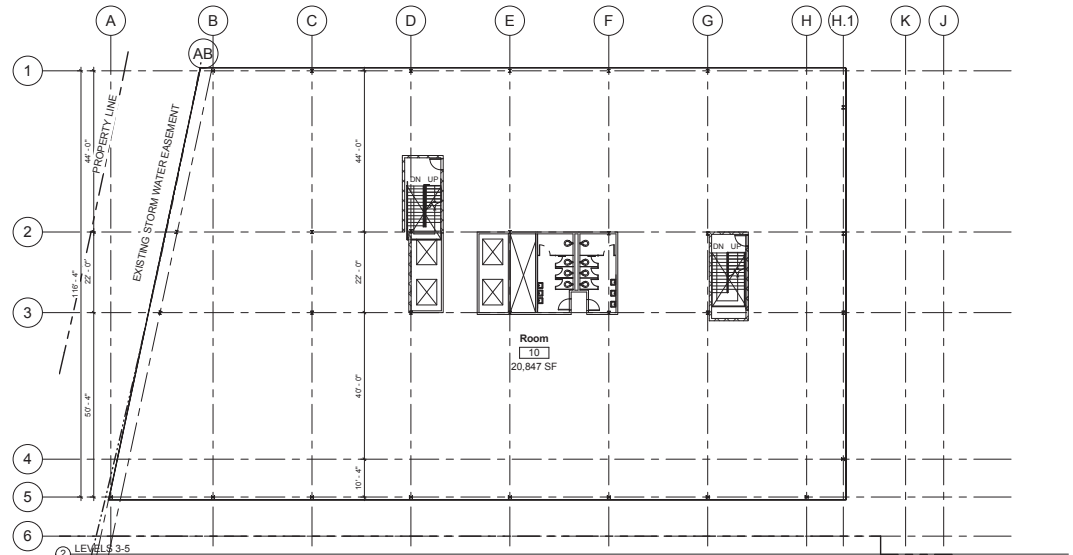
SHEET NUMBER

A6.7c

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



1 UNDERGROUND LEVEL 2
1/16" = 1'-0"



2 LEVELS 3-5
1/16" = 1'-0"

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

Enter Project Address in Manage -> Project Information

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 00-000

SHEET TITLE:

UNDERGROUND PARKING LEVEL -2 & FLOORS 3-5

SHEET NUMBER

A6.7d

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/25/2016 9:59:56 AM

2 OFFICE EXTERIOR ELEVATION - NORTH
3/32" = 1'-0"

1 OFFICE EXTERIOR ELEVATION - EAST
1/8" = 1'-0"

KEY NOTES

1. ALUCOBOND
2. TERRACOTTA
3. GFRC

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

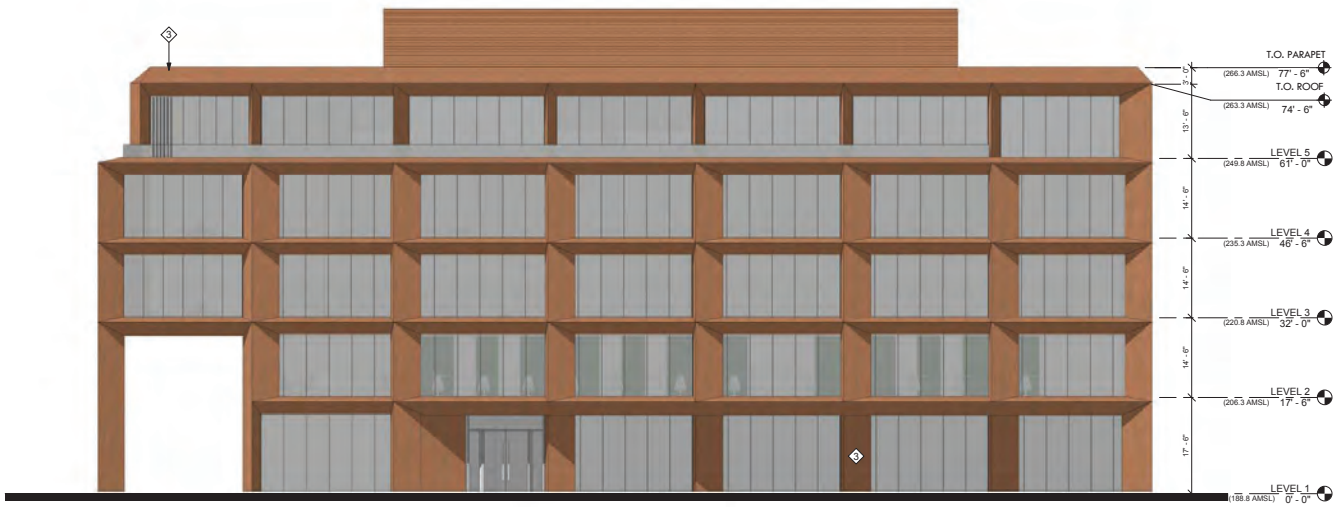
OFFICE EXTERIOR ELEVATION - OPTION 2

SHEET NUMBER

A6.8a

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/21/2016 4:35:42 PM



2 OFFICE EXTERIOR ELEVATION - SOUTH
3/32" = 1'-0"

1 OFFICE EXTERIOR ELEVATION - WEST
1/8" = 1'-0"

KEY NOTES

1. ALUCOBOND
2. TERRACOTTA
3. GFRC

4/21/2016 4:36:14 PM

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

OFFICE EXTERIOR ELEVATION - OPTION 2

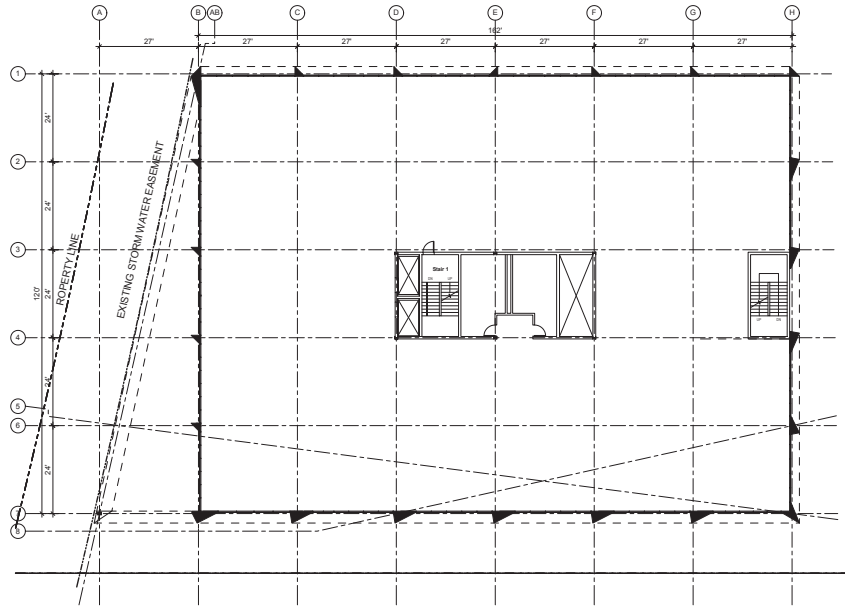
SHEET NUMBER

A6.8b

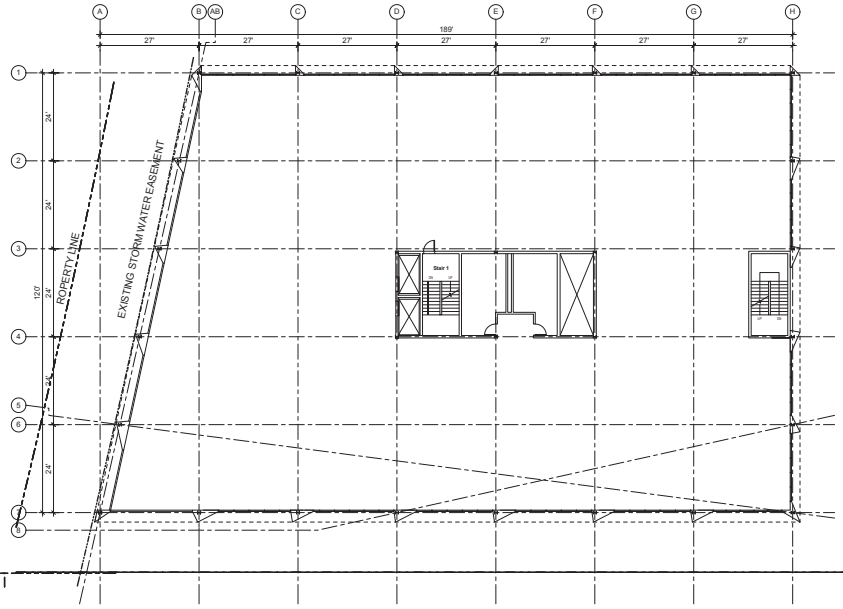
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

SHEET NOTES

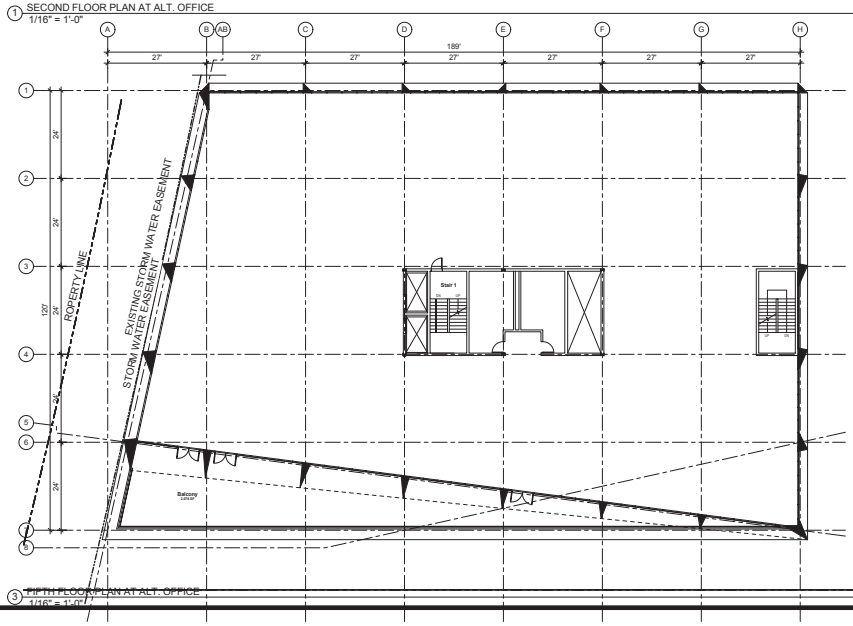
SEE SHEET A1.13 FOR GROUND FLOOR AND A6.7c & A6.7d FOR UNDERGROUND PARKING STRUCTURE FLOOR PLANS



1 SECOND FLOOR PLAN AT ALT. OFFICE
1/16" = 1'-0"



2 THIRD & FOURTH FLOOR PLAN AT ALT. OFFICE
1/16" = 1'-0"



3 FIFTH FLOOR PLAN AT ALT. OFFICE
1/16" = 1'-0"

4/27/2016 4:52:05 PM

lowney arch

TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

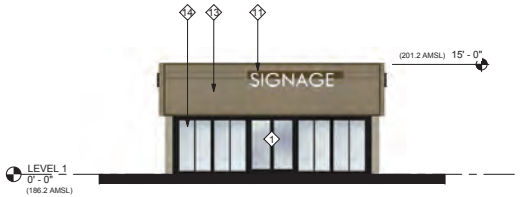
SHEET TITLE:

ENLARGED PLANS AT ALT. OFFICE

SHEET NUMBER

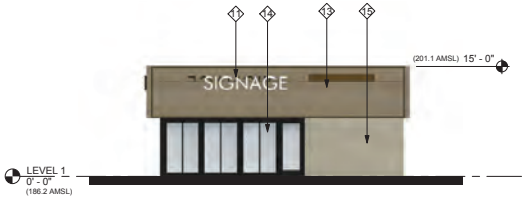
A6.8c

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

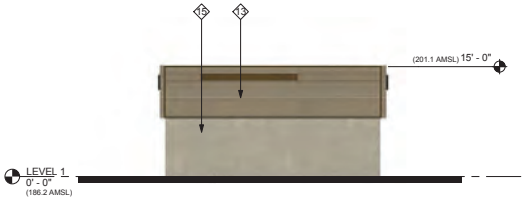


4 SUGAR, BUTTER, FLOUR WEST ELEVATION
1/8" = 1'-0"

2 SUGAR, BUTTER, FLOUR NORTH ELEVATION
1/8" = 1'-0"



3 SUGAR, BUTTER, FLOUR SOUTH ELEVATION
1/8" = 1'-0"



1 SUGAR, BUTTER, FLOUR EAST ELEVATION
1/8" = 1'-0"

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

SUGAR, BUTTER, FLOUR EXTERIOR ELEVATIONS

SHEET NUMBER

A6.9

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/21/2016 4:37:38 PM

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE, COLOR TBD TO CONTRAST W/ STUCCO COLOR
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH

3 EXISTING MAIN PLAZA ELEVATION - EAST
1/8" = 1'-0"

1 MAIN PLAZA ELEVATION - EAST
1/8" = 1'-0"

4/21/2016 4:39:43 PM

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

MAIN PLAZA ELEVATIONS

SHEET NUMBER

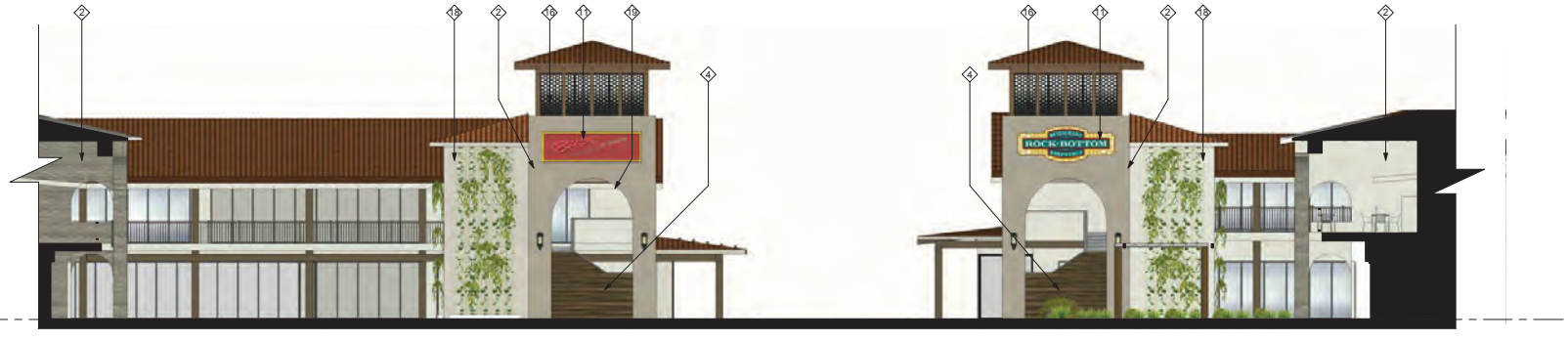
A6.10a

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE, COLOR TBD TO CONTRAST W/ STUCCO COLOR
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH

2 OFFICE EXTERIOR ELEVATION - WEST
1/8" = 1'-0"



1 OFFICE EXTERIOR ELEVATION - WEST
1/8" = 1'-0"

4/21/2016 4:41:22 PM

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

MAIN PLAZA ELEVATIONS

SHEET NUMBER

A6.10b

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE, COLOR TBD TO CONTRAST W/ STUCCO COLOR
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH

1 MAIN PLAZA ELEVATION - SOUTH
1/8" = 1'-0"

2 MAIN PLAZA ELEVATION - SOUTH
1/8" = 1'-0"

4/21/2016 4:42:44 PM

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

MAIN PLAZA ELEVATIONS

SHEET NUMBER

A6.11a

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

KEY NOTES

1. ENTRANCE
2. NEW PAINT
3. NEW WINDOWS
4. ENGINEERED WOOD/STONE, COLOR TBD TO CONTRAST W/ STUCCO COLOR
5. LIGHT FIXTURE
6. OUTDOOR SEATING AREA
7. CLERESTORY WINDOWS
8. AWNING SHADING DEVICE
9. SPANISH TILE ROOF
10. ROOF GUTTER
11. SIGNAGE
12. TRELLIS & FIREPLACE (SHOWN AS POTENTIAL TENANT BUILD-OUT ONLY)
13. NEW WOOD / METAL RAIN SCREEN
14. STORE FRONT
15. STUCCO
16. NEW METAL SCREEN
17. NEW STAIR
18. NEW VINE WALL
19. NEW ARCH

1 EXISTING MAIN PLAZA ELEVATION - NORTH
1/8" = 1'-0"

2 MAIN PLAZA ELEVATION - NORTH
1/8" = 1'-0"

4/21/2016 4:43:46 PM

lowney arch
tel 510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

MAIN PLAZA ELEVATIONS

SHEET NUMBER

A6.11b

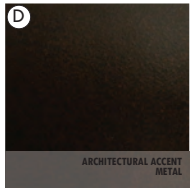
ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

ARCHITECTURAL METALS

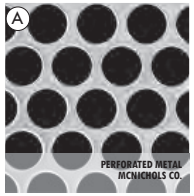
CUSTOM PATTERN
BOK MODERN

*PEFORATED METAL PANEL, A26
*BOK MODERN

ARCHITECTURAL ACCENT METAL



ARCHITECTURAL ACCENT METAL



PERFORATED METAL
MCNICHOLS CO.

BARRIERS & BOLLARDS

*V-FORM BARRIER
ID METALCO

*EXAMPLE BARRIER, TENANTS TO CHOOSE STYLE BASED OFF OF CRITERIA SET FORTH IN MASTER USE PERMIT

HESPERIA BOLLARD
ID METALCO

SITE MATERIALS & FEATURES

MONTANA ANTIQUE LEDGE SIGNATURE
THIN VENEER
MONTANA ROCKWORKS

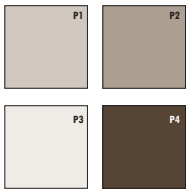
HIGHLANDS CAPSTONE
MONTANA ROCKWORKS

VINE CABLES

WALL TREATMENT

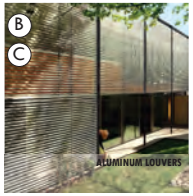
SMOOTH PLASTER FINISH

PAINT COLORS



CERAMICHE ENGINEERED STONE
VIBE, QUERCIA

CERAMICHE ENGINEERED STONE
VIBE, FROST

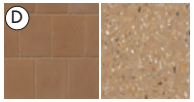


ALUMINUM LOUVERS

GROUND TREATMENT

STAMPED ASPHALT

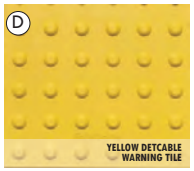
COLORED CONCRETE



MODULINE PAVER,
BELGARD COMMERCIAL

HEAT TREATED ASH DECKING
THERMORY

DECOMPOSED GRANITE



YELLOW DETCABLE
WARNING TILE

SITE FURNITURE

DOWNTOWN COLLECTION,
TOURNESOL PLANTERS

FIBER CEMENT PLANTER,
GREENFORM

FGP BENCH
LANDSCAPE FORMS

ADIRONDACK CHAIR
LOLL DESIGN

BIKE RACK, RIDE
LANDSCAPE FORMS

LIGHT FIXTURES

PARAGON LANTERN
STERNBERG LIGHTING

BEGA WALL LUMINARY

BEGA WALL LUMINARY

BEGA WALL LUMINARY

BEGA WALL LUMINARY

PLAY/SCULPTURAL ELEMENTS

METAL STICK SCULPTURE

*CONCRETE PLAY STRUCTURE

*EXAMPLE PLAY STRUCTURE, ACTUAL ART ELEMENT TO BE FINALIZED AT A LATER DATE

CONCRETE STONES

LEGEND

- (A) R BUILDINGS
- (B) R4 BUILDING
- (C) RENOVATIONS
- (D) SITE

lowney arch
ph.510.836.5400 www.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

MATERIAL PALETTE

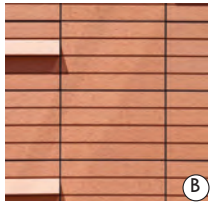
SHEET NUMBER A7.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

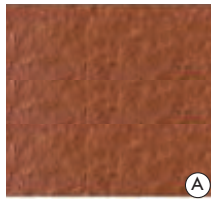
ALUCOBOND METAL PANEL

TERRA COTTA



EXAMPLE PHOTO

GFRC



EXAMPLE PHOTO

EXAMPLE PHOTO

lowney arch

tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

OFFICE MATERIAL PALETTE

SHEET NUMBER

A7.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/19/2016 5:04:26 PM

OPTION 3 ELEVATION RENDERINGS 3
N.T.S.

OPTION 2 ELEVATION RENDERINGS 2
N.T.S.

OPTION 1 ELEVATION RENDERINGS 1
N.T.S.

1 STOREFRONT GUIDELINES
1/4" = 1'-0"

4/21/2016 4:44:15 PM

lowney arch
tel 510.836.5400 lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

PROJECT NUMBER: 14-051

SHEET TITLE:

EXISTING INFILL STOREFRONT GUIDELINES

SHEET NUMBER

A7.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

SINGLE DOOR, BLACK STOREFRONT

DOUBLE DOOR, BLACK STOREFRONT

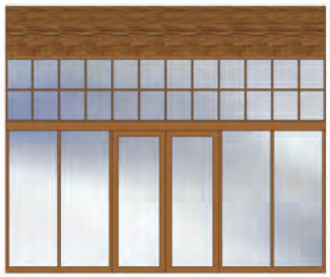
DOUBLE DOOR, BLACK STOREFRONT

SINGLE DOOR, CENTER MULLION, BLACK STOREFRONT

DOUBLE DOOR, CENTER MULLION, BLACK STOREFRONT

DOUBLE DOOR, CENTER MULLION, BLACK STOREFRONT

SINGLE DOOR, WOOD STOREFRONT



DOULBE DOOR, WOOD STOREFRONT

DOULBE DOOR, WOOD STOREFRONT

TYPICAL NEW RETAIL BUILDING STOREFRONTS

1 TYPICAL NEW RETAIL STOREFRONT GUIDELINES
1/4" = 1'-0"

4/19/2016 5:04:26 PM

lowney arch

ph.510.836.5400 ue.lowneyarch.com

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBITTAL 1	
	12/15/15	RESUBITTAL 2	
	04/25/16	RESUBITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: Author

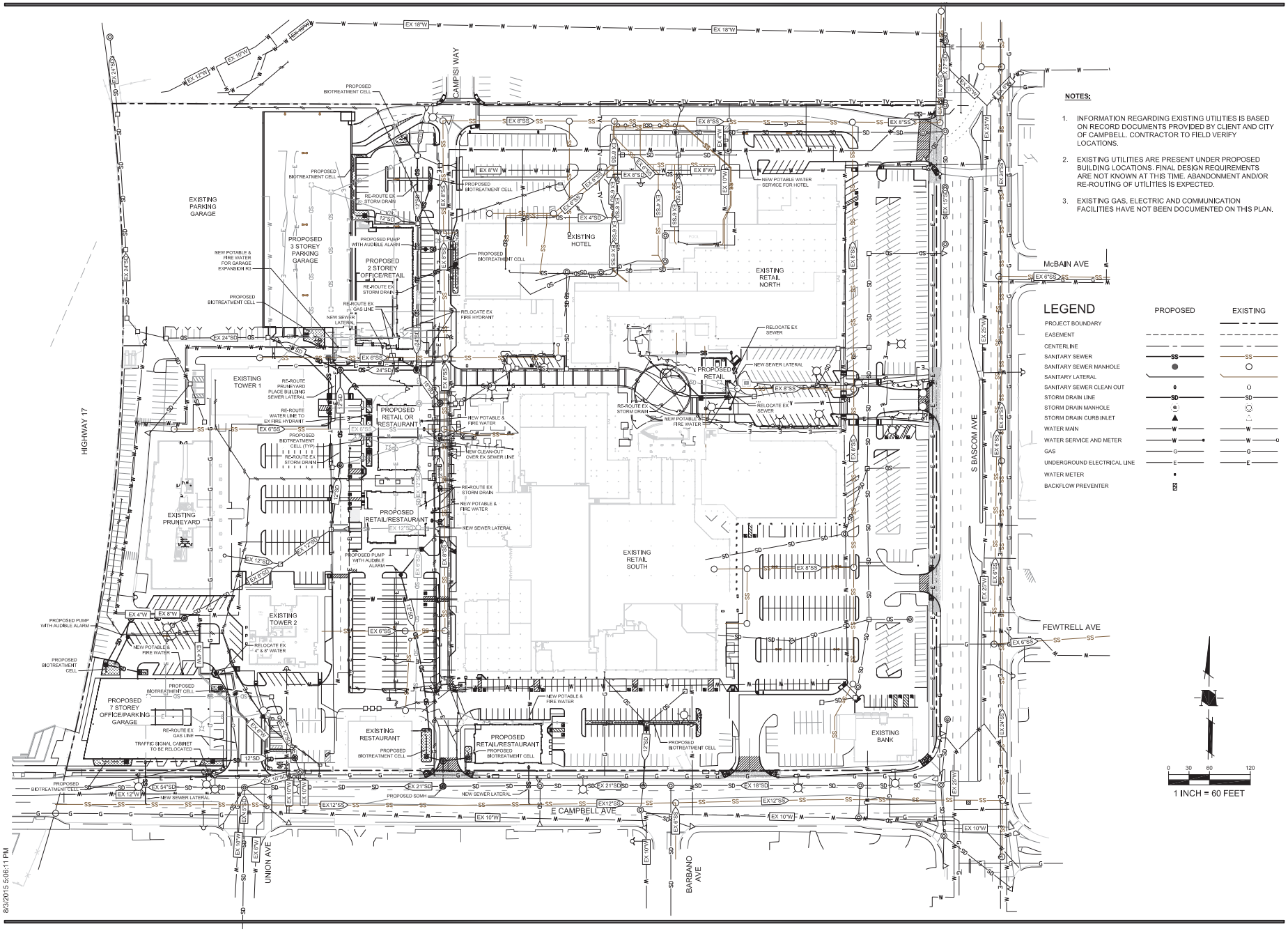
PROJECT NUMBER: 14-051

SHEET TITLE:

NEW STOREFRONT GUIDELINES

SHEET NUMBER A7.3

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



NOTES:

1. INFORMATION REGARDING EXISTING UTILITIES IS BASED ON RECORD DOCUMENTS PROVIDED BY CLIENT AND CITY OF CAMPBELL. CONTRACTOR TO FIELD VERIFY LOCATIONS.
2. EXISTING UTILITIES ARE PRESENT UNDER PROPOSED BUILDING LOCATIONS. FINAL DESIGN REQUIREMENTS ARE NOT KNOWN AT THIS TIME. ABANDONMENT AND/OR RE-ROUTING OF UTILITIES IS EXPECTED.
3. EXISTING GAS, ELECTRIC AND COMMUNICATION FACILITIES HAVE NOT BEEN DOCUMENTED ON THIS PLAN.

LEGEND

	PROPOSED	EXISTING
PROJECT BOUNDARY		
EASEMENT		
CENTERLINE		
SANITARY SEWER	SS	SS
SANITARY SEWER MANHOLE	●	○
SANITARY LATERAL		
SANITARY SEWER CLEAN OUT		
STORM DRAIN LINE	SD	SD
STORM DRAIN MANHOLE		
STORM DRAIN CURB INLET	▲	△
WATER MAIN	W	W
WATER SERVICE AND METER	W	W
GAS	G	G
UNDERGROUND ELECTRICAL LINE	E	E
WATER METER	•	
BACKFLOW PREVENTER		

0 30 60 120

1 INCH = 60 FEET

8/3/2015 5:06:11 PM

LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road San Jose, CA 95131 (408) 487-2200 HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER ALAN TURNER No. 72243 CIVIL STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

N PROJECT NORTH

N TRUE NORTH

DRAWN BY:

PROJECT NUMBER: 14-051

SHEET ISSUE DATE: 01/18/16

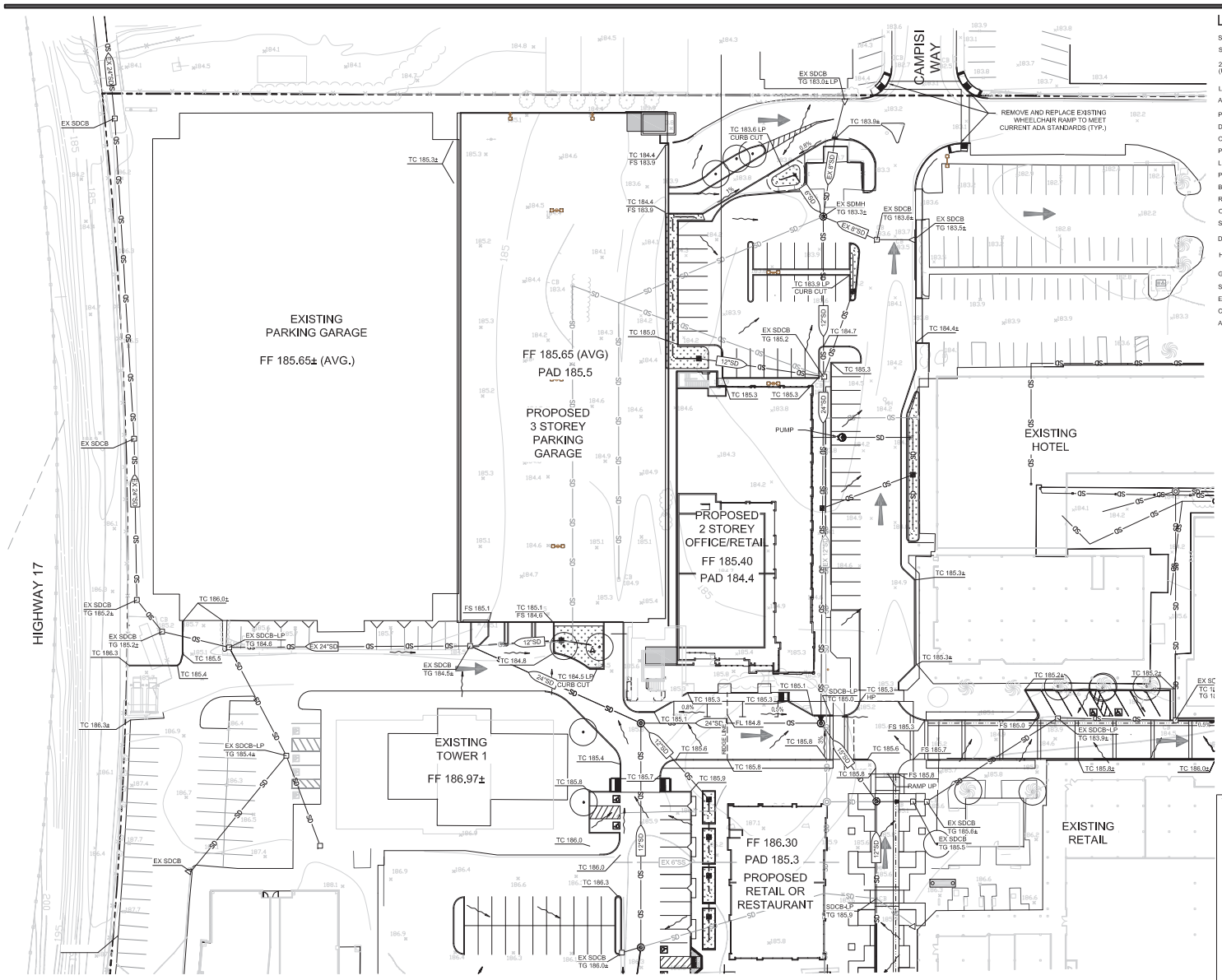
SHEET TITLE:

CONCEPTUAL UTILITY PLAN

SHEET NUMBER

C1.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

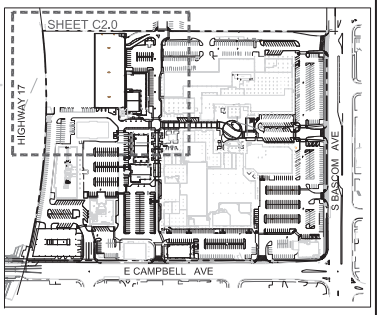


LEGEND

	PROPOSED	EXISTING
STORM DRAIN MANHOLE		
STANDARD CURB INLET		
2' x 2' FIELD INLET (UNLESS OTHERWISE NOTED)		
LANDSCAPE DRAIN PIPE		
AREA DRAIN PLANTING AREA		
POP-UP DRAINAGE EMITTER		
DIRECTION OF SURFACE DRAINAGE		
OVERLAND RELEASE PATH		
PAD LIMIT		
LIMIT OF GRADING		
PROPERTY LINE		
BOUNDARY		
RIGHT-OF-WAY		
CURB AND GUTTER		
SIDEWALK		
DRIVEWAY		
HANDICAP RAMP		
GRADE BREAK		
STORM DRAIN PIPE	SD SD	SD SD
EASEMENT		
CONTOUR	150	150
ASPHALT		

0 15 30 60

1 INCH = 30 FEET



KEY MAP

N.T.S.

LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road
San Jose, CA 95131
(408) 487-2200
HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER ALAN TURN LIE No. 72243 CIVIL STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: JZ

PROJECT NUMBER: 14-051

SHEET ISSUE DATE: 01/18/16

SHEET TITLE:

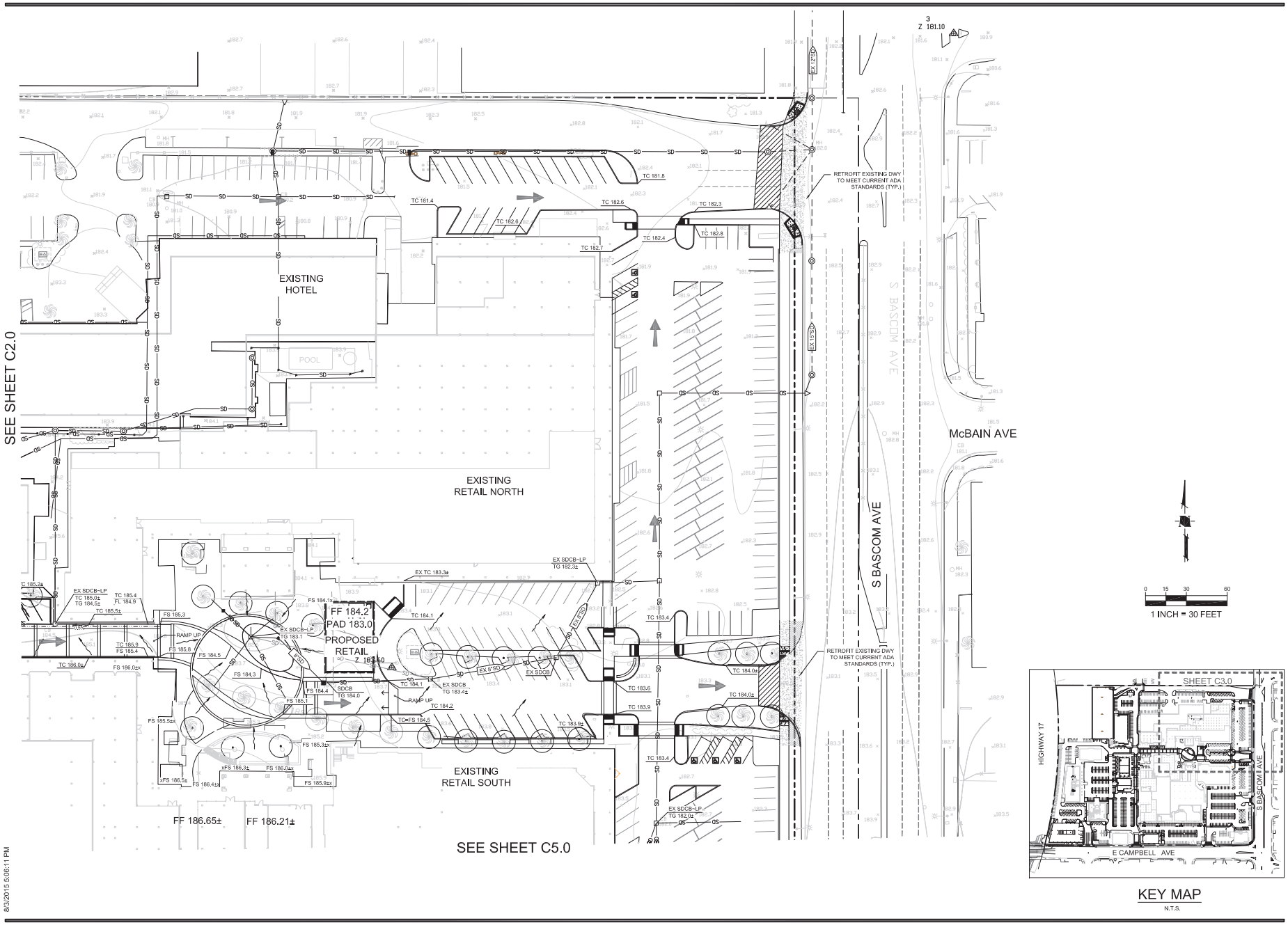
CONCEPTUAL GRADING AND DRAINAGE PLAN

SHEET NUMBER

C2.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

8/3/2015 5:06:11 PM



8/3/2015 5:06:11 PM

LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER
ALAN TURNER
No. 72243
CIVIL
STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

PROJECT NORTH TRUE NORTH

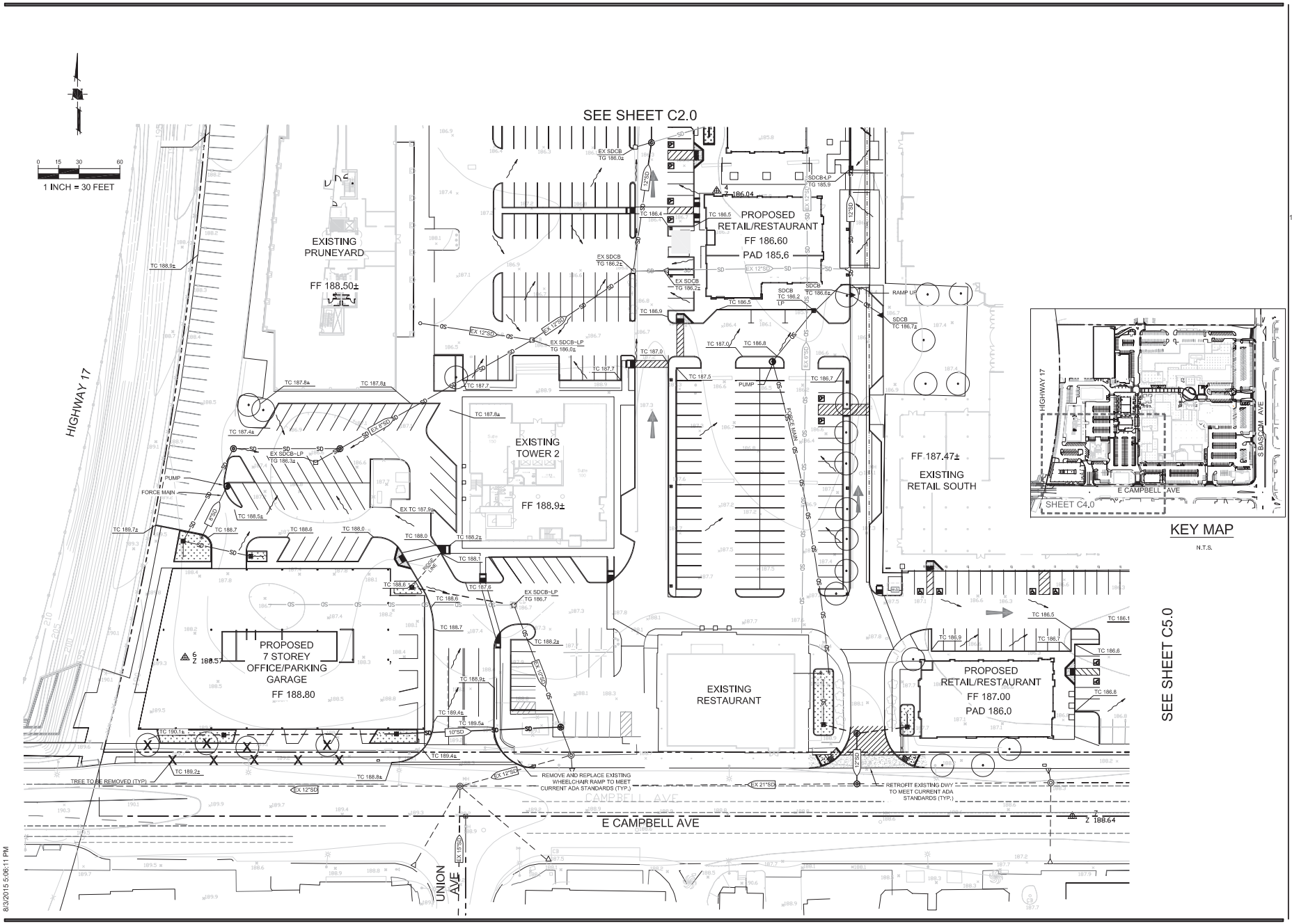
DRAWN BY: JZ
PROJECT NUMBER: 14-051
SHEET ISSUE DATE: 01/18/16
SHEET TITLE:

CONCEPTUAL GRADING AND DRAINAGE PLAN

SHEET NUMBER

C3.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



8/3/2015 5:06:11 PM

LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER
ALAN TURNER
No. 72243
CIVIL
STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: JZ

PROJECT NUMBER: 14-051

SHEET ISSUE DATE: 01/18/16

SHEET TITLE:

CONCEPTUAL GRADING AND DRAINAGE PLAN

SHEET NUMBER

C4.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

SEE SHEET C3.0

SEE SHEET C4.0

EXISTING RETAIL SOUTH

EXISTING RETAIL SOUTH

FF 186.65±

FF 186.21±

FF 186.25±

EXISTING BANK

S BASCOM AVE

FEWTRELL AVE

E CAMPBELL AVE

BARBANO AVE

RETROFIT EXISTING DWY TO MEET CURRENT ADA STANDARDS (TYP.)

REMOVE AND REPLACE EXISTING WHEELCHAIR RAMP TO MEET CURRENT ADA STANDARDS (TYP.)

RETROFIT EXISTING DWY TO MEET CURRENT ADA STANDARDS (TYP.)

EX SDCB-LP TG 182.0±

TC 184.2±

EX SDCB

TC 184.9±

TC 184.7±

EX SDCB-LP TG 183.4±

TC 185.8±

TC 185.2±

EX SDCB TG 185.3±

TC 185.8±

EX SDCB-LP TG 184.6±

TC 186.1

TC 186.6

TC 186.8

EX SDCB-LP TG 184.5±

EX 21"SD

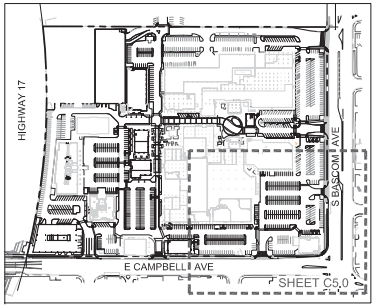
EX 18"SD

EX 15"SD

Z 186.64

Z 186.44

1 INCH = 30 FEET



KEY MAP

N.T.S.

8/3/2015 5:06:11 PM

LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER
ALAN TURNER
No. 72243
CIVIL
STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: JZ

PROJECT NUMBER: 14-051

SHEET ISSUE DATE: 01/18/16

SHEET TITLE:

CONCEPTUAL GRADING AND DRAINAGE PLAN

SHEET NUMBER

C5.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

LEGEND

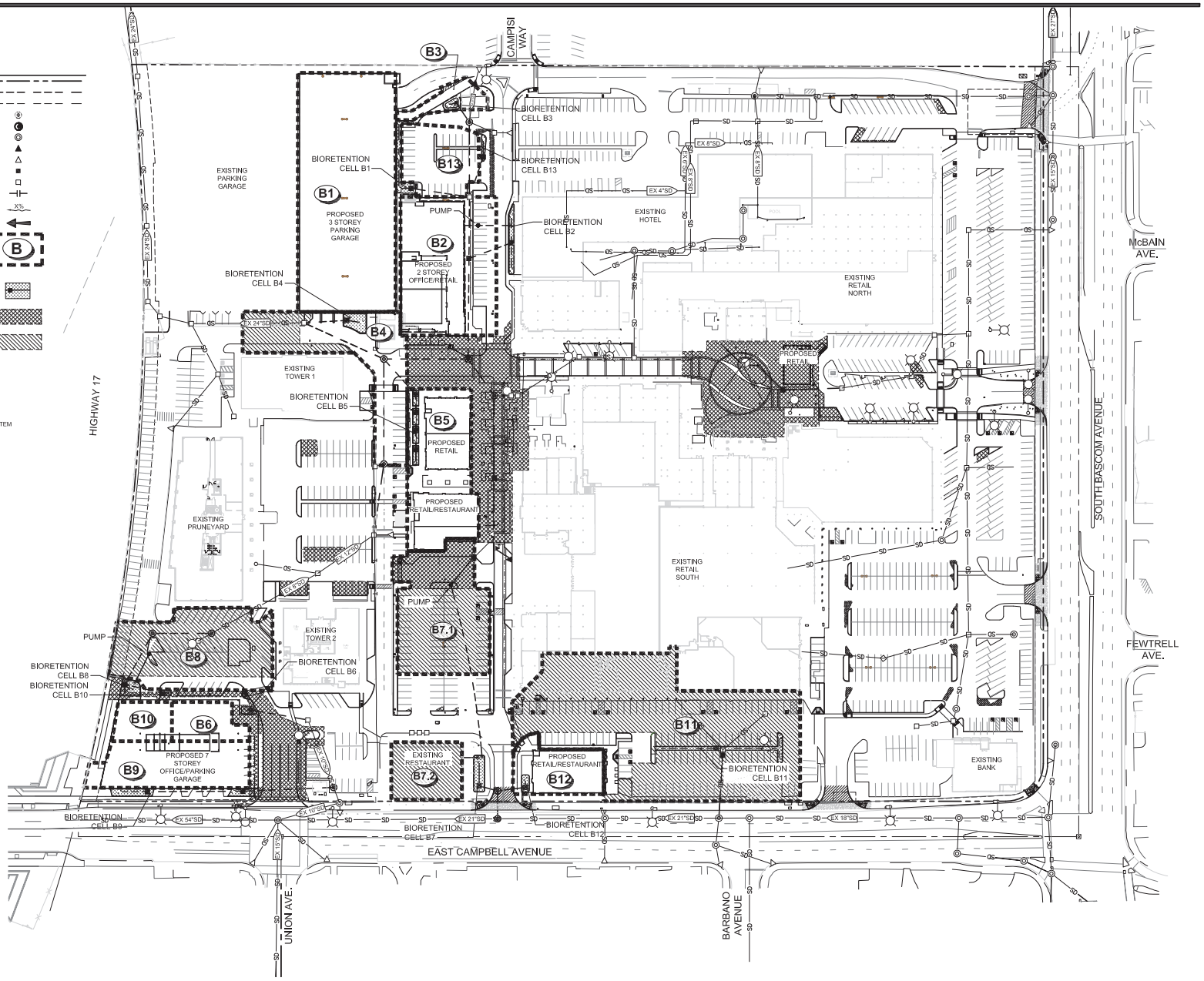
- PROJECT BOUNDARY
- STORM DRAIN PIPE
- STORM DRAIN PIPE (EXISTING)
- STORM DRAIN MANHOLE
- PUMP
- STORM DRAIN MANHOLE (EXISTING)
- CURB INLET
- CURB INLET (EXISTING)
- CATCH BASIN
- CATCH BASIN (EXISTING)
- CURB CUT
- PERCENT AND DIRECTION OF SURFACE FLOW DRAINAGE (X%)
- OVERLAND RELEASE PATH
- BIOTREATMENT DRAINAGE AREA BOUNDARY (B)
- POTENTIAL BIOTREATMENT LOCATIONS
- NEW PAVEMENT/HARDSCAPE AREA NOT TREATED
- EXISTING PAVEMENT OFFSET AREA TO BE TREATED IN BIOTREATMENT CELLS

NOTES

1. PUMPS TO BE EQUIPPED WITH AUDIBLE ALARM SYSTEM

0 30 60 120

1 INCH = 60 FEET



LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER
ALAN TURN LIE
No. 72243
CIVIL
STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

N PROJECT NORTH

N TRUE NORTH

DRAWN BY:

PROJECT NUMBER: 14-051

SHEET ISSUE DATE: 01/18/16

SHEET TITLE:

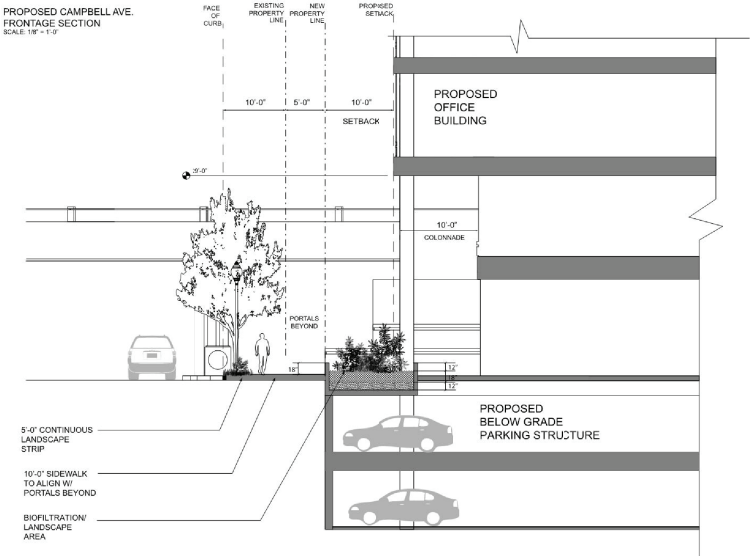
CONCEPTUAL STORMWATER CONTROL PLAN

SHEET NUMBER

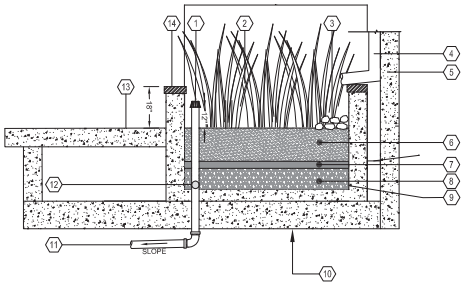
C6.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

8/3/2015 5:06:11 PM



NOTES:
1. SEE LANDSCAPE PLANS FOR PLANTING AND IRRIGATION.



1. OVER FLOW PIPE WITH ATRIUM GRATE
2. PLANT MATERIAL (SEE LANDSCAPE PLANS)
3. COBBLE DISSIPATOR (MIN 4" DEPTH)
4. DOWNSPOUT
5. BUILDING WALL (SEE STRUCTURAL PLANS)
6. SANDY LOAM WITH PERCOLATION RATE OF 5" TO 10" PER HOUR (MIN. 18" DEPTH), SHALL CONFORM TO TEH SAN FRANCISCO BAY MUNICIPAL REGIONAL PERMIT-REQUIRED "MODEL BIORETENTION SOIL MEDIA SPECIFICATION" OR EQUIVALENT
7. PEA GRAVEL (MIN 2" DEPTH)
8. CLASS II PERMEABLE ROCK (MIN 12" DEPTH)
9. WATERPROOFING BY OTHERS
10. PARKING GARAGE (SEE STRUCTURAL PLANS)
11. PVC PIPE TO STORM DRAIN
12. PERFORATED PVC SUBDRAIN PIPE
13. ADJACENT HARDSCAPE (PER LANDSCAPE PLAN)
14. PLANTER WALL

FLOW THROUGH PLANTER - TYP.

SCALE: N.T.S.

	Drainage Area Number	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12	B13
1	*Total Drainage Area to BMP - A_T (ft^2)*	41,100	23,500	3,000	18,400	18,300	4,100	19,700	21,300	12,600	3,900	56,300	7,700	9,000
2	*Percent impervious area = 100%*													
3	Mean Annual Precipitation = *14.9 in.*													
4	Rain gage closest to the site - San Jose Airport MAP_{site} = 13.9 in.													
5	Rain gage correction factor = *14.9 in. / 13.9 in. = 1.07*													
6	Soil type for drainage area - *B (silt loam)*													
7	Average slope for the drainage area = *1%*													
8	Unit basin storage from sizing curves = *.58 in.*													
9	Size the BMP (ft^3) – *1.07 x .58 in. x A_T ft^2 x (1 ft/12 in.)*	2,136	1,215	155	952	943	212	1,019	1,102	652	202	2,912	398	465
	Water Quality Design Volume (ft^3)	2,136	1,215	155	952	943	212	1,019	1,102	652	202	2,912	398	465
	Biotreatment Sizing													
1	V_{WQ} (ft^3) (Unit Basin Storage = .58 in.)	2,136	1,215	155	952	943	212	1,019	1,102	652	202	2,912	398	465
2	Assume rainfall intensity of .20 in/hr for flow-based sizing criteria													
3	Duration of the rain event = .58 in / .20 in/hr = 2.9 hr													
4	Preliminary esimate of total surface area - A_P (ft^2) = .04 x A_T	1,644	940	120	736	732	164	788	852	504	156	2,252	308	360
5	Assume 41% smaller surface area than calculated in 4 - A_A (ft^2) = .60 x A_P	970	555	71	434	432	97	465	503	297	92	1,329	182	212
6	Vol. of runoff filtering through treatment soil - V_R (ft^3) = A_A x 5"/hr x (1 ft/12 in) x 2.9 hr	1,172	670	86	525	522	117	562	607	359	111	1,605	220	257
7	Portion of V_{WQ} req'd to be stored in ponding area: V_P (ft^3) = V_{WQ} – V_R	964	545	70	427	425	95	457	494	292	90	1,306	179	209
8	Average ponding depth is between 6 and 12 in – H_P (in) = V_P ft^3 / A_A ft^2 x 12 in/ft	11.8	11.8	11.8	11.8	11.3	11.8	11.8	11.8	11.8	11.8	11.8	11.8	11.8
	Minimum required biotreatment cell surface area (ft^2)	970	555	71	434	432	97	465	503	297	92	1,329	182	212

TREATMENT CONTROL SUMMARY BY PHASE

PHASE	DRAINAGE MGT AREA	CREATED/REPLACED IMPERVIOUS AREA (SF) Roof/Bldg	Other	TOTAL DRAINAGE AREA (SF)	CREATED/REPLACED AREA NOT TREATED (SF)	AREA REQUIRING TREATMENT (SF)	TREATED AREA PROVIDED (SF)	IN-LIEU/OFFSET AREA BALANCE (SF)
Phase 1	Undesignated 1	1,900	19,300	21,200	21,200	21,200	0	-21,200
	B11*	0	5,900	56,300	0	5904	56,300	50,400
Phase 1 Subtotal		***1,900***	***25,200***	***77,500***	***21,200***	***27,100***	***56,300***	***29,200***
Phase 2								
	B12	5,800	1,900	7,700	0	7,700	7,700	0
Phase 2 Subtotal		***5,800***	***1,900***	***7,700***	***0***	***7,700***	***7,700***	***0***
Phase 3	Undesignated 2	0	26,800	26,800	26,800	26,800	0	-26,800
	B1	41,100	0	41,100	0	41,100	41,100	0
	B2	15,300	8,200	23,500	0	23,500	23,500	0
	B3	0	3,000	3,000	0	3,000	3,000	0
	B4*	0	13,200	18,400	0	13,200	18,400	5,200
	B5	12,000	6,300	18,300	0	18,300	18,300	0
	B7.1*	0	5700	12,500	5,700	5,700	12,500	6800
	B7.2*	0	0	7,200	0	0	7,200	7,200
	B13	0	9,000	9,000	0	9,000	9,000	0
Phase 3 Subtotal		***68,400***	***72,200***	***159,800***	***32,500***	***140,600***	***133,000***	***-7,600***
Phase 4	Undesignated 3	0	11400	11,400	11,400	11,400	0	-11,400
	B6	4,100	0	4,100	0	4,100	4,100	0
	B8*	0	3,900	21,300	0	3,900	21,300	17,400
	B9	12,600	0	12,600	0	12,600	12,600	0
	B10	3,900	0	3,900	0	3,900	3,900	0
Phase 4 Subtotal		***20,600***	***15,300***	***53,300***	***11,400***	***35,900***	***41,900***	***6,000***
Project Total		***96,700***	***114,600***	***298,300***	***65,100***	***211,300***	***238,900***	***27,600***

* *Drainage Management Areas containing In-Lieu/Offset Area treatment*

8/3/2015 5:06:11 PM

LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER ALAN TURN LEE No. 72243 CIVIL STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

N PROJECT NORTH

N TRUE NORTH

DRAWN BY:

PROJECT NUMBER: 14-051

SHEET ISSUE DATE: 01/18/16

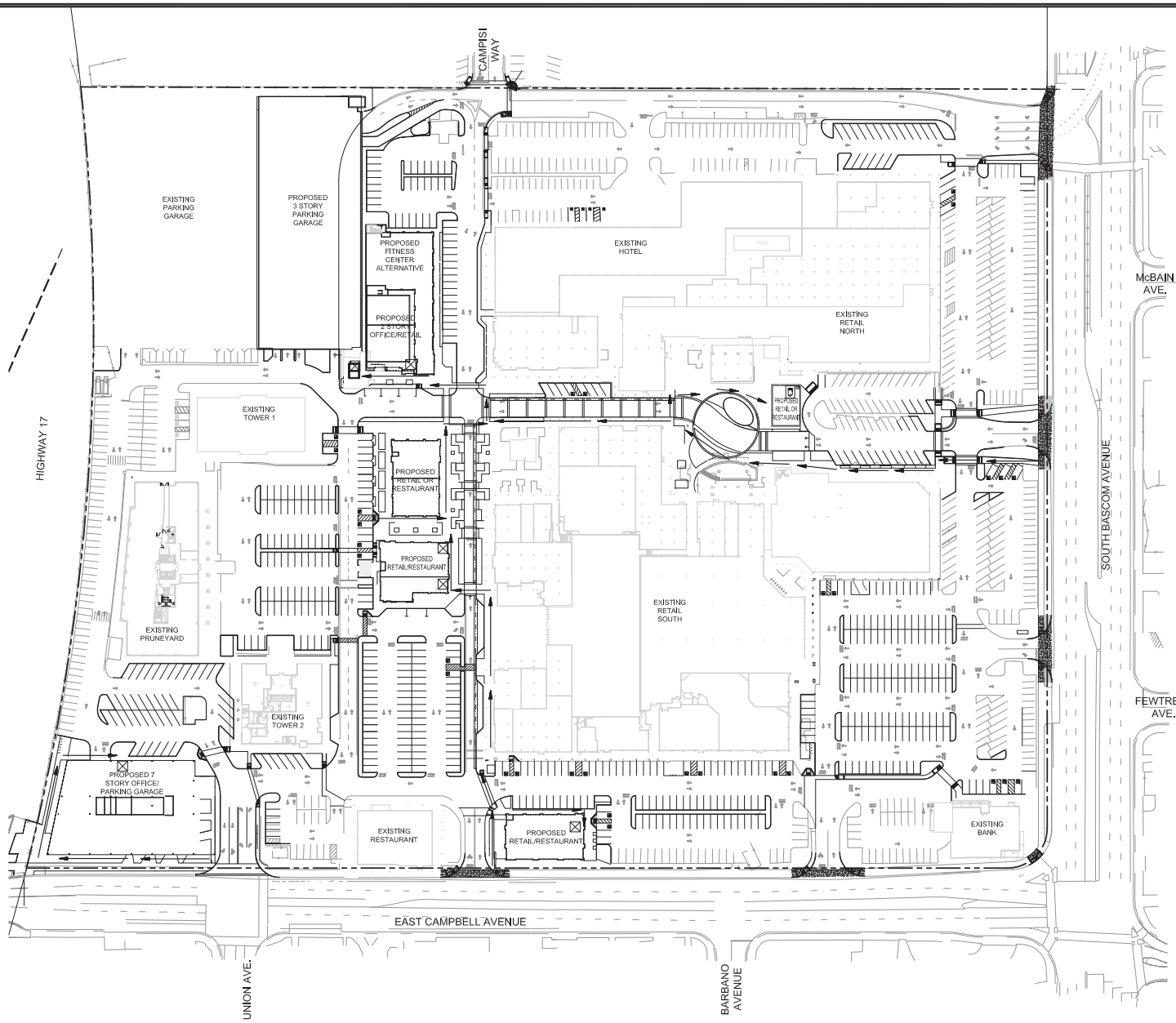
SHEET TITLE:

CONCEPTUAL STORMWATER CONTROL PLAN

SHEET NUMBER

C7.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



0 30 60 120

1 INCH = 60 FEET

LEGEND

PROJECT BOUNDARY

PATH OF TRAVEL

APPROXIMATE BUILDING ENTRANCES

8/3/2015 5:06:11 PM

LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER
ALAN TURNER
No. 72243
CIVIL
STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: LA

PROJECT NUMBER: 14-051

SHEET ISSUE DATE: 01/18/16

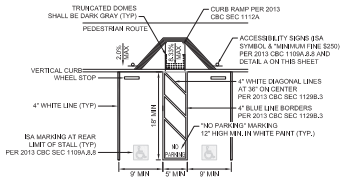
SHEET TITLE:

PEDESTRIAN ACCESSIBLE PATH EXHIBIT

SHEET NUMBER

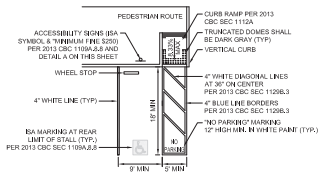
C-8.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



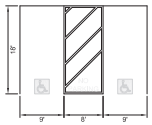
DETAIL
ACCESSIBLE PARKING STALL STRIPING (TYP)
NTS

NOTE: ACCESSIBLE PARKING SIGNING AND STRIPING SHALL CONFORM TO THE 2013 CBC SECTION 1109A.

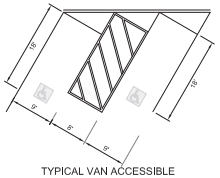


DETAIL
ACCESSIBLE PARKING STALL STRIPING (TYP)
NTS

NOTE: ACCESSIBLE PARKING SIGNING AND STRIPING SHALL CONFORM TO THE 2013 CBC SECTION 1109A.

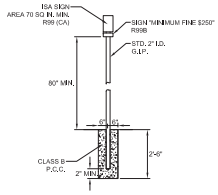


TYPICAL VAN ACCESSIBLE
PARKING STALL STRIPING
NTS

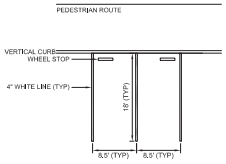


TYPICAL VAN ACCESSIBLE
PARKING STALL STRIPING

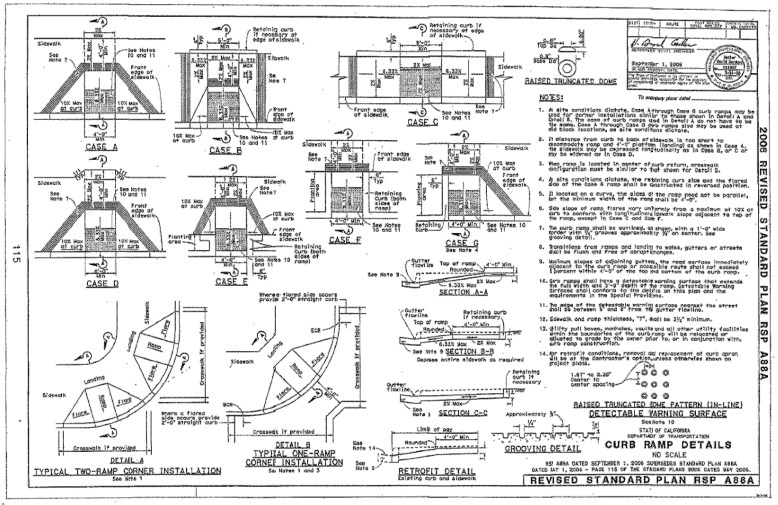
DETAIL
ACCESSIBLE PARKING SIGNS
NTS



DETAIL
ACCESSIBLE PARKING SIGNS
NTS



DETAIL
STANDARD PARKING STALLS
NTS



115

8/3/2015 5:06:11 PM

LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH
Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER ALAN TURN LEE No. 72243 CIVIL STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: DM

PROJECT NUMBER: 14-051

SHEET ISSUE DATE: 01/18/16

SHEET TITLE:

SITE DETAILS

SHEET NUMBER

C8.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

LEGEND

FIRE TRUCK PATH OF TRAVEL

SWEPT PATH — CENTER LINE

PROPOSED FIRE HYDRANT

EXISTING FIRE HYDRANT

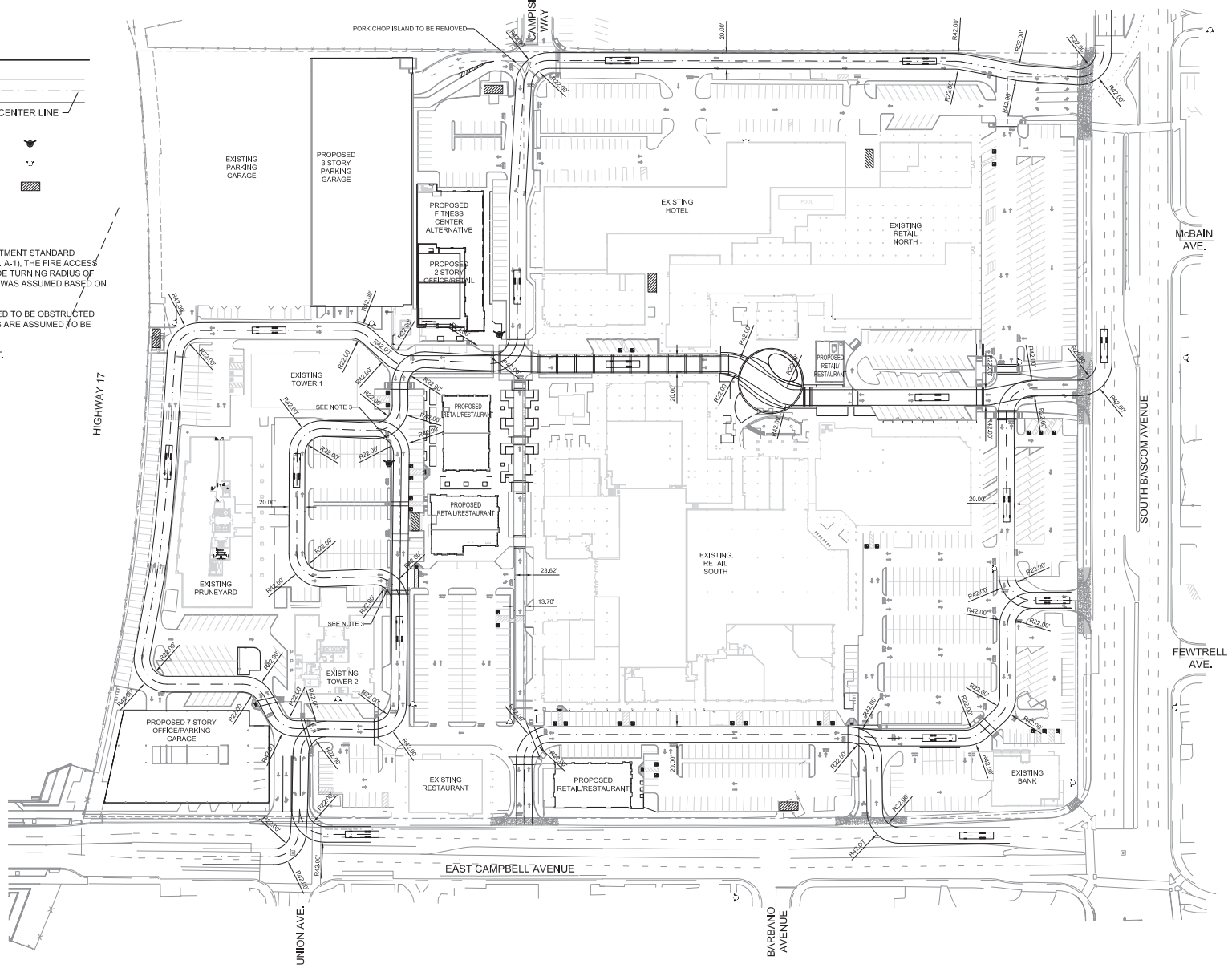
TRASH ENCLOSURE

NOTES

1. PER SANTA CLARA COUNTY FIRE DEPARTMENT STANDARD DETAILS AND SPECIFICATIONS (SPEC No. A-1), THE FIRE ACCESS ROUTE SHOWN USES A MINIMUM OUTSIDE TURNING RADIUS OF 42'. A TRUCK SWEPT PATH WIDTH OF 20' WAS ASSUMED BASED ON MINIMUM FIRE ACCESS ROAD WIDTHS.
2. FIRE TRUCK PATH OF TRAVEL IS ASSUMED TO BE OBSTRUCTED BY ALL CURBS AND ALL PARKING STALLS ARE ASSUMED TO BE OCCUPIED.
3. EXISTING CONDITION IS NON-COMPLIANT.

0 30 60 120

1 INCH = 60 FEET



8/3/2015 5:06:11 PM

LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road San Jose, CA 95131 (408) 487-2200 HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER ALAN TURN-UP No. 72243 CIVIL STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

N PROJECT NORTH

N TRUE NORTH

DRAWN BY:

PROJECT NUMBER: 14-051

SHEET ISSUE DATE: 01/18/16

SHEET TITLE:

TRUCK ACCESS EXHIBIT

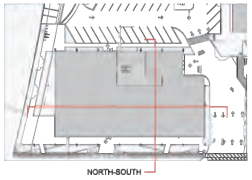
SHEET NUMBER

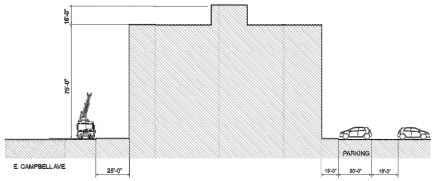
C9.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

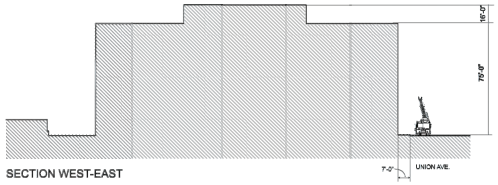
FIRE APPARATUS CROSS SECTIONS

OFFICE OPTION 1:



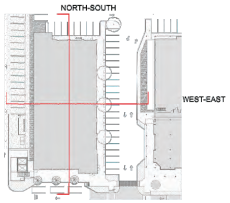


SECTION NORTH-SOUTH



SECTION WEST-EAST

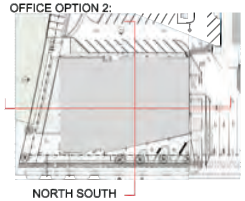
R3 FITNESS



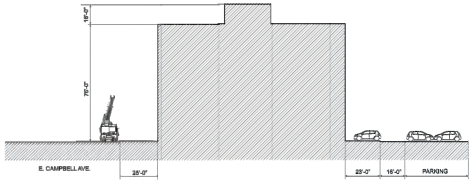
SECTION EAST-WEST

SECTION NORTH-SOUTH

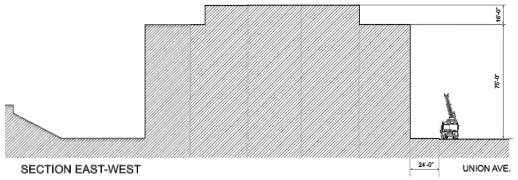
OFFICE OPTION 2:



WEST-EAST



SECTION NORTH-SOUTH



SECTION EAST-WEST

8/3/2015 5:06:11 PM

LOWNEY ARCHITECTURE

PROJECT NAME

The Pruneyard

ELLIS PARTNERS

1875 S. Bascom Ave. Campbell, CA 95008

HMH

Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance

1570 Oakland Road (408) 487-2200
San Jose, CA 95131 HMHca.com

CONSULTANT

CONSULTANT STAMP

REGISTERED PROFESSIONAL ENGINEER
ALAN TURNER
No. 72243
CIVIL
STATE OF CALIFORNIA

#	DATE	ISSUES & REVISIONS	BY
1	10/30/15	PER CITY COMMENTS	DM
2	12/15/15	PER CITY COMMENTS	DM
3	04/21/16	PER CITY COMMENTS	DM

N PROJECT NORTH

N TRUE NORTH

DRAWN BY:

PROJECT NUMBER: 14-051

SHEET ISSUE DATE: 01/18/16

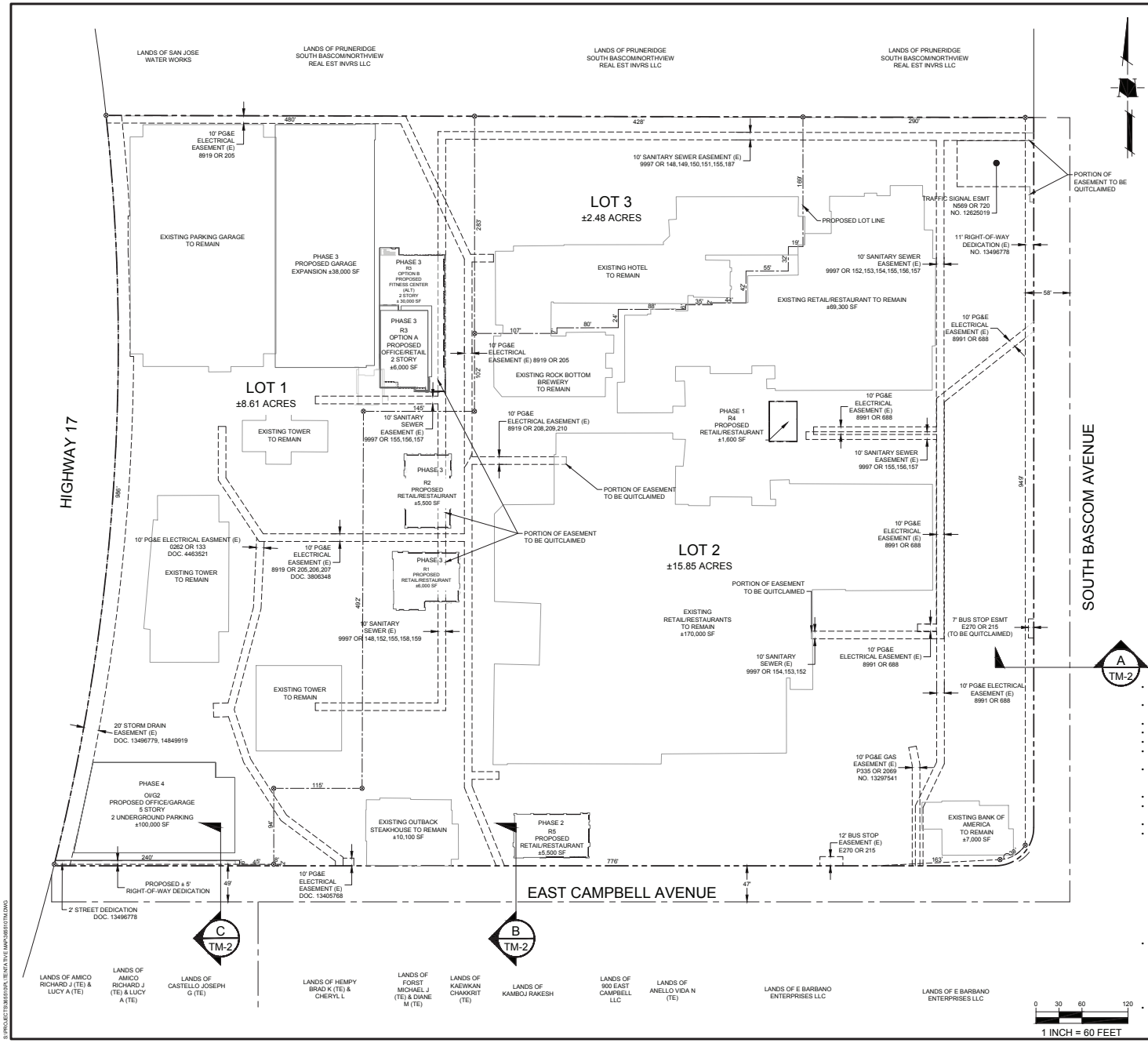
SHEET TITLE:

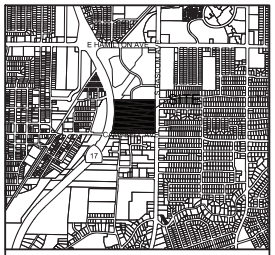
FIRE TRUCK ACCESS DETAIL

SHEET NUMBER

C9.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT





VICINITY MAP
NOT TO SCALE

LEGEND

TENTATIVE MAP BOUNDARY	
PROPOSED LOT LINE	
EXISTING PROPERTY LINE	
PROPOSED EASEMENT	
EXISTING EASEMENT	
CENTER LINE	
EXISTING BUILDING	
EXISTING	(E)
PROPOSED	(P)
NAIL & TAG SET & STAMPED "LS 8720"	⊗
RIGHT-OF-WAY DEDICATION	

GENERAL NOTES

- PROJECT NAME: THE PRUNEYARD
- OWNER: CFEP PRUNEYARD LLC, 1901 S. BASCOM AVENUE, CAMPBELL, CA 95008
- SUBDIVIDER: ELLIS PARTNERS LLC, 111 SUTTER ST #800, SAN FRANCISCO, CA 94104
- ENGINEER: HMH ENGINEERS, 1570 OAKLAND ROAD, SAN JOSE, CA 95131
- STREET LOCATION: 1875 SOUTH BASCOM AVE.
- EXISTING ZONING: GENERAL COMMERCIAL
- EXISTING GP DESIGNATION: GENERAL COMMERCIAL
- EXISTING USE: RETAIL, HOTEL, OFFICE
- PROPOSED USE: RETAIL, HOTEL, OFFICE
- WATER SUPPLY: SAN JOSE WATER COMPANY
- SEWAGE DISPOSAL: WEST VALLEY SANITATION DISTRICT
- ASSESSOR'S PARCEL #(S): 288-04-011, 012, 014, 017, 025, 026
- TOTAL SITE AREA: ±27.24 ACRES
- RIGHT-OF-WAY DEDICATION: ±0.30 ACRES
- NET SITE AREA: ±26.94 ACRES
- EXISTING LOTS: 1 LOT
- PROPOSED LOTS: 3 LOTS

- THE TITLE REPORT THAT WAS USED FOR THE PREPARATION OF THIS MAP WAS PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, ORDER NUMBER: NCS-624066-CH2, DATED AUGUST 8, 2013.
- ALL DIMENSIONS DEPICTED HEREON ARE APPROXIMATE AND ARE SUBJECT TO REVISION AT FINAL MAP(S) STAGE.
- TOPOGRAPHY PROVIDED BY AERO-GEODECTIC, DATED 6/15/2007.
- A FRONT, SIDE AND REAR SETBACK VARIANCE WILL BE REQUIRED.
- ALL EXISTING BUILDINGS TO REMAIN.
- THE PARCELS CREATED BY THIS MAP WILL BE SUBJECT TO THE COVENANTS, CONDITIONS, AND RESTRICTIONS CONTAINED IN A SEPARATE DOCUMENT TO BE RECORDED IN CONJUNCTION WITH THE MAP.
- THE COVENANTS SHALL BE RECORDED WHICH OBLIGATE EXISTING AND FUTURE PROPERTY OWNERS TO JOINTLY PROVIDE FOR STREET IMPROVEMENTS, AS REQUIRED BY CHAPTER 11.24 OF THE CAMPBELL MUNICIPAL CODE.
- EASEMENTS NOTED AS FUTURE MAY BE REQUIRED IF NEW DEVELOPMENT OCCURS
- INGRESS/EGRESS, RECIPROCAL PARKING, UTILITY, STORM DRAIN RELEASE EASEMENTS ARE TO BE OUTLINED IN THE CC&R's.
- EMERGENCY VEHICLE ACCESS EASEMENTS ARE TO BE DESIGNATED ON PARCEL MAP.
- THE "REVISED PRUNEYARD HOTEL PARCEL CREATION REPORT" DATED OCTOBER 5, 2015, BY LOWNEY ARCHITECTURE INCLUDES DOCUMENTATION FROM HANNA AND VAN ATTA SHOWING THE INTENT TO SUBDIVIDE THE PROPERTY INTO THREE SEPARATE PARCELS - ONE FOR RETAIL, ONE FOR THE HOTEL, AND ONE FOR THE OFFICE BUILDINGS INCLUDING THE PARKING GARAGE. THE PARCELS WOULD BE ALLOWED TO BE SEPARATELY OWNED AND FINANCED, BUT THERE WOULD BE COMMON AREAS AND OPERATIONAL AND MANAGEMENT CONTROLS THAT WOULD BE PART OF THE LEGAL DOCUMENTS. THIS WOULD INCLUDE THE MUTUAL ACCESS/EGRESS EASEMENTS TO MAINTAIN THE EXISTING EXITING SYSTEMS FOR THE EXISTING BUILDINGS. PRIOR TO CITY PARCEL CREATION APPROVAL, CITY BUILDING OFFICIAL TO PROVIDE DETERMINATION WHETHER THE PROPOSED ALTERNATE METHODS (PER CBC SECTION 1.2.2) TO THE SPECIFIC EGRESS REQUIREMENTS OF CBC SECTION 1014.2.1 TO ALLOW FOR EGRESS ACROSS ADJOINING PARCELS BY UTILIZING A MUTUAL ACCESS/EGRESS EASEMENT THAT WOULD BE RECORDED ON THE PARCEL MAP AND IN THE CC&RS IS ACCEPTABLE.
- PRIOR TO CITY PARCEL CREATION APPROVAL, WHERE THE NEW PROPERTY LINES OCCUR IN DIFFERENT LOCATIONS THAN WHERE THE ASSUMED PROPERTY LINES WERE ASSUMED TO BE LOCATED WHEN THE BUILDINGS WERE ORIGINALLY PERMITTED THEN WALL RATINGS AND OPENING PROTECTIVES WILL NEED TO BE IMPROVED TO MEET 2013 CBC STANDARDS AS APPLICABLE AND DETAILED IN THE "REVISED PRUNEYARD HOTEL PARCEL CREATION REPORT" DATED OCTOBER 5, 2015, BY LOWNEY ARCHITECTURE. BUILDING PERMITS WILL BE REQUIRES FOR EACH BUILDING REQUIRING UPGRADES TO EXTERIOR WALL AND OPENING PROTECTION AND ALL SUCH PERMITS SHALL BE FINALED PRIOR TO RECORDING THE FINAL PARCEL MAP.
- PROJECT WILL PROVIDE MONUMENTATION PER CITY CODE 20.76.010. IN THE EVENT MONUMENTATION CANNOT BE PROVIDED PER CITY CODE, DOCUMENTATION AND PHOTOS WILL BE PROVIDED TO THE CITY ENGINEER INDICATING THE PREMISE FOR DEVIATION FROM CITY MONUMENTATION CODE.

HMH
Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance
1570 Oakland Road San Jose, CA 95131 (408) 487-2200 HMHca.com

REGISTERED PROFESSIONAL ENGINEER STEPHAN KUPPER No. 57808 CIVIL STATE OF CALIFORNIA

TENTATIVE PARCEL MAP
PLN2015-77
THE PRUNEYARD
1875 SOUTH BASCOM AVE, CAMPBELL

NO	DATE	DESCRIPTION
1		
2		
3	04/21/16	PER CITY COMMENTS
4	12/15/15	PER CITY COMMENTS
5	10/30/15	PER CITY COMMENTS

PROJECT NO:	3655.10
CAD DWG FILE:	3655101TM.DWG
DESIGNED BY:	DM
DRAWN BY:	DM
CHECKED BY:	ZJJ
DATE:	July 21, 2015
SCALE:	1" = 60'

© HMH

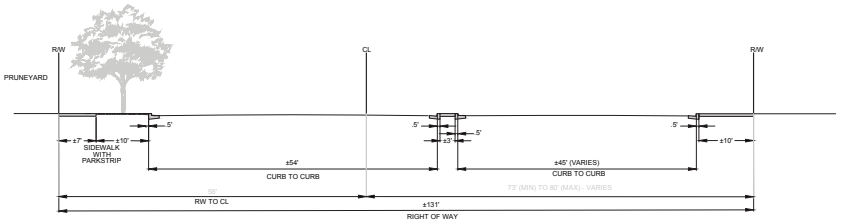
VESTING TENTATIVE PARCEL MAP

TM-1
OF 2

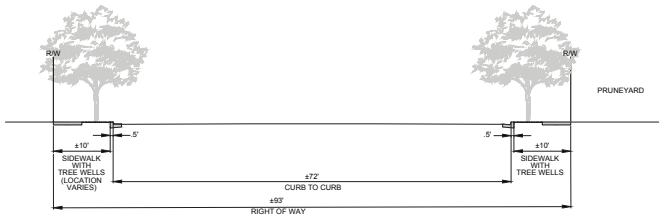
CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONSTRUCTIONAL DEFECTS, IN WORKMANSHIP AND MATERIALS PROVIDED AND PAID FOR BY THE OWNER, ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

S:\PROJECT\3655101\PL\3655101TM.DWG

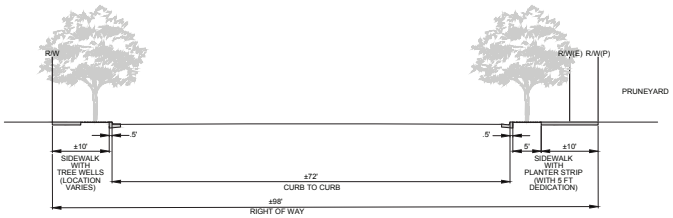
PLOTTED: 07/20/15 4:18 PM



A EXISTING S BASCOM AVENUE SECTION (TO REMAIN)
SCALE: NOT TO SCALE



B EXISTING E CAMPBELL AVENUE SECTION (TO REMAIN)*
SCALE: NOT TO SCALE
* EXCEPT WEST OF UNION AVENUE



C PROPOSED E CAMPBELL AVENUE SECTION *
SCALE: NOT TO SCALE
*WEST OF UNION AVENUE

HMH
Land Use Entitlements
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance
1570 Oakland Road
San Jose, CA 95131
(408) 487-2200
HMHca.com

REGISTERED PROFESSIONAL ENGINEER
STEPHAN KUPPER
No. 57808
CIVIL
STATE OF CALIFORNIA

TENTATIVE PARCEL MAP
PLN2015-77
THE PRUNEYARD
1875 SOUTH BASCOM AVE, CAMPBELL

NO	DATE	DESCRIPTION
1		
2		
3	04/21/16	PER CITY COMMENTS
4	12/15/15	PER CITY COMMENTS
5	10/30/15	PER CITY COMMENTS

PROJECT NO:	3655.10
CAD DWG FILE:	3655101TM.DWG
DESIGNED BY:	DM
DRAWN BY:	DM
CHECKED BY:	ZJJ
DATE:	July 21, 2015
SCALE:	1" = 60'

© HMH

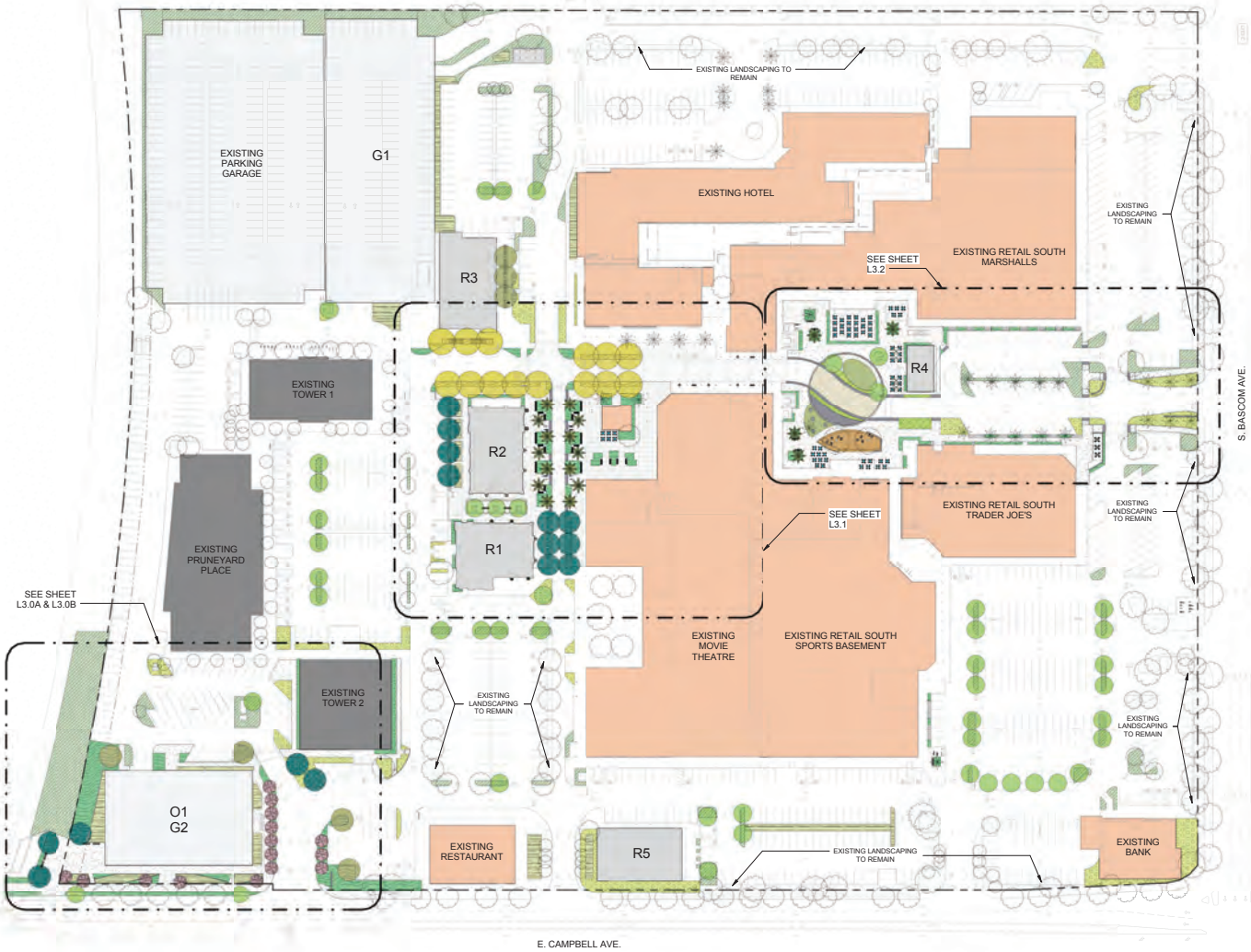
CROSS SECTIONS

TM-2
OF 2

CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN FIRM.

S:\PROJECT\3655101\A,TE\TA Tv1 MAP-3655101TM.DWG

PLOTTED: 07/21/15 PM



IRRIGATION DESIGN INTENT

IRRIGATION SYSTEM IS DESIGNED TO PROVIDE THE MINIMUM AMOUNT OF WATER NECESSARY TO SUSTAIN GOOD PLANT HEALTH. ALL SELECTED COMPONENTS ARE COMMERCIAL GRADE, SELECTED FOR DURABILITY, VANDAL RESISTANCE AND MINIMUM MAINTENANCE REQUIREMENT. THE SYSTEM IS A COMBINATION OF SPRAY, DRIP AND SUBSURFACE IRRIGATION AS APPROPRIATE TO PLANT TYPE, EXPOSURE AND SLOPE CONDITIONS. THE SYSTEM WILL COMPLY WITH THE STATE WATER EFFICIENT LANDSCAPE REQUIREMENTS (CALIFORNIA CODE OF REGULATIONS, TITLE 23, CH. 2.7, DIV. 2).

CONTROL OF THE SYSTEM IS VIA A WEATHER-ENABLED CONTROLLER CAPABLE OF DAILY SELF-ADJUSTMENT BASED ON REAL-TIME WEATHER CONDITIONS AS MEASURED BY AN ON-SITE WEATHER SENSOR.

THE SYSTEM INCLUDES A MASTER CONTROL VALVE AND FLOW SENSING CAPABILITY WHICH WILL SHUT DOWN ALL OR PART OF THE SYSTEM IF LEAKS ARE DETECTED.

PLANT LEGEND

TREES

TYPE A TREES
(preliminary selections):
CELTIS SINENSIS
(Chinese Hackberry)
PLATANUS x ACERFOLIA
'COLUMBIA'
(Plane Tree)

TYPE B TREES
(preliminary selections):
QUERCUS FRAINETTO 'FOREST GREEN'
(Forest Green Oak)
LIRIODENDRON TULIPIFERA
(Tulip Tree)

TYPE C TREES
(preliminary selections):
ZELKOVA SERRATA 'VILLAGE GREEN'
(Village Green Japanese Zelkova)
NYSSA SYLVATICA
(Black Gum)

TYPE D TREES
(preliminary selections):
ULMUS PARVIFOLIA
(Chinese Elm)
KOELREUTERIA PANICULATA
(Golden Rain Tree)
PISTACIA CHINENSE
(Chinese Pistache)

TYPE E TREES
(preliminary selections):
SYAGRUS ROMANZOFFIANUM
(Queen Palm)
WASHINGTONIA FILIFERA x ROBUSTA
(Hybrid Fan Palm)

TYPE F TREES
(preliminary selections):
ARBUTUS 'MARINA'
(Marina Strawberry Tree)
LAGERSTROEMIA 'NATCHEZ'
(Crape Myrtle)
LAURUS 'SARATOGA'
(Saratoga Bay)

EXISTING TREE TO REMAIN

SHRUBS AND GROUNDCOVER

PEDESTRIAN PLANTING AREAS

TRANSITION PLANTING AREAS

PARKING LOT PLANTING AREAS

BARRIER PLANTING

STORMWATER TREATMENT AREAS

NO-MOW TURF

SITE PLANTERS

LARGE PLANTER POTS

MEDIUM PLANTER POTS

0 30 60 90 150ft

SCALE: 1" = 60'-0"

lowney arch
tel 510.836.5400 lowneyarch.com

PROJECT NAME
THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

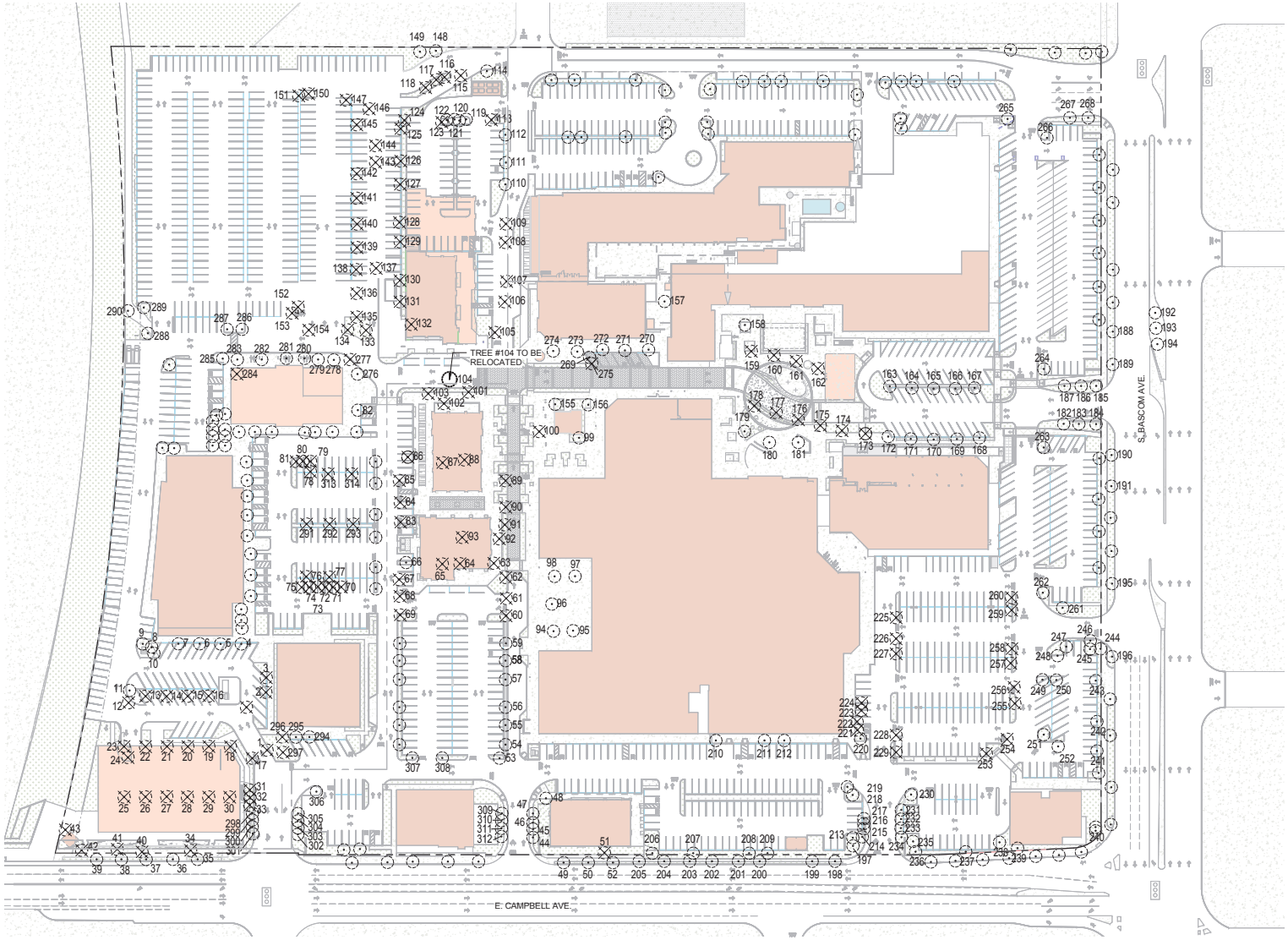
N PROJECT NORTH
N TRUE NORTH

DRAWN BY: CJ, SG
PROJECT NUMBER: PRUNEYARD
SHEET TITLE:
LANDSCAPE PLAN

SHEET NUMBER
L1.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/27/2016 3:13:11 PM



EXISTING TREE LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING TREE TO BE RELOCATED
- 000 TREE NUMBER - SEE TREE INVENTORY, SHEETS L2.1 AND L2.2

NOTE:

SEE EXISTING TREE INVENTORY, SHEETS L2.1 AND L2.2

SCALE: 1" = 60'-0"

lowney arch

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

PROJECT NORTH / TRUE NORTH

DRAWN BY: CJ, KF

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

TREE REMOVAL & PRESERVATION PLAN

SHEET NUMBER

L2.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/27/2016 3:13:24 PM

EXISTING TREE INVENTORY

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
1	Platanus acerfiolia	London Plane	12.5	YES	4	Good	X
2	Ulmus parvifolia	Chinese Elm	12.4	YES	3	Moderate	X
3	Ulmus parvifolia	Chinese Elm	10.8		3	Moderate	X
4	Pistacia chinensis	Chinese Pistache	4.8		4	Moderate	
5	Koelreuteria paniculata	Goldenrain Tree	11.7		2	Poor	
6	Koelreuteria paniculata	Goldenrain Tree	9.8		3	Moderate	
7	Koelreuteria paniculata	Goldenrain Tree	10.2		3	Moderate	
8	Melaleuca linarifolia	Paperbark	31.8	YES	4	Good	
9	Koelreuteria paniculata	Goldenrain Tree	11.9		4	Good	
10	Koelreuteria paniculata	Goldenrain Tree	12	YES	4	Good	
11	Koelreuteria paniculata	Goldenrain Tree	9.6		4	Good	
12	Koelreuteria paniculata	Goldenrain Tree	10		4	Good	X
13	Koelreuteria paniculata	Goldenrain Tree	11.2		4	Moderate	X
14	Pistacia chinensis	Chinese Pistache	8.2		5	Moderate	X
15	Koelreuteria paniculata	Goldenrain Tree	6		4	Moderate	X
16	Koelreuteria paniculata	Goldenrain Tree	11.6		4	Moderate	X
17	Platanus acerfiolia	London Plane	10.5		4	Good	X
18	Koelreuteria paniculata	Goldenrain Tree	10.8		3	Moderate	X
19	Koelreuteria paniculata	Goldenrain Tree	4.3		1	Poor	X
20	Koelreuteria paniculata	Goldenrain Tree	9.4		4	Moderate	X
21	Koelreuteria paniculata	Goldenrain Tree	11.7		4	Moderate	X
22	Koelreuteria paniculata	Goldenrain Tree	11.9		4	Moderate	X
23	Koelreuteria paniculata	Goldenrain Tree	7		4	Good	X
24	Koelreuteria paniculata	Goldenrain Tree	10.2		4	Good	X
25	Koelreuteria paniculata	Goldenrain Tree	8.2		4	Moderate	X
26	Koelreuteria paniculata	Goldenrain Tree	13.1		3	Moderate	X
27	Koelreuteria paniculata	Goldenrain Tree	8.5		3	Moderate	X
28	Koelreuteria paniculata	Goldenrain Tree	5.4		2	Moderate	X
29	Koelreuteria paniculata	Goldenrain Tree	5.6		3	Moderate	X
30	Koelreuteria paniculata	Goldenrain Tree	10.2		3	Moderate	X
31	Pistacia chinensis	Chinese Pistache	7.7		3	Moderate	X
32	Pistacia chinensis	Chinese Pistache	5.9		4	Moderate	X
33	Pistacia chinensis	Chinese Pistache	6		3	Moderate	X
34	Liquidambar styraciflua	Sweet Gum	14.9	YES	4	Good	X
35	Pistacia chinensis	Chinese Pistache	7.9		5	Good	
36	Pistacia chinensis	Chinese Pistache	5.6		4	Good	
37	Pistacia chinensis	Chinese Pistache	7.6		4	Good	
38	Pistacia chinensis	Chinese Pistache	8.7		4	Good	
39	Pistacia chinensis	Chinese Pistache	3.4		4	Good	
40	Acer platanoides	Norway Maple	12.5	YES	4	Good	X
41	Callistemon viminalis	Weeping Bottlebrush	11		3	Moderate	X
42	Fraxinus 'Fan West'	Ash	29.3	YES	5	Good	X
43	Ulmus parvifolia	Chinese Elm	4.5		5	Good	X
44	Lagerstroemia indica	Crape Myrtle	4.2		4	Moderate	
45	Lagerstroemia indica	Crape Myrtle	4.8		4	Moderate	
46	Lagerstroemia indica	Crape Myrtle	4.5		4	Moderate	
47	Lagerstroemia indica	Crape Myrtle	5		4	Moderate	
48	Pistacia chinensis	Chinese Pistache	9.9		4	Good	
49	Pistacia chinensis	Chinese Pistache	10		4	Good	
50	Pistacia chinensis	Chinese Pistache	8		4	Good	
51	Olea europaea	Olive	40.8	YES	3	Poor	X
52	Pistacia chinensis	Chinese Pistache	6.4		4	Good	
53	Pinus canariensis	Canary Island Pine	23.9	YES	3	Moderate	
54	Olea europaea	Olive	15.9	YES	2	Poor	
55	Olea europaea	Olive	28.6		3	Moderate	
56	Olea europaea	Olive	23.6	YES	3	Moderate	
57	Olea europaea	Olive	26	YES	3	Moderate	
58	Olea europaea	Olive	26.4		3	Moderate	
59	Olea europaea	Olive	25.5		3	Moderate	
60	Olea europaea	Olive	23.6	YES	3	Moderate	X
61	Olea europaea	Olive	23.3	YES	3	Moderate	X
62	Olea europaea	Olive	22.8	YES	3	Moderate	X
63	Pinus canariensis	Canary Island Pine	20.5	YES	2	Moderate	X
64	Ulmus parvifolia	Chinese Elm	11.9		3	Moderate	X
65	Ulmus parvifolia	Chinese Elm	30.4		4	Moderate	X
66	Pinus pinea	Italian Stone Pine	39.2	YES	4	Good	
67	Olea europaea	Olive	24.4		2	Poor	X
68	Olea europaea	Olive	31		2	Moderate	X
69	Olea europaea	Olive	20.5		2	Poor	X
70	Pyrus calleryana	Ornamental Pear	7.1		4	Good	X
71	Pyrus calleryana	Ornamental Pear	6.1		4	Good	X
72	Pyrus calleryana	Ornamental Pear	8.4		4	Good	X
73	Pyrus calleryana	Ornamental Pear	8.1		4	Good	X
74	Pyrus calleryana	Ornamental Pear	8.3		4	Good	X
75	Pyrus calleryana	Ornamental Pear	7.8		4	Good	X
76	Prunus cerasifera	Cherry Plum	11.4		4	Good	X
77	Prunus cerasifera	Cherry Plum	11.8		4	Good	X
78	Prunus cerasifera	Cherry Plum	10.7		4	Moderate	X
79	Pyrus calleryana	Ornamental Pear	8.7		4	Moderate	X
80	Pyrus calleryana	Ornamental Pear	7.5		4	Moderate	X
81	Pyrus calleryana	Ornamental Pear	10.2		4	Moderate	X
82	Pyrus calleryana	Ornamental Pear	11.5		4	Moderate	
83	Olea europaea	Olive	26.7		3	Moderate	X
84	Olea europaea	Olive	22.2		3	Moderate	X
85	Olea europaea	Olive	29.3		2	Poor	X
86	Ulmus parvifolia	Chinese Elm	22	YES	5	Good	X
87	Schinus molle	Peruvian Peppertree	40	YES	3	Moderate	X
88	Ulmus parvifolia	Chinese Elm	23	YES	5	Good	X
89	Olea europaea	Olive	40	YES	2	Moderate	X
90	Olea europaea	Olive	27.5	YES	2	Poor	X
91	Olea europaea	Olive	34	YES	2	Poor	X
92	Pinus canariensis	Canary Island Pine	24	YES	4	Moderate	X
93	Pinus pinea	Italian Stone Pine	15.6	YES	3	Poor	X
94	Olea europaea	Olive	22.4		3	Moderate	
95	Olea europaea	Olive	30.4		2	Poor	
96	Ulmus parvifolia	Chinese Elm	17.4	YES	5	Moderate	
97	Olea europaea	Olive	21.4		2	Poor	
98	Olea europaea	Olive	27.2	YES	2	Poor	
99	Ulmus parvifolia	Chinese Elm	10.8		5	Good	
100	Eriobotrya deflexa	Bronze Loquat	18.5	YES	4	Good	X
101	Olea europaea	Olive	32.6	YES	3	Moderate	X
102	Olea europaea	Olive	40.7		4	Good	X
103	Olea europaea	Olive	40.5		4	Good	X
104	Olea europaea	Olive	33.2	YES	4	Good	
105	Ulmus parvifolia	Chinese Elm	22.4	YES	5	Good	X
106	Olea europaea	Olive	27.5	YES	2	Poor	X
107	Olea europaea	Olive	32.7	YES	2	Poor	X
108	Olea europaea	Olive	39.4	YES	2	Poor	X
109	Olea europaea	Olive	33	YES	2	Poor	X
110	Olea europaea	Olive	35.1	YES	2	Moderate	
111	Olea europaea	Olive	37.2	YES	3	Moderate	
112	Cedrus deodara	Deodar Cedar	12.5	YES	4	Moderate	
113	Olea europaea	Olive	24.2	YES	3	Moderate	X
114	Fraxinus species	Ash	23.5	YES	3	Poor	
115	Olea europaea	Olive	16		1	Poor	X
116	Olea europaea	Olive	11.8		2	Poor	X
117	Grevillea robusta	Silky Oak	23.2	YES	3	Poor	X
118	Olea europaea	Olive	44.4		3	Moderate	X
119	Olea europaea	Olive	13.3	YES	2	Moderate	
120	Olea europaea	Olive	17.8		2	Moderate	
121	Olea europaea	Olive	16.1		2	Moderate	
122	Olea europaea	Olive	22.4		3	Moderate	
123	Olea europaea	Olive	21.9		3	Moderate	X
124	Olea europaea	Olive	22	YES	3	Moderate	X
125	Gejera parviflora	Australian Willow	16.4	YES	2	Poor	X
126	Olea europaea	Olive	30.5	YES	3	Moderate	X
127	Olea europaea	Olive	38.1		2	Poor	X
128	Olea europaea	Olive	29.6	YES	2	Moderate	X
129	Olea europaea	Olive	21.6	YES	2	Moderate	X
130	Olea europaea	Olive	34.7	YES	2	Poor	X
131	Olea europaea	Olive	19.8		1	Poor	X
132	Ulmus parvifolia	Chinese Elm	21.6	YES	5	Moderate	X
133	Ulmus parvifolia	Chinese Elm	8.5		4	Moderate	X
134	Ulmus parvifolia	Chinese Elm	10.8		4	Moderate	X
135	Ulmus parvifolia	Chinese Elm	7.9		4	Moderate	X
136	Ulmus parvifolia	Chinese Elm	9.5		4	Moderate	X
137	Melaleuca linarifolia	Paperbark	25.5	YES	2	Poor	X
138	Ulmus parvifolia	Chinese Elm	8.6		4	Moderate	X
139	Ulmus parvifolia	Chinese Elm	9.6		4	Moderate	X
140	Ulmus parvifolia	Chinese Elm	10.3		4	Moderate	X
141	Ulmus parvifolia	Chinese Elm	9.5		5	Moderate	X
142	Ulmus parvifolia	Chinese Elm	9		4	Moderate	X
143	Olea europaea	Olive	28.5	YES	3	Poor	X
144	Olea europaea	Olive	25.5	YES	3	Moderate	X
145	Ulmus parvifolia	Chinese Elm	10.6		5	Moderate	X
146	Ulmus parvifolia	Chinese Elm	10.8		5	Moderate	X
147	Ulmus parvifolia	Chinese Elm	11.4		4	Moderate	X
148	Magnolia grandiflora	Southern Magnolia	15	YES	4	Good	
149	Schinus terebinthifolius	Brazilian Pepper	49.6	YES	3	Poor	
150	Ulmus parvifolia	Chinese Elm	8.7		4	Moderate	X
151	Populus nigra	Lombardy poplar	14.6	YES	4	Moderate	X
152	Olea europaea	Olive	13.2		5	Good	X
153	Olea europaea	Olive	13		5	Good	X
154	Ulmus parvifolia	Chinese Elm	8.2		4	Moderate	X
155	Washingtonia robusta	Mexican Fan Palm	14.6	YES	4	Moderate	
156	Washingtonia robusta	Mexican Fan Palm	12.7	YES	4	Moderate	
157	Xylosma congestum	Xylosma	13.8	YES	3	Moderate	
158	Syagrus romanzoffiana	Queen Palm	11		4	Moderate	
159	Washingtonia robusta	Mexican Fan Palm	13.7	YES	4	Moderate	X
160	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	X
161	Washingtonia robusta	Mexican Fan Palm	14.3	YES	4	Good	X
162	Washingtonia robusta	Mexican Fan Palm	15.5	YES	4	Good	X
163	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	
164	Washingtonia robusta	Mexican Fan Palm	13.7	YES	4	Moderate	
165	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	
166	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
167	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	
168	Washingtonia robusta	Mexican Fan Palm	13.5	YES	4	Moderate	
169	Washingtonia robusta	Mexican Fan Palm	13.5	YES	4	Moderate	
170	Washingtonia robusta	Mexican Fan Palm	13.9	YES	4	Moderate	
171	Washingtonia robusta	Mexican Fan Palm	12.2	YES	4	Moderate	
172	Washingtonia robusta	Mexican Fan Palm	15.5	YES	4	Moderate	
173	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	X
174	Washingtonia robusta	Mexican Fan Palm	14.7	YES	4	Moderate	X
175	Washingtonia robusta	Mexican Fan Palm	16.3	YES	4	Moderate	X
176	Washingtonia robusta	Mexican Fan Palm	12.9	YES	4	Moderate	X
177	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	X
178	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	X
179	Syagrus romanzoffiana	Queen Palm	10.8		4	Moderate	
180	Olea europaea	Olive	37	YES	4	Moderate	
181	Olea europaea	Olive	41.1		4	Moderate	
182	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
183	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
184	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
185	Washingtonia robusta	Mexican Fan Palm	14.4	YES	4	Moderate	
186	Washingtonia robusta	Mexican Fan Palm	15.9	YES	4	Moderate	
187	Washingtonia robusta	Mexican Fan Palm	15.2	YES	4	Moderate	
188	Platanus acerifolia	London Plane	15.5	YES	5	Good	
189	Platanus acerifolia	London Plane	20.5	YES	4	Good	
190	Platanus acerifolia	London Plane	19.5	YES	5	Good	
191	Platanus acerifolia	London Plane	15.9	YES	5	Good	
192	Platanus acerifolia	London Plane	14.2	YES	4	Good	
193	Platanus acerifolia	London Plane	11.1		4	Good	
194	Platanus acerifolia	London Plane	13.8	YES	4	Good	
195	Platanus acerifolia	London Plane	16.3	YES	4	Good	
196	Platanus acerifolia	London Plane	16.2	YES		Good	
197	Pinus canariensis	Canary Island Pine	25	YES		Moderate	
198	Pistacia chinensis	Chinese Pistache	10.9			Moderate	
199	Pistacia chinensis	Chinese Pistache	11.3		4	Good	
200	Pistacia chinensis	Chinese Pistache	6.3		3	Moderate	
201	Pistacia chinensis	Chinese Pistache	6.3		3	Good	
202	Pistacia chinensis	Chinese Pistache	5.8		3	Good	
203	Pistacia chinensis	Chinese Pistache	7.8		4	Good	
204	Pistacia chinensis	Chinese Pistache	6.1		4	Good	
205	Pistacia chinensis	Chinese Pistache	6.5		3	Moderate	
206	Gejera parviflora	Australian Willow	19.2	YES	4	Good	
207	Pistacia chinensis	Chinese Pistache	12.0	YES	4	Good	
208	Gejera parviflora	Australian Willow	18.5	YES	5	Good	
209	Schinus molle	Peruvian Peppertree	31.5	YES	3	Moderate	
210	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.0		4	Good	
211	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.5		4	Good	
212	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		3	Moderate	
213	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.5		4	Good	
214	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.2		4	Good	
215	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		4	Good	
216	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.8		4	Good	
217	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		4	Good	
218	Pinus canariensis	Canary Island Pine	21.3	YES	4	Good	
219	Pinus canariensis	Canary Island Pine	24.2	YES	4	Good	

4/27/2016 3:13:27 PM

lowney arch
TEL 510.836.5400 URL lowneyarch.com
360 seventeenth street | suite 200 | oakland, california 94612

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: CJ, KF

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

EXISTING TREE INVENTORY

SHEET NUMBER

L2.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
220	Phoenix canariensis	Canary Island Date Palm	31.3	YES	4	Good	
221	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.1		4	Good	X
222	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.2		4	Good	X
223	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	X
224	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.1		5	Good	X
225	Koelreuteria paniculata	Goldenrain Tree	12.1	YES	4	Good	X
226	Koelreuteria paniculata	Goldenrain Tree	10.5		4	Good	X
227	Koelreuteria paniculata	Goldenrain Tree	11.0		4	Good	X
228	Koelreuteria paniculata	Goldenrain Tree	2.9		2	Poor	X
229	Koelreuteria paniculata	Goldenrain Tree	8.7		4	Good	X
230	Pistacia chinensis	Chinese Pistache	8.9		3	Moderate	
231	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.0		4	Good	
232	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	
233	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	
234	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.3		4	Good	
235	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.2		4	Good	
236	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.7		4	Good	
237	Olea europaea	Olive	26.0	YES	3	Moderate	
238	Pistacia chinensis	Chinese Pistache	8.2		5	Good	
239	Olea europaea	Olive	31.4	YES	3	Moderate	
240	Platanus acerifolia	London Plane	16.7	YES	5	Good	
241	Platanus acerifolia	London Plane	12.6	YES	5	Good	
242	Platanus acerifolia	London Plane	13.2	YES	5	Good	
243	Platanus acerifolia	London Plane	13.3	YES	5	Good	
244	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.4		5	Good	
245	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.9		5	Good	
246	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.8		5	Good	
247	Platanus acerifolia	London Plane	11.0		4	Good	
248	Platanus acerifolia	London Plane	13.3	YES	4	Good	
249	Koelreuteria paniculata	Goldenrain Tree	10.7		3	Moderate	
250	Koelreuteria paniculata	Goldenrain Tree	8.8		4	Good	
251	Koelreuteria paniculata	Goldenrain Tree	9.2		4	Good	
252	Koelreuteria paniculata	Goldenrain Tree	11.4		4	Good	
253	Koelreuteria paniculata	Goldenrain Tree	11.5		4	Good	X
254	Koelreuteria paniculata	Goldenrain Tree	9.9		3	Moderate	X
255	Koelreuteria paniculata	Goldenrain Tree	10.0		5	Good	X
256	Koelreuteria paniculata	Goldenrain Tree	7.2		5	Good	X
257	Koelreuteria paniculata	Goldenrain Tree	10.6		5	Good	X
258	Koelreuteria paniculata	Goldenrain Tree	6.7		3	Poor	X
259	Koelreuteria paniculata	Goldenrain Tree	8.3		3	Poor	X
260	Koelreuteria paniculata	Goldenrain Tree	8.1		5	Good	X
261	Platanus acerifolia	London Plane	11.9		5	Good	
262	Platanus acerifolia	London Plane	15.1	YES	4	Good	
263	Platanus acerifolia	London Plane	18.2	YES	5	Good	
264	Platanus acerifolia	London Plane	18.5	YES	5	Good	
265	Syagrus romanzoffiana	Queen Palm	11.0		2	Poor	
266	Platanus acerifolia	London Plane	14.7	YES	5	Good	
267	Platanus acerifolia	London Plane	13.4	YES	5	Good	
268	Platanus acerifolia	London Plane	18.7	YES	5	Good	
269	Melaleuca linarifolia	Paperbark	40.1		4	Good	X
270	Washingtonia robusta	Mexican Fan Palm	13.6	YES	4	Good	
271	Washingtonia robusta	Mexican Fan Palm	17.8	YES	4	Moderate	
272	Washingtonia robusta	Mexican Fan Palm	13.2	YES	4	Moderate	
273	Washingtonia robusta	Mexican Fan Palm	14.1	YES	4	Moderate	
274	Washingtonia robusta	Mexican Fan Palm	13.6	YES	4	Moderate	
275	Melaleuca linarifolia	Paperbark	79.1	YES	4	Good	X
276	Pyrus calleryana	Ornamental Pear	17.0		4	Moderate	
277	Platanus acerifolia	London Plane	10.4		5	Good	X
278	Platanus acerifolia	London Plane	9.4		4	Good	
279	Platanus acerifolia	London Plane	8.1		4	Good	
280	Platanus acerifolia	London Plane	7.9		4	Good	
281	Platanus acerifolia	London Plane	8.3		4	Moderate	
282	Platanus acerifolia	London Plane	7.5		4	Moderate	
283	Platanus acerifolia	London Plane	11.0		5	Good	
284	Platanus acerifolia	London Plane	10.2		5	Good	X
285	Koelreuteria paniculata	Goldenrain Tree	10.5		5	Good	
286	Olea europaea	Olive	12.8		4	Good	
287	Olea europaea	Olive	8.4		4	Good	
288	Olea europaea	Olive	17.3		5	Good	
289	Olea europaea	Olive	13.3		4	Good	
290	Olea europaea	Olive	19.7		5	Good	
291	Prunus cerasifera	Cherry Plum	8.1		2	Poor	X
292	Prunus cerasifera	Cherry Plum	6.5		0	Poor	X

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
293	Prunus cerasifera	Cherry Plum	7.2		0	Poor	X
294	Ulmus parvifolia	Chinese Elm	14.0	YES	4	Good	
295	Ulmus parvifolia	Chinese Elm	6.9		4	Moderate	
296	Ulmus parvifolia	Chinese Elm	7.7		3	Moderate	X
297	Platanus acerifolia	London Plane	12.6	YES	5	Good	X
298	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
299	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
300	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.0		4	Good	
301	Lagerstroemia indica 'Natchez'		2.0		4	Good	
302	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.6		4	Good	
303	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.9		4	Good	
304	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
305	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.0		4	Good	
306	Pistacia chinensis	Chinese Pistache	7.0		5	Good	
307	Pinus canariensis	Canary Island Pine	18.0	YES	4	Good	
308	Ulmus parvifolia	Chinese Elm	13.0	YES	4	Good	
309	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
310	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.2		4	Good	
311	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
312	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
313	Prunus cerasifera	Cherry Plum	10.3		1	Poor	X
314	Prunus cerasifera	Cherry Plum	9.6		1	Poor	X

PROTECTED TREES TO BE REPLACED

TRUNK SIZE OF REMOVED TREE (MEASURED AT 4' ABOVE GRADE)	NUMBER OF REPLACEMENT TREES	REPLACEMENT SIZE
12 - 24"	32	24" BOX
GREATER THAN 24"	19	36" BOX
TOTAL	51	

ALL OTHER PROPOSED TREES TO BE 5 GALLON SIZE, MINIMUM.

4/27/2016 3:13:29 PM

lowney arch
TEL 510.836.5400 URL lowneyarch.com
360 seventeenth street | suite 200 | oakland, california 94612

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: KF, CJ

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

EXISTING TREE INVENTORY

SHEET NUMBER

L2.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

EXISTING TREE INVENTORY

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
1	Platanus acerfiolia	London Plane	12.5	YES	4	Good	X
2	Ulmus parvifolia	Chinese Elm	12.4	YES	3	Moderate	X
3	Ulmus parvifolia	Chinese Elm	10.8		3	Moderate	X
4	Pistacia chinensis	Chinese Pistache	4.8		4	Moderate	
5	Koelreuteria paniculata	Goldenrain Tree	11.7		2	Poor	
6	Koelreuteria paniculata	Goldenrain Tree	9.8		3	Moderate	
7	Koelreuteria paniculata	Goldenrain Tree	10.2		3	Moderate	
8	Melaleuca linarifolia	Paperbark	31.8	YES	4	Good	
9	Koelreuteria paniculata	Goldenrain Tree	11.9		4	Good	
10	Koelreuteria paniculata	Goldenrain Tree	12	YES	4	Good	
11	Koelreuteria paniculata	Goldenrain Tree	9.6		4	Good	
12	Koelreuteria paniculata	Goldenrain Tree	10		4	Good	X
13	Koelreuteria paniculata	Goldenrain Tree	11.2		4	Moderate	X
14	Pistacia chinensis	Chinese Pistache	8.2		5	Moderate	X
15	Koelreuteria paniculata	Goldenrain Tree	6		4	Moderate	X
16	Koelreuteria paniculata	Goldenrain Tree	11.6		4	Moderate	X
17	Platanus acerfiolia	London Plane	10.5		4	Good	X
18	Koelreuteria paniculata	Goldenrain Tree	10.8		3	Moderate	X
19	Koelreuteria paniculata	Goldenrain Tree	4.3		1	Poor	X
20	Koelreuteria paniculata	Goldenrain Tree	9.4		4	Moderate	X
21	Koelreuteria paniculata	Goldenrain Tree	11.7		4	Moderate	X
22	Koelreuteria paniculata	Goldenrain Tree	11.9		4	Moderate	X
23	Koelreuteria paniculata	Goldenrain Tree	7		4	Good	X
24	Koelreuteria paniculata	Goldenrain Tree	10.2		4	Good	X
25	Koelreuteria paniculata	Goldenrain Tree	8.2		4	Moderate	X
26	Koelreuteria paniculata	Goldenrain Tree	13.1		3	Moderate	X
27	Koelreuteria paniculata	Goldenrain Tree	8.5		3	Moderate	X
28	Koelreuteria paniculata	Goldenrain Tree	5.4		2	Moderate	X
29	Koelreuteria paniculata	Goldenrain Tree	5.6		3	Moderate	X
30	Koelreuteria paniculata	Goldenrain Tree	10.2		3	Moderate	X
31	Pistacia chinensis	Chinese Pistache	7.7		3	Moderate	X
32	Pistacia chinensis	Chinese Pistache	5.9		4	Moderate	X
33	Pistacia chinensis	Chinese Pistache	6		3	Moderate	X
34	Liquidambar styraciflua	Sweet Gum	14.9	YES	4	Good	X
35	Pistacia chinensis	Chinese Pistache	7.9		5	Good	
36	Pistacia chinensis	Chinese Pistache	5.6		4	Good	
37	Pistacia chinensis	Chinese Pistache	7.6		4	Good	
38	Pistacia chinensis	Chinese Pistache	8.7		4	Good	
39	Pistacia chinensis	Chinese Pistache	3.4		4	Good	
40	Acer platanoides	Norway Maple	12.5	YES	4	Good	X
41	Callistemon viminalis	Weeping Bottlebrush	11		3	Moderate	X
42	Fraxinus 'Fan West'	Ash	29.3	YES	5	Good	X
43	Ulmus parvifolia	Chinese Elm	4.5		5	Good	X
44	Lagerstroemia indica	Crape Myrtle	4.2		4	Moderate	
45	Lagerstroemia indica	Crape Myrtle	4.8		4	Moderate	
46	Lagerstroemia indica	Crape Myrtle	4.5		4	Moderate	
47	Lagerstroemia indica	Crape Myrtle	5		4	Moderate	
48	Pistacia chinensis	Chinese Pistache	9.9		4	Good	
49	Pistacia chinensis	Chinese Pistache	10		4	Good	
50	Pistacia chinensis	Chinese Pistache	8		4	Good	
51	Olea europaea	Olive	40.8	YES	3	Poor	X
52	Pistacia chinensis	Chinese Pistache	6.4		4	Good	
53	Pinus canariensis	Canary Island Pine	23.9	YES	3	Moderate	
54	Olea europaea	Olive	15.9	YES	2	Poor	
55	Olea europaea	Olive	28.6		3	Moderate	
56	Olea europaea	Olive	23.6	YES	3	Moderate	
57	Olea europaea	Olive	26	YES	3	Moderate	
58	Olea europaea	Olive	26.4		3	Moderate	
59	Olea europaea	Olive	25.5		3	Moderate	
60	Olea europaea	Olive	23.6	YES	3	Moderate	X
61	Olea europaea	Olive	23.3	YES	3	Moderate	X
62	Olea europaea	Olive	22.8	YES	3	Moderate	X
63	Pinus canariensis	Canary Island Pine	20.5	YES	2	Moderate	X
64	Ulmus parvifolia	Chinese Elm	11.9		3	Moderate	X
65	Ulmus parvifolia	Chinese Elm	30.4		4	Moderate	X
66	Pinus pinea	Italian Stone Pine	39.2	YES	4	Good	
67	Olea europaea	Olive	24.4		2	Poor	X
68	Olea europaea	Olive	31		2	Moderate	X
69	Olea europaea	Olive	20.5		2	Poor	X
70	Pyrus calleryana	Ornamental Pear	7.1		4	Good	X
71	Pyrus calleryana	Ornamental Pear	6.1		4	Good	X
72	Pyrus calleryana	Ornamental Pear	8.4		4	Good	X
73	Pyrus calleryana	Ornamental Pear	8.1		4	Good	X
74	Pyrus calleryana	Ornamental Pear	8.3		4	Good	X
75	Pyrus calleryana	Ornamental Pear	7.8		4	Good	X
76	Prunus cerasifera	Cherry Plum	11.4		4	Good	X
77	Prunus cerasifera	Cherry Plum	11.8		4	Good	X
78	Prunus cerasifera	Cherry Plum	10.7		4	Moderate	X
79	Pyrus calleryana	Ornamental Pear	8.7		4	Moderate	X
80	Pyrus calleryana	Ornamental Pear	7.5		4	Moderate	X
81	Pyrus calleryana	Ornamental Pear	10.2		4	Moderate	X
82	Pyrus calleryana	Ornamental Pear	11.5		4	Moderate	
83	Olea europaea	Olive	26.7		3	Moderate	X
84	Olea europaea	Olive	22.2		3	Moderate	X
85	Olea europaea	Olive	29.3		2	Poor	X
86	Ulmus parvifolia	Chinese Elm	22	YES	5	Good	X
87	Schinus molle	Peruvian Peppertree	40	YES	3	Moderate	X
88	Ulmus parvifolia	Chinese Elm	23	YES	5	Good	X
89	Olea europaea	Olive	40	YES	2	Moderate	X
90	Olea europaea	Olive	27.5	YES	2	Poor	X
91	Olea europaea	Olive	34	YES	2	Poor	X
92	Pinus canariensis	Canary Island Pine	24	YES	4	Moderate	X
93	Pinus pinea	Italian Stone Pine	15.6	YES	3	Poor	X
94	Olea europaea	Olive	22.4		3	Moderate	
95	Olea europaea	Olive	30.4		2	Poor	
96	Ulmus parvifolia	Chinese Elm	17.4	YES	5	Moderate	
97	Olea europaea	Olive	21.4		2	Poor	
98	Olea europaea	Olive	27.2	YES	2	Poor	
99	Ulmus parvifolia	Chinese Elm	10.8		5	Good	
100	Eriobotrya deflexa	Bronze Loquat	18.5	YES	4	Good	X
101	Olea europaea	Olive	32.6	YES	3	Moderate	X
102	Olea europaea	Olive	40.7		4	Good	X
103	Olea europaea	Olive	40.5		4	Good	X
104	Olea europaea	Olive	33.2	YES	4	Good	
105	Ulmus parvifolia	Chinese Elm	22.4	YES	5	Good	X
106	Olea europaea	Olive	27.5	YES	2	Poor	X
107	Olea europaea	Olive	32.7	YES	2	Poor	X
108	Olea europaea	Olive	39.4	YES	2	Poor	X
109	Olea europaea	Olive	33	YES	2	Poor	X
110	Olea europaea	Olive	35.1	YES	2	Moderate	
111	Olea europaea	Olive	37.2	YES	3	Moderate	
112	Cedrus deodara	Deodar Cedar	12.5	YES	4	Moderate	
113	Olea europaea	Olive	24.2	YES	3	Moderate	X
114	Fraxinus species	Ash	23.5	YES	3	Poor	
115	Olea europaea	Olive	16		1	Poor	X
116	Olea europaea	Olive	11.8		2	Poor	X
117	Grevillea robusta	Silky Oak	23.2	YES	3	Poor	X
118	Olea europaea	Olive	44.4		3	Moderate	X
119	Olea europaea	Olive	13.3	YES	2	Moderate	
120	Olea europaea	Olive	17.8		2	Moderate	
121	Olea europaea	Olive	16.1		2	Moderate	
122	Olea europaea	Olive	22.4		3	Moderate	
123	Olea europaea	Olive	21.9		3	Moderate	X
124	Olea europaea	Olive	22	YES	3	Moderate	X
125	Gejera parviflora	Australian Willow	16.4	YES	2	Poor	X
126	Olea europaea	Olive	30.5	YES	3	Moderate	X
127	Olea europaea	Olive	38.1		2	Poor	X
128	Olea europaea	Olive	29.6	YES	2	Moderate	X
129	Olea europaea	Olive	21.6	YES	2	Moderate	X
130	Olea europaea	Olive	34.7	YES	2	Poor	X
131	Olea europaea	Olive	19.8		1	Poor	X
132	Ulmus parvifolia	Chinese Elm	21.6	YES	5	Moderate	X
133	Ulmus parvifolia	Chinese Elm	8.5		4	Moderate	X
134	Ulmus parvifolia	Chinese Elm	10.8		4	Moderate	X
135	Ulmus parvifolia	Chinese Elm	7.9		4	Moderate	X
136	Ulmus parvifolia	Chinese Elm	9.5		4	Moderate	X
137	Melaleuca linarifolia	Paperbark	25.5	YES	2	Poor	X
138	Ulmus parvifolia	Chinese Elm	8.6		4	Moderate	X
139	Ulmus parvifolia	Chinese Elm	9.6		4	Moderate	X
140	Ulmus parvifolia	Chinese Elm	10.3		4	Moderate	X
141	Ulmus parvifolia	Chinese Elm	9.5		5	Moderate	X
142	Ulmus parvifolia	Chinese Elm	9		4	Moderate	X
143	Olea europaea	Olive	28.5	YES	3	Poor	X
144	Olea europaea	Olive	25.5	YES	3	Moderate	X
145	Ulmus parvifolia	Chinese Elm	10.6		5	Moderate	X
146	Ulmus parvifolia	Chinese Elm	10.8		5	Moderate	X
147	Ulmus parvifolia	Chinese Elm	11.4		4	Moderate	X
148	Magnolia grandiflora	Southern Magnolia	15	YES	4	Good	
149	Schinus terebinthifolius	Brazilian Pepper	49.6	YES	3	Poor	
150	Ulmus parvifolia	Chinese Elm	8.7		4	Moderate	X
151	Populus nigra	Lombardy poplar	14.6	YES	4	Moderate	X
152	Olea europaea	Olive	13.2		5	Good	X
153	Olea europaea	Olive	13		5	Good	X
154	Ulmus parvifolia	Chinese Elm	8.2		4	Moderate	X
155	Washingtonia robusta	Mexican Fan Palm	14.6	YES	4	Moderate	
156	Washingtonia robusta	Mexican Fan Palm	12.7	YES	4	Moderate	
157	Xylosma congestum	Xylosma	13.8	YES	3	Moderate	
158	Syagrus romanzoffiana	Queen Palm	11		4	Moderate	
159	Washingtonia robusta	Mexican Fan Palm	13.7	YES	4	Moderate	X
160	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	X
161	Washingtonia robusta	Mexican Fan Palm	14.3	YES	4	Good	X
162	Washingtonia robusta	Mexican Fan Palm	15.5	YES	4	Good	X
163	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	
164	Washingtonia robusta	Mexican Fan Palm	13.7	YES	4	Moderate	
165	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	
166	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
167	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	
168	Washingtonia robusta	Mexican Fan Palm	13.5	YES	4	Moderate	
169	Washingtonia robusta	Mexican Fan Palm	13.5	YES	4	Moderate	
170	Washingtonia robusta	Mexican Fan Palm	13.9	YES	4	Moderate	
171	Washingtonia robusta	Mexican Fan Palm	12.2	YES	4	Moderate	
172	Washingtonia robusta	Mexican Fan Palm	15.5	YES	4	Moderate	
173	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	X
174	Washingtonia robusta	Mexican Fan Palm	14.7	YES	4	Moderate	X
175	Washingtonia robusta	Mexican Fan Palm	16.3	YES	4	Moderate	X
176	Washingtonia robusta	Mexican Fan Palm	12.9	YES	4	Moderate	X
177	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	X
178	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	X
179	Syagrus romanzoffiana	Queen Palm	10.8		4	Moderate	
180	Olea europaea	Olive	37	YES	4	Moderate	
181	Olea europaea	Olive	41.1		4	Moderate	
182	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
183	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
184	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
185	Washingtonia robusta	Mexican Fan Palm	14.4	YES	4	Moderate	
186	Washingtonia robusta	Mexican Fan Palm	15.9	YES	4	Moderate	
187	Washingtonia robusta	Mexican Fan Palm	15.2	YES	4	Moderate	
188	Platanus acerifolia	London Plane	15.5	YES	5	Good	
189	Platanus acerifolia	London Plane	20.5	YES	4	Good	
190	Platanus acerifolia	London Plane	19.5	YES	5	Good	
191	Platanus acerifolia	London Plane	15.9	YES	5	Good	
192	Platanus acerifolia	London Plane	14.2	YES	4	Good	
193	Platanus acerifolia	London Plane	11.1		4	Good	
194	Platanus acerifolia	London Plane	13.8	YES	4	Good	
195	Platanus acerifolia	London Plane	16.3	YES	4	Good	
196	Platanus acerifolia	London Plane	16.2	YES		Good	
197	Pinus canariensis	Canary Island Pine	25	YES		Moderate	
198	Pistacia chinensis	Chinese Pistache	10.9			Moderate	
199	Pistacia chinensis	Chinese Pistache	11.3		4	Good	
200	Pistacia chinensis	Chinese Pistache	6.3		3	Moderate	
201	Pistacia chinensis	Chinese Pistache	6.3		3	Good	
202	Pistacia chinensis	Chinese Pistache	5.8		3	Good	
203	Pistacia chinensis	Chinese Pistache	7.8		4	Good	
204	Pistacia chinensis	Chinese Pistache	6.1		4	Good	
205	Pistacia chinensis	Chinese Pistache	6.5		3	Moderate	
206	Gejera parviflora	Australian Willow	19.2	YES	4	Good	
207	Pistacia chinensis	Chinese Pistache	12.0	YES	4	Good	
208	Gejera parviflora	Australian Willow	18.5	YES	5	Good	
209	Schinus molle	Peruvian Peppertree	31.5	YES	3	Moderate	
210	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.0		4	Good	
211	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.5		4	Good	
212	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		3	Moderate	
213	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.5		4	Good	
214	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.2		4	Good	
215	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		4	Good	
216	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.8		4	Good	
217	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		4	Good	
218	Pinus canariensis	Canary Island Pine	21.3	YES	4	Good	
219	Pinus canariensis	Canary Island Pine	24.2	YES	4	Good	

4/27/2016 3:13:27 PM

lowney arch
TEL 510.836.5400 URL lowneyarch.com
360 seventeenth street | suite 200 | oakland, california 94612

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: CJ, KF

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

EXISTING TREE INVENTORY

SHEET NUMBER

L2.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
220	Phoenix canariensis	Canary Island Date Palm	31.3	YES	4	Good	
221	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.1		4	Good	X
222	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.2		4	Good	X
223	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	X
224	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.1		5	Good	X
225	Koelreuteria paniculata	Goldenrain Tree	12.1	YES	4	Good	X
226	Koelreuteria paniculata	Goldenrain Tree	10.5		4	Good	X
227	Koelreuteria paniculata	Goldenrain Tree	11.0		4	Good	X
228	Koelreuteria paniculata	Goldenrain Tree	2.9		2	Poor	X
229	Koelreuteria paniculata	Goldenrain Tree	8.7		4	Good	X
230	Pistacia chinensis	Chinese Pistache	8.9		3	Moderate	
231	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.0		4	Good	
232	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	
233	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	
234	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.3		4	Good	
235	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.2		4	Good	
236	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.7		4	Good	
237	Olea europaea	Olive	26.0	YES	3	Moderate	
238	Pistacia chinensis	Chinese Pistache	8.2		5	Good	
239	Olea europaea	Olive	31.4	YES	3	Moderate	
240	Platanus acerifolia	London Plane	16.7	YES	5	Good	
241	Platanus acerifolia	London Plane	12.6	YES	5	Good	
242	Platanus acerifolia	London Plane	13.2	YES	5	Good	
243	Platanus acerifolia	London Plane	13.3	YES	5	Good	
244	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.4		5	Good	
245	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.9		5	Good	
246	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.8		5	Good	
247	Platanus acerifolia	London Plane	11.0		4	Good	
248	Platanus acerifolia	London Plane	13.3	YES	4	Good	
249	Koelreuteria paniculata	Goldenrain Tree	10.7		3	Moderate	
250	Koelreuteria paniculata	Goldenrain Tree	8.8		4	Good	
251	Koelreuteria paniculata	Goldenrain Tree	9.2		4	Good	
252	Koelreuteria paniculata	Goldenrain Tree	11.4		4	Good	
253	Koelreuteria paniculata	Goldenrain Tree	11.5		4	Good	X
254	Koelreuteria paniculata	Goldenrain Tree	9.9		3	Moderate	X
255	Koelreuteria paniculata	Goldenrain Tree	10.0		5	Good	X
256	Koelreuteria paniculata	Goldenrain Tree	7.2		5	Good	X
257	Koelreuteria paniculata	Goldenrain Tree	10.6		5	Good	X
258	Koelreuteria paniculata	Goldenrain Tree	6.7		3	Poor	X
259	Koelreuteria paniculata	Goldenrain Tree	8.3		3	Poor	X
260	Koelreuteria paniculata	Goldenrain Tree	8.1		5	Good	X
261	Platanus acerifolia	London Plane	11.9		5	Good	
262	Platanus acerifolia	London Plane	15.1	YES	4	Good	
263	Platanus acerifolia	London Plane	18.2	YES	5	Good	
264	Platanus acerifolia	London Plane	18.5	YES	5	Good	
265	Syagrus romanzoffiana	Queen Palm	11.0		2	Poor	
266	Platanus acerifolia	London Plane	14.7	YES	5	Good	
267	Platanus acerifolia	London Plane	13.4	YES	5	Good	
268	Platanus acerifolia	London Plane	18.7	YES	5	Good	
269	Melaleuca linarifolia	Paperbark	40.1		4	Good	X
270	Washingtonia robusta	Mexican Fan Palm	13.6	YES	4	Good	
271	Washingtonia robusta	Mexican Fan Palm	17.8	YES	4	Moderate	
272	Washingtonia robusta	Mexican Fan Palm	13.2	YES	4	Moderate	
273	Washingtonia robusta	Mexican Fan Palm	14.1	YES	4	Moderate	
274	Washingtonia robusta	Mexican Fan Palm	13.6	YES	4	Moderate	
275	Melaleuca linarifolia	Paperbark	79.1	YES	4	Good	X
276	Pyrus calleryana	Ornamental Pear	17.0		4	Moderate	
277	Platanus acerifolia	London Plane	10.4		5	Good	X
278	Platanus acerifolia	London Plane	9.4		4	Good	
279	Platanus acerifolia	London Plane	8.1		4	Good	
280	Platanus acerifolia	London Plane	7.9		4	Good	
281	Platanus acerifolia	London Plane	8.3		4	Moderate	
282	Platanus acerifolia	London Plane	7.5		4	Moderate	
283	Platanus acerifolia	London Plane	11.0		5	Good	
284	Platanus acerifolia	London Plane	10.2		5	Good	X
285	Koelreuteria paniculata	Goldenrain Tree	10.5		5	Good	
286	Olea europaea	Olive	12.8		4	Good	
287	Olea europaea	Olive	8.4		4	Good	
288	Olea europaea	Olive	17.3		5	Good	
289	Olea europaea	Olive	13.3		4	Good	
290	Olea europaea	Olive	19.7		5	Good	
291	Prunus cerasifera	Cherry Plum	8.1		2	Poor	X
292	Prunus cerasifera	Cherry Plum	6.5		0	Poor	X

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
293	Prunus cerasifera	Cherry Plum	7.2		0	Poor	X
294	Ulmus parvifolia	Chinese Elm	14.0	YES	4	Good	
295	Ulmus parvifolia	Chinese Elm	6.9		4	Moderate	
296	Ulmus parvifolia	Chinese Elm	7.7		3	Moderate	X
297	Platanus acerifolia	London Plane	12.6	YES	5	Good	X
298	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
299	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
300	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.0		4	Good	
301	Lagerstroemia indica 'Natchez'		2.0		4	Good	
302	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.6		4	Good	
303	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.9		4	Good	
304	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
305	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.0		4	Good	
306	Pistacia chinensis	Chinese Pistache	7.0		5	Good	
307	Pinus canariensis	Canary Island Pine	18.0	YES	4	Good	
308	Ulmus parvifolia	Chinese Elm	13.0	YES	4	Good	
309	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
310	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.2		4	Good	
311	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
312	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
313	Prunus cerasifera	Cherry Plum	10.3		1	Poor	X
314	Prunus cerasifera	Cherry Plum	9.6		1	Poor	X

PROTECTED TREES TO BE REPLACED

TRUNK SIZE OF REMOVED TREE (MEASURED AT 4' ABOVE GRADE)	NUMBER OF REPLACEMENT TREES	REPLACEMENT SIZE
12 - 24"	32	24" BOX
GREATER THAN 24"	19	36" BOX
TOTAL	51	

ALL OTHER PROPOSED TREES TO BE 5 GALLON SIZE, MINIMUM.

4/27/2016 3:13:29 PM

lowney arch
TEL 510.836.5400 URL lowneyarch.com
360 seventeenth street | suite 200 | oakland, california 94612

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: KF, CJ

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

EXISTING TREE INVENTORY

SHEET NUMBER

L2.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

EXISTING TREE INVENTORY

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
1	Platanus acerifolia	London Plane	12.5	YES	4	Good	X
2	Ulmus parvifolia	Chinese Elm	12.4	YES	3	Moderate	X
3	Ulmus parvifolia	Chinese Elm	10.6		3	Moderate	X
4	Pistacia chinensis	Chinese Pistache	4.6		4	Moderate	
5	Koelreuteria paniculata	Goldenrain Tree	11.7		2	Poor	
6	Koelreuteria paniculata	Goldenrain Tree	9.6		3	Moderate	
7	Koelreuteria paniculata	Goldenrain Tree	10.2		3	Moderate	
8	Melaleuca linariifolia	Paperbark	31.8	YES	4	Good	
9	Koelreuteria paniculata	Goldenrain Tree	11.9		4	Good	
10	Koelreuteria paniculata	Goldenrain Tree	11	YES	4	Good	
11	Koelreuteria paniculata	Goldenrain Tree	9.6		4	Good	
12	Koelreuteria paniculata	Goldenrain Tree	10		4	Good	X
13	Koelreuteria paniculata	Goldenrain Tree	11.2		4	Moderate	X
14	Pistacia chinensis	Chinese Pistache	8.2		5	Moderate	X
15	Koelreuteria paniculata	Goldenrain Tree	6		4	Moderate	X
16	Koelreuteria paniculata	Goldenrain Tree	11.8		4	Moderate	X
17	Platanus acerifolia	London Plane	10.5		4	Good	X
18	Koelreuteria paniculata	Goldenrain Tree	10.8		3	Moderate	X
19	Koelreuteria paniculata	Goldenrain Tree	4.3		1	Poor	X
20	Koelreuteria paniculata	Goldenrain Tree	9.4		4	Moderate	X
21	Koelreuteria paniculata	Goldenrain Tree	11.7		4	Moderate	X
22	Koelreuteria paniculata	Goldenrain Tree	11.9		4	Moderate	X
23	Koelreuteria paniculata	Goldenrain Tree	7		4	Good	X
24	Koelreuteria paniculata	Goldenrain Tree	10.2		4	Good	X
25	Koelreuteria paniculata	Goldenrain Tree	8.2		4	Moderate	X
26	Koelreuteria paniculata	Goldenrain Tree	13.1		3	Moderate	X
27	Koelreuteria paniculata	Goldenrain Tree	8.5		3	Moderate	X
28	Koelreuteria paniculata	Goldenrain Tree	6.4		2	Moderate	X
29	Koelreuteria paniculata	Goldenrain Tree	5.6		3	Moderate	X
30	Koelreuteria paniculata	Goldenrain Tree	10.2		3	Moderate	X
31	Pistacia chinensis	Chinese Pistache	7.7		3	Moderate	X
32	Pistacia chinensis	Chinese Pistache	5.9		4	Moderate	X
33	Pistacia chinensis	Chinese Pistache	6		3	Moderate	X
34	Liquidambar styraciflua	Sweet Gum	14.8	YES	4	Good	X
35	Pistacia chinensis	Chinese Pistache	7.6		5	Good	
36	Pistacia chinensis	Chinese Pistache	5.8		4	Good	
37	Pistacia chinensis	Chinese Pistache	7.8		4	Good	
38	Pistacia chinensis	Chinese Pistache	8.7		4	Good	
39	Pistacia chinensis	Chinese Pistache	3.4		4	Good	
40	Acer platanoides	Norway Maple	12.5	YES	4	Good	X
41	Callistemon viminalis	Weeping Bottlebrush	11		3	Moderate	X
42	Fraxinus 'Fan West'	Ash	28.3	YES	5	Good	X
43	Ulmus parvifolia	Chinese Elm	4.5		5	Good	X
44	Lagerstroemia indica	Crape Myrtle	4.2		4	Moderate	
45	Lagerstroemia indica	Crape Myrtle	4.8		4	Moderate	
46	Lagerstroemia indica	Crape Myrtle	4.5		4	Moderate	
47	Lagerstroemia indica	Crape Myrtle	5		4	Moderate	
48	Pistacia chinensis	Chinese Pistache	9.6		4	Good	
49	Pistacia chinensis	Chinese Pistache	10		4	Good	
50	Pistacia chinensis	Chinese Pistache	8		4	Good	
51	Olea europaea	Olive	40.6	YES	3	Poor	X
52	Pistacia chinensis	Chinese Pistache	9.4		4	Good	
53	Pinus canariensis	Canary Island Pine	23.9	YES	3	Moderate	
54	Olea europaea	Olive	15.9	YES	2	Poor	
55	Olea europaea	Olive	28.6		3	Moderate	
56	Olea europaea	Olive	23.6	YES	3	Moderate	
57	Olea europaea	Olive	26	YES	3	Moderate	
58	Olea europaea	Olive	26.4		3	Moderate	
59	Olea europaea	Olive	25.5		3	Moderate	
60	Olea europaea	Olive	23.6	YES	3	Moderate	X
61	Olea europaea	Olive	23.3	YES	3	Moderate	X
62	Olea europaea	Olive	22.8	YES	3	Moderate	X
63	Pinus canariensis	Canary Island Pine	20.5	YES	2	Moderate	X
64	Ulmus parvifolia	Chinese Elm	11.9		3	Moderate	X
65	Ulmus parvifolia	Chinese Elm	30.4		4	Moderate	X
66	Pinus pinea	Italian Stone Pine	38.2	YES	4	Good	
67	Olea europaea	Olive	24.4		2	Poor	X
68	Olea europaea	Olive	31		2	Moderate	X
69	Olea europaea	Olive	20.5		2	Poor	X
70	Pyrus calleryana	Ornamental Pear	7.1		4	Good	X
71	Pyrus calleryana	Ornamental Pear	8.1		4	Good	X
72	Pyrus calleryana	Ornamental Pear	8.4		4	Good	X
73	Pyrus calleryana	Ornamental Pear	8.1		4	Good	X
74	Pyrus calleryana	Ornamental Pear	8.3		4	Good	X
75	Pyrus calleryana	Ornamental Pear	7.8		4	Good	X
76	Prunus cerasifera	Cherry Plum	11.4		4	Good	X
77	Prunus cerasifera	Cherry Plum	11.6		4	Good	X
78	Prunus cerasifera	Cherry Plum	10.7		4	Moderate	X
79	Pyrus calleryana	Ornamental Pear	8.7		4	Moderate	X
80	Pyrus calleryana	Ornamental Pear	7.5		4	Moderate	X
81	Pyrus calleryana	Ornamental Pear	10.2		4	Moderate	X
82	Pyrus calleryana	Ornamental Pear	11.5		4	Moderate	
83	Olea europaea	Olive	26.7		3	Moderate	X
84	Olea europaea	Olive	22.2		3	Moderate	X
85	Olea europaea	Olive	29.3		2	Poor	X
86	Ulmus parvifolia	Chinese Elm	22	YES	5	Good	X
87	Schinus molle	Peruvian Peppertree	40	YES	3	Moderate	X
88	Ulmus parvifolia	Chinese Elm	28	YES	5	Good	X
89	Olea europaea	Olive	40	YES	2	Moderate	X
90	Olea europaea	Olive	27.5	YES	2	Poor	X
91	Olea europaea	Olive	34	YES	2	Poor	X
92	Pinus canariensis	Canary Island Pine	24	YES	4	Moderate	X
93	Pinus pinea	Italian Stone Pine	15.6	YES	3	Poor	X
94	Olea europaea	Olive	22.4		3	Moderate	
95	Olea europaea	Olive	30.4		2	Poor	
96	Ulmus parvifolia	Chinese Elm	17.4	YES	5	Moderate	
97	Olea europaea	Olive	21.4		2	Poor	
98	Olea europaea	Olive	27.2	YES	2	Poor	
99	Ulmus parvifolia	Chinese Elm	10.8		5	Good	
100	Ehretia rigida deflexa	Bronze Loquat	18.5	YES	4	Good	X
101	Olea europaea	Olive	32.6	YES	3	Moderate	X
102	Olea europaea	Olive	40.7		4	Good	X
103	Olea europaea	Olive	40.5		4	Good	X
104	Olea europaea	Olive	33.2	YES	4	Good	
105	Ulmus parvifolia	Chinese Elm	22.4	YES	5	Good	X
106	Olea europaea	Olive	27.5	YES	2	Poor	X
107	Olea europaea	Olive	32.7	YES	2	Poor	X
108	Olea europaea	Olive	39.4	YES	2	Poor	X
109	Olea europaea	Olive	30	YES	2	Poor	X
110	Olea europaea	Olive	35.9	YES	2	Moderate	
111	Olea europaea	Olive	37.2	YES	3	Moderate	
112	Cedrus deodara	Deodar Cedar	12.5	YES	4	Moderate	
113	Olea europaea	Olive	24.2	YES	3	Moderate	X
114	Fraxinus species	Ash	25.5	YES	3	Poor	
115	Olea europaea	Olive	18		1	Poor	X
116	Olea europaea	Olive	11.8		2	Poor	X
117	Grevillea robusta	Silky Oak	20.2	YES	3	Poor	X
118	Olea europaea	Olive	44.4		3	Moderate	X
119	Olea europaea	Olive	13.3	YES	2	Moderate	
120	Olea europaea	Olive	17.8		2	Moderate	
121	Olea europaea	Olive	18.1		2	Moderate	
122	Olea europaea	Olive	22.4		3	Moderate	
123	Olea europaea	Olive	21.9		3	Moderate	X
124	Olea europaea	Olive	22	YES	3	Moderate	X
125	Geijera parviflora	Australian Willow	18.4	YES	2	Poor	X
126	Olea europaea	Olive	30.5	YES	3	Moderate	X
127	Olea europaea	Olive	38.1		2	Poor	X
128	Olea europaea	Olive	29.8	YES	2	Moderate	X
129	Olea europaea	Olive	21.6	YES	2	Moderate	X
130	Olea europaea	Olive	34.7	YES	2	Poor	X
131	Olea europaea	Olive	19.6		1	Poor	X
132	Ulmus parvifolia	Chinese Elm	21.9	YES	5	Moderate	X
133	Ulmus parvifolia	Chinese Elm	8.5		4	Moderate	X
134	Ulmus parvifolia	Chinese Elm	10.8		4	Moderate	X
135	Ulmus parvifolia	Chinese Elm	7.9		4	Moderate	X
136	Ulmus parvifolia	Chinese Elm	9.5		4	Moderate	X
137	Melaleuca linariifolia	Paperbark	25.5	YES	2	Poor	X
138	Ulmus parvifolia	Chinese Elm	8.6		4	Moderate	X
139	Ulmus parvifolia	Chinese Elm	9.6		4	Moderate	X
140	Ulmus parvifolia	Chinese Elm	10.3		4	Moderate	X
141	Ulmus parvifolia	Chinese Elm	9.5		5	Moderate	X
142	Ulmus parvifolia	Chinese Elm	6		4	Moderate	X
143	Olea europaea	Olive	28.5	YES	5	Poor	X
144	Olea europaea	Olive	25.5	YES	3	Moderate	X
145	Ulmus parvifolia	Chinese Elm	10.6		5	Moderate	X
146	Ulmus parvifolia	Chinese Elm	10.6		5	Moderate	X
147	Ulmus parvifolia	Chinese Elm	11.4		4	Moderate	X
148	Magnolia grandiflora	Southern Magnolia	15	YES	4	Good	
149	Schinus terebinthifolius	Brazilian Pepper	48.6	YES	3	Poor	
150	Ulmus parvifolia	Chinese Elm	8.7		4	Moderate	X
151	Populus nigra	Lombardy poplar	14.6	YES	4	Moderate	X
152	Olea europaea	Olive	13.2		5	Good	X
153	Olea europaea	Olive	13		5	Good	X
154	Ulmus parvifolia	Chinese Elm	8.2		4	Moderate	X
155	Washingtonia robusta	Mexican Fan Palm	14.6	YES	4	Moderate	
156	Washingtonia robusta	Mexican Fan Palm	12.7	YES	4	Moderate	
157	Xylosma congestum	Xylosma	13.6	YES	3	Moderate	
158	Syagrus romanzoffiana	Queen Palm	11		4	Moderate	
159	Washingtonia robusta	Mexican Fan Palm	13.7	YES	4	Moderate	X
160	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	X
161	Washingtonia robusta	Mexican Fan Palm	14.3	YES	4	Good	X
162	Washingtonia robusta	Mexican Fan Palm	15.5	YES	4	Good	X
163	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	
164	Washingtonia robusta	Mexican Fan Palm	13.7	YES	4	Moderate	
165	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	
166	Washingtonia robusta	Mexican Fan Palm	14.9	YES	4	Moderate	
167	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	
168	Washingtonia robusta	Mexican Fan Palm	13.5	YES	4	Moderate	
169	Washingtonia robusta	Mexican Fan Palm	13.5	YES	4	Moderate	
170	Washingtonia robusta	Mexican Fan Palm	13.9	YES	4	Moderate	
171	Washingtonia robusta	Mexican Fan Palm	12.2	YES	4	Moderate	
172	Washingtonia robusta	Mexican Fan Palm	15.5	YES	4	Moderate	
173	Washingtonia robusta	Mexican Fan Palm	14	YES	4	Moderate	X
174	Washingtonia robusta	Mexican Fan Palm	14.7	YES	4	Moderate	X
175	Washingtonia robusta	Mexican Fan Palm	16.3	YES	4	Moderate	X
176	Washingtonia robusta	Mexican Fan Palm	12.9	YES	4	Moderate	X
177	Washingtonia robusta	Mexican Fan Palm	13	YES	4	Moderate	X
178	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	X
179	Syagrus romanzoffiana	Queen Palm	10.6		4	Moderate	
180	Olea europaea	Olive	37	YES	4	Moderate	
181	Olea europaea	Olive	41.1		4	Moderate	
182	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
183	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
184	Washingtonia robusta	Mexican Fan Palm	14.8	YES	4	Moderate	
185	Washingtonia robusta	Mexican Fan Palm	14.4	YES	4	Moderate	
186	Washingtonia robusta	Mexican Fan Palm	15.9	YES	4	Moderate	
187	Washingtonia robusta	Mexican Fan Palm	15.2	YES	4	Moderate	
188	Platanus acerifolia	London Plane	15.5	YES	5	Good	
189	Platanus acerifolia	London Plane	20.6	YES	4	Good	
190	Platanus acerifolia	London Plane	19.8	YES	5	Good	
191	Platanus acerifolia	London Plane	15.9	YES	5	Good	
192	Platanus acerifolia	London Plane	14.2	YES	4	Good	
193	Platanus acerifolia	London Plane	11.1		4	Good	
194	Platanus acerifolia	London Plane	13.8	YES	4	Good	
195	Platanus acerifolia	London Plane	18.3	YES	4	Good	
196	Platanus acerifolia	London Plane	18.2	YES		Good	
197	Pinus canariensis	Canary Island Pine	25	YES		Moderate	
198	Pistacia chinensis	Chinese Pistache	10.8			Moderate	
199	Pistacia chinensis	Chinese Pistache	11.3		4	Good	
200	Pistacia chinensis	Chinese Pistache	8.3		3	Moderate	
201	Pistacia chinensis	Chinese Pistache	6.3		3	Good	
202	Pistacia chinensis	Chinese Pistache	5.8		3	Good	
203	Pistacia chinensis	Chinese Pistache	7.8		4	Good	
204	Pistacia chinensis	Chinese Pistache	6.1		4	Good	
205	Pistacia chinensis	Chinese Pistache	6.5		3	Moderate	
206	Geijera parviflora	Australian Willow	19.2	YES	4	Good	
207	Pistacia chinensis	Chinese Pistache	12.0	YES	4	Good	
208	Geijera parviflora	Australian Willow	18.5	YES	5	Good	
209	Schinus molle	Peruvian Peppertree	31.5	YES	3	Moderate	
210	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.0		4	Good	
211	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.5		4	Good	
212	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		3	Moderate	
213	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.5		4	Good	
214	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.2		4	Good	
215	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		4	Good	
216	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.8		4	Good	
217	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.6		4	Good	
218	Pinus canariensis	Canary Island Pine	21.3	YES	4	Good	
219	Pinus canariensis	Canary Island Pine	24.2	YES	4	Good	

4/27/2016 3:13:27 PM

lowney arch
tel. 310.836.5400 lowneyarch.com

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: CJ, KF

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

EXISTING TREE INVENTORY

SHEET NUMBER

L2.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
220	Phoenix canariensis	Canary Island Date Palm	31.3	YES	4	Good	
221	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.1		4	Good	X
222	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.2		4	Good	X
223	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	X
224	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.1		5	Good	X
225	Koelreuteria paniculata	Goldenrain Tree	12.1	YES	4	Good	X
226	Koelreuteria paniculata	Goldenrain Tree	10.5		4	Good	X
227	Koelreuteria paniculata	Goldenrain Tree	11.0		4	Good	X
228	Koelreuteria paniculata	Goldenrain Tree	2.9		2	Poor	X
229	Koelreuteria paniculata	Goldenrain Tree	8.7		4	Good	X
230	Pistacia chinensis	Chinese Pistache	8.9		3	Moderate	
231	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.0		4	Good	
232	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	
233	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.1		4	Good	
234	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.3		4	Good	
235	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.2		4	Good	
236	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	3.7		4	Good	
237	Olea europaea	Olive	26.0	YES	3	Moderate	
238	Pistacia chinensis	Chinese Pistache	8.2		5	Good	
239	Olea europaea	Olive	31.4	YES	3	Moderate	
240	Platanus acerifolia	London Plane	16.7	YES	5	Good	
241	Platanus acerifolia	London Plane	12.6	YES	5	Good	
242	Platanus acerifolia	London Plane	13.2	YES	5	Good	
243	Platanus acerifolia	London Plane	13.3	YES	5	Good	
244	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.4		5	Good	
245	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.8		5	Good	
246	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	2.8		5	Good	
247	Platanus acerifolia	London Plane	11.6		4	Good	
248	Platanus acerifolia	London Plane	13.3	YES	4	Good	
249	Koelreuteria paniculata	Goldenrain Tree	10.7		3	Moderate	
250	Koelreuteria paniculata	Goldenrain Tree	8.8		4	Good	
251	Koelreuteria paniculata	Goldenrain Tree	9.2		4	Good	
252	Koelreuteria paniculata	Goldenrain Tree	11.4		4	Good	
253	Koelreuteria paniculata	Goldenrain Tree	11.5		4	Good	X
254	Koelreuteria paniculata	Goldenrain Tree	9.9		3	Moderate	X
255	Koelreuteria paniculata	Goldenrain Tree	10.0		5	Good	X
256	Koelreuteria paniculata	Goldenrain Tree	7.2		5	Good	X
257	Koelreuteria paniculata	Goldenrain Tree	10.6		5	Good	X
258	Koelreuteria paniculata	Goldenrain Tree	8.7		3	Poor	X
259	Koelreuteria paniculata	Goldenrain Tree	8.3		3	Poor	X
260	Koelreuteria paniculata	Goldenrain Tree	8.1		5	Good	X
261	Platanus acerifolia	London Plane	11.9		5	Good	
262	Platanus acerifolia	London Plane	15.1	YES	4	Good	
263	Platanus acerifolia	London Plane	18.2	YES	5	Good	
264	Platanus acerifolia	London Plane	18.5	YES	5	Good	
265	Syagrus romanzoffiana	Queen Palm	11.0		2	Poor	
266	Platanus acerifolia	London Plane	14.7	YES	5	Good	
267	Platanus acerifolia	London Plane	13.4	YES	5	Good	
268	Platanus acerifolia	London Plane	18.7	YES	5	Good	
269	Melaleuca linariifolia	Paperbark	40.1		4	Good	X
270	Washingtonia robusta	Mexican Fan Palm	13.6	YES	4	Good	
271	Washingtonia robusta	Mexican Fan Palm	17.8	YES	4	Moderate	
272	Washingtonia robusta	Mexican Fan Palm	13.2	YES	4	Moderate	
273	Washingtonia robusta	Mexican Fan Palm	14.1	YES	4	Moderate	
274	Washingtonia robusta	Mexican Fan Palm	13.8	YES	4	Moderate	
275	Melaleuca linariifolia	Paperbark	75.1	YES	4	Good	X
276	Pyrus calleryana	Ornamental Pear	17.0		4	Moderate	
277	Platanus acerifolia	London Plane	10.4		5	Good	X
278	Platanus acerifolia	London Plane	9.4		4	Good	
279	Platanus acerifolia	London Plane	8.1		4	Good	
280	Platanus acerifolia	London Plane	7.9		4	Good	
281	Platanus acerifolia	London Plane	8.3		4	Moderate	
282	Platanus acerifolia	London Plane	7.5		4	Moderate	
283	Platanus acerifolia	London Plane	11.6		5	Good	
284	Platanus acerifolia	London Plane	10.2		5	Good	X
285	Koelreuteria paniculata	Goldenrain Tree	10.5		5	Good	
286	Olea europaea	Olive	12.8		4	Good	
287	Olea europaea	Olive	8.4		4	Good	
288	Olea europaea	Olive	17.3		5	Good	
289	Olea europaea	Olive	13.3		4	Good	
290	Olea europaea	Olive	19.7		5	Good	
291	Prunus cerasifera	Cherry Plum	8.1		2	Poor	X
292	Prunus cerasifera	Cherry Plum	6.5		0	Poor	X

TREE #	BOTANICAL NAME	COMMON NAME	DBH	PROTECTED TREE	HEALTH	PRESERVATION SUITABILITY	TREE TO BE REMOVED
293	Prunus cerasifera	Cherry Plum	7.2		0	Poor	X
294	Ulmus parvifolia	Chinese Elm	14.0	YES	4	Good	
295	Ulmus parvifolia	Chinese Elm	8.9		4	Moderate	
296	Ulmus parvifolia	Chinese Elm	7.7		3	Moderate	X
297	Platanus acerifolia	London Plane	12.6	YES	5	Good	X
298	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
299	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
300	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.0		4	Good	
301	Lagerstroemia indica 'Natchez'		2.0		4	Good	
302	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.6		4	Good	
303	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.9		4	Good	
304	Lagerstroemia indica 'Natchez'	Crape Myrtle	1.7		4	Good	
305	Lagerstroemia indica 'Natchez'	Crape Myrtle	2.0		4	Good	
306	Pistacia chinensis	Chinese Pistache	7.0		5	Good	
307	Pinus canariensis	Canary Island Pine	18.0	YES	4	Good	
308	Ulmus parvifolia	Chinese Elm	13.5	YES	4	Good	
309	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
310	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.2		4	Good	
311	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
312	Lagerstroemia indica 'Tuscarora'	Crape Myrtle	4.0		4	Good	
313	Prunus cerasifera	Cherry Plum	10.3		1	Poor	X
314	Prunus cerasifera	Cherry Plum	9.8		1	Poor	X

PROTECTED TREES TO BE REPLACED

TRUNK SIZE OF REMOVED TREE (MEASURED AT 4' ABOVE GRADE)	NUMBER OF REPLACEMENT TREES	REPLACEMENT SIZE
12 - 24"	32	24" BOX
GREATER THAN 24"	19	36" BOX
TOTAL	51	

ALL OTHER PROPOSED TREES TO BE 5 GALLON SIZE, MINIMUM.

lowney arch
TEL 510.836.5400 lowneyarch.com

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: KF, CJ

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

EXISTING TREE INVENTORY

SHEET NUMBER

L2.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/27/2016 3:13:29 PM

4/27/2016 3:13:36 PM

lowney arch

tel 510.836.5400 lowneyarch.com

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: CJ, SG

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

LANDSCAPE ENLARGEMENT PLAN ALT 1

SHEET NUMBER

L3.0A

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

4/27/2016 3:13:43 PM

lowney arch

TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: CJ/SG

PROJECT NUMBER: PRUNEYARD

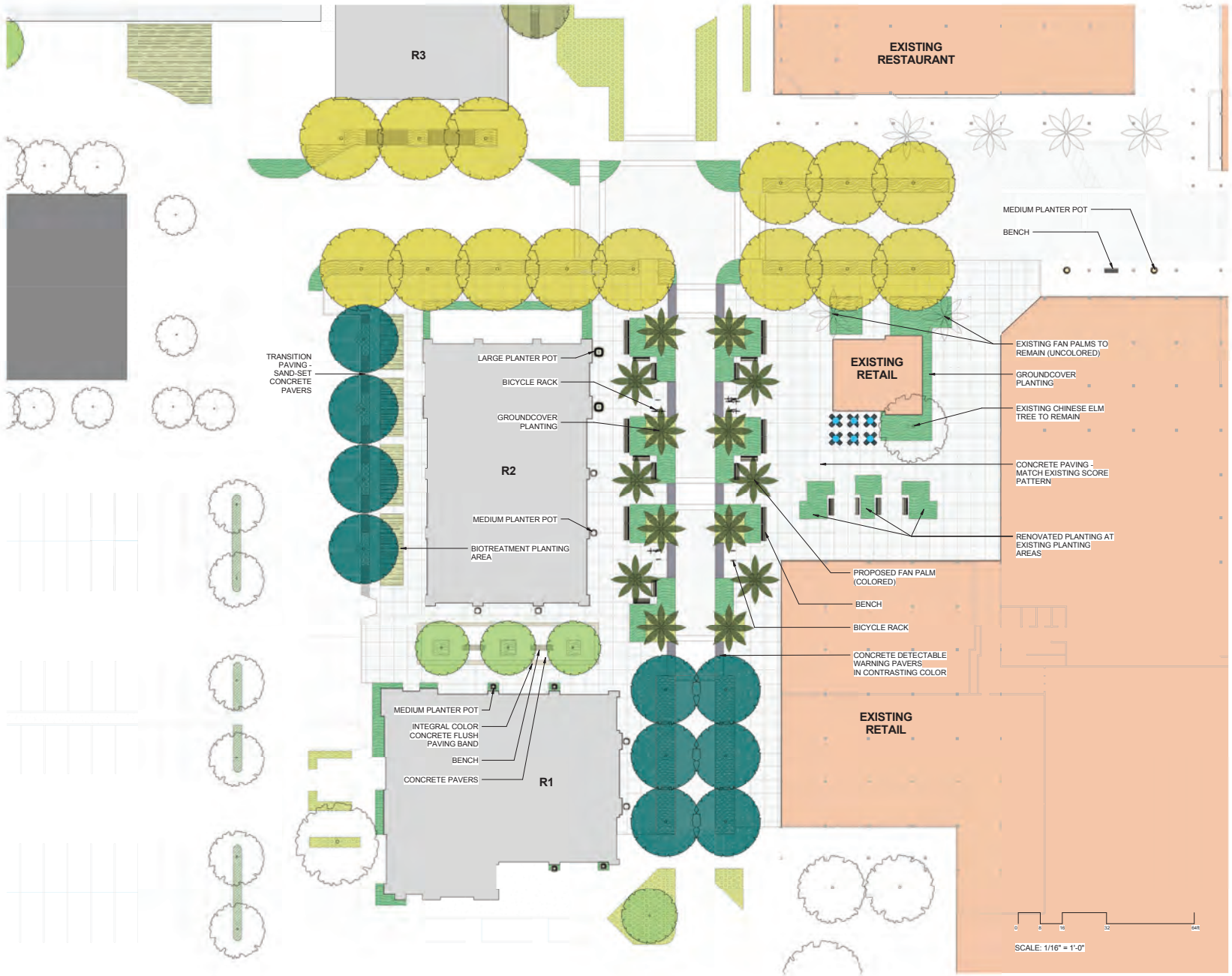
SHEET TITLE:

LANDSCAPE ENLARGEMENT PLAN ALT 2

SHEET NUMBER

L3.0B

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



4/27/2016 3:14:03 PM

lowney arch

tel 510.836.5400 lowneyarch.com

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: CJ, SG

PROJECT NUMBER: PRUNEYARD

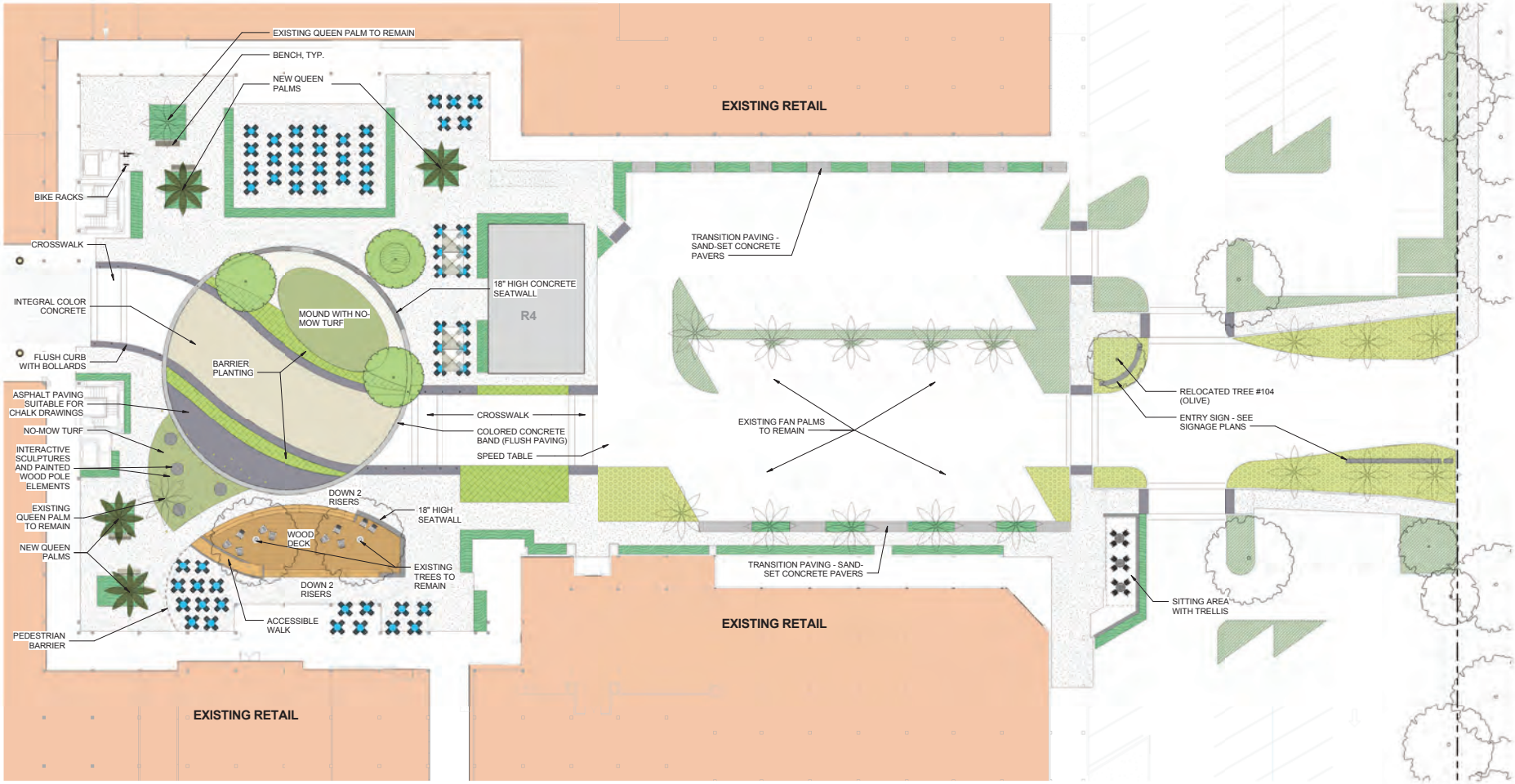
SHEET TITLE:

LANDSCAPE ENLARGEMENT PLAN

SHEET NUMBER

L3.1

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT



4/27/2016 3:14:28 PM

SCALE: 1/16" = 1'-0"

lowney arch

PROJECT NAME

THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH

N TRUE NORTH

DRAWN BY: CJ, SG

PROJECT NUMBER: PRUNEYARD

SHEET TITLE:

LANDSCAPE ENLARGMENT PLAN

SHEET NUMBER

L3.2

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PRELIMINARY PLANT PALETTE

TREES

TYPE A TREES

Celtis sinensis
Chinese Hackberry

Platanus 'Columbia'
Plane Tree

TYPE B TREES

Liriodendron tulipifera
Tulip Tree

Quercus frainetto 'Forest Green'
Forest Green Oak

TYPE C TREES

Nyssa sylvatica
Black Gum

Zelkova serrata 'Village Green'
Village Green Japanese Zelkova

TYPE D TREES

Ulmus parvifolia
Chinese Elm

Koelreuteria paniculata
Golden Rain Tree

Pistacia chinensis
Chinese Pistache

TYPE E TREES

Syagrus romanzoffiana
Queen Palm

Washingtonia filifera x robusta
Hybird Fan Palm

TYPE F TREES

Arbutus 'Marina'
Marina Strawberry Tree

Lagerstroemia 'Natchez'
Crape Myrtle

Laurus 'Saratoga'
Saratoga Bay

SHRUBS AND GROUNDCOVER

PEDESTRIAN PLANTING AREAS

Lomandra longifolia 'Breeze'
Dwarf Mat Rush

Agave attenuata
Foxtail Agave

Arctostaphylos 'Pacific Mist'
Pacific Mist Manzanita

Olea 'Little Ollie'
Dwarf Olive

Chondropetalum tectorum
Cape Rush

Chamaerops humilis
Mediterranean Fan Palm

TRANSITION PLANTING AREAS

Arctostaphylos 'Pacific Mist'
Pacific Mist Manzanita

Senecio mandraliscae
Kleinia

Aloe 'Blue Elf'
Blue Elf Aloe

PARKING LOT PLANTING AREAS

Myoporum parvifolium
Creeping Myoporum

Rosmarinus 'Irene'
Creeping Rosemary

Bulbine frutescens
Stalked Bulbine

BARRIER PLANTING

Westringia fruticosa
Coast Rosemary

Correa 'Dusky Bells'
Red Australian Fuchsia

Grevillea lanigera
Woolly Grevillea

STORMWATER TREATMENT AREAS

Juncus patens
California Gray Rush

Muhlenbergia rigens
Deer Grass

Iris douglasiana
Douglas Iris

NO-MOW TURF

No Mow Turf

EXISTING TREE TO REMAIN

4/27/2016 3:14:33 PM

lowney arch
TEL 510.836.5400 WEB lowneyarch.com

PROJECT NAME
THE PRUNEYARD

ELLIS PARTNERS

CAMPBELL, CALIFORNIA

CONSULTANT

CONSULTANT STAMP

#	DATE	ISSUES & REVISIONS	BY
	08/12/15	ENTITLEMENT	
	10/30/15	RESUBMITTAL 1	
	12/15/15	RESUBMITTAL 2	
	04/25/16	RESUBMITTAL 3	

N PROJECT NORTH
N TRUE NORTH

DRAWN BY: KF, CJ
PROJECT NUMBER: PRUNEYARD
SHEET TITLE:
PLANT MATERIALS

SHEET NUMBER
L4.0

ALL DRAWINGS AND WRITTEN MATERIAL APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE ARCHITECT AND MAY NOT BE DUPLICATED, USED OR DISCLOSED WITHOUT WRITTEN CONSENT OF THE ARCHITECT

PRUNEYARD MASTER USE PERMIT
APPENDIX E: MASTER SIGN PROGRAM

SECTION 1 - Freeway Identification

Sign Location Plan 3
Site ID 4
Site ID Elevation 5

SECTION 2 - Site Branding & Major Tenant Identification

Sign Location Plan - 6
Site ID Marker 7
Entry Wall 8
Multi Tenant Site ID 9
Multi Tenant Site ID (alternate configuration) 10
Multi Tenant Site ID with Marquee 11
Multi Tenant Site ID-Offices 12

SECTION 3 - Vehicular Wayfinding

Sign Location Plan 13
Vehicular Directional 14
Integrated Wall Directional 15

SECTION 4 - Pedestrian Wayfinding

Sign Location Plan 16
Freestanding Pedestrian Directory 17
Wall Mounted Pedestrian Directory 18
Flag Mounted Area ID 19
Bike Path Marker 20

SECTION 5 - Office Identification

Sign Location Plan 21
Office Address Number 22
Office Address Number (alternate layouts) 23
Office Tenant and Parapet 24

SECTION 6 - Parking Garage Identification

Sign Location Plan 25
Parking Garage Identification 26
Parking Entry Graphics 27
Parking Garage Flag Identification 28
Clearance Bar 29

SECTION 7 - Tenant Identification

Sign Location Plan 30
Sign Location Plan 31
Sign Location Plan 32
Tenant Signage Fascia 33
Tenant Signage Roof Sign 34
Tenant Signage Large Roof Sign 35
Tenant Signage Blade Sign 36
Tenant Signage Specialty Signs 37
Tenant Signage New Building Roof & Specialty Signs 38
Tenant Signage New Building Roof Sign 39

SECTION 8 - Regulatory Sigange

Sign Location Plan 40
Tow Away / CVC / Overall Site Rules 41
Wall Mounted Tow Away / CVC / Overall Site Rules 42
Parking Regulations 43
Parking Regulations 44
Safe Refuge 45
Accessible Parking Identification 46
Traffic Control 47
Traffic Control 48
Restroom Regulatory 49
Restroom Regulatory 50

APPENDIX

Existing Site Plan Square Footage Study 52
Proposed Site Plan Square Footage Study 53

Color and Materials Palette

M1

CUSTOM SCREEN
BOK Modern Aluminum Screen
Custom Pattern

M2

ACRYLIC
Translucent White
Optix 7328

M3

WOOD
Species and finish TBD

V1

VINYL
Surface applied graphic vinyl
Color TBD

C1

BRONZE
Drylac Powder Coating
044/60034
Breccia Design Texture Matte
Satin Finish

C2

BLENDED BRONZE METALLIC
Matthews Paint
MP47127
Satin Finish

C3

OFF-WHITE
Matthews Paint
Color TBD
Satin Finish

C4

BLUE
Matthews Paint
MP05149
Satin Finish

C5

CORTEN
BOK Modern Painted Rust
18y AC 5052

C6

NORTH SEA BLUE
Matthews Paint
MP08201
Satin Finish

C7

BRONZEGLOW METALLIC
Matthews Paint
MP20084
Satin Finish

Typography

HELVETICA MEDIUM CONDENSED

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
0123456789

Brand

MARK

TYPOGRAPHY

THE PRUNEYARD

TYPOGRAPHY/MARK

THE PRUNEYARD

Arrows and Symbols

ARROWS

A1 A2 A3 A4 A5 A6 A7 A8

SYMBOLS

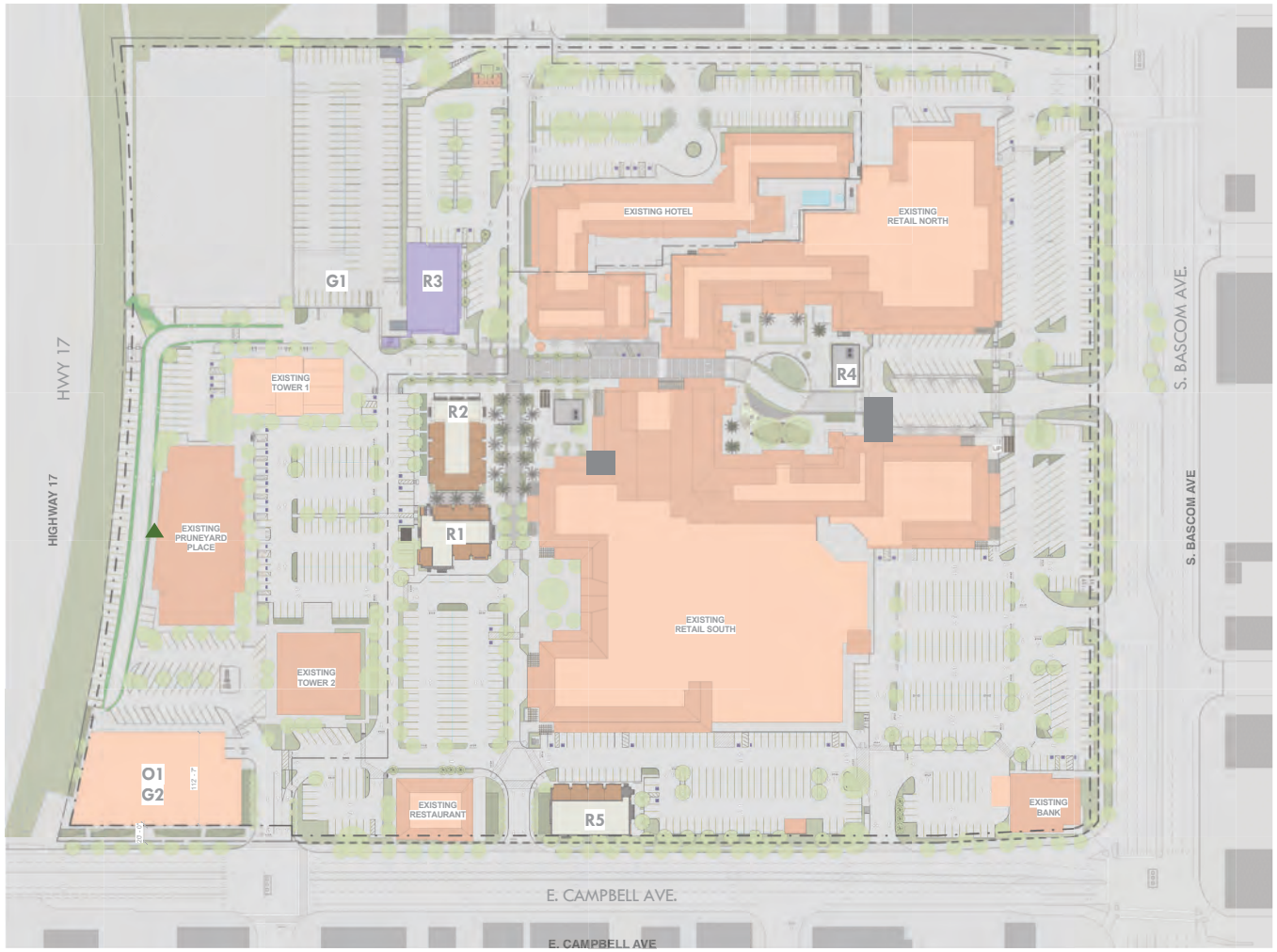
P

PARKING

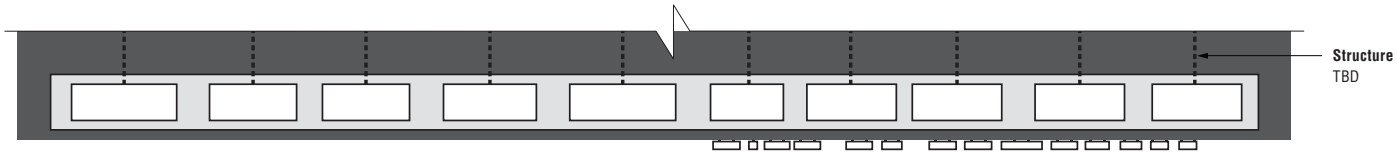
KEY

branding

▲ **FREEWAY SITE ID** *(MSP.1.02)*

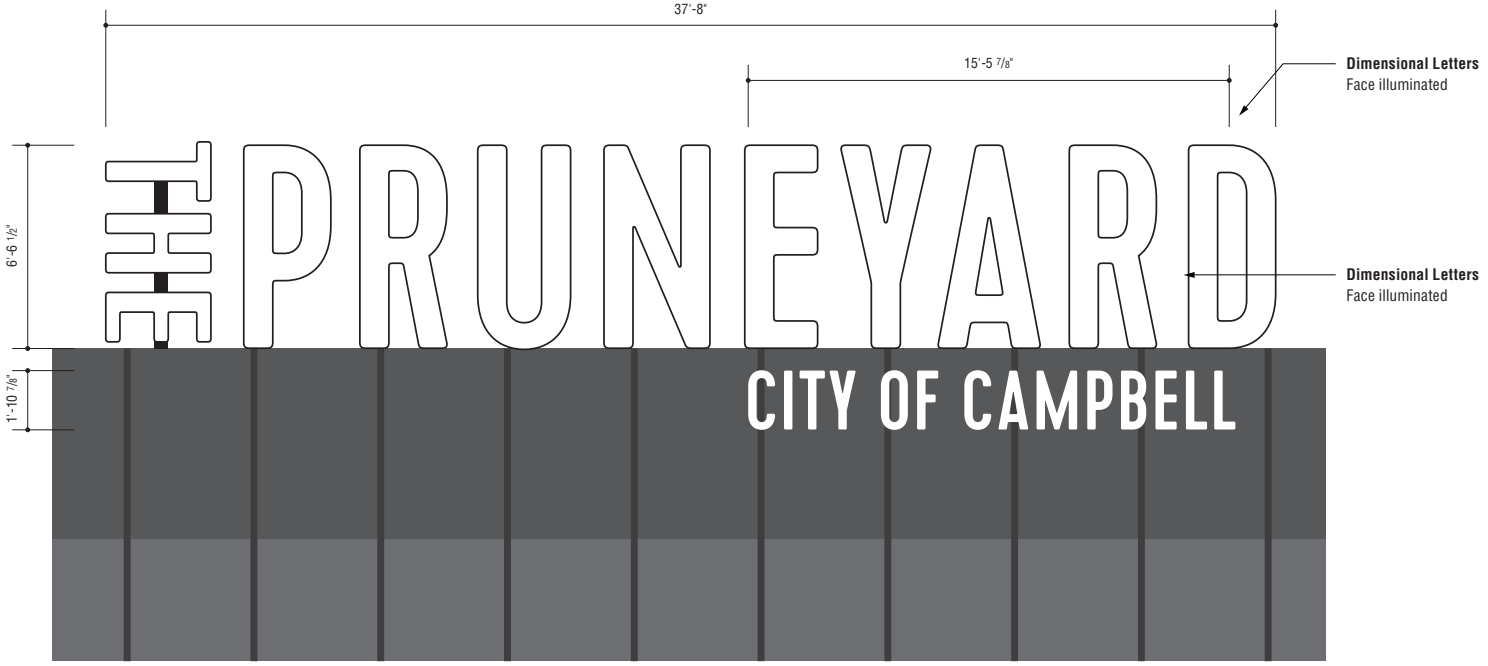


SIGN AREA = 350 SF



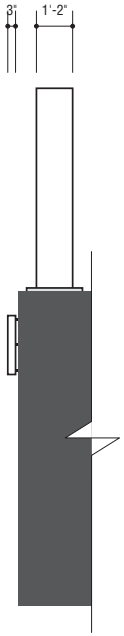
2 TOP VIEW - PYLON

Scale: 1/4" = 1'-0"



1 FRONT VIEW

Scale: 1/4" = 1'-0"



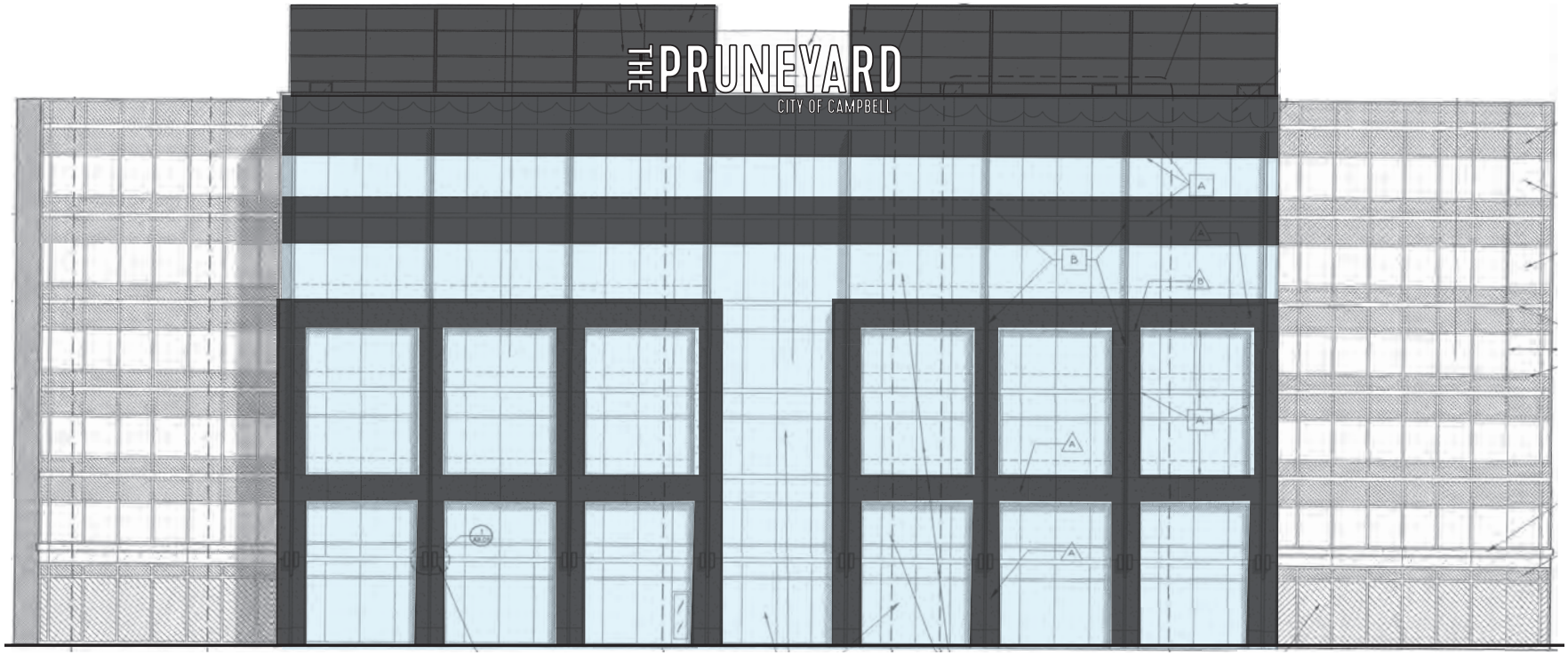
3 SIDE VIEW

Scale: 1/4" = 1'-0"

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

10/20/2015



1 **ELEVATION**
Scale: 1/16" = 1'-0"

LOWNEY ARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

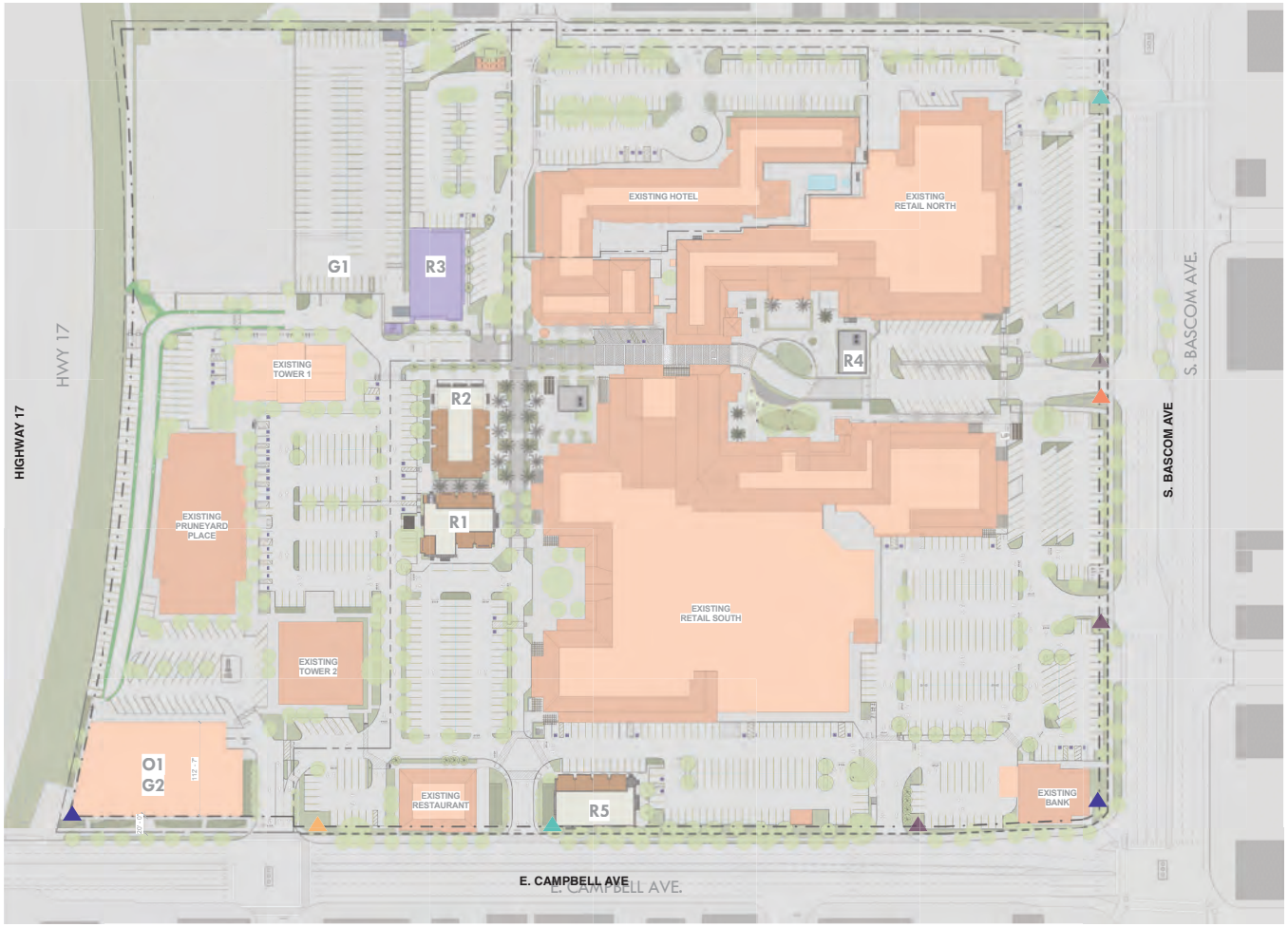
ELLIS PARTNERS

10/20/2015

KEY

branding

- **SITE ID MARKER** *(MSP.2.02)*
- **ENTRY WALL** *(MSP.2.03)*
- **MULTI TENANT SITE ID** *(MSP.2.04, MSP.2.05)*
- **MULTI TENANT SITE ID WITH MARQUEE** *(MSP.2.06)*
- **MULTI TENANT SITE ID OFFICES** *(MSP.2.07)*

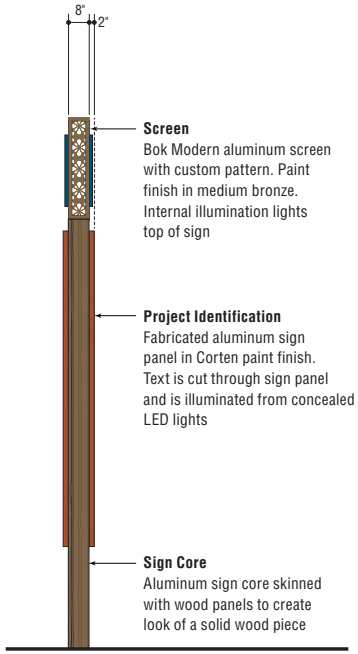


SIGN AREA = 45.1 SF EACH

(Does not include wall)

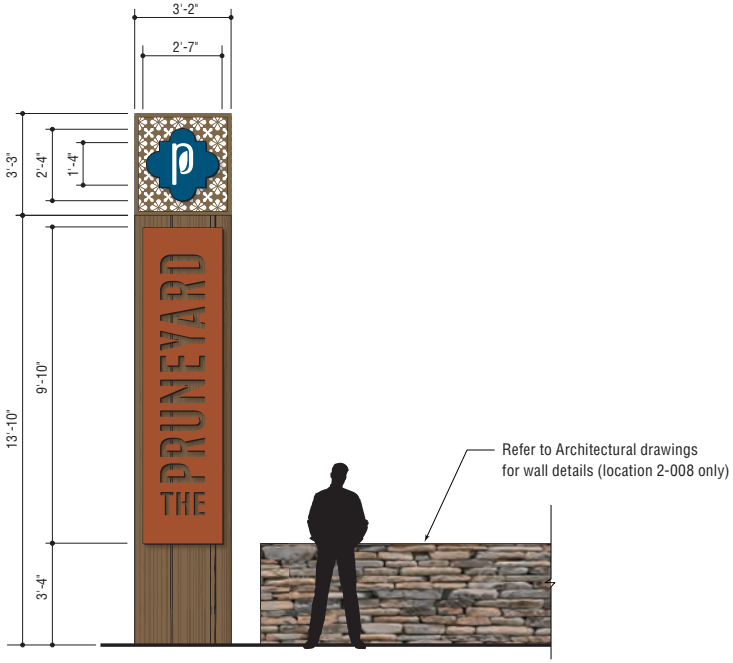
3 TOP VIEW

Scale: 1/4" = 1'-0"



1 SIDE VIEW

Scale: 1/4" = 1'-0"



2 FRONT VIEW

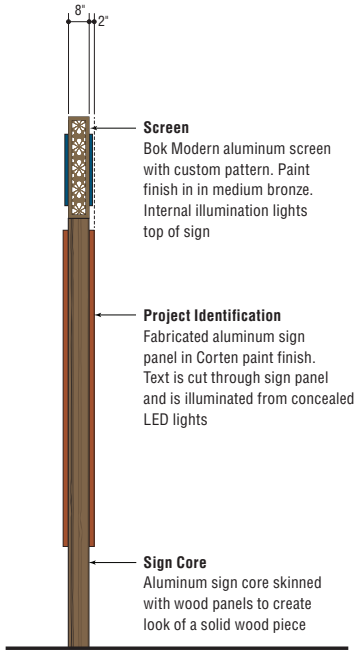
Scale: 1/4" = 1'-0"

SIGN AREA = 45.1 SF EACH

(Does not include wall)

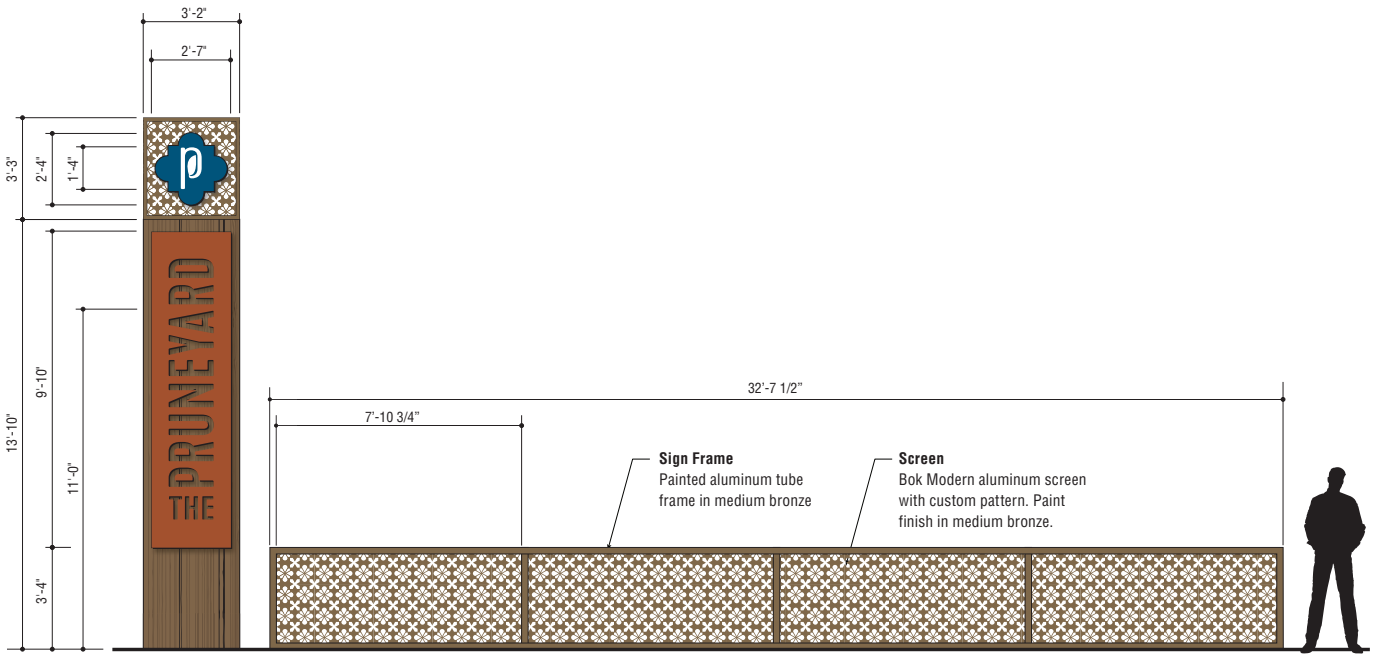
3 TOP VIEW

Scale: 1/4" = 1'-0"



1 SIDE VIEW

Scale: 1/4" = 1'-0"

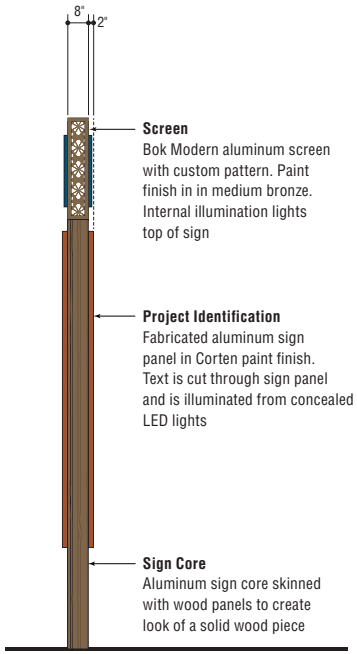


2 FRONT VIEW

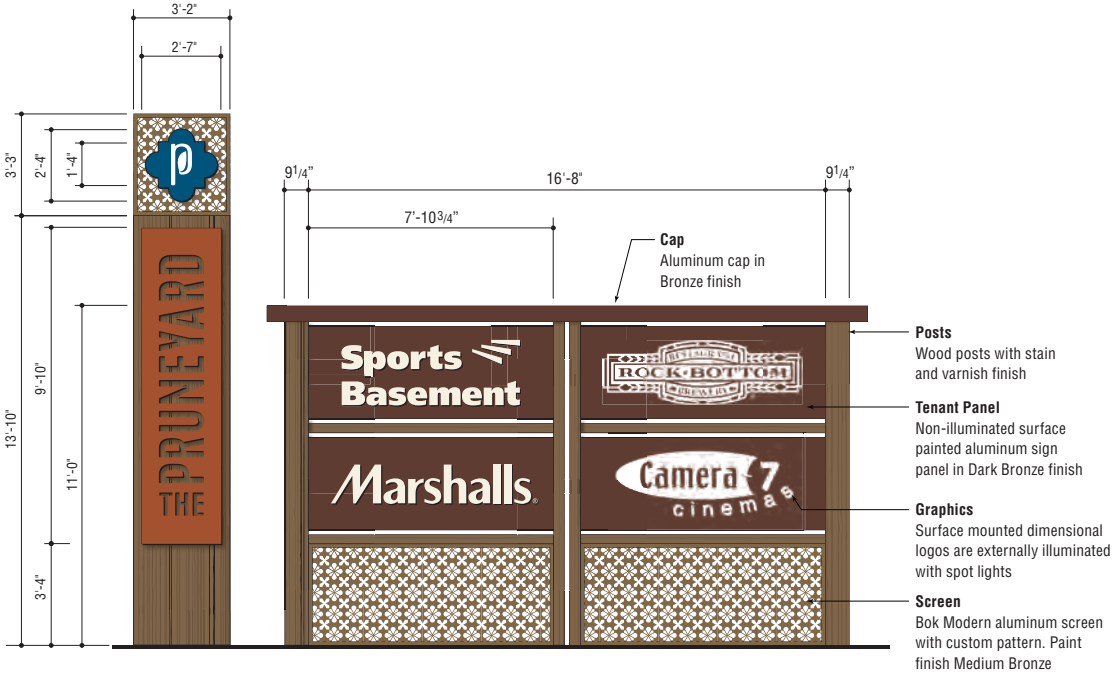
Scale: 1/4" = 1'-0"

SIGN AREA = 223 SF EACH

4 TOP VIEW
Scale: 1/4" = 1'-0"



1 SIDE VIEW
Scale: 1/4" = 1'-0"

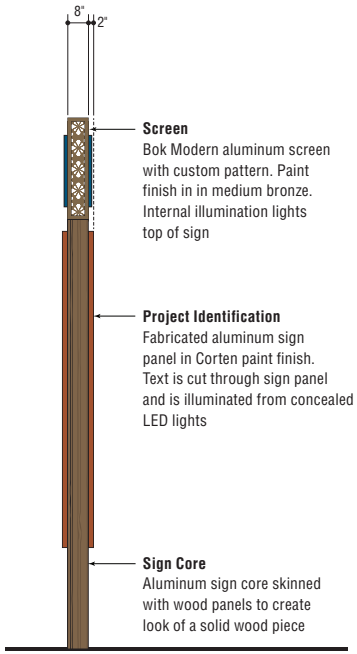


2 FRONT VIEW
Scale: 1/4" = 1'-0"

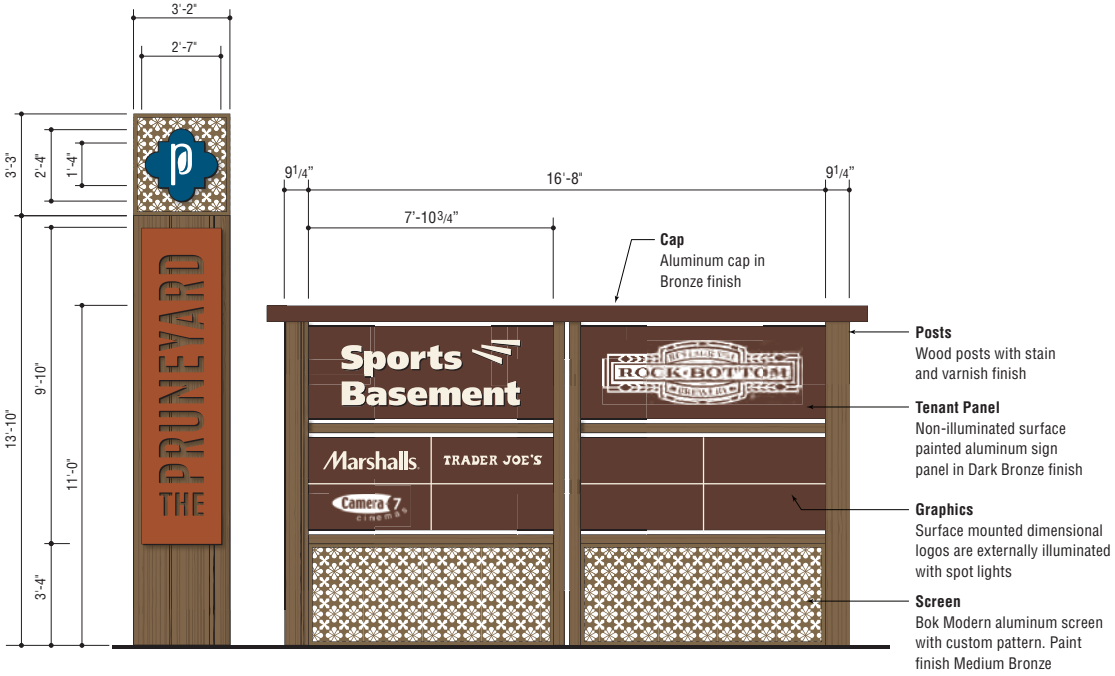
3 SIDE VIEW
Scale: 1/4" = 1'-0"

SIGN AREA = 223 SF EACH

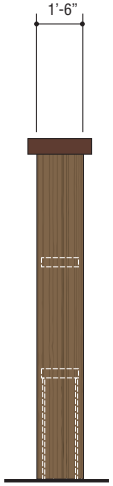
4 TOP VIEW
Scale: 1/4" = 1'-0"



1 SIDE VIEW
Scale: 1/4" = 1'-0"



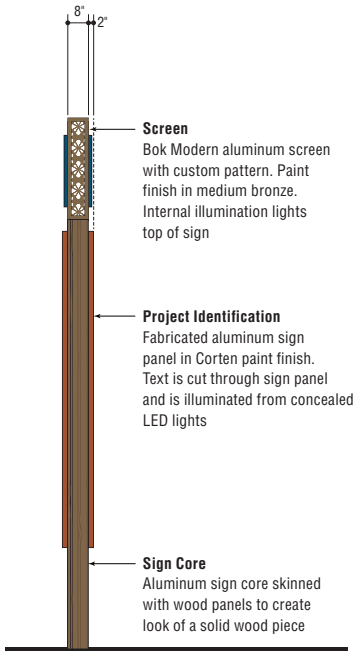
2 FRONT VIEW
Scale: 1/4" = 1'-0"



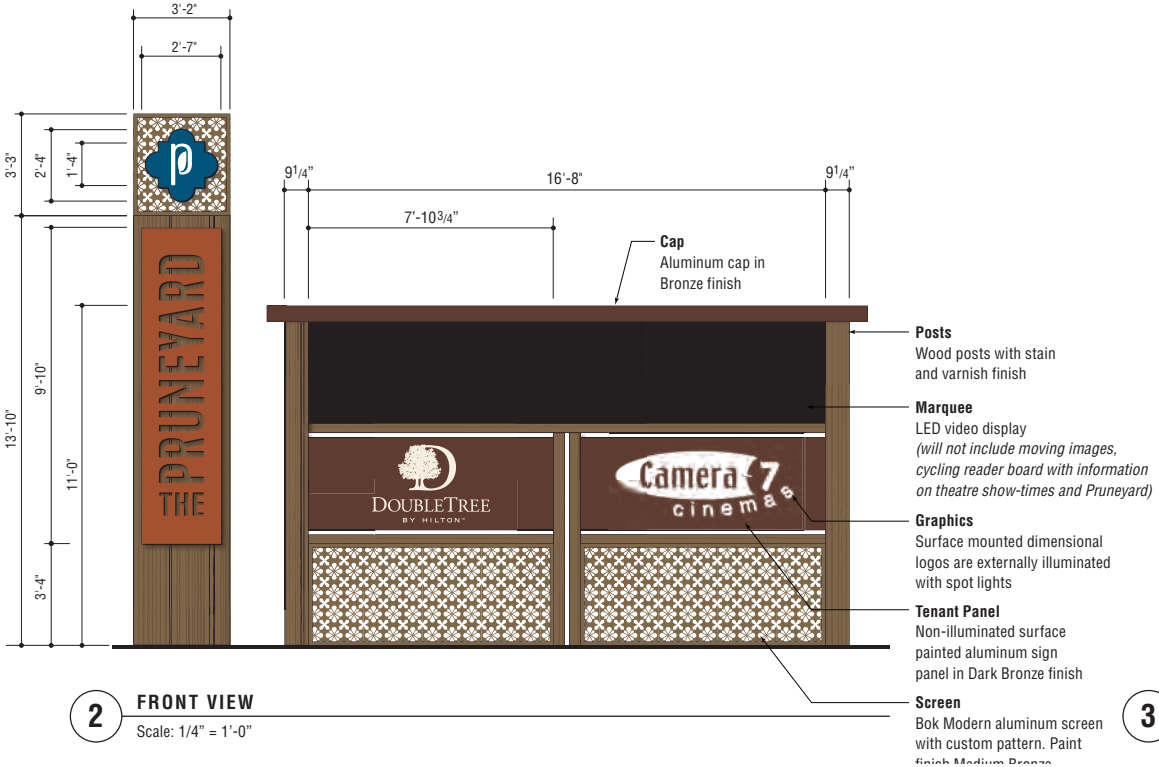
3 SIDE VIEW
Scale: 1/4" = 1'-0"

SIGN AREA = 223 SF EACH

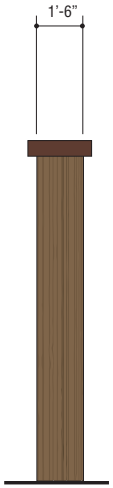
4 TOP VIEW
Scale: 1/4" = 1'-0"



1 SIDE VIEW
Scale: 1/4" = 1'-0"



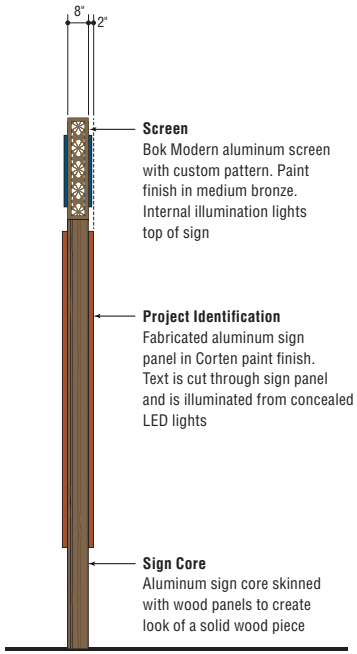
2 FRONT VIEW
Scale: 1/4" = 1'-0"



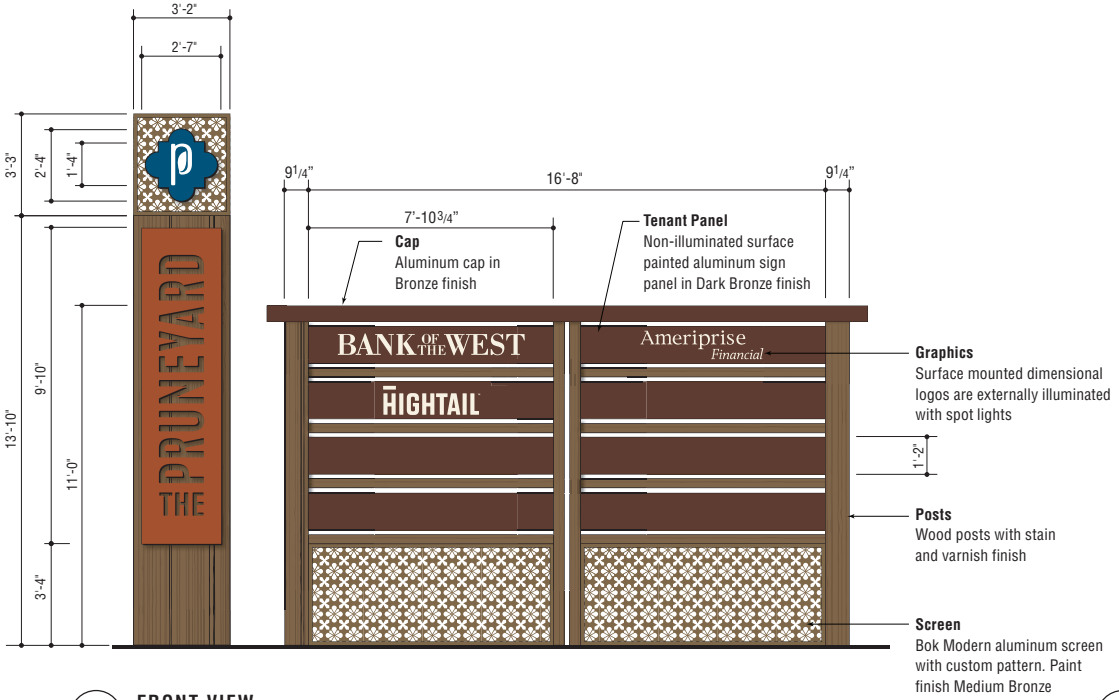
3 SIDE VIEW
Scale: 1/4" = 1'-0"

SIGN AREA = 223 SF EACH

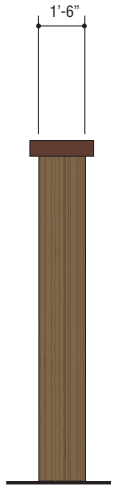
4 TOP VIEW
Scale: 1/4" = 1'-0"



1 SIDE VIEW
Scale: 1/4" = 1'-0"



2 FRONT VIEW
Scale: 1/4" = 1'-0"

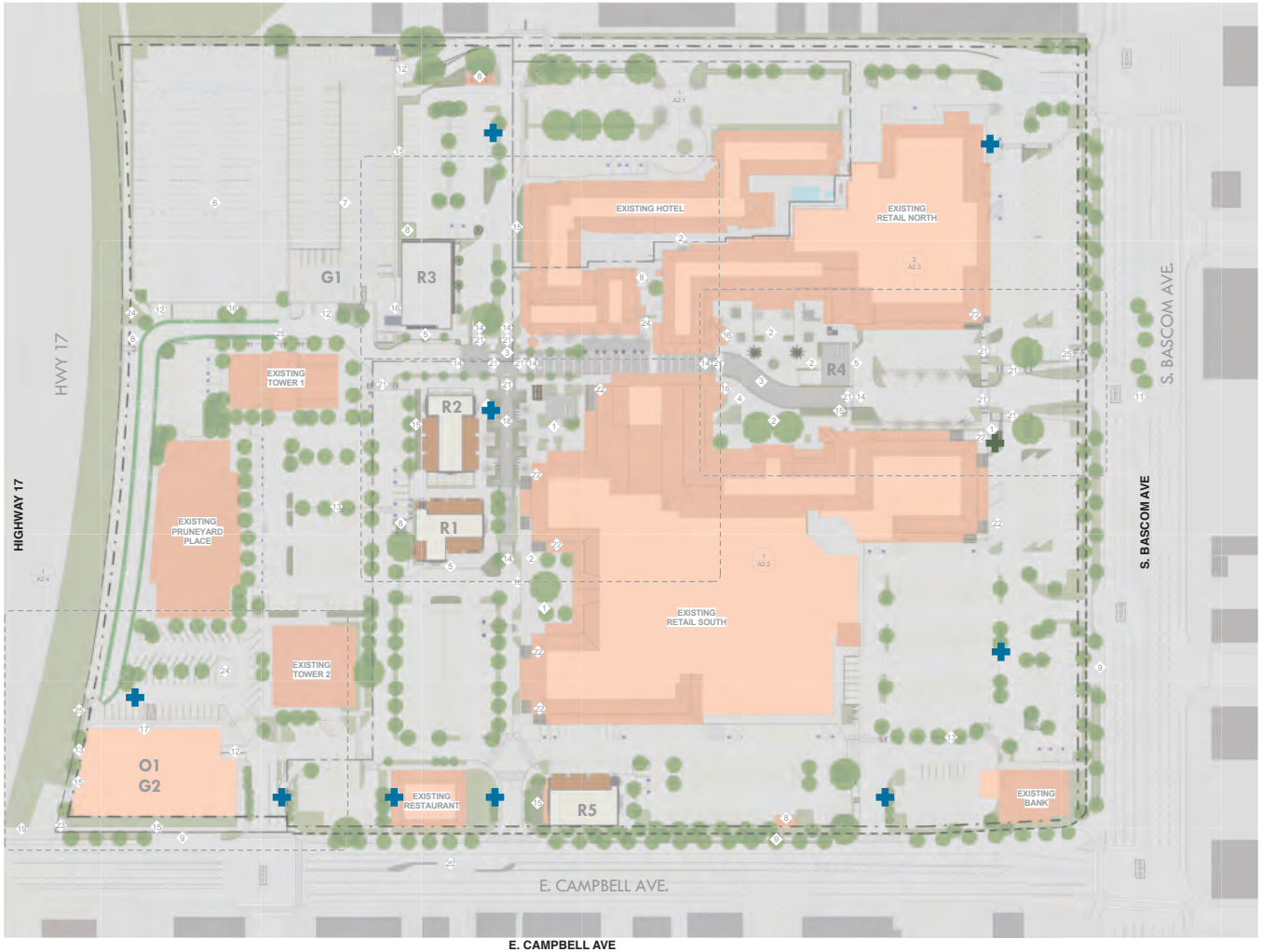


3 SIDE VIEW
Scale: 1/4" = 1'-0"

KEY

wayfinding

- **VEHICULAR DIRECTIONAL** *(MSP.3.02)*
- **INTEGRATED WALL DIRECTIONAL** *(MSP.3.03)*

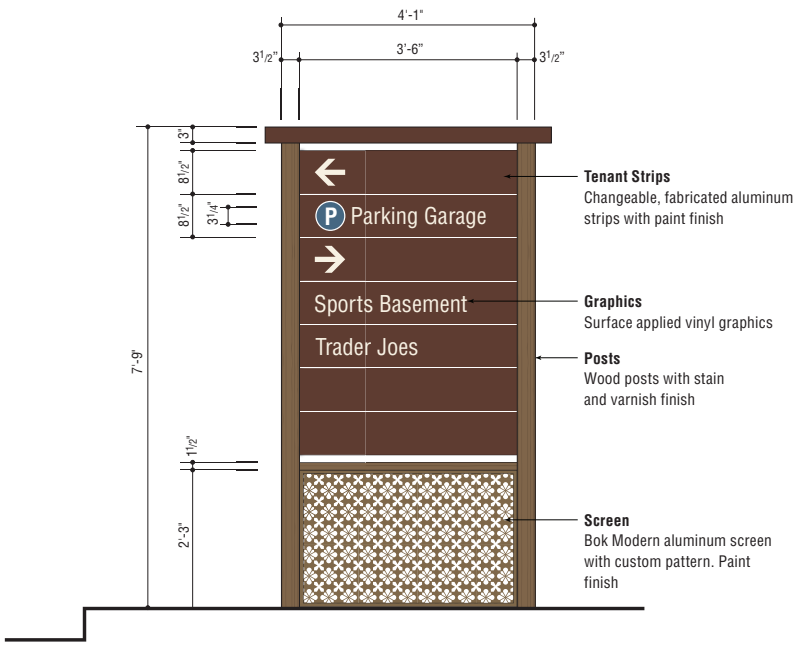


E. CAMPBELL AVE

SIGN AREA = 31 SF EACH

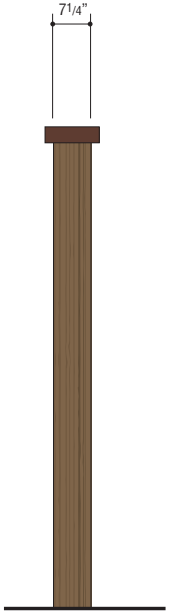
2 TOP VIEW

Scale: 1/2" = 1'-0"



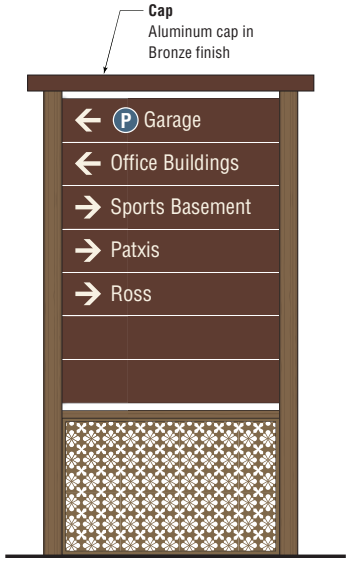
1 FRONT VIEW

Scale: 1/2" = 1'-0"



3 SIDE VIEW

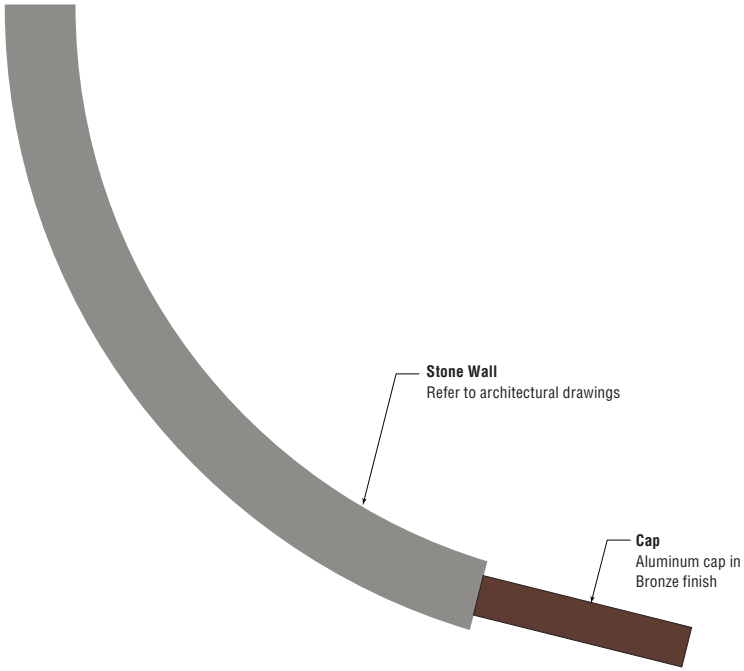
Scale: 1/2" = 1'-0"

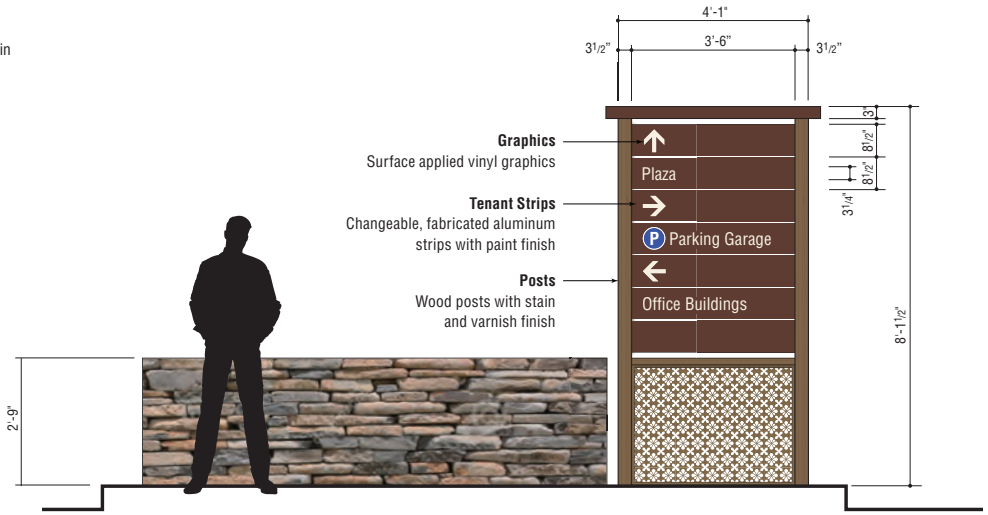


4 ALTERNATE LAYOUT

Scale: 1/2" = 1'-0"

SIGN AREA = 33.67 SF EACH





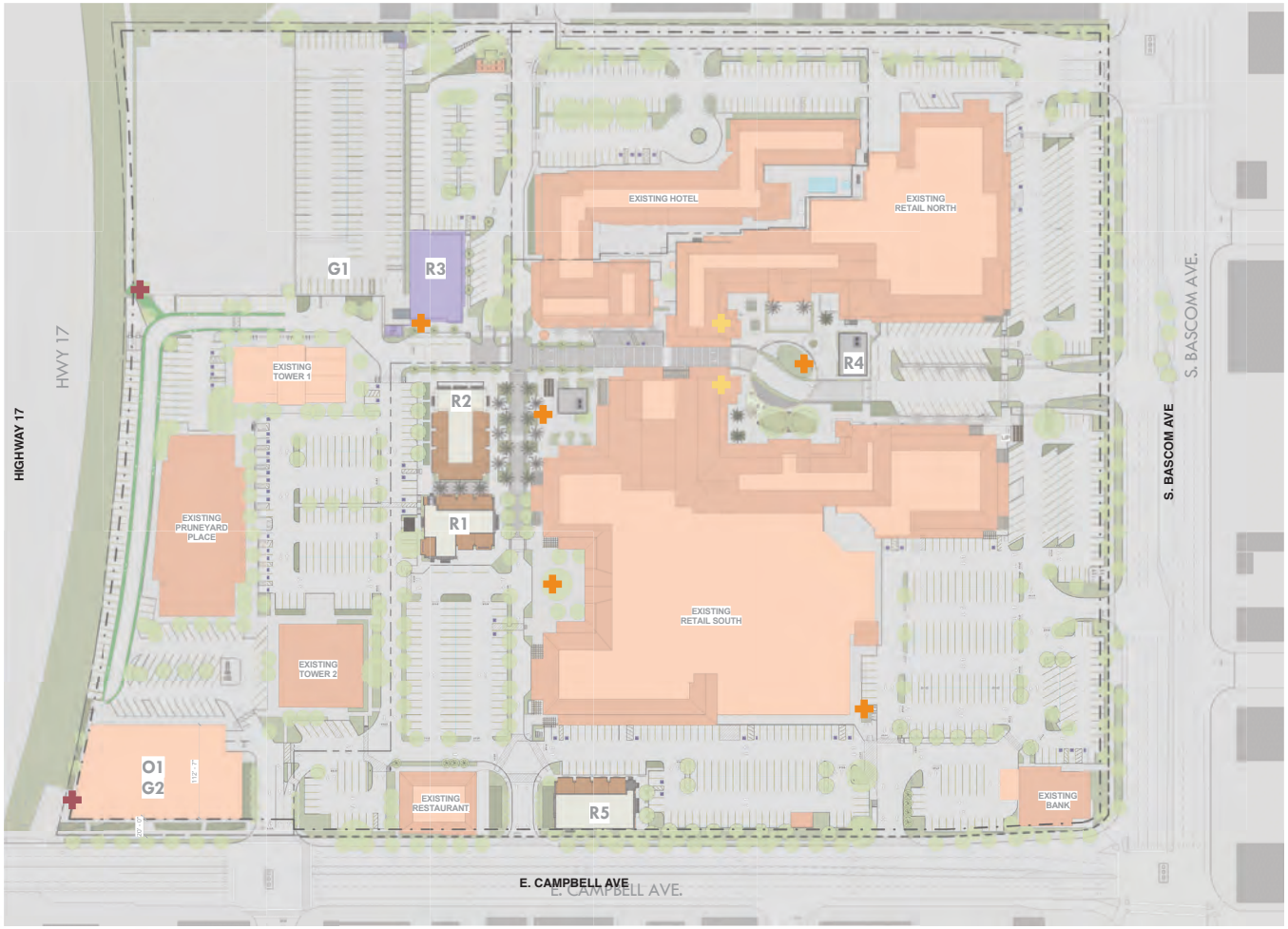
1 **FRONT & TOP VIEW**

Scale: 3/8" = 1'-0"

KEY

wayfinding

- **FREESTANDING PEDESTRIAN DIRECTORY** *(MSP.4.02)*
- **WALL MOUNTED PEDESTRIAN DIRECTIONAL** *(MSP.4.03)*
  Note: Not Shown On Location Plan.
  Sign To Be Added As Needed
- **FLAG MOUNTED AREA ID** *(MSP.4.04)*
- **BIKE PATH MARKER** *(MSP.4.05)*



LOWNEYARCHITECTURE

ELLIS PARTNERS

360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

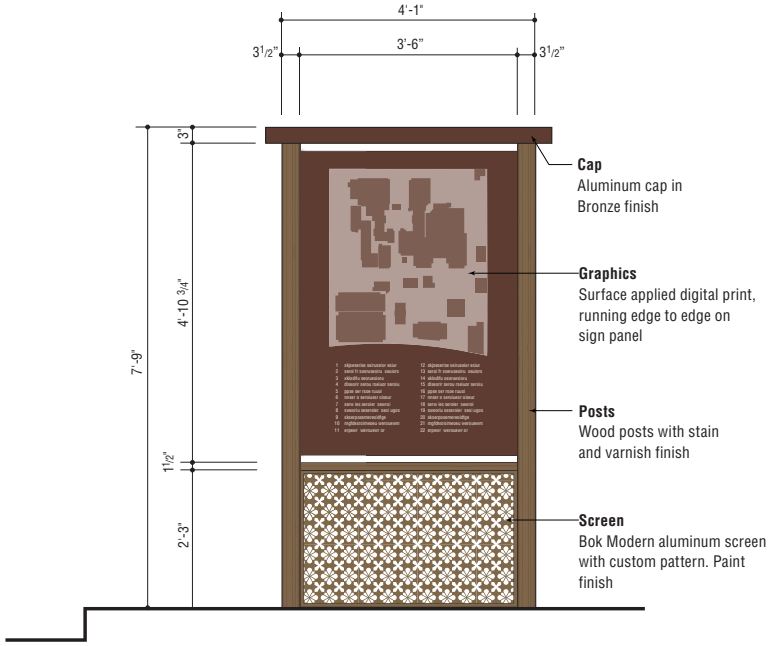
5CIV8

10/20/2015

SIGN AREA = 36.67 SF EACH

2 TOP VIEW

Scale: 1/2" = 1'-0"



1 FRONT VIEW

Scale: 1/2" = 1'-0"

3 SIDE VIEW

Scale: 1/2" = 1'-0"

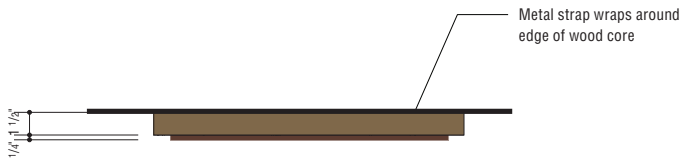
LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

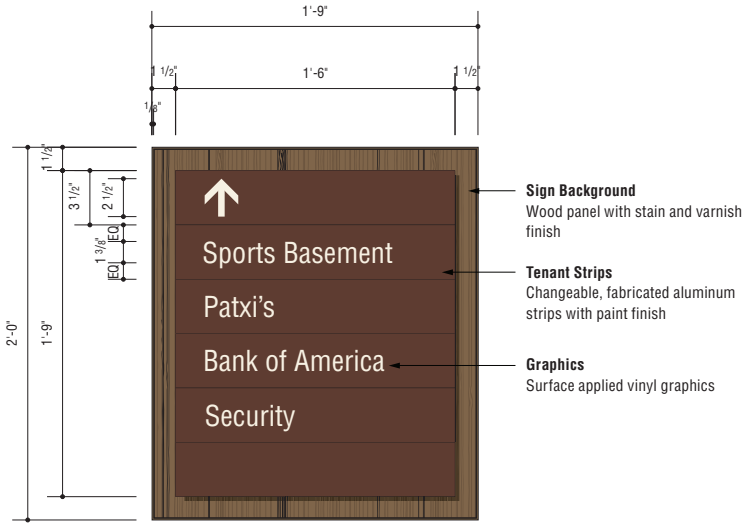
10/20/2015

SIGN AREA = 3.4 SF EACH

NOTE:
Sign location not shown on location plan. Signs to be added to project as needed.

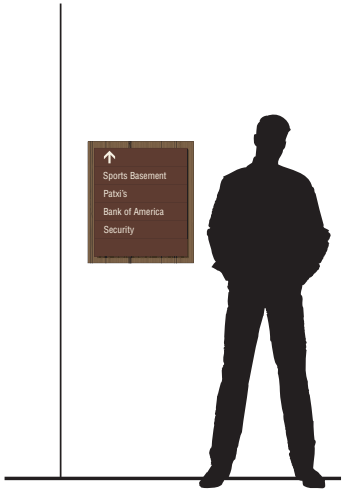


2 TOP VIEW
Scale: 1 1/2" = 1'-0"



1 FRONT VIEW
Scale: 1 1/2" = 1'-0"

3 SIDE VIEW
Scale: 1 1/2" = 1'-0"



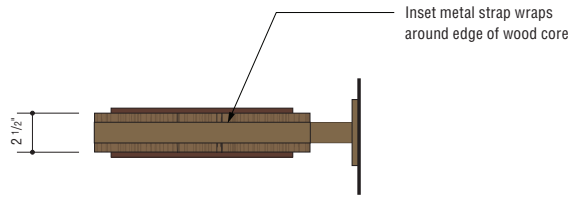
4 ELEVATION
Scale: 1/2" = 1'-0"

LOWNEY ARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

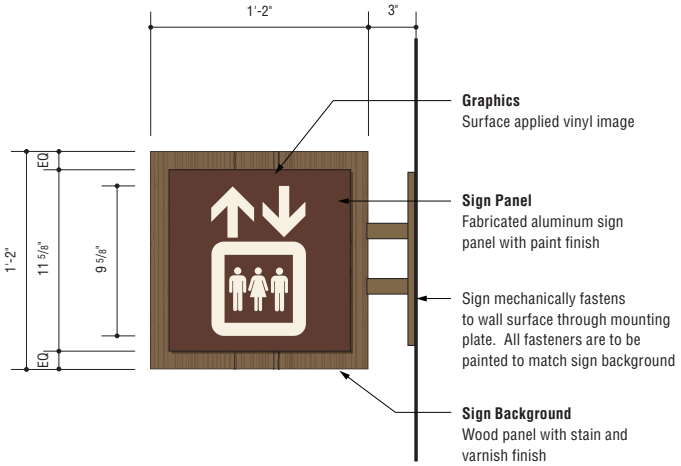
10/20/2015

SIGN AREA = 1.6 SF EACH



2 TOP VIEW

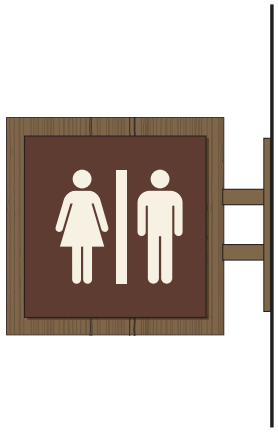
Scale: 1 1/2" = 1'-0"



1 FRONT VIEW

Scale: 1 1/2" = 1'-0"

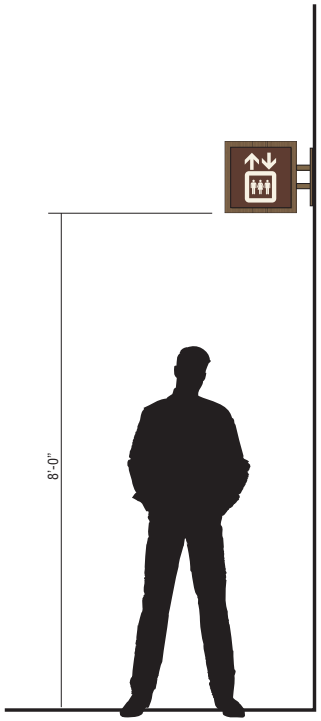
NOTE:
Sign location not shown on location plan.
Signs to be added to project as needed.



3 ALTERNATE LAYOUT

Scale: 1 1/2" = 1'-0"

NOTE:
Sign location not shown on location plan.
Signs to be added to project as needed.



4 RENDERING

Scale: 1/2" = 1'-0"

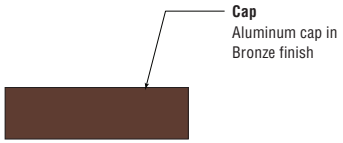
LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

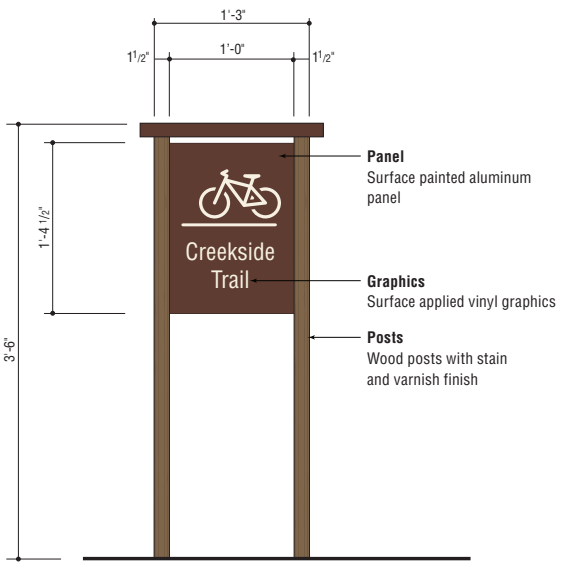
10/20/2015

SIGN AREA = 4.38 SF EACH

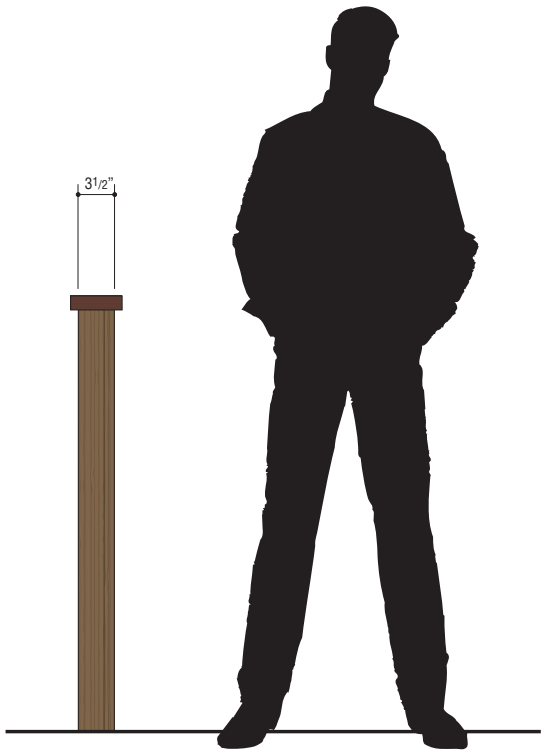
3 **SECTION**
Scale: 1" = 1'-0"



2 **TOP VIEW**
Scale: 1" = 1'-0"



1 **FRONT VIEW**
Scale: 1" = 1'-0"



4 **SIDE VIEW**
Scale: 1" = 1'-0"

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

10/20/2015

KEY

identification

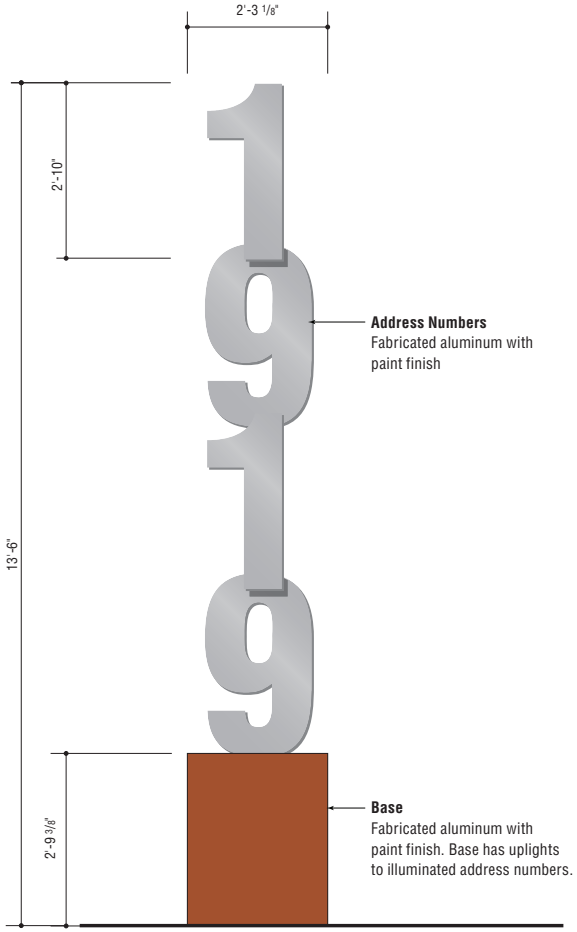
- **OFFICE ADDRESS NUMBER** *(MSP.5.02, MSP.5.03)*
- **GROUND FLOOR SPECIALTY TENANT** *(MSP.5.04)* (REF TENANT DESIGN GUIDELINES)
- **OFFICE PARAPET** *(MSP.5.04)* (REF TENANT DESIGN GUIDELINES)

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

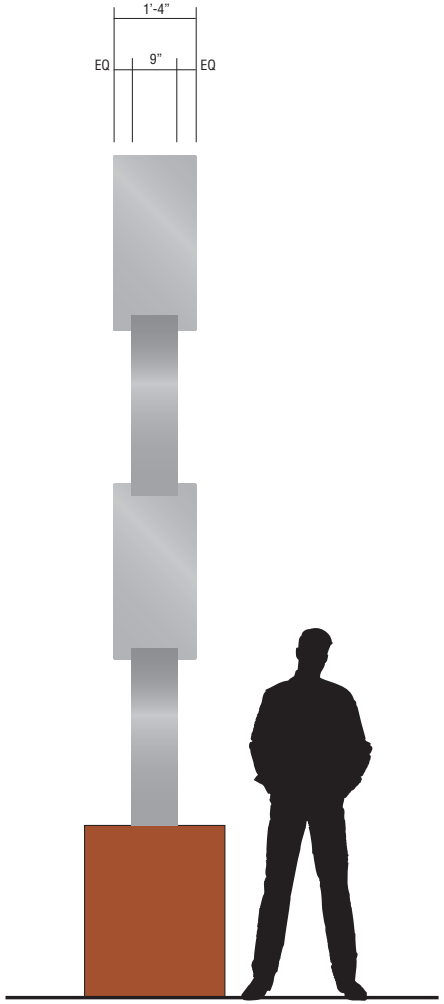
ELLIS PARTNERS

10/20/2015

SIGN AREA = 18 SF EACH



1 FRONT VIEW
Scale: 1/2" = 1'-0"



2 SIDE VIEW
Scale: 1/2" = 1'-0"

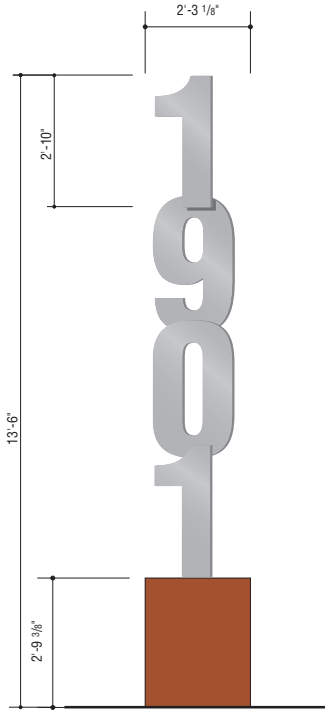
3 RENDERING
Scale: None

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

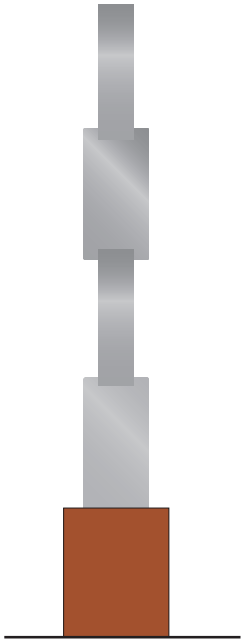
ELLIS PARTNERS

10/20/2015

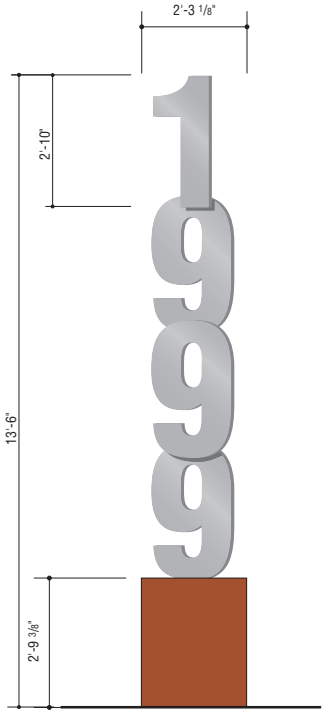
SIGN AREA = 18 SF EACH



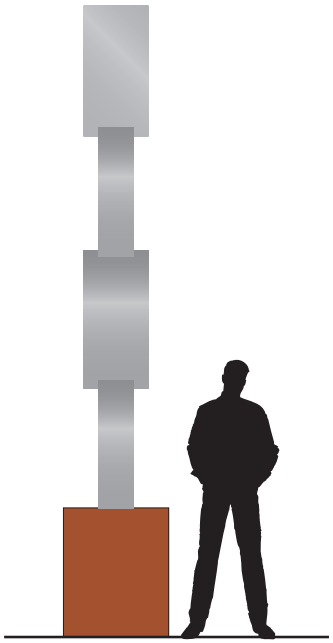
1 FRONT VIEW (1901)
Scale: 3/8" = 1'-0"



2 SIDE VIEW
Scale: 3/8" = 1'-0"

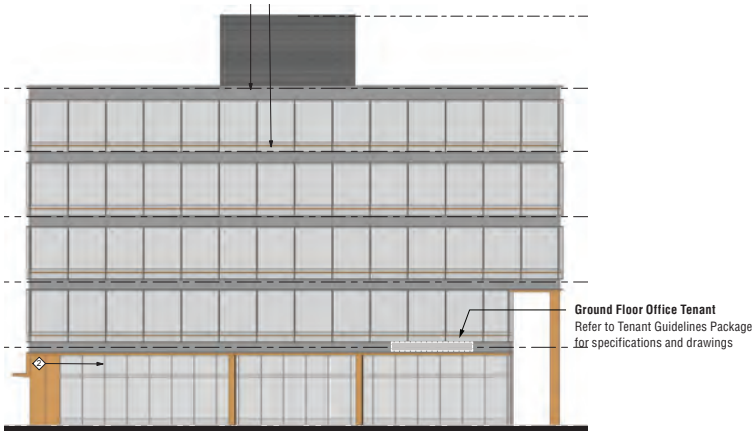


3 FRONT VIEW (1999)
Scale: 3/8" = 1'-0"



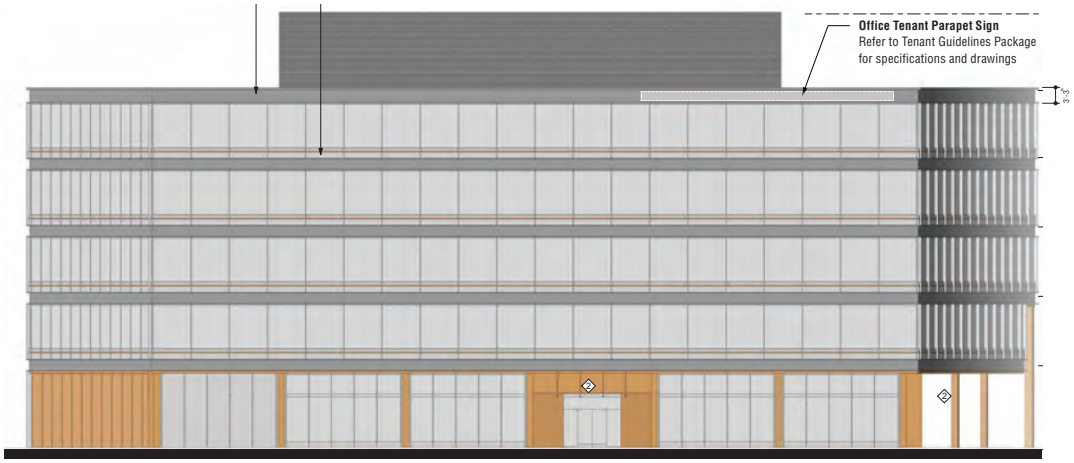
4 SIDE VIEW
Scale: 3/8" = 1'-0"

SIGN AREA = 18 SF EACH



2 TYPICAL ELEVATION - GROUND FLOOR OFFICE TENANT

Scale: NTS



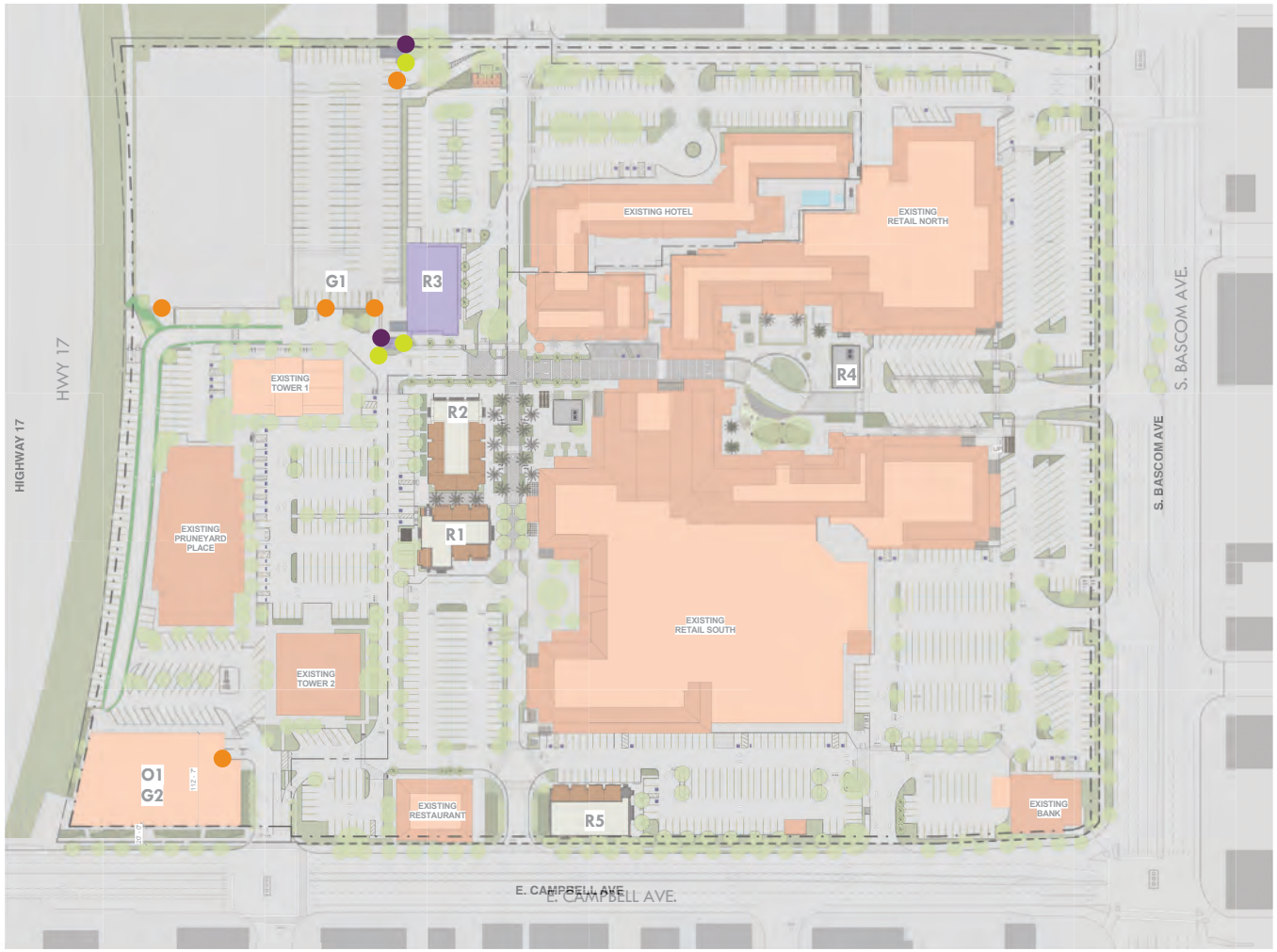
1 TYPICAL ELEVATION - OFFICE PARAPET

Scale: NTS

KEY

identification

- **PARKING GARAGE IDENTIFICATION** *(MSP.6.02)*
- **PARKING ENTRY GRAPHICS** *(MSP.6.03)*
  CLEARANCE BARS
  (Paired with Entry Graphics) *(MSP.6.05)*
- **PARKING GARAGE FLAG ID** *(MSP.6.04)*



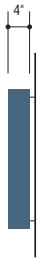
LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

SIGN AREA = 21.74 SF EACH

3 **RENDERING**
Scale: None

1 **FRONT VIEW**
Scale: 1/2" = 1'-0"



2 **SIDE VIEW**
Scale: 1/2" = 1'-0"

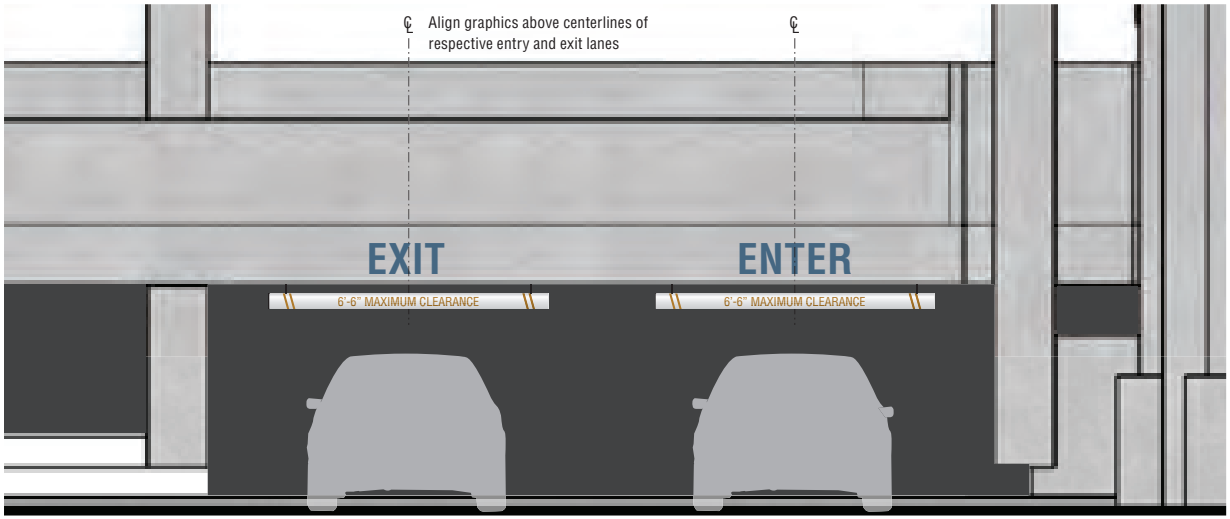
LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

10/20/2015

SIGN AREA = 3.6 SF "ENTER"

SIGN AREA = 2.5 SF "EXIT"



3 **INSTALLATION ELEVATION, TYP.**
Scale: 1/4" = 1'-0"

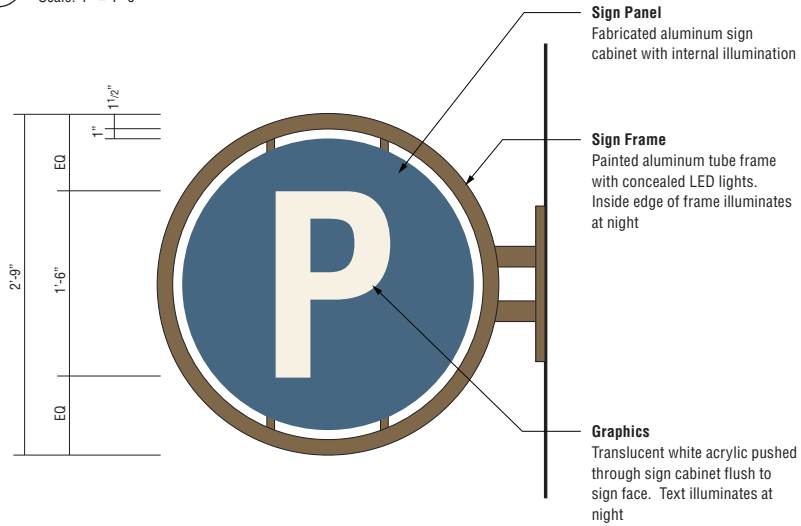
1 **FRONT VIEW**
Scale: 1" = 1'-0"

2 **SIDE VIEW**
Scale: 1" = 1'-0"

SIGN AREA = 4 SF EACH

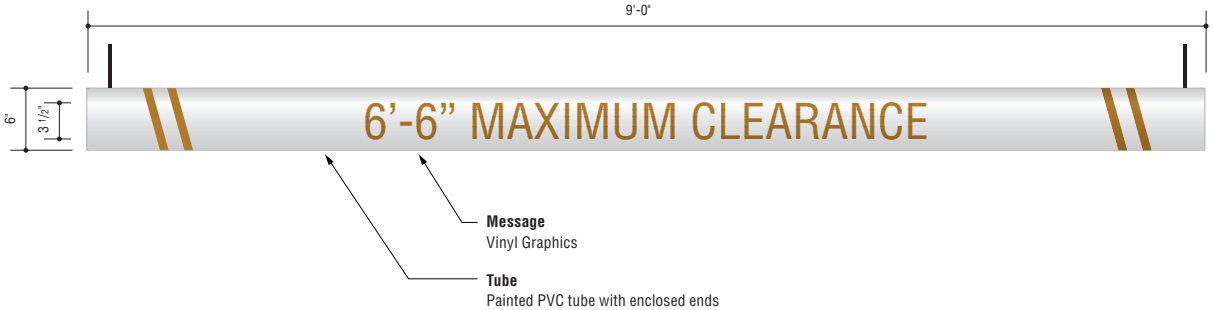
3 SECTION
Scale: 1" = 1'-0"

2 TOP VIEW
Scale: 1" = 1'-0"

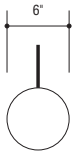


1 FRONT VIEW
Scale: 1" = 1'-0"

4 RENDERING
Scale: None

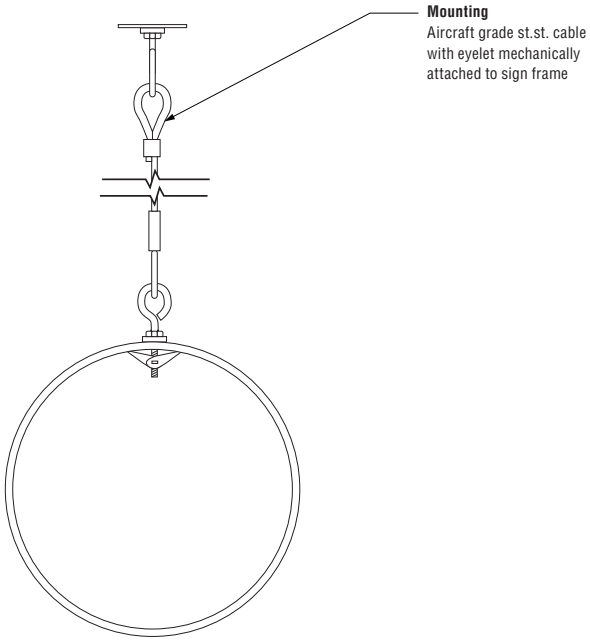


1 **FRONT VIEW**
Scale: 1" = 1'-0"

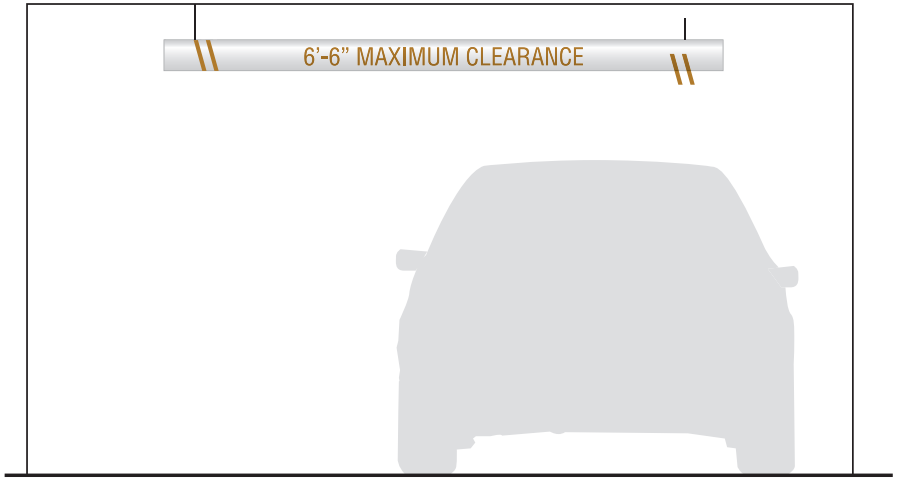


SIGN AREA = 4.5 SF EACH

2 **SIDE VIEW**
Scale: 1" = 1'-0"



3 **DETAIL VIEW**
Scale: NTS

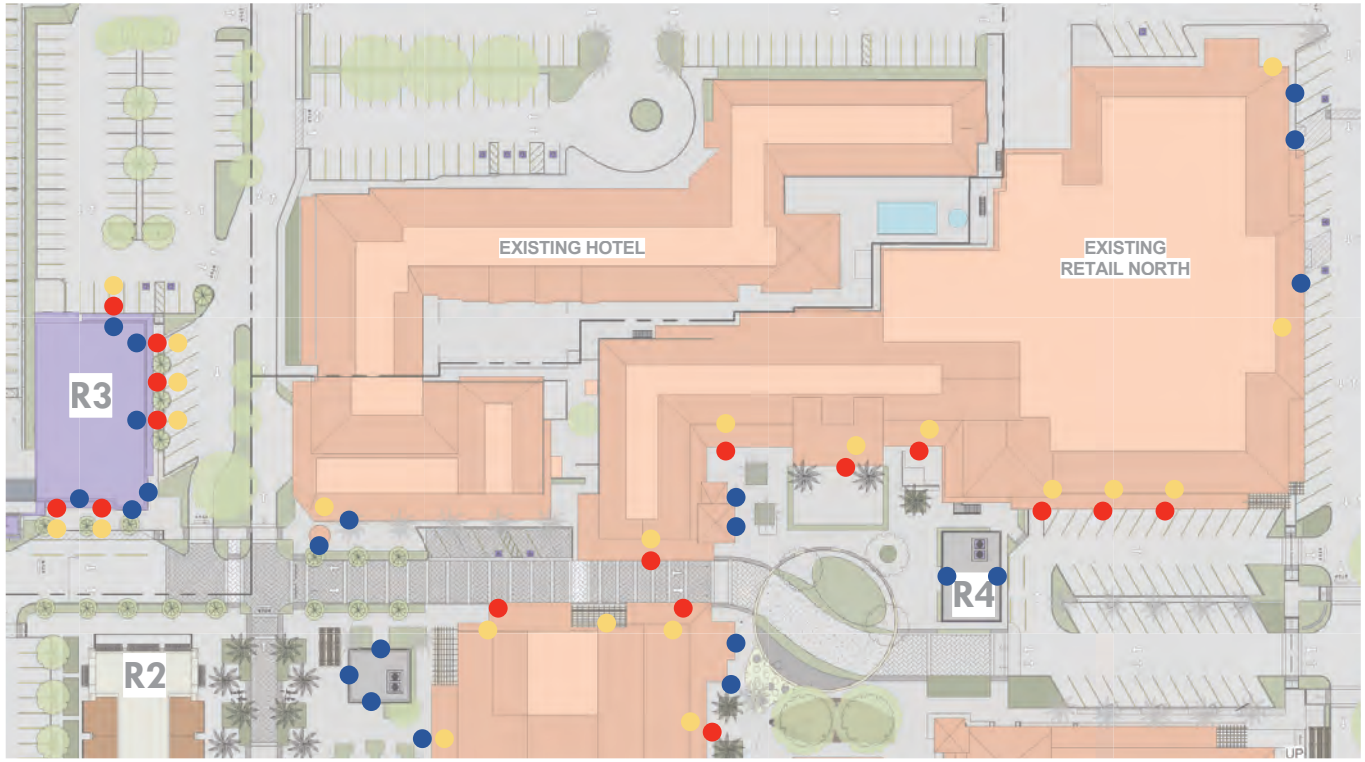


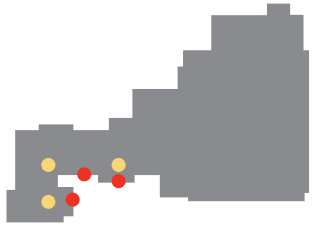
4 **INSTALLATION ELEVATION, TYP.**
Scale: 1/2" = 1'-0"

KEY

identification

- **TENANT SIGNAGE FASCIA/ROOFTOP** *(MSP.7.02, 7.03, 7.04. 7.07)* (REFER TO TENANT GUIDELINES)
- **TENANT PEDESTRIAN ORIENTED FLAG** *(MSP.7.05)* (REFER TO TENANT GUIDELINES)
- **SPECIAL TENANT SIGNAGE** *(MSP.7.06)* (REFER TO TENANT GUIDELINES)





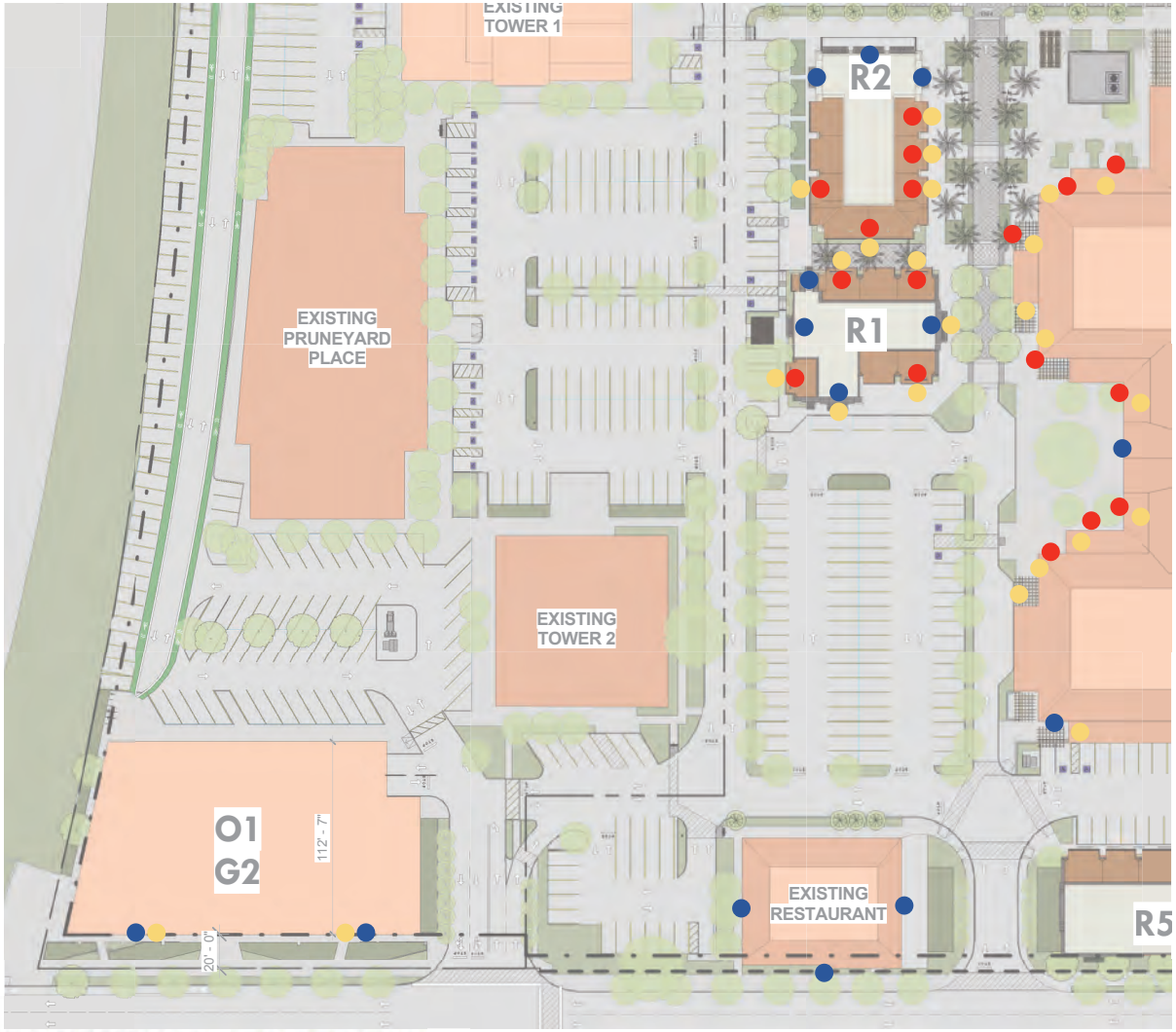
Level 2

***Yellow and Red dots are for illustrative purposes only. Refer to Tenant Guidelines for location standards**

KEY

identification

- **TENANT SIGNAGE FASCIA/ROOFTOP** *(MSP.7.02, 7.03, 7.04. 7.07)* (REFER TO TENANT GUIDELINES)
- **TENANT PEDESTRIAN ORIENTED FLAG** *(MSP.7.05)* (REFER TO TENANT GUIDELINES)
- **SPECIAL TENANT SIGNAGE** *(MSP.7.06)* (REFER TO TENANT GUIDELINES)



Overall Map

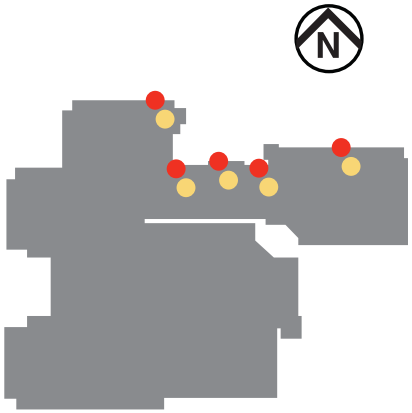
LOWNEYARCHITECTURE

ELLIS PARTNERS

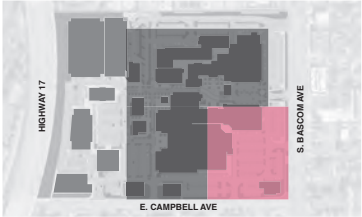
KEY

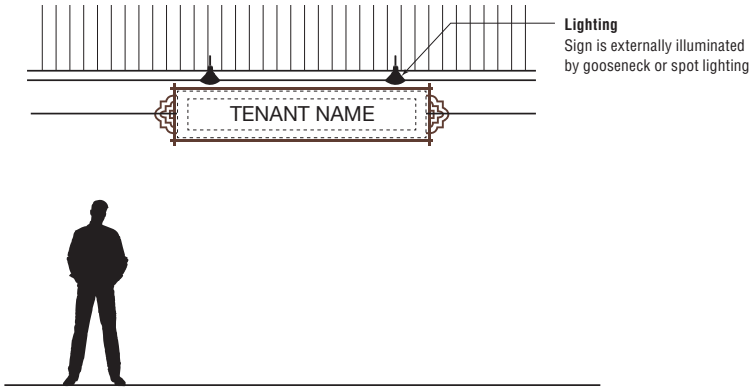
identification

- **TENANT SIGNAGE FASCIA/ROOF** *(MSP.7.02, 7.03, 7.04, 7.07, 7.08)* (REFER TO TENANT GUIDELINES)
- **TENANT BLADE** *(MSP.7.05)* (REFER TO TENANT GUIDELINES)
- **TENANT SPECIALTY SIGNS** *(MSP.7.06, 7.07)* (REFER TO TENANT GUIDELINES)



Level 2



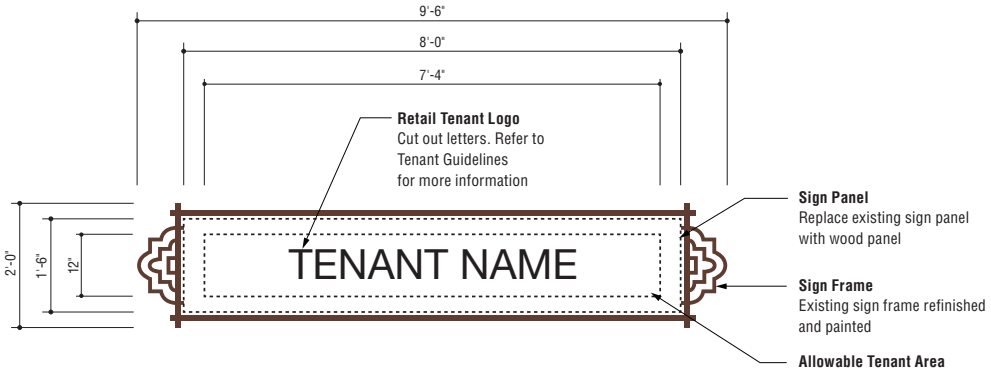


SIGN AREA = 19 SF EACH

NOTE:
See tenant sign guidelines
for design standards

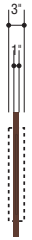
3 ELEVATION

Scale: 1/4" = 1'-0"



1 FRONT VIEW

Scale: 1/2" = 1'-0"



2 SIDE VIEW

Scale: 1/2" = 1'-0"

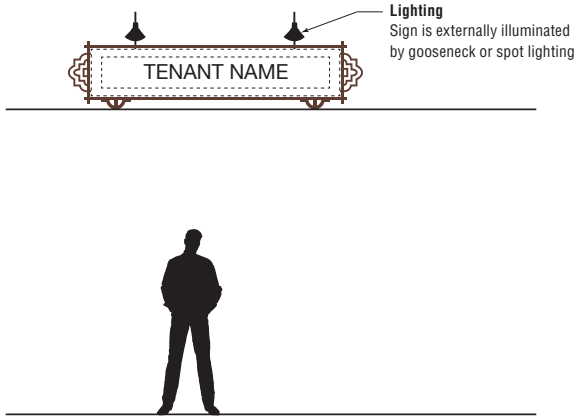
LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

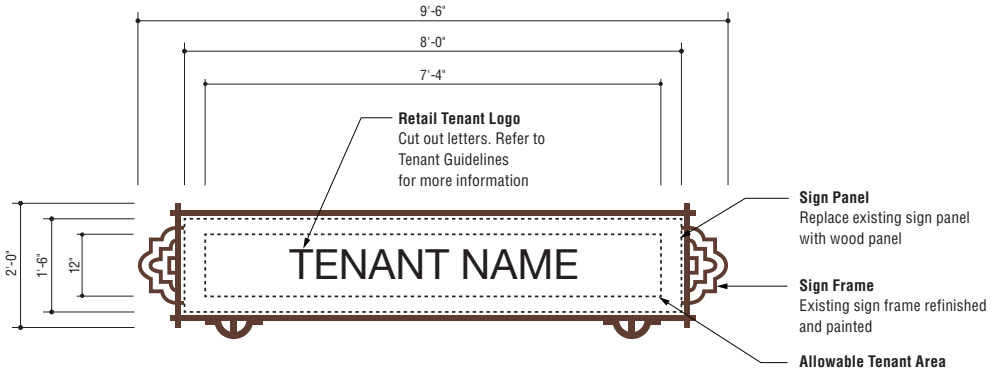
10/20/2015

SIGN AREA = 44.58 SF EACH

NOTE:
See tenant sign guidelines for design standards

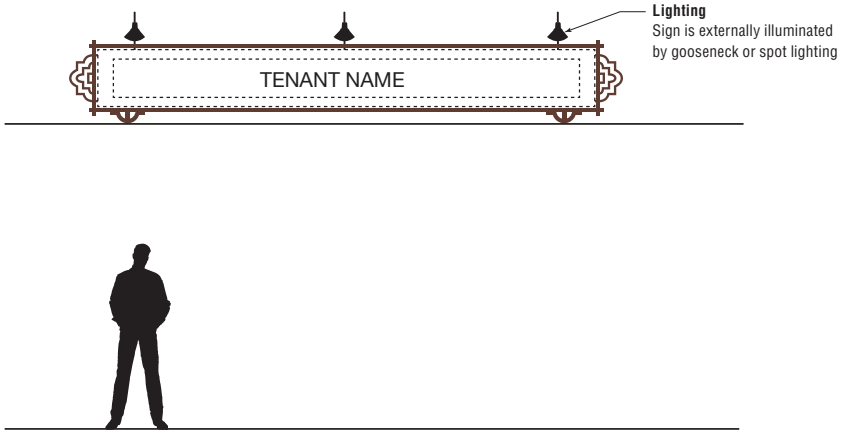


3 **ELEVATION**
Scale: 1/4" = 1'-0"



1 **FRONT VIEW**
Scale: 1/2" = 1'-0"

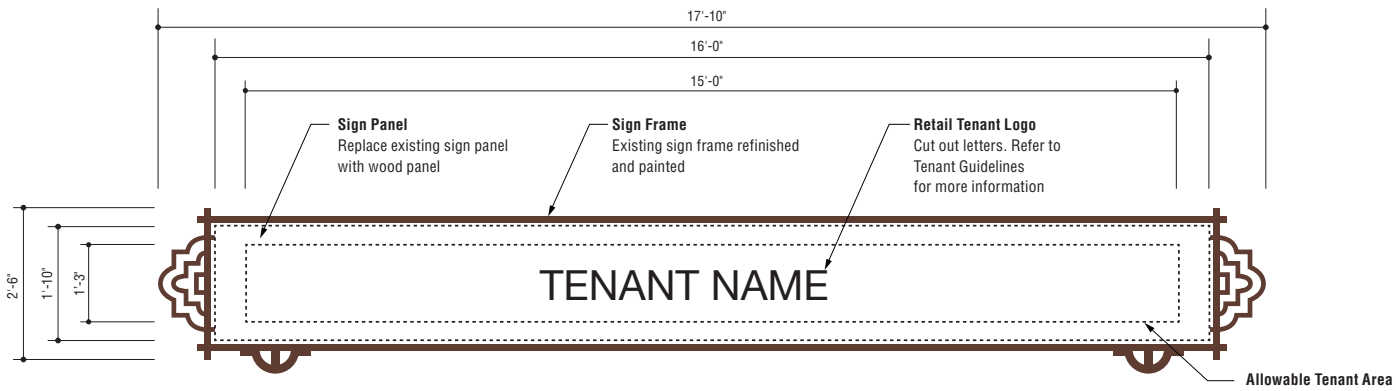
2 **SIDE VIEW**
Scale: 1/2" = 1'-0"



SIGN AREA = 19 SF EACH

NOTE:
See tenant sign guidelines
for design standards

3 **ELEVATION**
Scale: 1/4" = 1'-0"



1 **FRONT VIEW**
Scale: 1/2" = 1'-0"

2 **SIDE VIEW**
Scale: 1/2" = 1'-0"

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

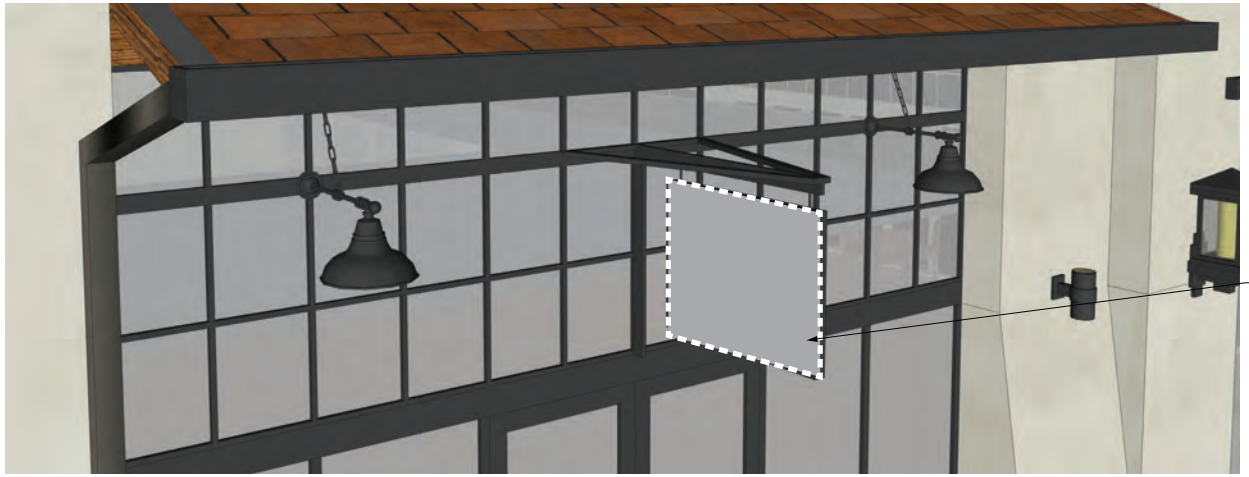
10/20/2015

SIGN AREA = 19 SF EACH

Existing Building Blade Sign
Refer to Tenant Guidelines Package for specifications and drawings

2 EXISTING BUILDING

Scale: NTS



New Building Blade Sign
Refer to Tenant Guidelines Package for specifications and drawings

1 RENDERING - NEW RETAIL

Scale: NTS

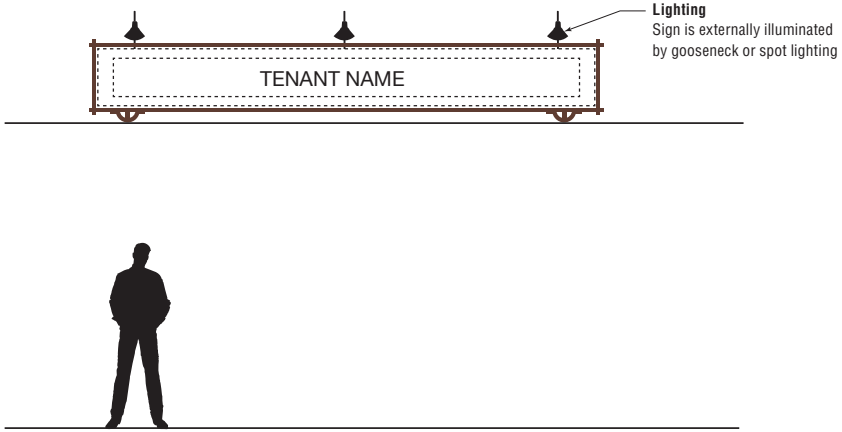
Specialty Signs
Refer to Tenant Guidelines Package for specifications and drawings

1 **EXISTING BUILDINGS**
Scale: NTS

Zone 2 Roof Sign
Refer to Tenant Guidelines Package for specifications and drawings

Specialty Sign
Refer to Tenant Guidelines Package for specifications and drawings

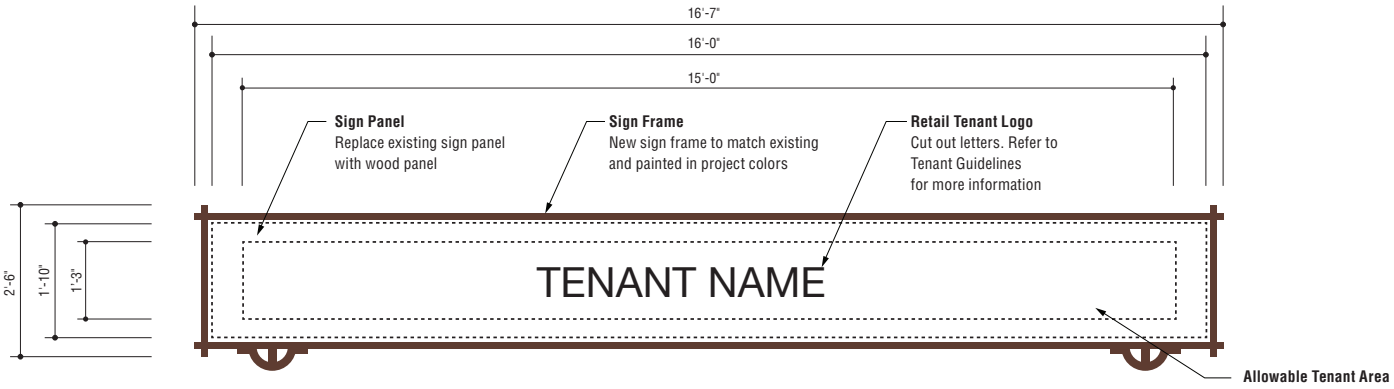
1 **FRONT VIEW**
Scale: NTS



SIGN AREA = 44.58 SF EACH

NOTE:
See tenant sign guidelines
for design standards

3 **ELEVATION**
Scale: 1/4" = 1'-0"



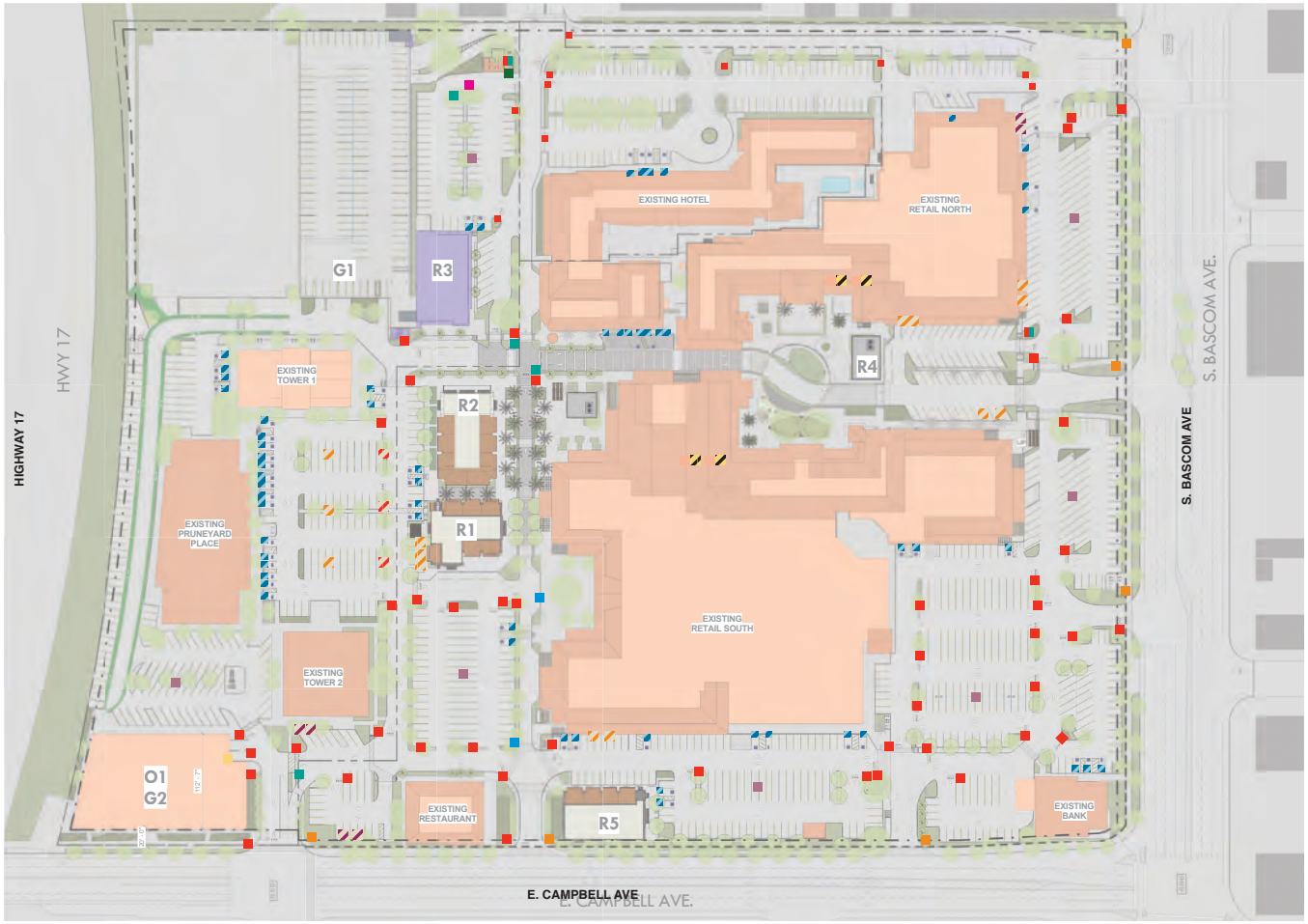
1 **FRONT VIEW**
Scale: 1/2" = 1'-0"

2 **SIDE VIEW**
Scale: 1/2" = 1'-0"

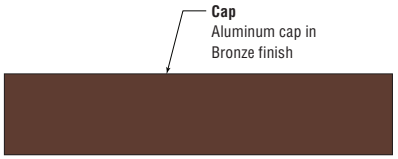
KEY

regulatory

- **TOW AWAY / CVC OVERALL SITE RULES** *(MSP.8.02)*
  NO SMOKING
  PARKING HOURS
  SKATEBOARDING, ETC.
- **WALL MOUNTED TOW AWAY** *(MSP.8.03)*
- **OFFICE VISITOR PARKING** *(MSP.8.04)*
- **CUSTOMER PARKING ONLY** *(MSP.8.04)*
- **2HR / 30 MINUTE PARKING** *(MSP.8.05)*
- **TENANT PARKING RULES** *(MSP.8.05)*
- **SAFE REFUGE** *(MSP.8.06)*
- **ACCESSIBLE PARKING** *(MSP.8.07)*
- **STOP SIGN** *(MSP.8.08)*
- **PEDESTRIAN CROSSING** *(MSP.8.08)*
- **DO NOT ENTER** *(MSP.8.09)*
- **ONE WAY** *(MSP.8.09)*
- **RESTROOM DOOR ID** *(MSP.8.10)*
- **RESTROOM WALL ID** *(MSP.8.11)*

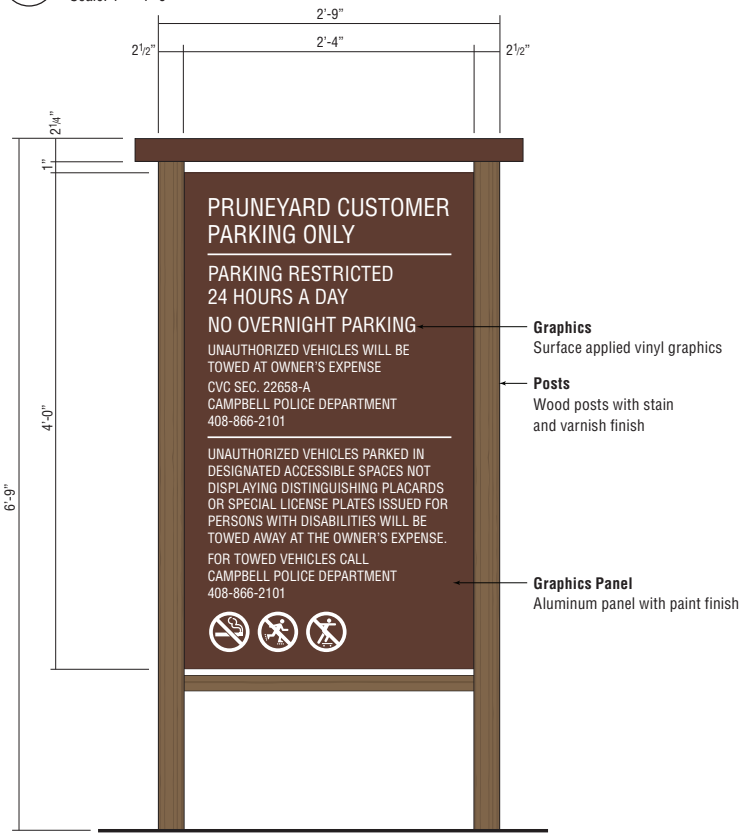


SIGN AREA = 14.67 SF EACH



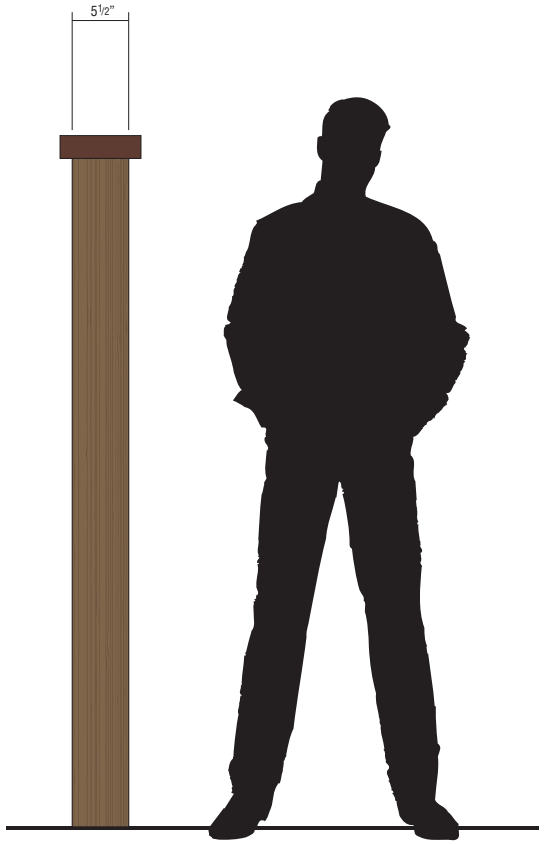
3 TOP VIEW

Scale: 1" = 1'-0"



1 FRONT VIEW

Scale: 1" = 1'-0"



2 SIDE VIEW

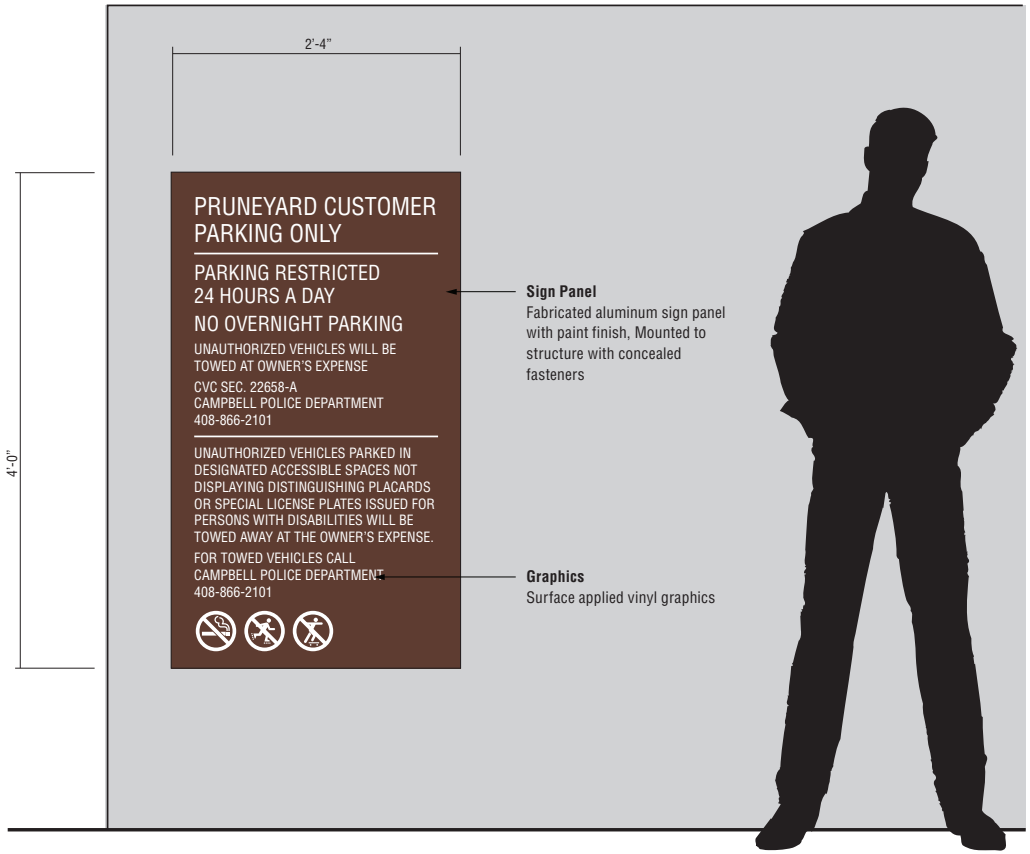
Scale: 1" = 1'-0"

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

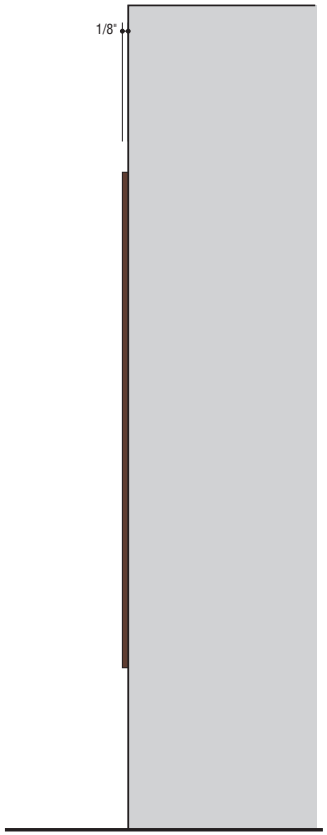
ELLIS PARTNERS

SIGN AREA = 14.67 SF EACH

3 TOP VIEW
Scale: 1" = 1'-0"



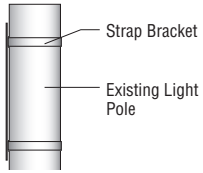
1 FRONT VIEW
Scale: 1" = 1'-0"



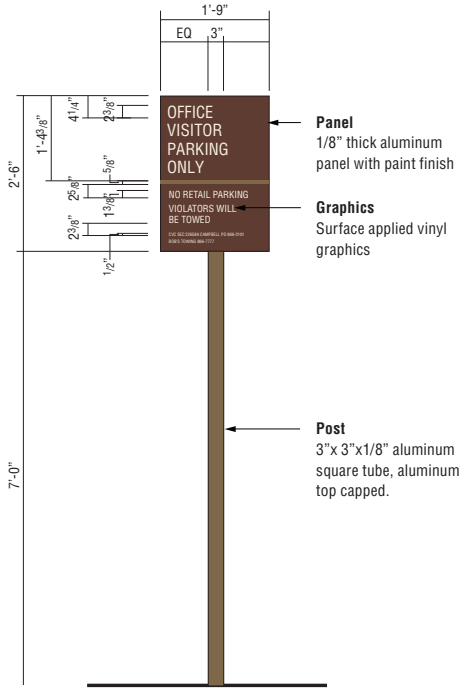
2 SIDE VIEW
Scale: 1" = 1'-0"

3 TOP VIEW
Scale: 1/2" = 1'-0"

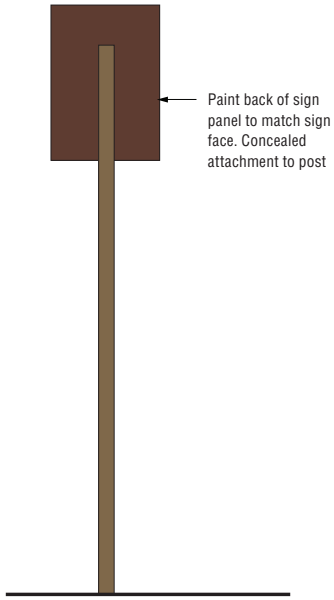
6 TOP VIEW
Scale: 1/2" = 1'-0"



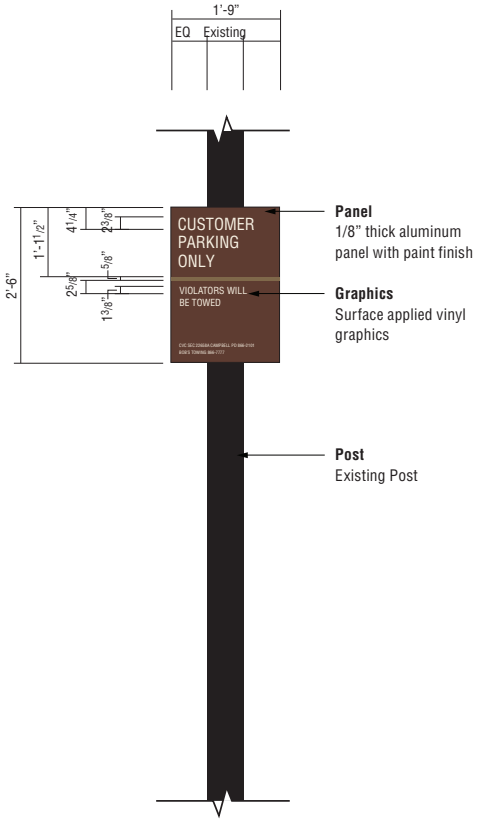
7 STRAP BRACKET DETAIL
Scale: NTS



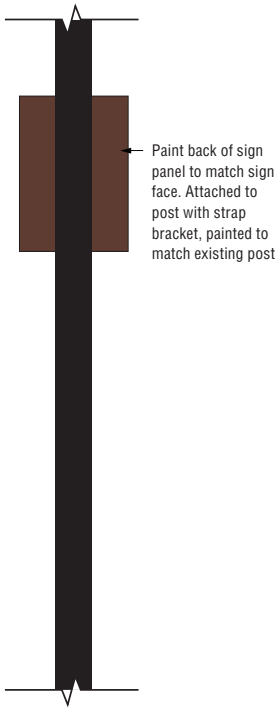
1 FRONT VIEW
Scale: 1/2" = 1'-0"



2 BACK VIEW
Scale: 1/2" = 1'-0"

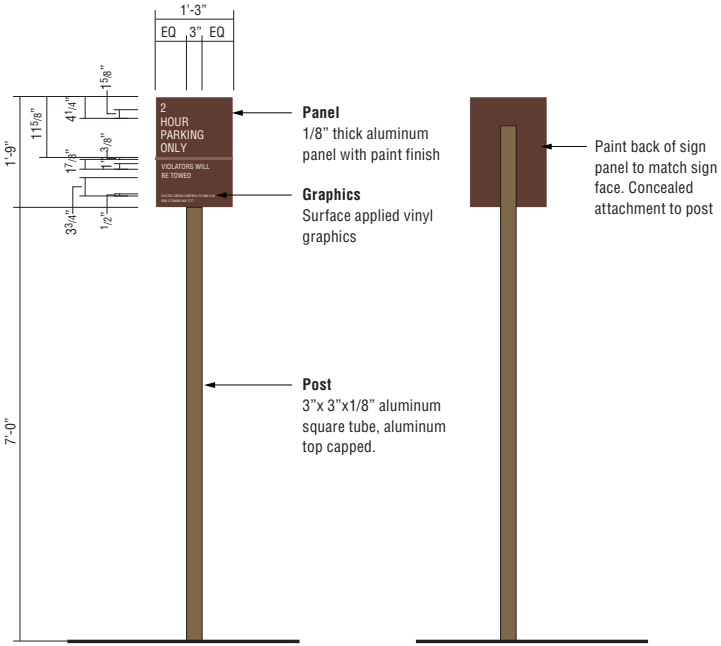


4 FRONT VIEW
Scale: 1/2" = 1'-0"



5 BACK VIEW
Scale: 1/2" = 1'-0"

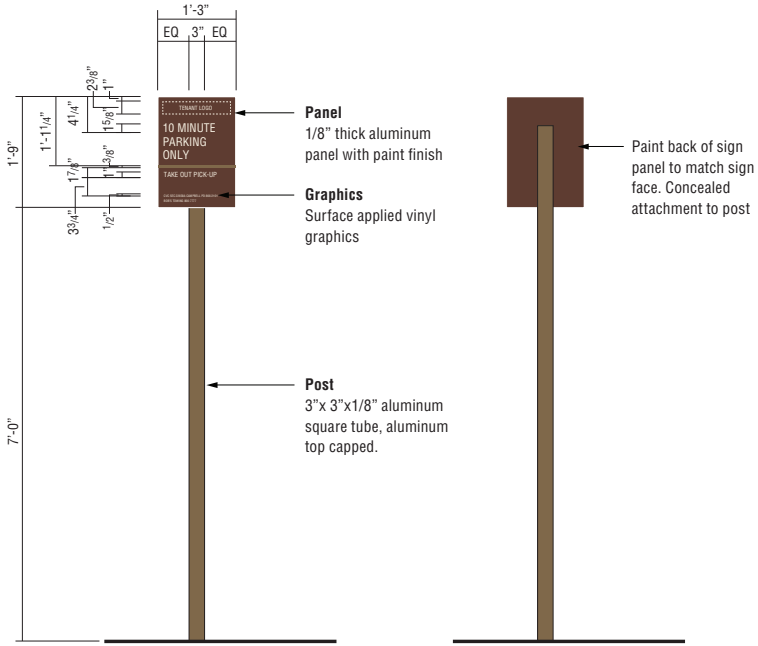
3 TOP VIEW
Scale: 1/2" = 1'-0"



1 FRONT VIEW
Scale: 1/2" = 1'-0"

2 BACK VIEW
Scale: 1/2" = 1'-0"

6 TOP VIEW
Scale: 1/2" = 1'-0"

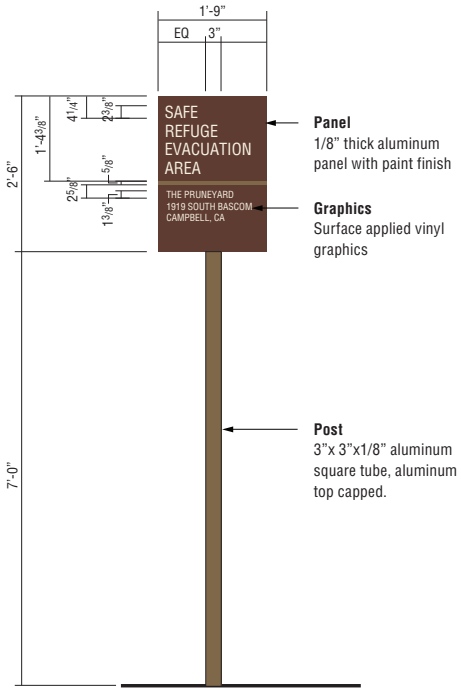


4 FRONT VIEW
Scale: 1/2" = 1'-0"

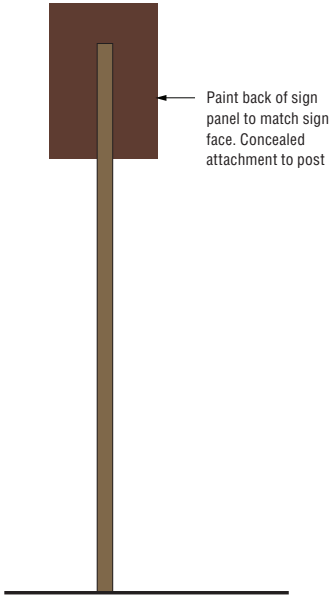
5 BACK VIEW
Scale: 1/2" = 1'-0"

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

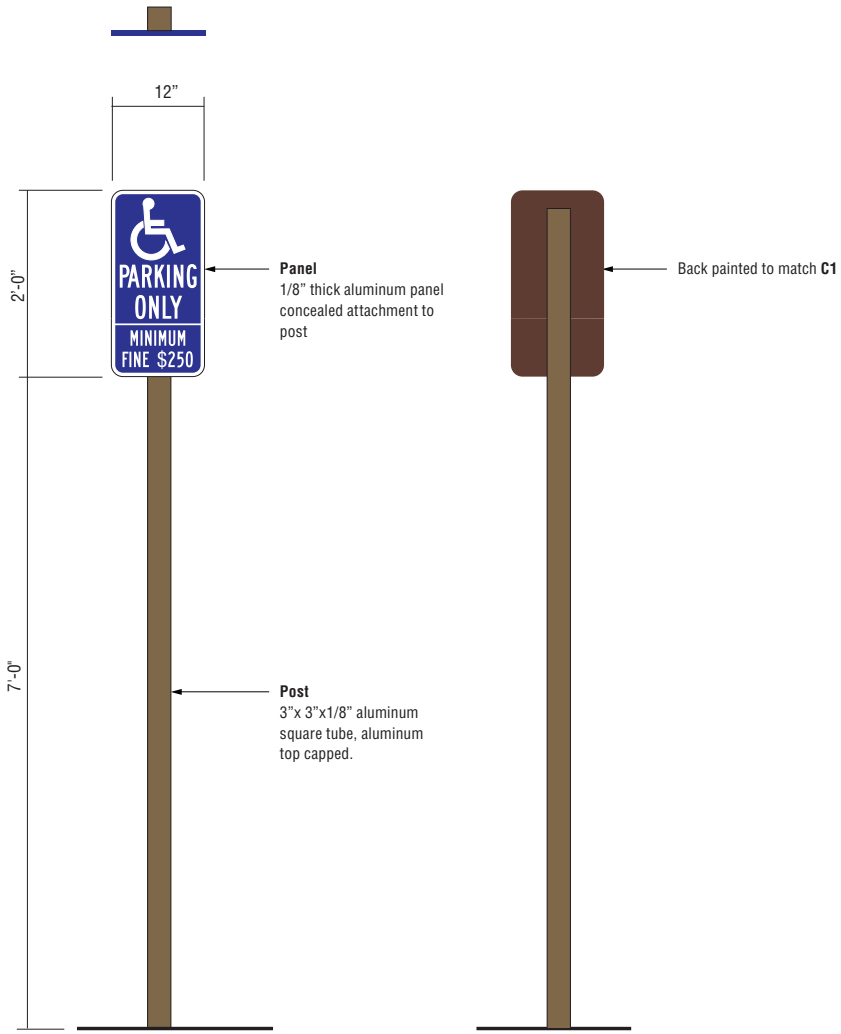
3 **TOP VIEW**
Scale: 1/2" = 1'-0"



1 **FRONT VIEW**
Scale: 1/2" = 1'-0"

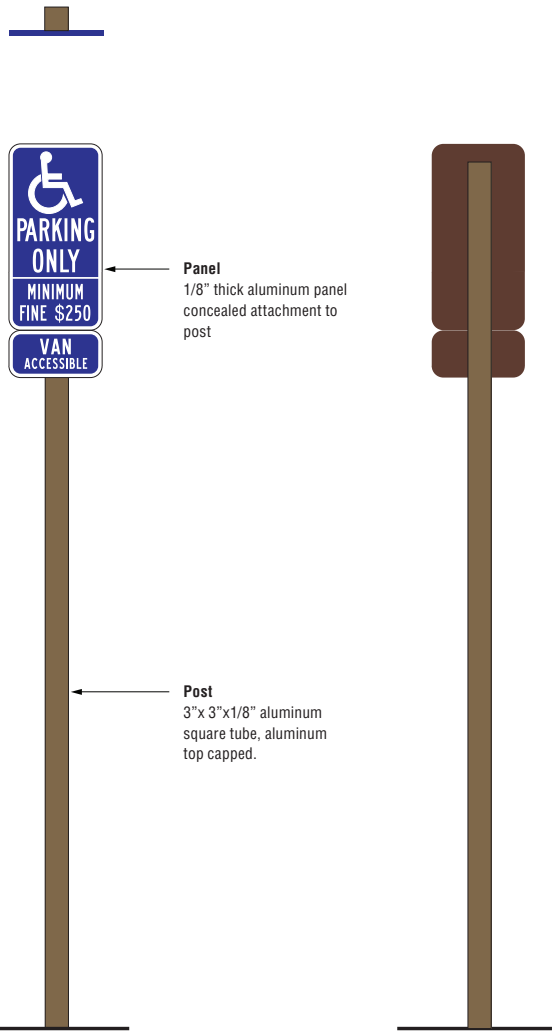


2 **BACK VIEW**
Scale: 1/2" = 1'-0"



1 **FRONT & TOP VIEW**
Scale: 3/4” = 1’-0”

2 **BACK VIEW**
Scale: 3/4” = 1’-0”

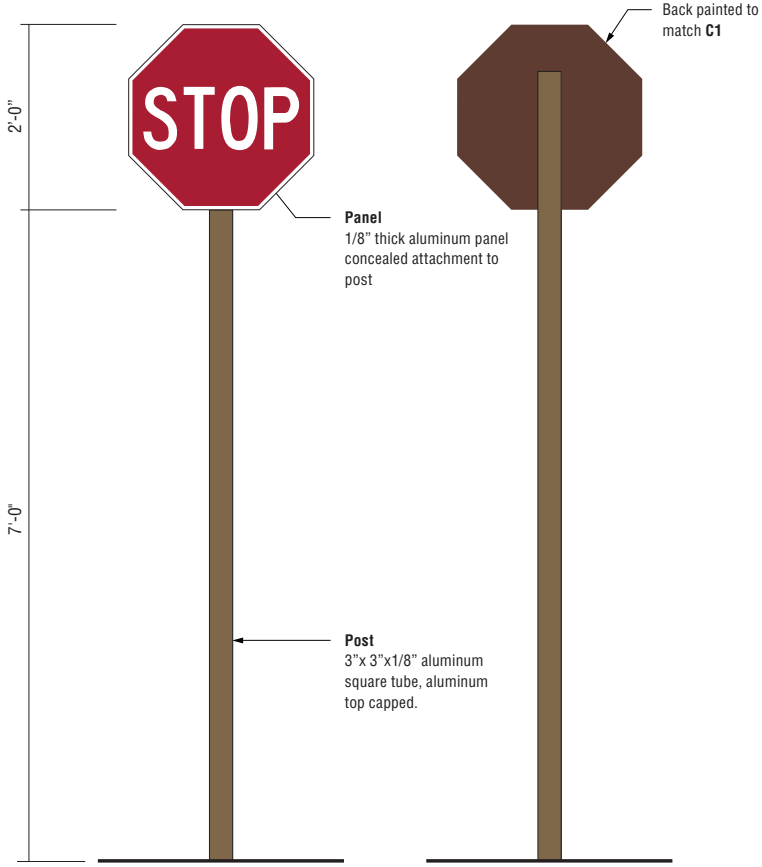


3 **FRONT & TOP VIEW**
Scale: 3/4” = 1’-0”

4 **BACK VIEW**
Scale: 3/4” = 1’-0”

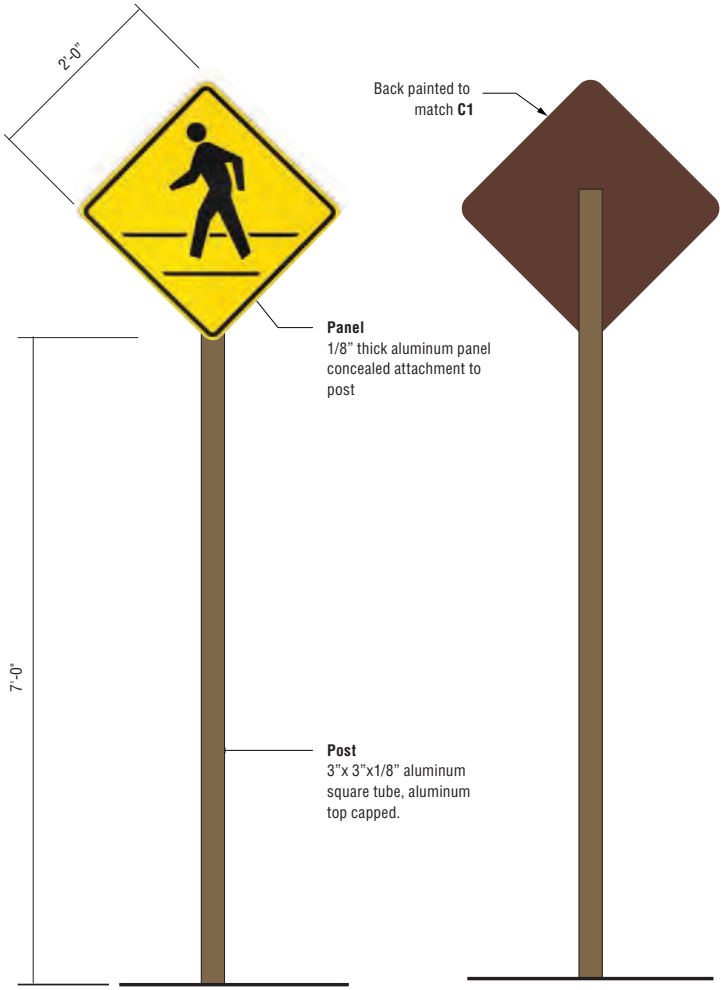
LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS



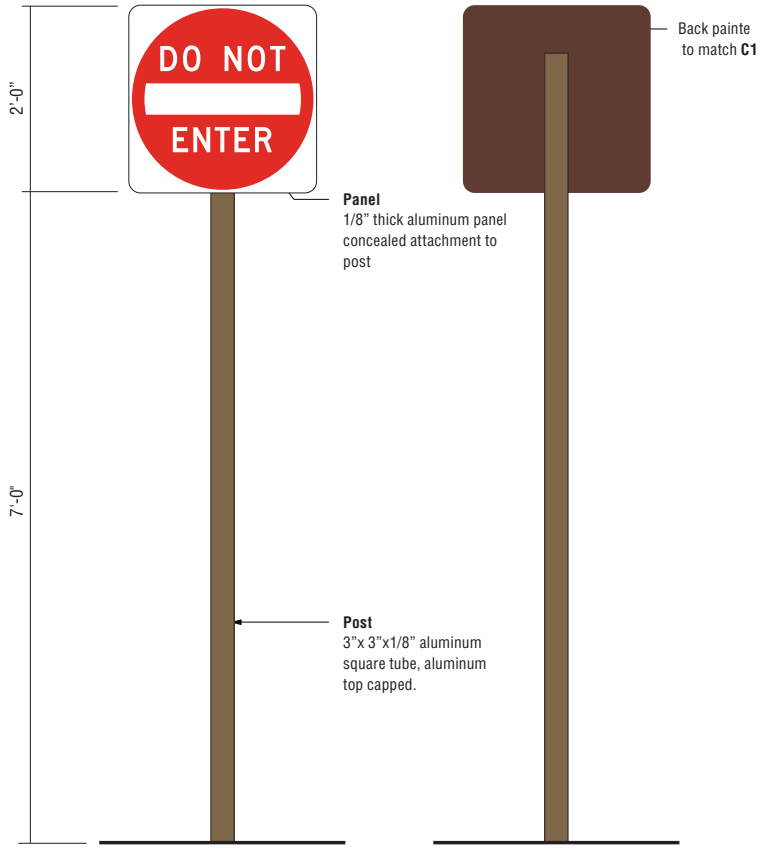
1 FRONT & TOP VIEW
Scale: 3/4" = 1'-0"

2 BACK VIEW
Scale: 3/4" = 1'-0"



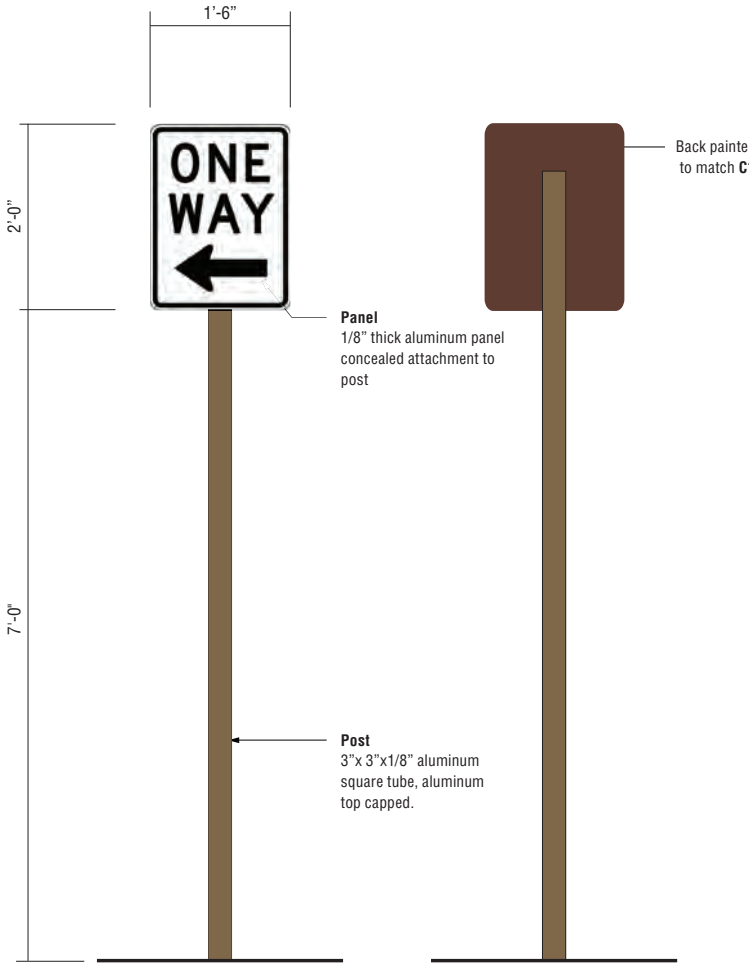
3 FRONT & TOP VIEW
Scale: 3/4" = 1'-0"

4 BACK VIEW
Scale: 3/4" = 1'-0"



1 **FRONT & TOP VIEW**
Scale: 3/4" = 1'-0"

2 **BACK VIEW**
Scale: 3/4" = 1'-0"

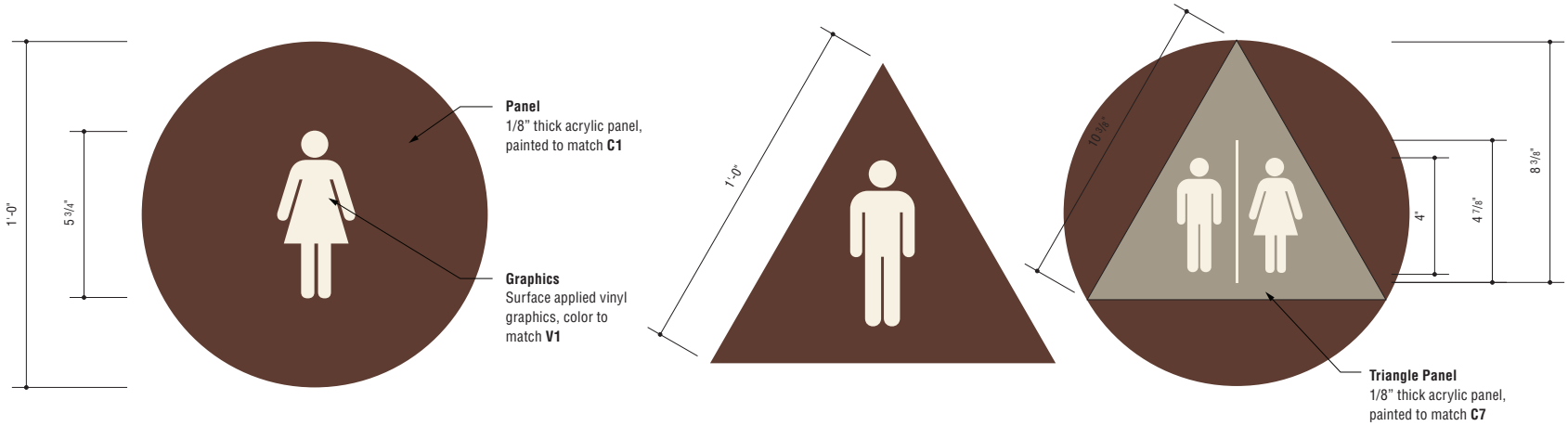


1 **FRONT & TOP VIEW**
Scale: 3/4" = 1'-0"

2 **BACK VIEW**
Scale: 3/4" = 1'-0"

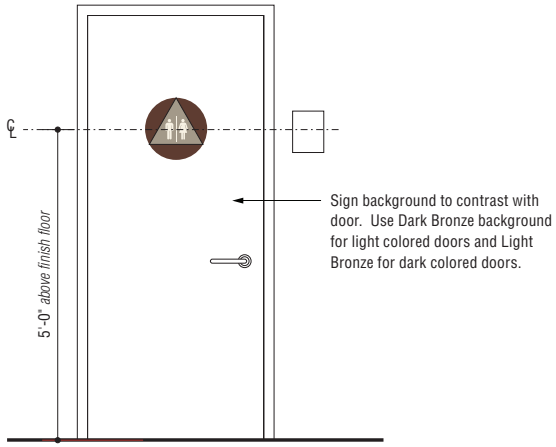
LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS



1 FRONT VIEWS

Scale: 3" = 1'-0"

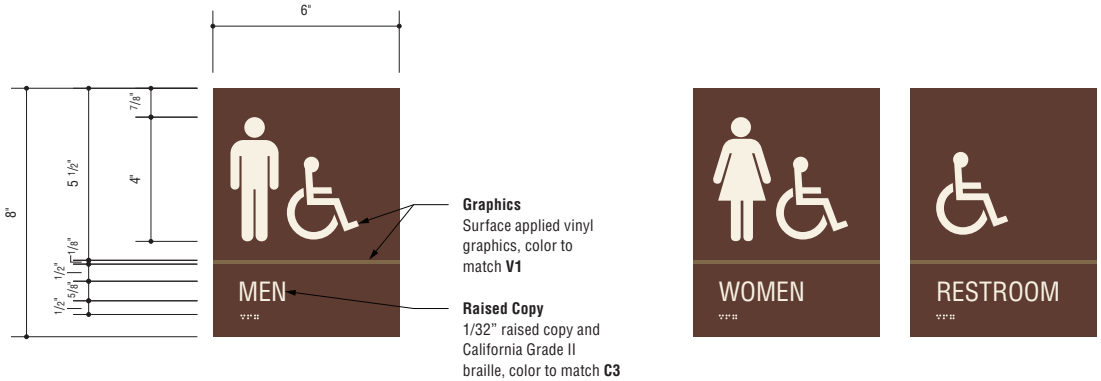


2 INSTALLATION ELEVATION

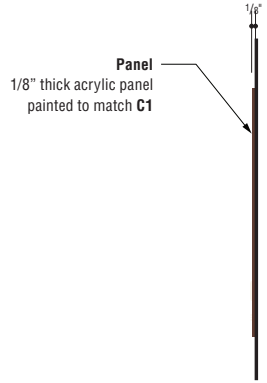
Scale: 3/4" = 1'-0"

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

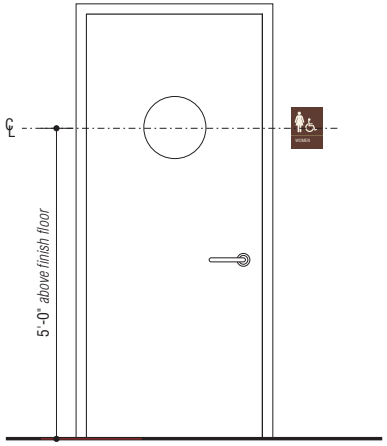
ELLIS PARTNERS



1 **FRONT VIEWS**
Scale: 3" = 1'-0"



2 **SIDE VIEW**
Scale: 3" = 1'-0"



3 **INSTALLATION ELEVATION**
Scale: 3/4" = 1'-0"

Appendix

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

Prposed Signage calculations

Total Panels for retail: 18

Total panels for Office: 0

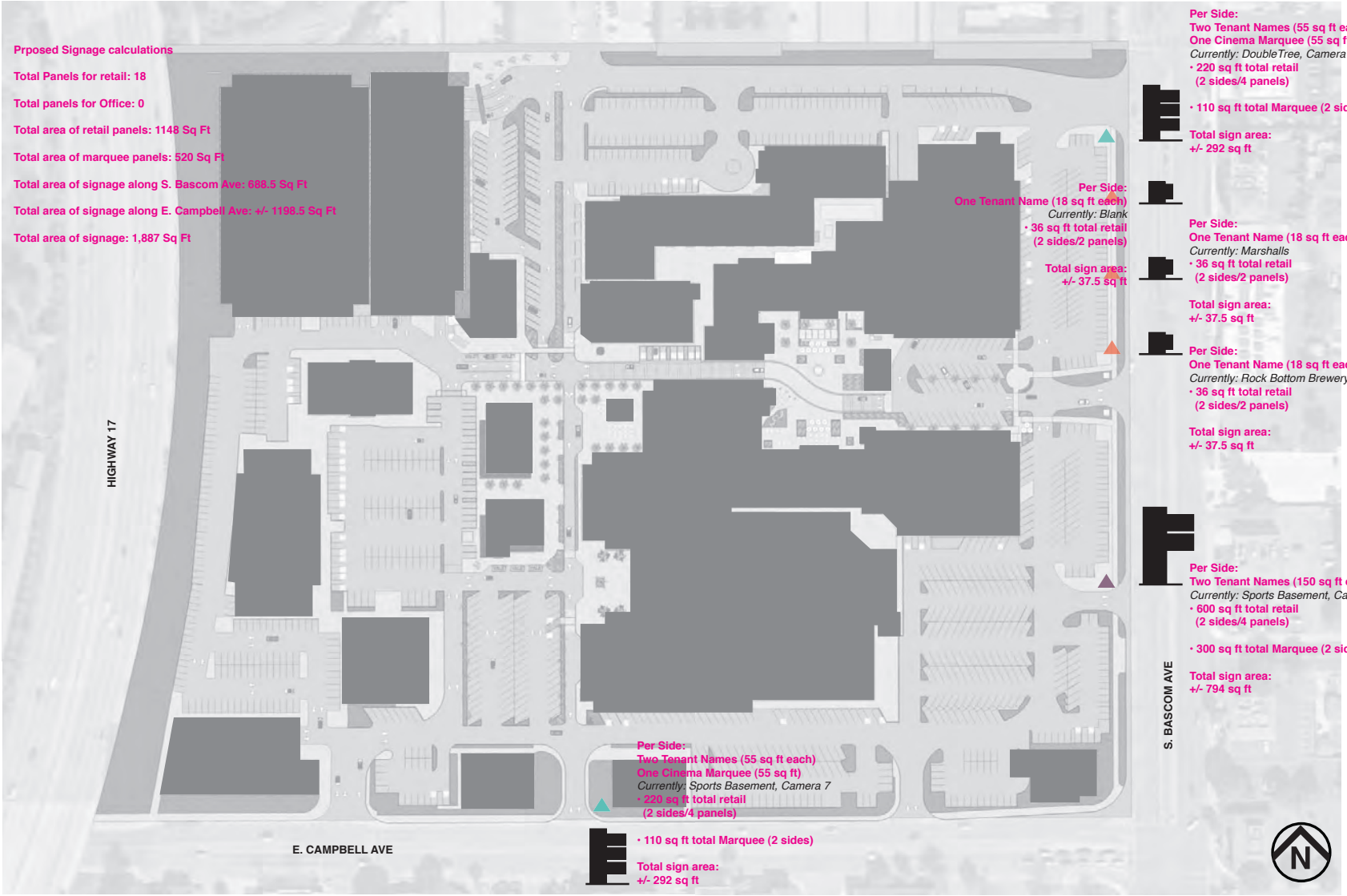
Total area of retail panels: 1148 Sq Ft

Total area of marquee panels: 520 Sq Ft

Total area of signage along S. Bascom Ave: 688.5 Sq Ft

Total area of signage along E. Campbell Ave: +/- 1198.5 Sq Ft

Total area of signage: 1,887 Sq Ft



LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

10/20/2015

LOWNEYARCHITECTURE

ELLIS PARTNERS

TABLE OF CONTENTS

TENANT ZONES 3

GENERAL GUIDELINES 4

SIGN TYPE GUIDELINES AND DEFINITIONS

ZONE 1

FASCIA SIGN 5

ROOF SIGN 6

BLADE SIGN 7

ZONE 2

ROOF SIGN 8

BLADE SIGN 9

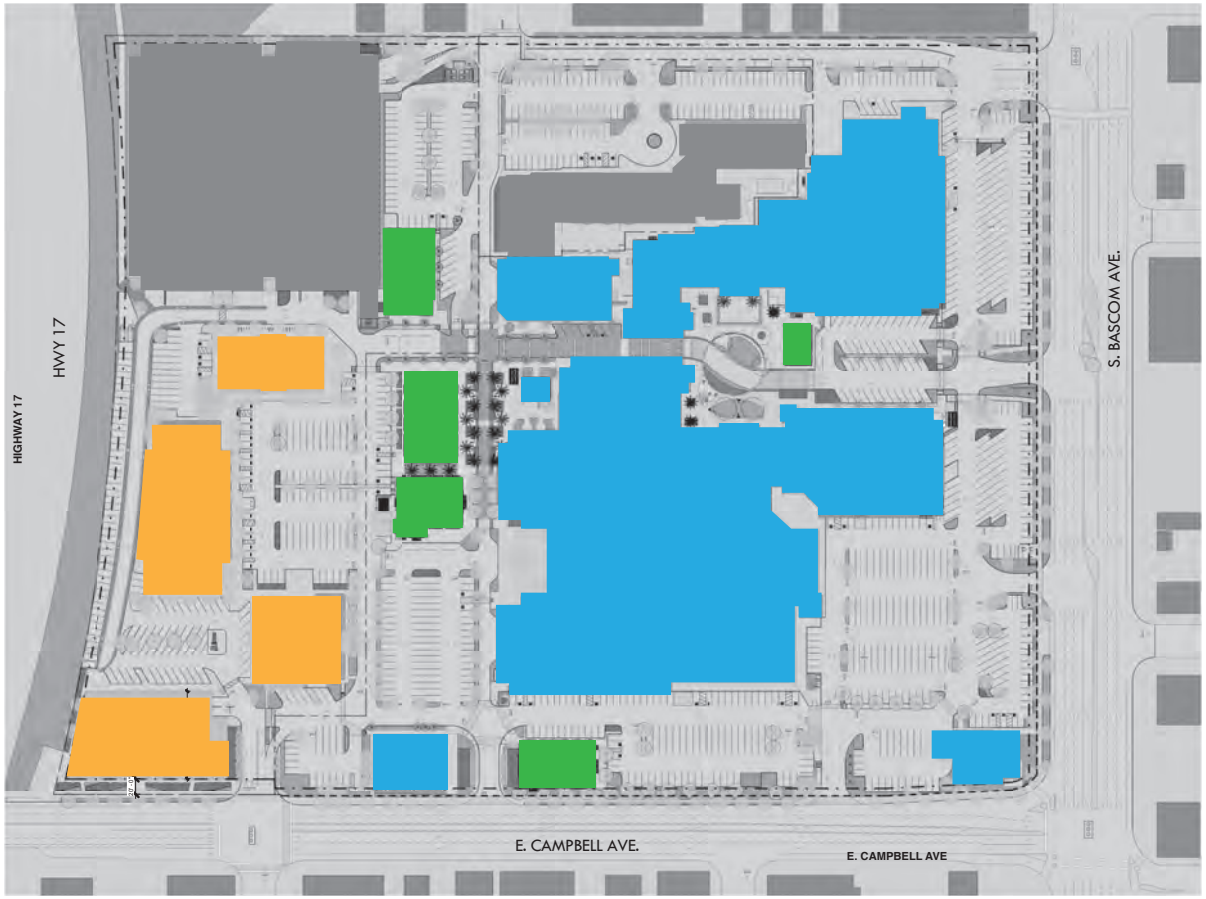
ZONE 3

GROUND FLOOR SPECIALTY TENANT 10

OFFICE PARAPET 10

SPECIALTY / PARAPET SIGN LOCATIONS 11

SPECIALTY SIGNS 12



ZONE 1
Existing Retail Space

ZONE 2
New Retail Spaces

ZONE 3
Office

Parking Garage / Hotel

TENANT ZONES

The signage design guidelines set by this document apply to office and retail areas of The Pruneyard Shopping Center. Hotel & Parking Garage signage are not covered by these guidelines.

Project Site Map
N.T.S.

*Ground level of Office Zone 3 may contain retail/restaurant tenants

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

GENERAL GUIDELINES

The Signage Design Guideline for The Pruneyard is a controlled signage and graphics program. These guidelines describe the types of signs allowed and their design criteria within the office and retail areas of The Pruneyard (refer to map on p. 3).

• The purpose of these criteria is to establish the sign standards necessary to insure coordinated, proportional exposure for all tenants.

• Existing signs of any type may remain until tenant space is vacated and retenanted.

• The existing tenant signs shall be required to come into conformance with the approved tenant design guidelines upon change in tenant occupancy or a change to the sign, unless otherwise approved by the Planning Department.

DESIGN

• All work shall be of excellent quality. Landlord reserves the right to reject any work determined to be of insufficient quality by Landlord or the project architect.

• Sign contractor shall provide necessary fastenings and bracings to securely install the sign.

• All conductors, transformers or other equipment will be concealed where possible.

• No exposed neon tubing lamps will be permitted with the exception of specialty signs subject to landlord approval on a case by case basis.

• No animated, flashing, floating, balloon or audible signs will be permitted.

• No advertising placards, banners pennants, names, insignias, trademarks, or other descriptive material shall be affixed upon the glass panes and supports of the show windows and doors or upon the exterior walls of the building or storefront, without prior written approval from Landlord.

• Window signs will be permitted with the total signage allowance for each tenant determined by the overall size of their storefront. A maximum of 25% of the area of glass in a storefront opening may be blocked by window graphics. Window graphics do not count toward overall allowed signage area. Area can be calculated by assuming a square field around graphics that may have irregular shape. Signs taped on storefront are prohibited.

• Both the location of the proposed sign(s) and the design of their visual elements (lettering, words, figures, color, decorative motifs, spacing and proportions) are to be legible under normal viewing conditions.

• Location and design of proposed signs (e.g. size, shape, illumination and color) shall compliment the visual characteristics of the surrounding area so as not to detract from nor cause to decrease the value or quality of adjacent properties.

• Location and design of proposed sign shall not obscure from view or unduly detract from existing or adjacent signs.

APPROVALS

• Each tenant shall submit to the landlord, via email PDFs, a detailed shop drawing of his proposed sign indicating conformance to this criteria, such submittals shall include but not be limited to pertinent dimensions, details and color call-outs.

• Any proposed sign that is not in compliance with the requirements of the Tenant Design Guidelines shall require approval by the Planning Department and Landlord.

• All signs and their installation must comply with local building and electrical codes. City of Campbell ordinances should be consulted for requirements not covered in this criteria.

Sign Approval Process: If Landlord determines that the submitted signs are in conformance with these Tenant Signage Design Guidelines, Tenant may install the approved sign without the need for specific Planning Department approval or a building or sign permit. Electrical permits will be required for all signage lighting. Parapet signs and Specialty Tenant Signs require submittal to the Planning Department for determination of conformance to these guidelines and require a building permit.

• If required, the tenant shall submit Landlord approved drawings to the City of Campbell per their requirements and shall pay for the required approvals and permits.

• Master Sign Program drawings note Specialty Tenant Signage in specific areas. Such signs do not require conformance with the guidelines of this document and are subject to review by Landlord and City of Campbell.

• All signs permitted under the Tenant Design Guidelines shall be constructed and installed in accordance with the applicable sections of the approved The Pruneyard Tenant Design Guidelines.

TENANT RESPONSIBILITY

• The tenant shall pay for all signs including their installations, graphic design/fees, lighting and maintenance.

• Electrical service to all signs shall be on Tenant's meter unless otherwise approved by Landlord.

• Tenant shall be responsible for penetrations, leaks, and/or defacement caused by his sign contractor.

• Signs shall be maintained in good condition at all times and shall be repaired or replaced at tenant cost, pursuant to lease.

SIGN TYPE GUIDELINES **ZONE 1**

Fascia Sign

Fascia Sign

Fascia Sign

• The Fascia Sign is a panel sign, set in a decorative frame, which is attached to the wood beam at the Arcade.

• The overall size of the sign panel is 8′-0″ long x 18″ high. - See Elevation.

• The maximum letter height is 12″ and shall not exceed 7′-4″ in length with a maximum allowable sign area of 7.33 SF. Letters and logos cannot extend beyond the frame of the panel unless special permission is granted in the form of prior written approval from the Landlord.

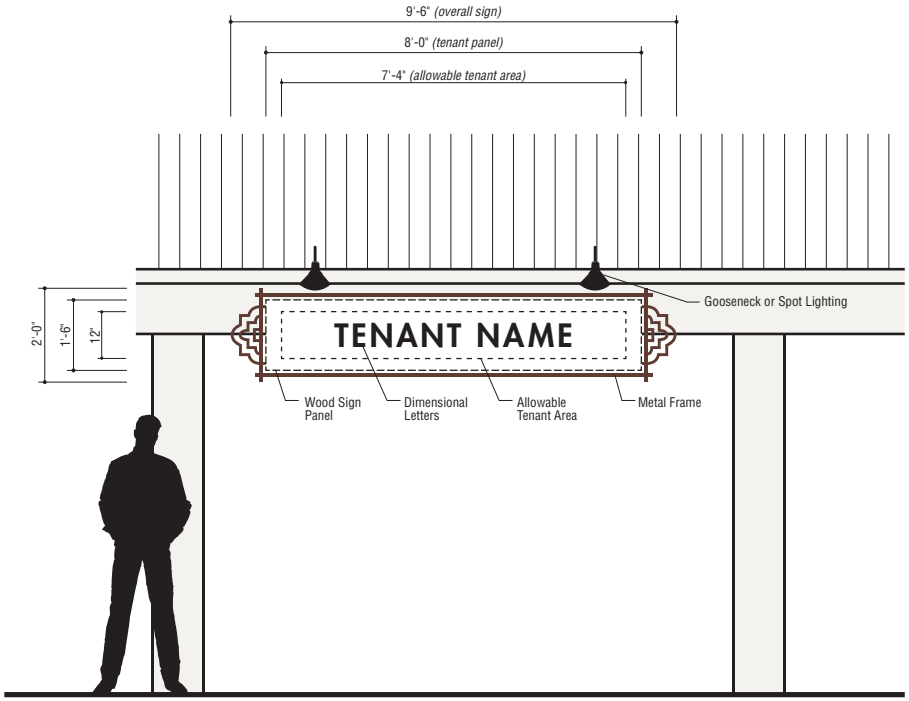
• The sign panel must be fabricated from 1″ solid wood or thick exterior grade plywood with a clear or stain finish. The panel must be set in a decorative metal frame to match existing Pruneyard standards. It is attached to the wood beam fascia in the two story retail section of The Pruneyard or similar fascia element in single story areas. Signs are mounted with concealed brackets.

• Individual letters, logos or iconography attached to the sign panel are permitted. Letters and logos must be fabricated from metal or wood. The letter finish should be a reflective metallic paint such as silver, cooper, bronze, pewter or gold leaf. The letters and logos can also be carved in the sign panel in relief, pin mounted on the panel, or applied directly on the sign panel. Accent colors can be added to the metallic logos and letters, but cannot exceed more than 20% of the total letter or logo area.

• The sign should be externally illuminated by gooseneck or spot lights — see elevation. Internally illuminated sign panels and letters are not permitted unless sign is existing.

• Only one Fascia Sign is permitted per tenant unless the tenant has a corner space with two facades, and then two Fascia Signs would be allowed.

• Existing signs of any type may remain until tenant space is vacated and retenanted.



PRUNEYARD TENANT SIGNAGE
FASCIA SIGN - TENANT STANDARD
SCALE: 1/4″ = 1′-0″

SIGN TYPE GUIDELINES **ZONE 1**

Roof Sign

Roof Sign

Roof Sign

• The Roof Sign is a panel sign, set in a decorative frame, which is mounted on the tile roof adjacent to tenant public entrance.

• Two sign panel sizes are permitted, 8′-0″ long x 18″ high and 16′-0″ long x 22″ high. The panel size shall be determined by the storefront length — i.e. if the storefront extends across 1 bay, the signage shall be limited to the 8′-0″ panel; if the storefront extends across 2 or more bays, the signage shall be limited to the 16′-0″ panel.

• The maximum letter cap height is 12″ and shall not exceed 7′-4″ in length (7.33 SF max allowable sign area) for 8′-0″ signs and a 15″ maximum letter cap height not to exceed 15′-0″ in length (18.75 SF max allowable sign area) for 16′-0″ sign panels. Letters and logos cannot extend beyond the frame of the panel unless special permission is granted in the form of prior written approval from the Landlord.

• The sign panel must be fabricated from 1″ solid wood or thick exterior grade plywood with a clear or stain finish. The panel must be set in a decorative metal frame to match existing Pruneyard standards.

• Roof mounted signs shall be mounted to the roof by bracket stands attached to the roof rafters through the roof tiles.

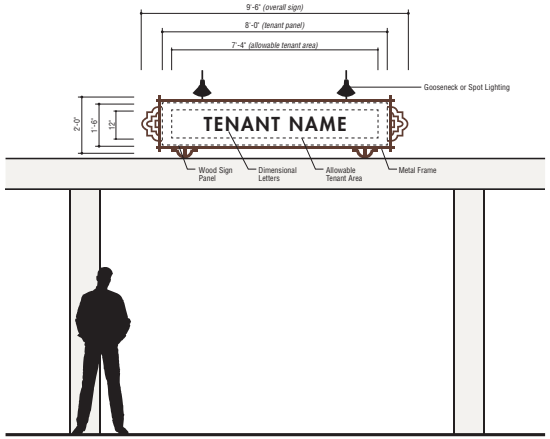
• Individual letters, logos or iconography attached to the sign panel are permitted. Letters and logos must be fabricated from metal or wood. The letter finish should be a reflective metallic paint such as silver, cooper, bronze, pewter or gold leaf. The letters and logos can also be carved in the sign panel in relief, pin mounted on the panel, or applied directly on the sign panel. Accent colors can be added to the metallic logos and letters, but cannot exceed more than 20% of the total letter or logo area.

• The sign should be externally illuminated by gooseneck or spot lights, see elevation. Internally illuminated sign panels and letters are not permitted.

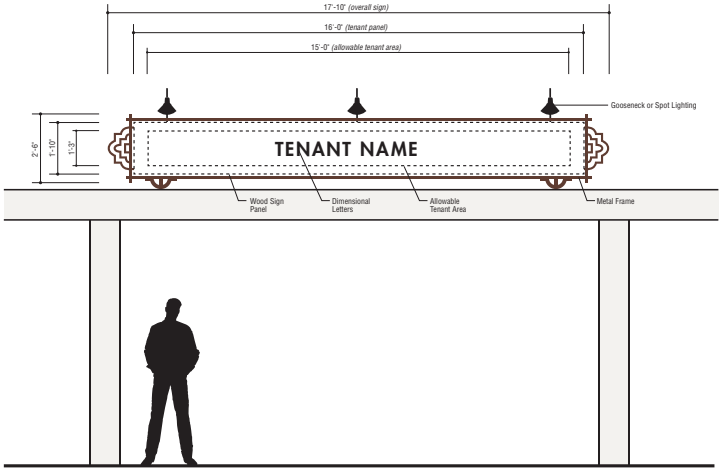
• Each roof sign should be separated by a minimum of 10′-0″. Individual tenant signs are not required to be centered over the tenant space if impossible to achieve a 10′-0″ separation.

• Only one Roof Sign is permitted per tenant unless the tenant has a corner space with two facades, and then two Roof Signs would be allowed.

• Existing signs of any type may remain until tenant space is vacated and retenanted.



PRUNEYARD TENANT SIGNAGE
ROOFTOP SIGN - TENANT STANDARD
SCALE: 1/4″ = 1′-0″



PRUNEYARD TENANT SIGNAGE
ROOFTOP SIGN - ANCHOR TENANT
SCALE: 1/4″ = 1′-0″

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

SIGN TYPE GUIDELINES **ZONE 1**

Blade Sign Example 1

Blade Sign Example 2

Blade Sign

• The Blade Sign is a projecting sign that is perpendicular to the tenant storefront entrance and is visible to shoppers walking along the building edge.

• The maximum allowable sign area is 2 SF. The sign can be hung from a wall-mounted bracket or suspended from the bottom of a canopy. Brackets or suspension rods must be fabricated from wood or metal and decorative detailing is encouraged.

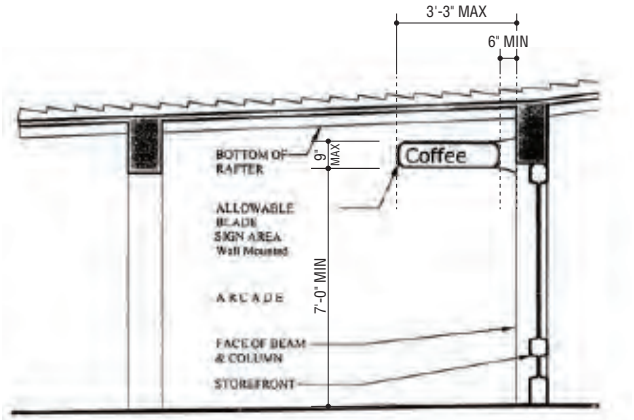
• The Blade Sign must be fabricated from wood or metal with a minimum thickness of ½ inch. The finish must be a durable material that can withstand the elements. The blade sign panel can vary in shape and have a three dimensional quality. The maximum overall thickness is 8 inches.

• The graphic design of these signs should be particularly imaginative, colorful, iconic, and incorporating logos or other graphic images that best describe the shop.

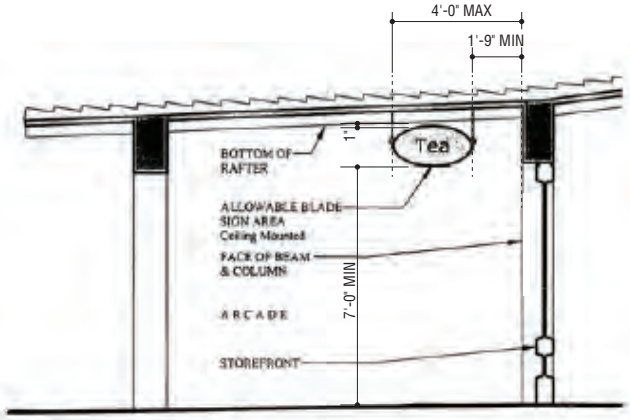
• The Blade Sign will be externally illuminated by the general lighting in the area, in addition a tenant may add a small spot light to accent the blade sign.

• One Blade Sign is permitted per tenant unless the tenant has two entrances, and then two Blade Sign would be allowed. If a tenant space is located at a corner an additional sign is permitted at the second façade. In this case, no more than three blade signs are permitted.

• Existing signs of any type may remain until tenant space is vacated and retenanted.



PRUNEYARD TENANT SIGNAGE
BLADE SIGN - TENANT STANDARD PROJECTING
SCALE: 1/4" = 1'-0"



PRUNEYARD TENANT SIGNAGE
BLADE SIGN - TENANT STANDARD SUSPENDED
SCALE: 1/4" = 1'-0"

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

SIGN TYPE GUIDELINES **ZONE 2**

Roof Sign

• The Roof Sign is a panel sign, set in a decorative frame, which is mounted on the roof adjacent to tenant public entrance.

• The overall size of the sign panel is 16'-0" long x 22" high - See Elevation.

• The maximum letter height is 15" and shall not exceed 15'-0" in length with a maximum allowable sign area of 18.75 SF.. Letters and logos cannot extend beyond the frame of the panel unless special permission is granted in the form of prior written approval from the Landlord.

• The sign panel must be fabricated from 1" solid wood or thick exterior grade plywood with a clear or stain finish. The panel must be set in a decorative metal frame to match new Pruneyard standards.

• Roof mounted signs shall be mounted to the roof by bracket stands attached to the roof rafters through the roof tiles.

• Individual letters, logos or iconography attached to the sign panel are permitted. Letters and logos must be fabricated from metal or wood. The letter finish should be a reflective metallic paint such as silver, cooper, bronze, pewter or gold leaf. The letters and logos can also be carved in the sign panel in relief, pin mounted on the panel, or applied directly on the sign panel. Accent colors can be added to the metallic logos and letters, but cannot exceed more than 20% of the total letter or logo area.

• The sign should be externally illuminated by gooseneck or spot lights see elevation. Internally illuminated sign panels and letters are not permitted.

• Only one Roof Sign is permitted per tenant unless the tenant has a corner space with two facades, and then two Roof Signs would be allowed.

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

SIGN TYPE GUIDELINES **ZONE 2**

Blade Sign Example

Blade Sign

• The Blade Sign is a projecting sign that is perpendicular to the tenant storefront entrance and is visible to shoppers walking along the Arcade.

• The maximum allowable sign area is 2 square feet. The sign can be hung from a wall-mounted bracket or suspended from the bottom of the Arcade roof deck. Brackets or suspension rods must be fabricated from wood or metal and decorative detailing is encouraged.

• The Blade Sign must be fabricated from wood or metal with a minimum thickness of ½ inch. The finish must be a durable material that can withstand the elements. The blade sign panel can vary in shape and have a three dimensional quality. The maximum overall thickness is 8 inches.

• The graphic design of these signs should be particularly imaginative, colorful, iconic, and incorporating logos or other graphic images that best describe the shop.

• The Blade Sign will be externally illuminated by the general lighting in the Arcade, in addition a tenant may add a small spot light to accent the blade sign.

• One Blade Sign is permitted per tenant unless the tenant has two entrances, and then two Blade Sign would be allowed. If a tenant space is located at a corner an additional sign is permitted at the second façade. In this case, no more than three blade signs are permitted.

PRUNEYARD TENANT SIGNAGE
BLADE SIGN - TENANT STANDARD PROJECTING
SCALE: 3/16" = 1'-0"

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

SIGN TYPE GUIDELINES **ZONE 3**

Specialty Tenant Sign Example 1

Specialty Tenant Sign Example 2

Ground Floor Office Tenant

• Internally illuminated sign cabinet suspends from the building arcade at a point adjacent to building entrance.

• Sign cabinets are fabricated aluminum with text routed out of sign face and push through acrylic graphics. Graphics illuminates at night.

• The overall size of the sign cabinet is 14'-0" long with a height of 3'-0".

• Only one sign is permitted per tenant unless the tenant has a corner space with two facades, and then two office tenant signs would be allowed.

Office Parapet

• Internally illuminated dimensional letters. Letters are mounted on building parapet.

• All parapet signs have a maximum sign area of 140 SF. Buildings A, B, and C have a maximum sign height of 60", building D has a maximum sign height of 30" (refer to sheet 11 for buidling designations)

• Letters are to be aluminum construction with paint finish. Logo and logotype in tenant corporate font and colors.

• Text and logo are face illuminated.

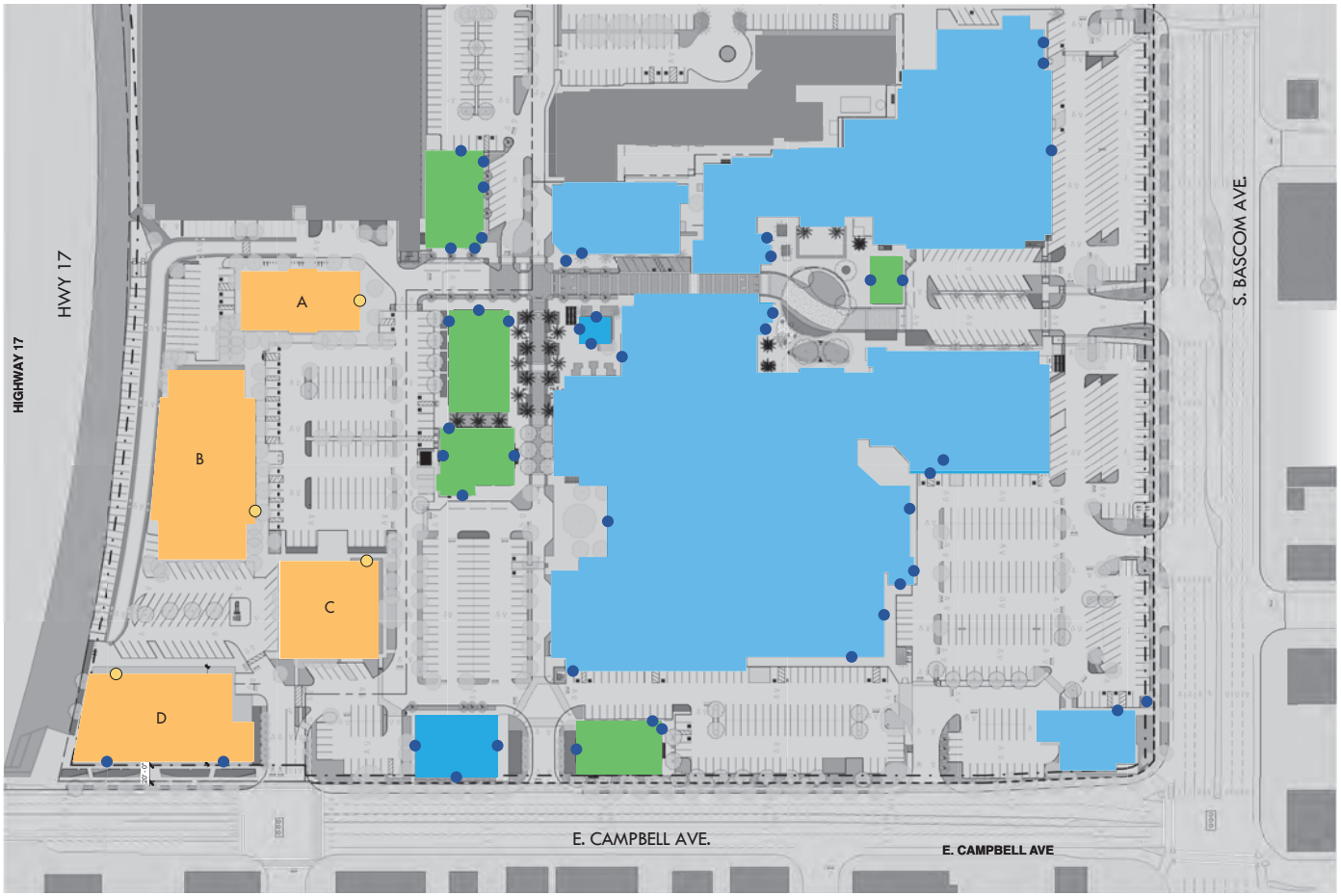
• All power to dimensional letters must be concealed.

• Parapet signs are reserved for major tenants. Final location will be determined by Landlord. Locations are shown on Specialty / Parapet Sign Location Plan, sheet 11.

• No parapet signs should face the freeway unless otherwise approved by landlord or City of Campbell.

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

SIGN TYPE GUIDELINES **SPECIALTY / PARAPET SIGN LOCATIONS**



Parapet Sign Location

Specialty Sign Location

ZONES

ZONE 1
Existing Retail Space

ZONE 2
New Retail Spaces

ZONE 3
Office

Parking Garage
/ Hotel

LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100 OAKLAND, CA 94612 510.836.5400

ELLIS PARTNERS

10/20/2015

SIGN TYPE GUIDELINES **SPECIALTY SIGNS**

Landlord may grant the right to major tenants to have fascia mounted identification signs that deviate from the project standard for the purpose of increased visibility. All designs must be approved by Landlord and the City of Campbell prior to implementation. Locations of currently approved specialty signs are noted on Master Sign Program drawings.

Once landlord has approved the design, the tenant is responsible for submitting to the City of Campbell for approval.

General Design Guidelines

• Sign may be internally or externally illuminated. All power connections and transformers should be concealed.

• No animated, flashing, floating, balloon or audible signs will be permitted.

• Tenant logo and logotype may be in tenant corporate colors.

• Signs must be permanent in nature and constructed of high quality materials in keeping with the project look and feel.

Attachment 14

MASTER USE PERMIT | THE PRUNEYARD

Public Review Draft (September 1, 2016)_Rev. 1

CITY · OF · CAMPBELL · THE · ORCHARD · CITY

MASTER USE PERMIT | THE PRUNEYARD

Adopted on October __, 2016

City Council Resolution No.____

Cover Photo, City of Campbell, 2014

TABLE OF CONTENTS

I. Introduction 1

A. History 1

B. Existing Conditions 1

C. Land Use Policy 2

D. Purpose 2

E. Vision and Goals 3

F. Master Use Permit Contents 3

II. Administration 4

A. Approval of Master Use Permit 4

B. Establishment of Master Use Permit 4

C. Acceptance of Master Use Permit 4

D. Approved Phasing 4

E. Property Subdivision 5

F. Previous Land Use Permits 6

G. Amendments 6

H. Administrative Authority 7

I. Zoning Clearances 7

J. Minor Changes 7

K. Appeals 7

L. Interpretations of Provisions 7

M. Relationship to the Zoning Code 7

N. Additional Permits 7

O. Owner's Responsibility 8

P. Enforcement 8

Q. Custodianship 9

R. Indemnity 9

S. Severability 9

III. Development Controls 10

A. Conformance to Development Plans 10

B. Approved Building Areas 10

C. Architectural Modifications 11

IV. Land Use Controls 12

A. Establishment of Land Use Program 12

B. Land Use Maximums 12

C. Alcohol License Maximums 13

D. Land Uses Allowed 14
E. Permitted Use Approval 16
F. Conditional Use Authorization 17
G. Authorized Conditional Uses 17
H. Conditional Use Standards 19
I. General Performance Standards 24
J. Uses Not Specified 25
K. Non-Conforming Land Uses 25

V. Design Guidelines 26

A. Architectural Character 26
B. Outdoor Dining Guidelines 27
C. Storefront Displays 29
D. Outdoor Merchandise Display 29
E. General Site Materials and Elements 30
F. Utility Equipment 32
G. Signage 32
H. Approved Typical Storefronts 33
I. Landscaping 35

VI. Operational Standards 36

A. Parking Management 36
B. Transportation Demand Management (TDM) Plan 38
C. Trip Monitoring 41
D. Security 42
E. Special Events 42
F. Property Maintenance 43
G. Refuse Enclosures 43

VII. Definitions 44

A. Purpose and Applicability 44
B. Definitions of Terms 44

Appendices 45

A. Approved Development Plans ....
B. Approved Master Sign Plan ....
C. Center Declaration ....
D. List of Previous Entitlements ....
E. Tenant Map ....
F. Special Event Closure Plans ....

ACKNOWLEDGMENTS

CITY OF CAMPBELL

City Council

Jason Baker, Mayor
Elizabeth Gibbons, Vice Mayor
Michael Kotowski
Jeffrey Cristina
Paul Resnikoff

Planning Commission

Cynthia Dodd, Chair
Yvonne Kendall, Vice Chair
Donald Young
Phillip Reynolds
Ronald Bonhagen
Michael Rich
JoElle Hernandez

City Staff

Mark Linder, City Manager
Paul Kermoyan, Community Development Director
Todd Capurso, Public Works Director
Amy Olay, City Engineer
Matthew Jue, Traffic Engineer
Daniel Fama, Senior Planner
Roger Storz, Senior Engineer
Doris Quai Hoi, Assistant Engineer

DEVELOPMENT TEAM

Jim Ellis, Ellis Partners
Dean Rubinson, Ellis Partners
Leigh Prince, Jorgenson, Siegel, McClure & Flegel
Sam Macgeehan, Lowney Architecture
Sarah Peters, Fehr & Peers
Zeferino Jimenez, HMH

CONSULTANTS

Dan Takacs, Hatch Mott MacDonald
Marvin Bamburg, MBA Architects
Susan O'Brien, O'Brien Code Consulting

Source: *Images of America – Campbell*, Karen Brey

DOCUMENT HISTORY

As authorized by the City Council and pursuant to the procedures prescribed herein by the Master Use Permit, the Community Development Director has the administrative authority to approve new or expanded conditional uses (“Conditional Use Authorization") and limited exterior building alterations and additions ("Architectural Modifications"). The City Council has the authority to approve significant changes ("Amendments") to allow additional development and/or new land uses not otherwise allowed by the Master Use Permit and to extend the approved project duration and phasing. To maintain a true and correct record of the Master Use Permit, these actions shall be recorded in the 'Amendments and Administrative Authorizations' table, below. The Community Development Director shall also update the appropriate table(s) within Master Use Permit following a Conditional Use Authorization. These include Table IV-4 (Alcohol License Allotment) and Table IV-6 (Authorized Conditional Uses). Documents, plans, and other records that may be associated with a Conditional Use Authorization, Architectural Modification, or Amendment, shall be maintained as separate files associated with the file number recorded in the table.

Additionally, the Community Development Director, acting as custodian of the Master Use Permit pursuant to the authority granted herein, shall keep the Master Use Permit current by updating allotted restaurant square-footage and alcohol licenses, as well as referenced business names and suite numbers upon change of tenancy. These revisions shall be recorded in the 'Custodial Revisions' table, below. These changes are limited to Tables IV-2 (Restaurant Area Allotment), Table IV-4 (Alcohol License Allotment), and Table IV-6 (Authorized Conditional Uses). Typographical corrections, formatting changes (paragraph spacing, pagination, etc.), and code citation revisions, need not be recorded.

AMENDMENTS AND ADMINISTRATIVE AUTHORIZATIONS

	DATE	ACTION TYPE	DESCRIPTION	AUTHORITY	FILE NUMBER	RESOLUTION NO.
1.	Xx/xx/2016	MUP Approval	Adoption	City Council	PLN2015-358	xxxx
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						

CUSTODIAL REVISIONS

	DATE	TYPE OF REVISION	DESCRIPTION OF REVISION	TABLE REVISED
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				

I. INTRODUCTION

A. HISTORY

Originally an orchard of pears and prunes known as Brynteson Ranch, The Pruneyard Shopping Center and Offices (herein "The Pruneyard") was constructed in the late 1960's as an open-air shopping center in the Mission Revival style, characterized by arched openings, plaster wall construction, tile roofs and shade arcades. The Pruneyard was considered the first "up-scale" shopping center in the West Valley, and was viewed as a showplace with its unique blend of architecture, vibrant landscaping and quality stores that brought shoppers from around the region. It also had the distinction of having the tallest office building between San Francisco and Los Angeles for a time and was the setting for the landmark United States Supreme Court case *Pruneyard Shopping Center v. Robins* that extended the right to free speech to private shopping centers under the California Constitution.

A number of renovations have taken place since its inception almost 50 years ago. In the late 1990's, a major change involved the removal of the internal pagoda courtyard that was surrounded by shops and fronted Bascom Avenue. The landscape grounds of the pagoda courtyard was replaced with additional parking, shops that fronted pedestrian sidewalks next to vehicle parking, and the introduction of an east-west driveway through the shops to improve internal vehicle circulation.

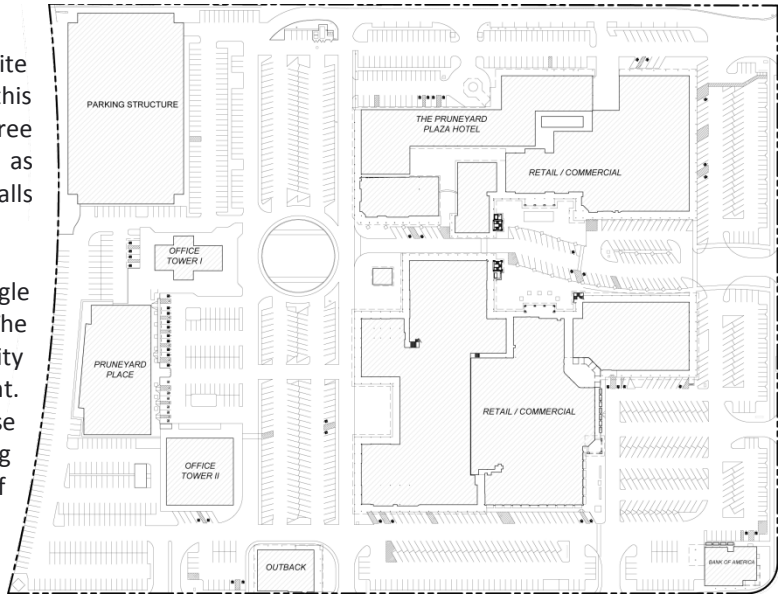
Source: *Campbell the Orchard City*, Jeanette Watson

The Owner, who purchased The Pruneyard in 2014, has proposed changes to improve and sustain The Pruneyard's economic vitality, including returning the courtyard to focus once again on the pedestrian experience, construction of new buildings that complement the existing built environment, addition of new pedestrian connections throughout the center to safely move people, and the placement of additional conveniently-placed parking. In this way, the Owner's proposed changes will reestablish The Pruneyard's preeminence in the West Valley.

B. EXISTING CONDITIONS

The Pruneyard is located on one legal parcel, despite being separated into several tax parcels. Within this one parcel, The Pruneyard is developed with three office buildings, a hotel, a retail shopping center, as well as shared parking facilities including surface stalls and a multi-level parking structure.

As one parcel, The Pruneyard is currently under single ownership. Previous attempts to subdivide The Pruneyard have been met with skepticism by the City due to the potential for fragmented development. However, through adoption of a "Master Use Permit," and associated private operating covenants, the City now believes that division of The Pruneyard into three legal parcels can be accomplished in a manner that maintains and enhances The Pruneyard.



C. LAND USE POLICY

The 2001 Campbell General Plan recognizes The Pruneyard as part of the broader "Pruneyard/Creekside Commercial District"—the area bound by Highway 17, Hamilton, Bascom, and Campbell Avenues (see map, right)—which is envisioned as an "active, connected 'urban village' with a mixture of commercial, office, residential, entertainment and recreational uses functioning as a community and regional focal point." The Pruneyard is the southern node of this area, providing shopping, dining, and entertainment opportunities, and a linkage to Downtown Campbell. The General Plan identifies the site as *General Commercial*, and provides applicable policies and strategies, below, which are intended to carry out the vision for this area over time.

Source: Berkshire Communities

- **Large Retailers**. Encourage large retailers to locate along Hamilton Avenue and Bascom Avenue by maintaining large parcels, encouraging lot consolidation, and discouraging parcel adjustments that reduce lot sizes. (LUT-13.2d)

- **Shopping Center Preservation**. Encourage the maintenance and revitalization of commercial shopping centers. (LUT-5.3c)

- **Variety of Commercial and Office Uses**. Maintain a variety of attractive and convenient commercial and office uses that provide needed goods, services and entertainment. (LUT-5.3)

- **Physically Connected Development**. Encourage new development in The Pruneyard/Creekside Area that is physically connected to existing development and oriented towards the creek trail with appropriate setbacks, and that provides logical connections and access to the creek trail. (LUT-14.3)

- **Development Intensities**. Allow higher development intensities within The Pruneyard/Creekside area. (LUT-14.2)

- **Parcel Consolidation**. Encourage the consolidation of properties to obtain more logical building sites and coordinated development opportunities in the Pruneyard/Creekside Area. (LUT-14.4)

D. PURPOSE

In 2015, the Owner submitted a comprehensive development application for The Pruneyard, including proposed construction of several new retail buildings, a five-story office building, expansion of the existing parking garage, and reconfiguration of the site layout. As part of the overall project, the City encouraged preparation of a Master Use Permit that would consolidate all existing approvals into a single document, and establish the parameters for allowable retail, restaurant, service, and entertainment uses moving forward.

As such, the purpose of the Master Use Permit is to serve as both the primary regulatory tool for The Pruneyard, and the "blueprint" for its anticipated build-out. Moreover, the Master Use Permit will be a "living document" in that the Community Development Director has the authority to issue administrative approvals that allow changes in conditional and permitted uses within the parameters identified herein, architectural refinements, and minor additions, all of which will be incorporated herein through the specific modifications as identified in the Document History (Pg. iv). This document represents a complete and comprehensive vision for The Pruneyard. Any significant changes, such as construction of new buildings not currently anticipated by the Master Use Permit, will therefore, require further consideration by the City Council.

E. VISION AND GOALS

The Pruneyard is an established presence in Campbell, second only to the Downtown in significance and history to the community. Along with the City's approval of The Pruneyard expansion and improvement plans, the Master Use Permit is intended to maintain and reinforce The Pruneyard's role as a premier retail and employment destination. By creating a tailored land use plan, the Master Use Permit will encourage new land uses that will contribute to the "sense of place" envisioned by the City and the Owner. As a walkable and enticing destination, The Pruneyard will complement Downtown Campbell and serve as a "bookend" to the East Campbell Avenue corridor. The following are the goals for the Master Use Permit:

- Retain a shopping center that maintains consistency with the goals and policies of the General Plan;
- Promote a cohesive use of The Pruneyard including the retail shops, the hotel, the offices and all of the common spaces;
- Provide clear land use allowances and development intensities that are in keeping with property limitations;
- Establish a sustainable and balanced mix of uses.
- Expedite land use entitlements through administrative decision-making processes for proposals that are consistent with the Master Use Permit;
- Establish expectations of how the various uses (i.e., retail, office, hotel) are to be maintained regardless of the property ownership;
- Consolidate and/or replace all former Conditional Use Permits into one Master Use Permit to govern how The Pruneyard will be maintained;
- Establish a mutual understanding that any violation(s) of the Master Use Permit may result in limitations of the Owner's use of The Pruneyard until such time that the violation(s) are resolved or in the initiation of modification/revocation proceedings.

F. MASTER USE PERMIT CONTENTS

The Master Use Permit is organized into the following Parts that follow this Introduction (**Part I**):

- **Part II: Administration** discusses the implementation framework for the Master Use Permit and the authority of the City.
- **Part III: Development Controls** provides the physical development standards for the approved expansion and improvement of The Pruneyard, and associated development maximums.
- **Part IV: Land Use Controls** includes the land use provisions for The Pruneyard which have been specifically tailored to further the Vision and Goals of the Master Use Permit.
- **Part V: Design Guidelines** contains the agreed upon design guidance that will embody the architectural character of The Pruneyard.
- **Part VI**: **Operational Standards** specifies the responsibilities of operating The Pruneyard in a manner consistent with the Master Use Permit
- **Part VII**: **Definitions** specifies the meaning of certain terms as used in the Master Use Permit.

II. ADMINISTRATION

A. APPROVAL OF MASTER USE PERMIT

This Master Use Permit is approved by City Council Resolution No.___ pursuant to the provisions of the *O (Overlay) Overlay Zoning District*, as amended by Ordinance No. ____, and by Ordinance No.____, which extends the *O (Overlay) Overlay Zoning District* over the entirety of The Pruneyard. The Master Use Permit shall be the principal land use instrument which governs the use of all land within The Pruneyard and by which all approved structures shall be constructed, all existing structures shall be improved, and how the properties shall be maintained.

The Master Use Permit incorporates by reference, and inclusion as **APPENDIX A**, those Development Plans dated as received by the City of Campbell Planning Department on April 29, 2016, consisting of architectural and landscape drawings prepared by Lowney Architecture and civil drawings prepared by HMH ("Approved Development Plans"). The Approved Development Plans allow for construction of new structures, architectural alterations to existing structures, reconfiguration of the site layout, and hardscape and landscaping improvements, subject to the applicable standards and provisions of the Master Use Permit.

The Master Use Permit also incorporates by reference, and inclusion as **APPENDIX B**, the "final" Master Sign Plan approved by City Council Resolution No._____, as revised by the Conditions of Approval, dated as received by the City of Campbell Planning Department on November 2, 2015, consisting of signage drawings and standards prepared by Lowney Architecture that allow for tenant, site, navigational, and freeway-oriented signage, subject to the applicable standards and provisions of the Master Use Permit.

B. ESTABLISHMENT OF MASTER USE PERMIT

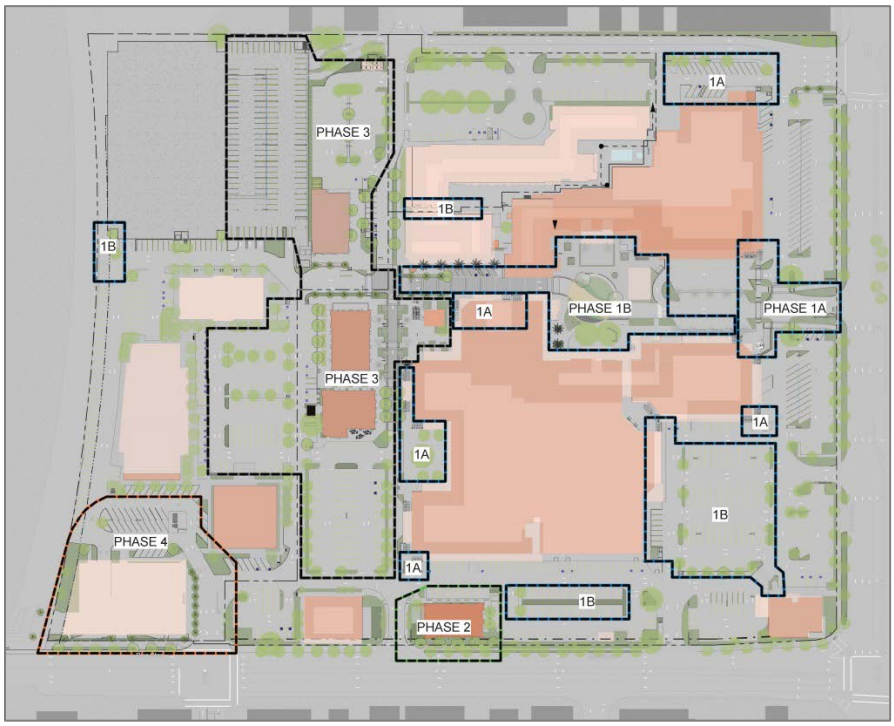
The Master Use Permit shall be considered "established" upon issuance of a building permit for Phase 1 (A/B), as described in Section D (Approved Phasing), in compliance with Campbell Municipal Code Section 21.56.030.B.1 (Issuance of Building Permit), at which time the Master Use Permit shall be controlling on The Pruneyard.

C. ACCEPTANCE OF MASTER USE PERMIT

Prior to issuance of a building permit for work related to Phase 1 (A/B), the Owner shall provide written acceptance of the Master Use Permit, on a form to be provided by the Community Development Director, agreeing to be bound by, to comply with, and to do all things required of Owner, pursuant to all of the terms, provisions, and requirements of the Master Use Permit and the Campbell Municipal Code. The written acceptance of the Master Use Permit shall be recorded against the property which comprises The Pruneyard, in the Official Records of the County of Santa Clara.

D. APPROVED PHASING

The Master Use Permit outlines the long-term physical development of The Pruneyard. The approved buildings and site improvements may be constructed in phases as depicted on the Phasing Plan on the following page, and as allowed by Campbell Municipal Code Section 21.56.030.A.3.b (Pre-Approved Phases). Failure to construct all phases after the project has been established shall not void the Master Use Permit, which shall otherwise remain controlling on the property. However, if elements of the Master Use Permit are intended to apply only after completion of certain phases, and that phase is not constructed, then those elements shall no longer apply. A request for an extension to the approved phasing deadlines shall be considered an Amendment to the Master Use Permit in compliance with Section G (Amendments).



PHASE 1A

Primary Renovation: New paint on existing buildings in central plaza, seating areas, removal of arcade at corners and replacement trellises at eight locations. Revision to hardscape and traffic pattern near Pacific Catch. New landscaping, crosswalks and signage at primary Bascom entry.

PHASE 1B

Enhanced Renovation: Major renovation of central plaza, relocation of palm trees, enhanced pedestrian pathways, construction of building R4, renovation of Palisade Builders (greenhouse) windows, renovation of existing elevator/stair towers, new arcade lighting. Upgrade of Sport's Basement tower and building painting. Removal of overgrown landscaping on south side of BOA and painting of BOA. Signage upgrades per master sign program. Bike path and parking upgrades at existing garage SW corner and bike lanes on Western portion of the property. Upgrades to hotel and retail walls necessary for creation of new parcel. Water treatment at south parking lot. Installation of ADA compliant driveways with the exception of Union and Campbell.

PHASE 2

Construction of R5 (pad building) and restriping. And the installation of an ADA compliant driveway at the entry off of Campbell.

PHASE 3

Construction of R1, R2, R3, and 3 level parking structure G1. Creation of west plaza with new site circulation. R3 will either be a 12,000sf, two story office/retail building (3A) or a 28,000sf, two story fitness center (3B). Enhanced pedestrian connection from existing office.

PHASE 4

Construction of O1, a 100,000sf, 5 story office building with two levels of buried parking and the addition of two levels on the G1 parking structure. ADA compliant driveway and approach at Campbell and Union entry.

The phasing of the project shall adhere to the following deadlines. By each deadline, a building permit(s) for the construction within the particular phase shall be obtained.

- **Phase 1 (A/B)**: Two (2) Years from the Effective Date of Approval, by **December 1, 2018**
- **Phase 2**: Three (3) Years from the Effective Date of Approval, by **December 1, 2019**
- **Phase 3**: Four (4) Years from the Effective Date of Approval, by **December 1, 2020**
- **Phase 4**: Five (5) Years from the Effective Date of Approval, by **December 1, 2021**

E. PROPERTY SUBDIVISION

Subdivision of The Pruneyard into three parcels shall be completed pursuant to the approved Tentative Vesting Parcel Map (Sheet TM-1) approved by City Council Resolution No.___, consistent with all conditions of approval contained therein. In compliance with Campbell Municipal Code Section 21.56.030.A.3.b(2) the Parcel Map shall not be recorded until a building permit for work related to Phase 1 (A/B) has been issued and separation of the hotel, as required by the California Building Code, has been completed.

Subdivision of The Pruneyard is also contingent upon establishment of a Declaration of Covenants, Restrictions and Parking Easements ("Pruneyard Declaration") providing for a Center Association (as defined in Part VII) which shall manage all property identified as 'Common Areas' on Sheet A1.16 (Common Area Diagram) of the Approved Development Plans (**APPENDIX A**) consisting of parking, landscaping, irrigation, lighting, pedestrian paths, etc., in a functional, clean, and well maintained manner. Prior to recordation of the Parcel Map, the Pruneyard Declaration shall be reviewed by the City Attorney and Community Development Director for consistency with the provisions and requirements of the Master Use Permit. The Pruneyard Declaration shall be considered a component of the Master Use Permit, herein included as **APPENDIX C**. All material revisions, amendments, or addendums to the Pruneyard Declaration shall require approval of the City Attorney and Community Development Director to verify consistency with the Master Use Permit.

F. PREVIOUS LAND USE PERMITS

To provide a clear regulatory framework for operation of The Pruneyard, upon permit establishment, pursuant to Section B (Establishment of Permit), the Master Use Permit shall supplant the previous land use approvals as described below:

- **Site and Architectural Approvals**. Entitlement approval for The Pruneyard's existing retail, hotel, and office structures is provided in various Site and Architectural Review Permit, "S" Site Permit, "M" Modification Permit, and "SDP" Special Development Permit approvals. These entitlements, as specifically listed in **APPENDIX D**, are herein incorporated by reference, and shall remain operative in their conveyance of a right to reconstruct buildings of a certain size, height, and placement, upon involuntary destruction by cause of natural calamity, or act of God or the public enemy. However, the use and operation, and the architectural appearance of the buildings—including, but not limited to color, surfacing, and material detailing—shall be governed by the Master Use Permit and the Approved Development Plans (**APPENDIX A**).

- **Conditional Use Permit Approvals.** The Pruneyard center-wide Conditional Use Permit ("UP" 94-19) approved by City Council Resolution No. 8776, as well as all other exercised and active Conditional Use Permits issued for individual tenants previously approved by the Planning Commission, as also specifically listed in **APPENDIX D**, are herein superseded by the Master Use Permit, with all vested rights therein transferred and assigned to the Master Use Permit. All land uses shall comply with the provisions, standards, and requirements of the Master Use Permit, notwithstanding allowance for continuation of non-conforming land uses provided in Part IV, Section K (Non-Conforming Land Uses).

G. AMENDMENTS

Any request to allow a new building not included within the Approved Development Plans (**APPENDIX A**), a building addition and/or alteration beyond the scope permitted by Part III, Section C (Architectural Modifications), a land use not specifically permitted by Part IV, Section D (Land Uses Allowed), or any other proposal that the Community Development Director determines to constitute a "major change" as defined by Campbell Municipal Code Section 21.56.060.D.1, shall require an Amendment to the Master Use Permit pursuant to this section.

- **Eligibility**. An Amendment may be initiated by written request of the Center Association, or by an Owner or business operator with the written consent of the Center Association.

- **Content of Request and Filing fees**. A written request for an Amendment shall state the specific change(s) requested and the purpose for the request. The filing fee for an Amendment shall be the same as that for a General Plan Amendment, as specified in the Schedule of Fees and Charges.

- **Consideration Procedure**. The City Council, upon recommendation of the Planning Commission, shall approve, conditionally approve, or deny a request for an Amendment, with respect to the considerations provided in Campbell Municipal Code Section 21.14.030.D (Consideration in Review of Applications) and the findings for a Conditional Use Permit provided in Campbell Municipal Code Section 21.46.040 (Findings and Decision) in compliance with the procedures prescribed by Campbell Municipal Code Chapter 21.64 (Public Hearings).

H. ADMINISTRATIVE AUTHORITY

To expedite consideration of routine requests to accommodate conditional land uses and minor building alterations and expansions, while still maintaining the City's ability to apply appropriate restrictions or requirements, the Community Development Director shall be the decision-making authority for Site and Architectural Review Permit approval (herein referred to as an "Architectural Modification") pursuant to Part III, Section C (Architectural Modification) and Conditional Use Permit approval (herein referred to as "Conditional Use Authorization") pursuant to Part IV, Section F (Conditional Use Authorization), in compliance with the provisions of the Overlay/Combining Zoning District (Campbell Municipal Code Section 21.14.030).

I. ZONING CLEARANCES

The Community Development Director shall retain decision-making authority on ministerial actions through issuance of a Zoning Clearance in compliance with Campbell Municipal Code Chapter 21.40 (Zoning Clearances).

J. MINOR CHANGES

The Community Development Director may ministerially approve a "minor change," as defined by Campbell Municipal Code Section 21.56.060.A, for any existing or approved building, land use, or site improvement as part of a Zoning Clearance review of construction drawing or tenant improvement drawings for a building permit. Minor changes are *de minimis* in nature, and include variations to paint colors, building materials, equipment and fixtures, and other similar architectural or design details that are not generally perceivable or noticeable. As such, minor changes need not be recorded in the Document History (Page iv).

K. APPEALS

Decisions made by the Community Development Director may be appealed to the Planning Commission pursuant to Campbell Municipal Code Chapter 21.62 (Appeals). The Planning Commission's decision to sustain or reject an appeal may be further appealed to the City Council, whose decision shall be final.

L. INTERPRETATIONS OF PROVISIONS

The Community Development Director shall have the authority to interpret the meaning and applicability of all provisions and requirements of the Master Use Permit. Where a disagreement with the Community Development Director's application or understanding of a provision or requirement of the Master Use Permit occurs, the procedures for an Interpretation provided in Campbell Municipal Code Section 21.020.030 (Procedures for Interpretations) shall be followed, including the provisions for an appeal.

M. RELATIONSHIP TO THE ZONING CODE

The Master Use Permit includes references to applicable sections of Title 21 (Zoning Code) of the Campbell Municipal Code for purposes of clarification and succinctness (e.g., as not to duplicate administrative procedures). However, the Master Use Permit provides greater specificity in terms of allowable land uses, development standards, and decision-making authority as permitted by the Zoning Code. However, where a conflict may exist between the Zoning Code and the Master Use Permit, the provisions of the Zoning Code shall prevail; provided, however, that any deviations from the requirements of the base zoning district that are enacted under the authority of Campbell Municipal Code Section 21.14.030.A shall prevail over any conflicting requirements of the base zoning district .

N. ADDITIONAL PERMITS

Land uses allowed by the Master Use Permit may still require the issuance of a building permit or other agency approval(s) before being established. Nothing in the Master Use Permit shall eliminate the need to obtain any permits or approvals required by the Campbell Municipal Code or any applicable County, State, or Federal agency regulations. All necessary permits and approvals shall be obtained before starting work or establishing new uses.

O. OWNER'S RESPONSIBILITY

This Master Use Permit is adopted as a mutually beneficial instrument between the City and Owner. The timely cooperation and assistance of the Owner, including the Center Association, property managers, and agents, is expected in its implementation. This includes the Center Association keeping the City apprised of changes in tenancy/business names in an annual update, revising referenced exhibits or producing new exhibits as requested by the City, and granting the City the ability the inspect the premises with reasonable notice as necessary to ensure compliance with the Master Use Permit.

P. ENFORCEMENT

One of the objectives of the Master Use Permit is to ensure that The Pruneyard and all of its constituent components (retail, office, and hotel operations) are conducted harmoniously and that all uses are operated as they were approved and intended. This includes both individual businesses and commonly managed areas of The Pruneyard. If either individual businesses or commonly managed areas are not operated or maintained as required by the Master Use Permit, the City has the authority to apply the Campbell Municipal Code and to enforce its provisions to remedy violations of the Master Use Permit and/or the Campbell Municipal Code as described by this section. The City Council shall be the decision-making body on any revocation/modification proceeding brought forward under this section, upon recommendation of the Planning Commission.

Notwithstanding the following, if any violation of the Master Use Permit and/or the Campbell Municipal Code creates a condition that is harmful and/or deleterious to the public health, safety and welfare of the citizens of Campbell, the violation may be addressed as a public nuisance pursuant to the procedures identified in Campbell Municipal Code Chapter 6.10 (Nuisance Abatement and Administrative Remedies). Depending on the nature and origin of the violation, either the applicable business owner and/or the Center Association shall be responsible for resolving and correcting the violation(s) to the satisfaction of the City.

- **Private Business Operations.** Individual land uses at The Pruneyard shall be maintained and operated in accordance with the Zoning Clearance or Conditional Use Authorization issued for that particular use, and with all applicable standards specified in the Master Use Permit. Failure of any individual business operator to comply with the issued Zoning Clearance or Conditional Use Authorization, or other applicable standard, may result in the City initiating revocation/modification proceedings consistent with Chapter 21.68 (Revocation or Modification) of the Campbell Municipal Code to consider revocation or involuntary modification of the Zoning Clearance or Conditional Use Authorization. Such proceedings will be isolated to the land use approval for the individual business operation.

- **Commonly Managed Area Operations.** Violations within the commonly managed areas of The Pruneyard shall be the responsibility of the Center Association and each Owner, who shall be jointly responsible. The City may initiate revocation/modification proceedings consistent with Chapter 21.68 (Revocation or

Modification) of the Campbell Municipal Code to address such violations. Once this process is initiated, all properties will be impacted as follows:

- No Building Permits will be issued;
- No Land Use Entitlements approved; and
- No Business licenses/Zoning Clearances will be granted.

The City's action to modify the Master Use Permit shall be considered an Amendment that may include revision, deletion, and/or creation of provision(s) in the Master Use Permit as necessary to resolve identified violations. Should a modification not resolve identified violations the City may take further action to revoke the Master Use Permit, which shall maintain the stay on all City approvals, as noted above, until such time the Master Use Permit is reestablished by the City. In order to restore the Master Use Permit, the Center Association shall correct the violation(s) to the satisfaction of the City Council.

Q. CUSTODIANSHIP

The Community Development Director shall be the City's custodian of the Master Use Permit and all associated records and files. The Community Development Director may correct typographical errors, make formatting changes (paragraph spacing, pagination, etc.), update referenced business names and suite numbers upon change of tenancy, and revise citations to the Campbell Municipal Code as needed, as more specifically described in the Document History (Page iv). The most current version of the Master Use Permit shall be maintained electronically on the City's website, with each prior version archived to the City's electronic document repository.

R. INDEMNITY

The Owner shall indemnify and hold harmless to the fullest extent allowed by law (without limit as to amount) the City and its elected officials, officers, employees and agents in their official capacity, and any of them, from and against any claims, actions, causes of action, losses, damages, liabilities and costs of every nature (including reasonable attorney’s fees and costs of suit) of any and every kind and by whomever and whenever made or obtained, caused by, arising out of, or resulting from, or alleged to have been caused by, arise out of, or result from, in whole or in part, the approval or exercise of the Master Use Permit, except for any claims, actions, causes of action, losses, damages, costs or liabilities proximately caused by the sole negligence or willful misconduct of City.

S. SEVERABILITY

In the event that any limitation, condition, restriction, or provision contained in this Master Use Permit is to be held invalid, void or unenforceable by any court of competent jurisdiction, the remaining portions of the Master Use Permit shall nevertheless, be and remain in full force and effect.

III. DEVELOPMENT CONTROLS

A. CONFORMANCE TO DEVELOPMENT PLANS

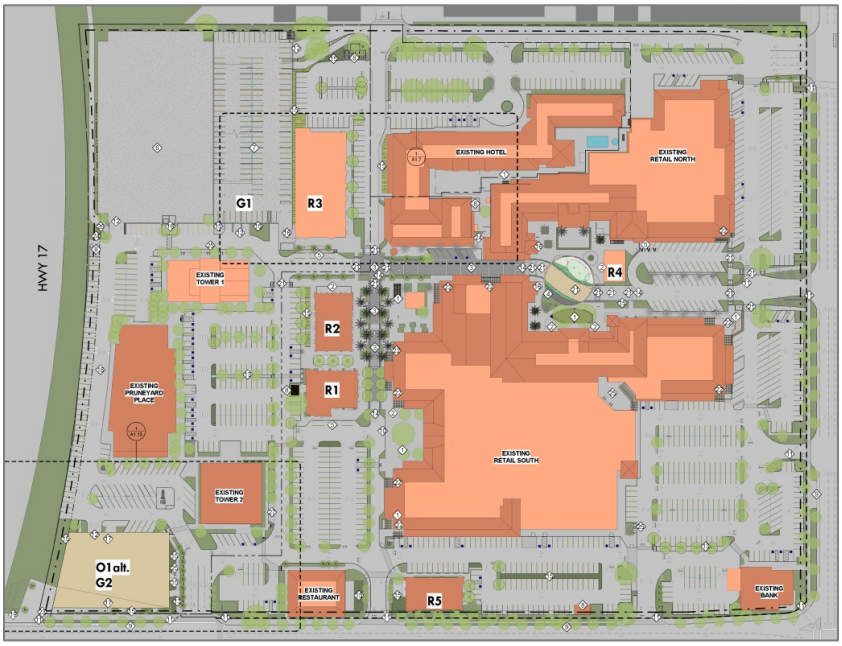
All development shall substantially conform to the Approved Development Plans (**APPENDIX A**), meaning that the construction drawings submitted for building permits shall indicate buildings of approximately the same size, height, placement, architectural design, and site improvements of approximately the same appearance and configuration, as approved by the Master Use Permit, except where an Architectural Modification has been authorized in compliance with Section C (Architectural Modifications).

B. APPROVED BUILDING AREAS

The following buildings listed in Table III-1 are approved for construction, as also indicated on the site plan, below. The developer may construct the 'R3' building as either 30,000 square-feet ("Option 1") or 12,000 square-feet ("Option 2") so long as the corresponding parking garage expansion option is also constructed. Additionally, the other 'R' buildings may be constructed smaller than the maximum allowed by authorization of an Architectural Modification as specified by Section C (Architectural Modifications).

TABLE III-1 – APPROVED BUILDING AREAS

APPROVED NEW BUILDING	SIZE	STORIES
'R1' (Commercial/Retail Building)	6,000	1
'R2' (Commercial/Retail Building)	5,800	1
'R4' (Commercial/Retail Building)	1,800	1
'R5' (Commercial/Retail Building)	5,000	1
'O1' (Office Building)	100,000	5
'G2' (Underground Garage)	68,000	-
'G1' (Garage Expansion)	190,000	5
(Option 1 / Option 2)	114,000	3
'R3' (Commercial/Retail Building)	30,000	2
(Option 1 / Option 2)	12,000	
Total Proposed Building Area	148,600 (excluding garage)	



Existing buildings, as listed in Table III-2, and as also indicated on the above site plan, include the three existing office buildings, a hotel, and a retail shopping center composed of several attached and detached buildings:

TABLE III-2 – EXISTING BUILDING AREAS

EXISTING BUILDINGS	TOTAL AREA (SF)
Hotel w/banquet and restaurant	94,477 (171 rooms)
Shopping Center (Main Buildings)	231,143
Pad Buildings (2)	12,342
Office Buildings (3)	360,115
Total Existing Building Area	698,076

The use of approved and existing buildings is limited by numeric (square-feet) limitations of certain land uses as specified by Part IV, Section B (Land Use Maximums), and by general land use allowability restrictions as specified by Part IV, Section D (Land Uses Allowed).

C. ARCHITECTURAL MODIFICATIONS

The Community Development Director may authorize an Architectural Modification, which for purposes of the Master Use Permit shall specifically include limited exterior alterations and additions to existing buildings of no greater than 500 (gross) square-feet, in compliance with this section. Any proposal determined not to fall within the scope of this section shall constitute a "major change" and require an Amendment to the Master Use Permit in compliance with Part II, Section G (Amendments).

1. Administrative Authorization

The Community Development Director may authorize a request for an Architectural Modification provided the Community Development Director makes the findings specified in subsection '2', below. The Community Development Director's decision shall be made in compliance with the procedures prescribed by Campbell Municipal Code Chapter 21.71 (Administrative Decision Process), subject to the same fee as for an Administrative Site and Architectural Review Permit, as specified in the Schedule of Fees and Charges. An Architectural Modification shall be authorized prior to issuance of a building permit for the work approved. Upon approval, the authorized Architectural Modification shall be recorded in the Document History (Page iv).

2. Findings to Authorize an Architectural Modification

The Community Development Director shall authorize an Architectural Modification only when the following findings are made:

1. The Architectural Modification is consistent with the architectural character of The Pruneyard in terms of color(s), material(s), form and mass;
2. The Architectural Modification is consistent with the Vision and Goals of the Master Use Permit;
3. Any new building area can be accommodated by the existing or proposed parking supply; and
4. The Architectural Modification is consistent with the applicable General Plan Land Use Policies.

IV. LAND USE CONTROLS

A. ESTABLISHMENT OF LAND USE PROGRAM

These Land Use Controls establish the tailored land use program for The Pruneyard, pursuant to Campbell Municipal Code Section 21.14.030 (O (Overlay) Overlay/Combining Zoning District), which specifies those permitted and conditional uses that apply to The Pruneyard. Those permitted uses identified in this Master Use Permit, which are a subset of the uses otherwise permitted in the Campbell Municipal Code, are approved ministerially by issuance of a Zoning Clearance, as specified by Section E (Permitted Use Approval). The conditional uses identified herein, which are also a subset of the conditional uses identified in the Campbell Municipal Code, are subject to a discretionary administrative review, as specified below in Section F (Conditional Use Authorization). Additionally, certain allowable land uses are also restricted as to aggregate square-footage and number as specified in Sections B (Land Use Maximums) and C (Alcohol License Maximums), respectively.

B. LAND USE MAXIMUMS

In order to maintain an appropriate balance of land uses within The Pruneyard, and as required by the project's environmental review, the following land use maximums (Table IV-1) are hereby established. Any change to these land use maximums shall require an Amendment to the Master Use Permit in compliance with Part II, Section G (Amendments). Land uses not listed below, but allowed pursuant to Section D (Land Uses Allowed), are permitted within the existing and proposed buildings without specific maximums.

TABLE IV-1 – LAND USE MAXIMUMS

LAND USE	MAXIMUM (SF)
Fitness Facility	30,000
Movie and/or Performing Arts Theater	20,400
Restaurants*	94,500
*Includes restaurants (as defined by Part VII), and stand-alone bars/taverns, and nightclubs.	

By establishment of these maximums, the mix of land uses within The Pruneyard will be consistent with the proposed parking supply, as determined by the project's parking analysis, and subject to the parking management measures required by Part VI, Section A (Parking Management). The parking analysis for the project calculated the required parking based upon enclosed restaurant square footage. In this manner, parking for all land uses authorized by the Master Use Permit, including restaurants has been found to be sufficient. Therefore, changes to land use within The Pruneyard, consistent with Section D (Land Uses Allowed) are not subject to any additional parking review, except where a minor addition is proposed as allowed by Part III, Section C (Architectural Modifications).

Table IV-2 identifies the current allotment of restaurants—as defined by Part VII (Definitions)—by suite number (see **APPENDIX E**). This table shall be updated by the Community Development Department anytime a restaurant is established or expanded to ensure the Master Use Permit remains current.

TABLE IV-2 – RESTAURANT AREA ALLOTMENT

BUSINESS NAME	SUITE # /ADDRESS	SQUARE FEET
Buca Di Beppo	155	8,099
Café Artemis	300/350	3,599
Coffee Society	112	1,722
El Burro	570	13,036
Kyoto Palace	2500	5,704
Le Boulanger	440	3,719
Lisa's Tea Treasures	165	1,544
Little Wine Counter	560	974
Orchard City Kitchen	190	5,781
Outback	1887 S. Bascom	6,807
Pacific Catch, Inc.	550	5,150
Patxi's Pizza	405	3,175
Rock Bottom Brewery	700	9,769
Tandoori (former)	250	2,136
Boswell (former)	105	2,069
Togo's	113	1,191
PY Kitchen and Bar	1995 S. Bascom	1,300
Current Total		**75,775**
Remaining Available		**18,725**

C. ALCOHOL LICENSE MAXIMUMS

The Community Development Director may authorize additional alcohol service ("liquor establishment") and retail alcohol sales ("liquor store"), in compliance with Section F (Conditional Use Authorization). However, the maximum number of "off-sale" and "on-sale" licenses, as defined by the California Business and Professions Code, shall be restricted as specified by the Table IV-3, below, except that incidental license types such as instructional tasting or portable bar licenses granted in association with a primary license, as well as temporary licenses (e.g., special events), shall not count against the maximum.

TABLE IV-3 – ALCOHOL LICENSE MAXIMUMS

LICENSE TYPE	MAXIMUM
"On-Sale" (Consumption on-site)	25
"Off-Sale" (Consumption off-site)	5

By provision of these maximums, the City Council affirmatively finds that there is not an overconcentration of alcohol service establishments or an undue proximity of off-site alcoholic sales establishments within The Pruneyard. As such, an increase to the maximum number of allowable licenses shall require an Amendment to the Master Use Permit in compliance with Part II, Section G (Amendments). These maximums anticipate completion of the entire approved project.

Table IV-4, below, identifies the current alcohol license allotment. This table shall be updated by the Community Development Director when a Conditional Use Authorization is granted to allow additional alcohol service or sales.

TABLE IV-4 – ALCOHOL LICENSE ALLOTMENT

BUSINESS NAME	SUITE # /ADDRESS	LICENSE TYPE
Buca Di Beppo	155	Type 47 (On-Sale General)
Café Artemis	300/350	Type 47 (On-Sale General)
El Burro	570	Type 47 (On-Sale General)
Kyoto Palace	2500	Type 47 (On-Sale General)
Little Wine Counter	560	Type 42 (On-Sale Beer & Wine)
Orchard City Kitchen	190	Type 47 (On-Sale General)
Outback	1887 S. Bascom	Type 47 (On-Sale General)
Pacific Catch, Inc.	550	Type 47 (On-Sale General)
Patxi's Pizza	405	Type 47 (On-Sale General)
Rock Bottom Brewery	700	Type 47 (On-Sale General)
Camera Cinemas/ Pizza My Heart	100	Type 41 (On-Sale Beer & Wine)
Double Tree by Hilton/ PY Kitchen and Bar	1995 S. Bascom	Type 47 (On-Sale General)
Trader Joe's	420	Type 21 (Off-Sale General)
Current Total / Remaining ("On-Sale")	**12**	**13**
Current Total / Remaining ("Of-Sale")	**1**	**4**

D. LAND USES ALLOWED

Allowable permitted and conditional land uses within The Pruneyard are specified by this section, subject to the limitations specified above by Section B (Land Use Maximums) and Section C (Alcohol License Maximums). Table IV-5 specifies which land uses are allowable by parcel (as denoted by the map to the right), and whether on the ground floor, on an upper floor, or on all floors, as applicable. Land uses that are listed as "permitted" (**P**) are approved by issuance of a Zoning Clearance as noted in Section E (Permitted Use Approval). Land uses listed as "conditional" (**C**) may be administratively authorized in compliance Section F (Conditional Use Authorization). The meaning of land uses shall be in compliance with Part VII (Definitions).

TABLE IV-5 – LAND USES ALLOWED

LAND USES	RETAIL PARCEL	OFFICE PARCEL	HOTEL PARCEL
General Retail Activities Bookstores Consignment Boutique Department Stores Food Retail Furniture Stores Grocery Stores Hardware Stores (under 5,000 sq. ft.) Medical Retail Music (recordings) Stores Outdoor Retail Sales and Activities Outdoor Retail Sales, ancillary Pharmacies/Drug Stores Photography Studio/Supply Shops Retail Stores Video Rental Stores	**P** (All Floors)	**P** (Ground Floor)	
Retail Alcohol Sales, Primary Use Liquor Store, beer and wine Liquor Store, distilled spirits	**C** (Ground Floor)		
Retail Alcohol Sales, Ancillary Use Grocery Stores, beer and wine Grocery Stores, distilled spirits	**C** (Ground Floor)		
General Services Banks and Financial Services Personal Services Photocopying Shop Travel Agency Dry Cleaning (Drop-off/Pick-up)	**P** (All Floors)	**P** (Ground Floor)	
Special Services Massage Establishments	**C** (Ground Floor)		
Spa Services/Health Spas Tanning Studios	**C** (All Floors)	**C** (All Floors)	**C** (All Floors)
Professional Office and Employment Government offices and facilities (local, state or federal) Professional Office	**P** (Upper Floors)	**P** (All Floors)	
Professional Office (less than 2,000 sq. ft.)	**P** (Ground Floor)		
Hospitality Hotel with Banquet Facilities			**C** (All Floors)
Restaurant and Food Service Catering businesses (ancillary to a restaurant) Outdoor seating (associated with a restaurant) Restaurants	**P** (All Floors)	**P** (Ground and Top Floor*)	**P** (Ground Floor)
Alcohol Service (Liquor Establishment), Primary Use Distilled spirits, within a stand-alone Bar/Tavern or Nightclub	**C** (Ground Floor)	**C** (Ground and	**C** (Ground Floor)

TABLE IV-5 – LAND USES ALLOWED

LAND USES	RETAIL PARCEL	OFFICE PARCEL	HOTEL PARCEL
Beer and wine, within a stand-alone Bar/Tavern or Nightclub		Top Floor*)	
Alcohol Service (Liquor Establishment), Ancillary Use Beer and wine, within a restaurant, hotel, theater, etc. Distilled spirits, within a restaurant, hotel, theater, etc.	**C** (All Floors)	**C** (Ground and Top Floor*)	**C** (Ground Floor)
Health and Fitness Center		**P** *Bld. R3 Only* (All Floors)	
Movie and/or Performing Arts Theater	**P** (All Floors)		
Instructional Services Commercial Schools (less than 10,000 sq. ft.) Studios (small and large) Tutoring Center (small and large)	**C** (All Floors)	**C** (All Floors)	
Medical Service, Clinics	**P** (Upper Floor)		
Entertainment Arcades Live Entertainment, ancillary (primary see Nightclub) Dancing, ancillary (primary see Nightclub) Nightclubs (live entertainment and dancing as primary use) Indoor Amusement/ Entertainment/Recreation Centers	**C** (Ground Floor)		
Equipment Uses Automated Teller Machines (ATM) Vending Machine Alternative Fuel /Recharging Stations Television/Communication Satellites (less than 3-ft diameter	**P** (All Floors)	**P** (All Floors)	**P** (All Floors)
Pet Services Pet Stores Cat and Dog Grooming Pet Supply (including on-site preparation of food goods)	**P** (All Floors)		
Late Night Hours (Activities), in association with any use	**C** (All Floors)	**C** (All Floors)	**C** (All Floors)
Wireless Communication Facilities	May be allowed in compliance with Campbell Municipal Code Chapter 21.34 (Wireless Communications Facilities)		

*'Top Floor' includes the upper floor of each building, and the upper two (2) floors of Tower I.

E. PERMITTED USE APPROVAL

The Community Development Director shall approve permitted land uses specified above by Section D (Land Uses Allowed) and consistent with the land use maximums specified by Section B (Land Use Maximums), by issuance of a Zoning Clearance. Existing and new Permitted Uses are subject to the applicable standards in Section I (General Performance Standards).

F. CONDITIONAL USE AUTHORIZATION

The Community Development Director may authorize conditional land uses specified by Section D (Land Uses Allowed), in compliance with this section, and with the land use maximums specified by Section B (Land Use Maximums). Authorized Conditional Uses are subject to the applicable standards provided in Section H (Conditional Use Standards) and Section I (General Performance Standards).

1. Administrative Authorization

The Community Development Director may authorize a request for a new or expanded conditional use, except as specified by Section H (Conditional Use Standards), provided the Community Development Director can make the findings specified in subsection '2', below. The Community Development Director's decision shall be made in compliance with the procedures prescribed by Campbell Municipal Code Chapter 21.71 (Administrative Decision Process), subject to the same fee as for an Administrative Planned Development Permit (Change of Use), as specified in the Schedule of Fees and Charges. A conditional use shall be authorized prior to issuance of a building permit or a business license. The Community Development Director's authorization of a conditional use shall be termed a "Conditional Use Authorization."

All authorized conditional uses shall be listed below within Section G (Authorized Conditional Uses). Upon approval, the Conditional Use Authorization shall be recorded on the in the Document History (Page iv).

2. Findings to Authorize a Conditional Use

The Community Development Director shall issue a Conditional Use Authorization only when the following findings are satisfied:

1. The authorized conditional use will maintain an appropriate mix of uses within The Pruneyard;
2. The authorized conditional use is consistent with the Vision and Goals of the Master Use Permit;
3. The authorized conditional use will incorporate applicable use standards consistent with the standards in this Master Use Permit as necessary to not determinately impact other uses; and
4. The authorized conditional use is consistent with the applicable General Plan Land Use Policies.

G. AUTHORIZED CONDITIONAL USES

The following conditional uses are authorized by the Master Use Permit, for a specific tenant space as depicted in **APPENDIX E** (Tenant Map), and as subject to the specified standards provided in Section H (Conditional Use Standards). No conditional use shall expand beyond its existing tenant space or introduce additional conditional use activity without further authorization in compliance with Section F (Conditional Use Authorization). Table IV-6 shall be updated by the Community Development Director when a new conditional use is authorized to ensure the Master Use Permit remains current.

TABLE IV-6 – AUTHORIZED CONDITIONAL USES

BUSINESS / LAND USE	SUITE # / ADDRESS	AUTHORIZED CONDITIONAL USE(S)	CONDITIONAL USE STANDARDS	OPERATIONAL HOURS (LATE NIGHT OR STANDARD)
Restaurants				
Buca di Beppo	155	• Ancillary Alcohol Service, distilled spirits • Late Night Hours	1, 2	6:00 AM to 12:00 AM, daily
Café Artemis	300/350	• Ancillary Alcohol Service, distilled spirits	2	Standard Hours Only
El Burro	570	• Ancillary Alcohol Service, distilled spirits	2	Standard Hours Only
Kyoto Palace	2500	• Ancillary Alcohol Service, distilled spirits	2	Standard Hours Only
Orchard City Kitchen	190	• Ancillary Alcohol Service, distilled spirits • Late Night Hours	1, 2	6:00 AM to 12:00 AM, daily
Outback Steakhouse	1887 S. Bascom	• Ancillary Alcohol Service, distilled spirits	2	Standard Hours Only
Pacific Catch	550	• Ancillary Alcohol Service, distilled spirits • Late Night Hours	1, 2	6:00 AM to 2:00 AM, daily
Patxi's Pizza	405	• Ancillary Alcohol Service, distilled spirits • Late Night Hours	1, 2	6:00 AM to 12:00 AM, daily
Rock Bottom	700	• Ancillary Alcohol Service, distilled spirits • Ancillary Live Entertainment • Late Night Hours	1, 2, 6	6:00 AM to 2:00 AM, daily
PY Kitchen and Bar	1995 S. Bascom	• Ancillary Alcohol Service, distilled spirits • Ancillary Live Entertainment • Late Night Hours	1, 2, 6	6:00 AM to 12:00 AM, daily
Pizza My Heart	100A	• Ancillary Alcohol Service, beer and wine	1, 2	6:00 AM to 2:00 AM, daily
Stand-alone Bar/Tavern				
Little Wine Counter	560	• Stand-alone Bar/Tavern, beer and wine • Live Entertainment, ancillary • Late Night Hours	1, 3, and 6	6:00 AM to 1:00 AM, daily
Massage Establishment				
Massage Envy	650	• Massage Establishment	7	7:00 AM to 10:00 PM, daily (Restricted Hours)
Hotel				
Double Tree Hotel	1995 S. Bascom	• Hotel banquet facility • Late Night Hours • Live Entertainment and dancing, ancillary	1, 5, 6	6:00 AM to 12:00 AM, daily

TABLE IV-6 – AUTHORIZED CONDITIONAL USES

BUSINESS / LAND USE	SUITE # / ADDRESS	AUTHORIZED CONDITIONAL USE(S)	CONDITIONAL USE STANDARDS	OPERATIONAL HOURS (LATE NIGHT OR STANDARD)
Movie and/or Performing Arts Theater				
Camera 7	100	• Live Entertainment, ancillary • Ancillary Alcohol Service, distilled spirits • Late-night Activities	1, 6, 9	6:00 AM to 2:00 AM, daily
Grocery Store				
Trader Joe's	420	• Ancillary retail alcohol sales, distilled spirits	4	Standard Hours Only
Health and Fitness Center				
TBD	(Bld. R3)	• Late Night Hours • Spa Services	1, 9	24 hours/daily

H. CONDITIONAL USE STANDARDS

The following standards apply to each authorized conditional use, as applicable. When considering a request to authorize a new conditional use pursuant to Section F (Conditional Use Authorization) for which standards have yet to be established, the Community Development Director shall refer the authorization request to the Planning Commission as permitted by Campbell Municipal Code Section 21.38.020, for decision and creation of new Conditional Use Standards (to then be incorporated into this section) in compliance with the procedures prescribed by Campbell Municipal Code Chapter 21.64 (Public Hearings).

1. Late Night Hours

Land uses with Conditional Use Authorization for Late Night Hours shall comply with the following standard:

a) **Approved Late Night Hours**
The approved Late Night Hours as identified above by Section G (Authorized Conditional Uses) are inclusive of all activity associated with the use including, but not limited to, the provision of goods and services to the public and all ancillary activities such as property maintenance, janitorial services, street and parking lot sweeping, deliveries, and similar activities.

2. Alcohol Service Ancillary to a Restaurant

Restaurants with Conditional Use Approval for alcohol service shall comply with the following standards:

a) **Alcohol License Types**
The business owner shall at all times maintain in good standing an appropriate license from the State Department of Alcoholic Beverage Control for the sale of alcoholic beverages in association with the restaurant. Only a license for a bona fide public eating place, as defined by Section 23038 of the California Business and Professions Code, shall be permitted, as specified below:

- Type 41 (On-Sale Beer and Wine for Bona Fide Public Eating Place)
- Type 47 (On-Sale General for Bona Fide Public Eating Place) **OR**
- Type 75 (On-Sale General Brew-Pub)

b) **Patron Service**
Patrons shall only be served when seated, either at the bar, patio, or within the dining room.

c) **Food Service Required**
The kitchen shall not close during the restaurant's public operating hours and shall be able to provide normal meal service at all times, including at the bar.

d) **Floor Plan Configuration**
All tables and chairs shall be placed in such a manner to allow sufficient area for dining and shall not be stacked or removed from the restaurant during the operating hours. At no time shall the seating be reconfigured to create large open spaces for patrons to congregate, as to ensure that the use is operated as envisioned.

e) **Designated Driver / Taxicab Service Posting**
Contact information for local taxicab services and designated driver services shall be posted in a conspicuous place.

f) **City Meetings**
At the discretion of the Chief of Police, periodic meetings will be conducted with representatives from the Police Department/Alcohol Beverage Control for on-going employee training on alcoholic beverage service to the general public.

g) **Live Entertainment and Dancing**
Unless specifically allowed by Section H (Authorized Conditional Uses), live entertainment and dancing shall not be allowed.

3. Stand Alone Bar/Tavern, beer and wine

Stand-alone bars/taverns with Conditional Use Approval for the sale of beer and wine shall comply with the following standards:

a) **Alcohol License Types**
The business owner shall at all times maintain in good standing an appropriate license from the State Department of Alcoholic Beverage Control for the sale of alcoholic beverages (beer and wine) in association with the bar/tavern. A license for a bona fide public eating place or public premise, as defined by Sections 23038, and 23039 of the California Business and Professions Code, respectively, may be permitted, as specified below:

- Type 41 (On-Sale Beer and Wine for Bona Fide Public Eating Place)
- Type 42 (On-Sale Beer and Wine for Public Premise)
- Type 61 (On-Sale Beer for Public Premises)

b) **Age Restriction**
No person under the age of 21 years shall be allowed to enter the premise, unless allowed as part of the live entertainment (musician) exemption pursuant to California Business and Professions Code Section 25663.5. A sign indicating this age restriction shall be posted at the entry door.

c) **Designated Driver / Taxicab Service Posting**
Contact information for local taxicab services and designated driver services shall be posted in a conspicuous place.

d) **Live Entertainment**
Unless specifically allowed above by Section G (Authorized Conditional Uses), live entertainment and dancing shall not be allowed.

e) **City Meetings**
At the discretion of the Chief of Police, periodic meetings will be conducted with representatives from the Police Department/Alcohol Beverage Control for on-going employee training on alcoholic beverage service to the general public.

4. Retail Alcohol Sales (Distilled Spirits), Ancillary to a Grocery Store

Grocery stores with ancillary alcohol sales (distilled spirits), shall comply with the following standards:

a) **Ancillary Activity**
The retail sale of alcoholic products shall remain ancillary to the primary purpose of the grocery store which is the sale of food items and household supplies, as defined by the Campbell Municipal Code.

b) **Alcohol License Types**
The business owner shall at all times maintain in good standing an appropriate "off-sale" license from the State Department of Alcoholic Beverage Control for the sale of alcoholic beverages, as specified below:

- Type 20 (Off-Sale Beer and Wine)
- Type 21 (Off-Sale General)

c) **Incidental Tasting of Alcoholic Beverages**
On-site consumption of tasting (sample) servings of alcoholic beverages provided by outside vendors, at no cost to the consumer, shall be permitted subject to a Type 86 (Instructional Tasting) license from State Department of Alcoholic Beverage Control. Any other "on-sale" license shall not be permitted.

d) **Securing of Alcoholic Products**
Upon recommendation of the Chief of the Police, the Community Development Director may require specific signage or locked cabinet shelving, or similar measures, to prevent the unauthorized sale or theft of alcoholic products.

5. Hotel with Banquet Facilities, including ancillary alcohol sales

The hotel with banquet facilities shall comply with the following standards:

a) **Lodging Duration**
Hotel rooms shall not be rented for a continuous stay of more than thirty (30) days.

b) **Banquet Hours**
Banquet facilities (indoor and outdoor) may be used/rented from 6:00 AM to 11:00 PM, daily.

c) **Alcohol Service**
Alcohol service provided in hotel rooms (i.e., "mini-bars" and room service delivery) and banquet facilities (indoor and outdoor) when serving guests at hotel-related or organized functions, such as social hours, meetings, receptions and cocktail parties, shall require the business owner to at all times maintain in good standing an appropriate license from the State Department of Alcoholic Beverage Control for the sale of alcoholic beverages, as specified below:

- Type 47 (On-Sale General for Bona Fide Public Eating Place)
- Type 70 (On-Sale General Restrictive Service)
- Type 68 (Portable Bar)

d) **Restaurant and Bar**
A restaurant and bar, with general alcohol service, late-night activity, and ancillary live entertainment, open to the general public, is permitted in association with the hotel use, as specified above in Section G (Authorized Conditional Uses).

6. Ancillary Live Entertainment

Any use with Conditional Use Approval for live entertainment shall comply with the following standards:

a) **Live Entertainment Permit**
Each business owner shall secure approval of a Live Entertainment Permit in compliance with Campbell Municipal Code Chapter 5.24 (Live Entertainment). Existing Live Entertainment Permits in effect at time of adoption of the Master Use Permit shall remain valid; however, such permits are non-transferable, and any change in business ownership shall require an application for a new Live Entertainment Permit.

b) **Live Entertainment Performances**
Live entertainment is limited to live musicians complimentary to the primary purpose of the use, as specified by a Live Entertainment Permit.

c) **Dancing Area Prohibited**
At no time shall the business owner reconfigure the seating area to create a dancing area, unless dancing is specifically allowed by Section G (Authorized Conditional Uses).

d) **Cover Charge**
At no time shall a cover charge be required or a donation necessary in order to patronize the establishment.

e) **Doors and Windows**
Doors and windows shall remain closed during live entertainment performances, unless otherwise approved by the Live Entertainment Permit.

f) **Noise**
Regardless of decibel level, live entertainment performances shall not create unreasonable noise which obstructs the free use of neighboring businesses or residences.

g) **Security**
At the sole discretion, and to the satisfaction of the Chief of Police, the business owner may be required to provide private security during live entertainment performance.

7. Massage Establishments

Massage establishments shall comply with the following standards, in compliance with Campbell Municipal Code Section 21.36.270 (Massage Establishments):

a) **Proximity**
A massage establishment use shall not be located within three hundred feet of another existing massage establishment use, as measured from the edge of the property line of each property.

b) **Establishment Permit**
It shall be unlawful for any operator to own, manage, or operate a massage establishment in or upon any premises within the city without having a current massage establishment permit issued by the Chief of

Police pursuant to the provisions of Campbell Municipal Code Chapter 5.48 (Massage Establishments and Therapist).

c) **Special Operating Hours**
No massage establishment shall be kept open for business and no massage therapist shall administer massages before the hour of 7:00 a.m. or after the hour of 10:00 p.m.

d) **Window Coverage**
No massage business located in a building or structure with exterior windows fronting a public street, highway, walkway, or parking area shall, during business hours, block visibility into the interior reception or waiting area through the use of curtains, closed blinds, tints, or any other material that obstructs, blurs, or unreasonably darkens the view into the premises. For the purpose of this standard, there is an irrebuttable presumption that the visibility is impermissibly blocked if more than 10 percent of the interior reception or waiting area is not visible from the exterior window.

8. Spa Services / Health Spa

Spa Services/ Day Spa uses shall comply with the following standards:

a) **Massage Therapist**
Massage services shall only be provided by a Certified Massage Therapist as certified by the California Massage Therapy Council.

b) **Other Personal Services**
In addition to massage services, at least two other personal services shall be provided, including but not limited to, hair, nail, and/or skin care, waxing, facials, sauna, whirlpools, and swimming pools.

9. Alcohol Service Ancillary to a Movie and/or Performing Arts Theater

Movie and/or Performing Arts Theater with Conditional Use Approval for alcohol service shall comply with the following standards:

a) **Alcohol License Types**
The business owner shall at all times maintain in good standing an appropriate license from the State Department of Alcoholic Beverage Control for the sale of alcoholic beverages in association with the restaurant. Only a license for a bona fide public eating place, as defined by Section 23038 of the California Business and Professions Code, shall be permitted, as specified below:

- Type 41 (On-Sale Beer and Wine for Bona Fide Public Eating Place)
- Type 47 (On-Sale General for Bona Fide Public Eating Place)

b) **Food Service**
At all times when the premises is exercising the privileges of their license, the sale of food, in compliance with Section 23038 of the Business and Professions Code, shall be offered and available for purchase.

c) **Alcohol Service**
All sales and service of alcoholic beverages for consumption in the general spectator seating areas shall be made only from concession stands, portable stands or bars, or fixed bars, and shall not be sold, served, or delivered to customers by individual ambulatory vendors, commonly known as “hawkers”.

d) **Alcohol Sales in Auditoriums**
Notwithstanding the above, point(s) of sale of alcoholic beverages shall not be maintained within the theater auditoriums, except that alcoholic beverages may be sold or served by waiters or waitresses in the general spectator seating areas under the following conditions:

- Only persons occupying seats in the designated theaters shall be permitted to order and be served alcoholic beverages.
- Orders from patrons seated in these theaters must be made to the waiter or waitress serving that area, and the alcoholic beverages must be personally delivered to the patron by the waiter or waitress who took the order.
- The waiter or waitress serving in the theaters shall not carry a supply of unordered alcoholic beverages.

e) **Limit on Alcohol Service**
No more than two (2) alcoholic beverages shall be sold or served to any one (1) person during any transaction.

f) **Size and Appearance of Alcohol Containers**
Alcoholic beverages shall be served in containers which significantly differ in appearance from those containers utilized for non-alcoholic beverages. Containers for beer shall not exceed 16 ounces. This condition does not preclude the service of alcoholic beverages in their original containers.

g) **Monitoring**
At all times when the premises is exercising the privileges of their license, an employee of the premises shall enter and monitor the activity within the theaters on a regular basis, but no less than once every 30 minutes.

I. GENERAL PERFORMANCE STANDARDS

The following performance standards apply to all new and existing land uses:

1. Standard Operating Hours

Notwithstanding any provision to the contrary, and except where Conditional Use Authorization has been granted for Late Night Hours, the Standard Operating Hours for all land uses is defined as 6:00 AM to 11:00 PM. No activity shall occur prior to or after this time period, inclusive of all activity associated with the use including, but not limited to, the provision of goods and services to the public and all ancillary activities such as property maintenance, janitorial services, street and parking lot sweeping, deliveries, and similar activities.

2. Smoking

"No Smoking" signs shall be posted outside of the entrance of each business where smoking is prohibited in compliance with Campbell Municipal Code Section 6.11.060 (Smoking Pollution Control). It shall be the responsibility of each business owner to monitor and enforce the no-smoking provisions.

3. Maximum Occupancy

The occupant load of all tenant spaces shall be in compliance with the California Building Code. Maximum occupancy signs shall be posted in a conspicuous place.

4. Noise

No land use, regardless of decibel level, shall create unreasonable noise which obstructs the free use of neighboring businesses or residences.

5. Trash and Cleanup

All trash removal, normal clean up, janitorial activity, etc. shall be done during Standard Operating Hours or approved Late Night Hours.

6. Seating Standards

Only approved restaurants and food retail uses shall be allowed to maintain dedicated patron seating areas (indoor or outdoor), subject to the following standards:

a) **Restaurants**
The maximum interior seating capacities of restaurants shall be as specified by the California Building Code. Outdoor seating areas shall constitute no more than 30% of the restaurant's total seating area (indoor and outdoor seating combined).

b) **Food Retail**
Food retail uses shall be permitted a maximum of twenty (20) seats (indoor and/or outdoor).

J. USES NOT SPECIFIED

If a land use is not specifically listed in Section D (Land Uses Allowed), it shall not be allowed, except by an Amendment to the Master Use Permit in compliance with Part II, Section G (Amendments). However, the Community Development Director may determine that a new land use, *which is not defined or otherwise specified by the Campbell Municipal Code*, is consistent with the Master Use Permit as either a permitted or conditional land use, in compliance with the provisions provided in Campbell Municipal Code Section 21.02.020 (Allowable Uses of Land).

K. NON-CONFORMING LAND USES

Land uses in existence at the time of adoption of the Master Use Permit that are not listed as allowable by Section D (Land Uses Allowed) shall be considered legal non-conforming land uses subject to the limitations provided in Campbell Municipal Code Chapter 21.58 (Nonconforming Uses and Structures).

V. DESIGN GUIDELINES

A. ARCHITECTURAL CHARACTER

The design of the proposed retail buildings is a product of a careful study of the existing architecture overlaid with design principles consistent with contemporary retail. The result is a mix of buildings that are materially consistent with the original center, using a similar palette of plaster walls and tile roofs, while also offering tenants with large glass storefronts and modest roof overhangs in order to provide greater visibility and ultimately a stronger retail presence.

Buildings have been sited to frame and support the newly created Pruneyard and West Plazas; this positioning allows tenants with ample opportunities to "spill out" on to trellised dining patios. Future renovations to the retail center should respect the original vision to create an environment that entices people to want to spend their day strolling The Pruneyard, shopping and dining. Those renovations should use high quality materials, such as smooth cement plaster, board formed concrete, terra cotta tile and wood, steel and stone accents to promote the distinctive architectural style. Lush landscaping and amenity areas made of warm materials should be used to help frame and enhance the shopping and dining experience. Any future additions or alterations to existing buildings within The Pruneyard shall be consistent with the established architectural character.

C. PRUNEYARD PLAZA FROM DECK

D. R4 RETAIL BUILDING IN PRUNEYARD PLAZA

E. RETAIL BUILDING & WEST PLAZA

F. PROMENADE BETWEEN R1 & R2 RETAIL BUILDINGS

B. OUTDOOR DINING GUIDELINES

Restaurants with outdoor dining shall provide furniture, barriers, umbrellas, and heaters consistent with the following guidelines and illustrative depictions. Details for the outdoor dining elements shall be included with the "tenant improvement" construction drawings for each new restaurant or whenever an existing restaurant proprietor wishes to modify the outdoor dining materials. The Community Development Director shall determine conformance of the outdoor dining materials by approval of a Zoning Clearance.

1. Outdoor Dining Furniture

Outdoor dining furniture shall be of durable and weather-resistant material, specifically metal and/or wood. A composite material, such as polypropylene, may be used if the majority of the furniture piece consists of metal or wood. All furniture shall be standard height tables and chairs, not "high-top" bar or sectional "lounge" furniture, unless otherwise approved by a Conditional Use Authorization. Examples are shown below:

2. Outdoor Dining Umbrellas

Umbrellas may use a solid or striped design, and be of any color, but shall not incorporate graphics, text, or any sort of brand identification. All umbrellas for a restaurant shall be the same design and size. Examples are shown below:

3. Outdoor Dining Heaters

Outdoor heaters may be wall mounted, overhead, free-standing, or open pits. However, all heaters shall be either electrical or natural-gas with a fixed point of connection. Propane fueled models are prohibited due to the requirement for fuel tank storage. Examples are shown below:

4. Outdoor Dining Barriers

Where required, barriers around outdoor dining areas shall be designed as to maintain as transparent a border as possible. This may include use of transparent material such as meshing, wood slats, open railing, or adequately spaced planters. Solid barriers of any kind, as well as stanchions, are prohibited. Examples are shown below:

C. STOREFRONT DISPLAYS

Display windows for all ground-level business shall be maintained in a transparent manner to the greatest extent possible. Obscure glazing, such as tinting and mirroring, as well as interior walls against storefronts, are to be avoided whenever possible. However, decorative glass etching, merchandise display windows, and restaurant window seating are encouraged. Examples are shown below.

D. OUTDOOR MERCHANDISE DISPLAY

Outdoor merchandise displays shall be placed against the building face abutting the tenant space. Merchandise shall be attractively displayed on appropriate racks or other similar stands, or placed freestanding. Except for grocery stores, displays using card tables, cardboard cartons, plastic milk cases, or plywood boxes are not permitted. Merchandise shall be the same type of merchandise sold in the existing business at the site. Displays, including the merchandise placed on them, shall not obscure the storefront, or conflict with required paths-of-travel. Examples are shown below.

E. GENERAL SITE MATERIALS AND ELEMENTS

This section provides design guidance in terms of visual depictions of appropriate general site materials and elements. If there is a conflict between this section and the Approved Development Plans, this section supersedes any illustrations provided in the Approved Development Plans. Furnishings should be consistent with the overall quality and material palette of The Pruneyard. Given the proximity to the new retail buildings it is important that the furnishings do not detract from the overall look, feel and ambiance of The Pruneyard. Specifically, furnishings should be of a high quality construction and made of natural materials such as wood, metal and stone or concrete, and compliment the features they abut. Furnishings made of a high-quality recycled plastic are also acceptable given their durability and sustainable construction.

The consistency of any site material or element with these Guidelines shall be determined by the Community Development Director by approval of a Zoning Clearance.

1. General Site Furniture

General site furniture shall be of high quality construction and made of natural materials. Metal and wood benches, concrete planters, recycled plastic Adirondack chairs, and contemporary bicycle racks are examples of appropriate furniture. Examples are shown below:

BIKE RACK, RIDE
LANDSCAPE FORMS

FGP BENCH
LANDSCAPE FORMS

MODULINE PAVER,
BELGARD COMMERCIAL

FIBER CEMENT PLANTER,
GREENFORM

MODULINE PAVER,
BELGARD COMMERCIAL

LANDSCAPE FORMS

2. Barriers and Bollards

Barriers and bollards shall be of decorative design, of metal or wood, intended to minimize their visual presence. Use of utilitarian styles, particularly those in bright colors, are strongly discouraged. Examples are shown below:

ICS BARRIER
ID METALCO

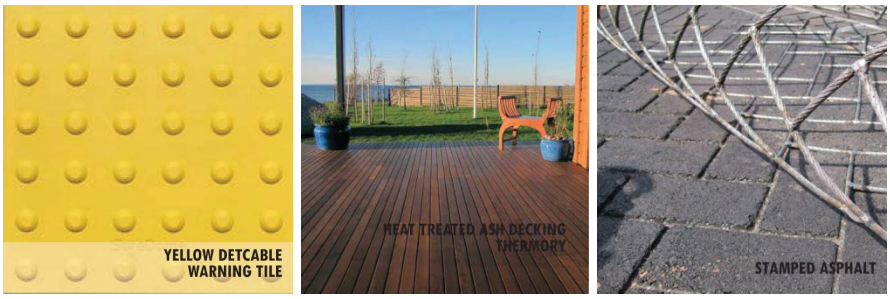
V-FORM BARRIER
ID METALCO

HESPERIA BOLLARD
ID METALCO

WORD BOLLARD
ID METALCO

3. Ground Treatment

All new ground treatment materials shall be an upgraded quality, including pavers, stamped concrete or asphalt, and wood decking. Where allowed by code, detectable tile shall be in natural color complementary to the surrounding pavement surface, and shall be integrally installed. Examples are shown below:



4. Play/Sculptural Elements

Artistic, decorative, sculptural and play elements should provide opportunities for aesthetic appreciation, fun, and add an element of whimsy. Examples are shown below:

5. Light Fixtures

New light fixtures shall be allowed as illustrated by the examples depicted below. Models selected shall be comparable in design, color, and installation.

Existing lighting fixtures, as depicted below, may be retained since the style reflects the desired Town and Country architecture. Replacement of these fixtures with fixtures comparable to the models identified above may be approved as a Minor Change.

F. UTILITY EQUIPMENT

Utility equipment, such as transformers, shall be installed underground to the extent practical. Where existing and/or new above-ground equipment is installed, it shall be adequately screened from public view by landscaping, fencing, or other method(s) approved by the Community Development Director.

G. SIGNAGE

All new signage within The Pruneyard shall comply with the "final" Master Sign Plan, (**APPENDIX B**), and any applicable limitation imposed by the Campbell Municipal Code. This Master Sign Plan is intended to create a system of cohesive signage throughout The Pruneyard while simplifying and streamlining the approval process as new and/or modified tenant signage is required. Compliance for retail signage standards shall be upon change of tenancy or voluntary "rebranding" necessitating installation of a new sign(s).

1. Sign Types

The Master Sign Plan includes the following sign types:

- Freeway Identification
- Site Branding and Major Tenant Identification
- Site Identification Markers and Entry Wall Signage
- Multi-Tenant Site Identification
- Vehicular Wayfinding and Directional Signage
- Pedestrian Wayfinding and Directory Signage
- Other Directional Signage and Markers
- Office Building Address and Tenant Identity Signage
- Parking Garage Signage
- Retail Building Tenant Identity Signage
- Regulatory and Traffic Control Signage

2. Review Process

The Center Association or individual tenants with approval of the Center Association shall submit signage design packages to the Campbell Building Division which will be routed to the Planning Division staff for determination of general conformance with the Master Sign Plan. As part of the review, the Community Development Director shall confer with the Traffic Engineer to confirm the appropriate placement of new monument signage. The Community Development Director may require changes to the placement as necessary to ensure sufficient visibility. Once general conformance is determined, the Community Development Director shall issue a Zoning Clearance.

3. Tenant Signage Design Guidelines

As a part of the Master Sign Plan, a set of guidelines has been created to allow tenant signage to be managed by the Center Association and the City of Campbell in a simplified and streamlined manner. These design guidelines provide information on approved locations, types, sizes and design criteria for tenant signage.

H. APPROVED TYPICAL STOREFRONTS

Well-designed storefronts with attractive display windows and building entries at frequent intervals are inviting to shoppers. They help support retail vitality by encouraging people to stay in the area and move from store to store. These features are particularly important at corners because they draw shoppers across streets to continue shopping. They also provide opportunities to convey the image and character of the center to motorists. Future renovations to either the original construction or to the newly added retail will maintain storefronts with generous windows along streets and pedestrian paths. Multiple storefronts within the same building should be visually compatible in terms of scale, alignment, color, and materials. Except for recessed entries, a majority of the storefront should be at the building face to encourage continuity over the entire elevation.

1. Original Construction

Renovations will maintain storefronts with generous windows. Multiple storefronts within the same building should be visually compatible in terms of scale, alignment, color, materials and architectural style. Three examples, below, are considered to be compatible with the existing buildings.

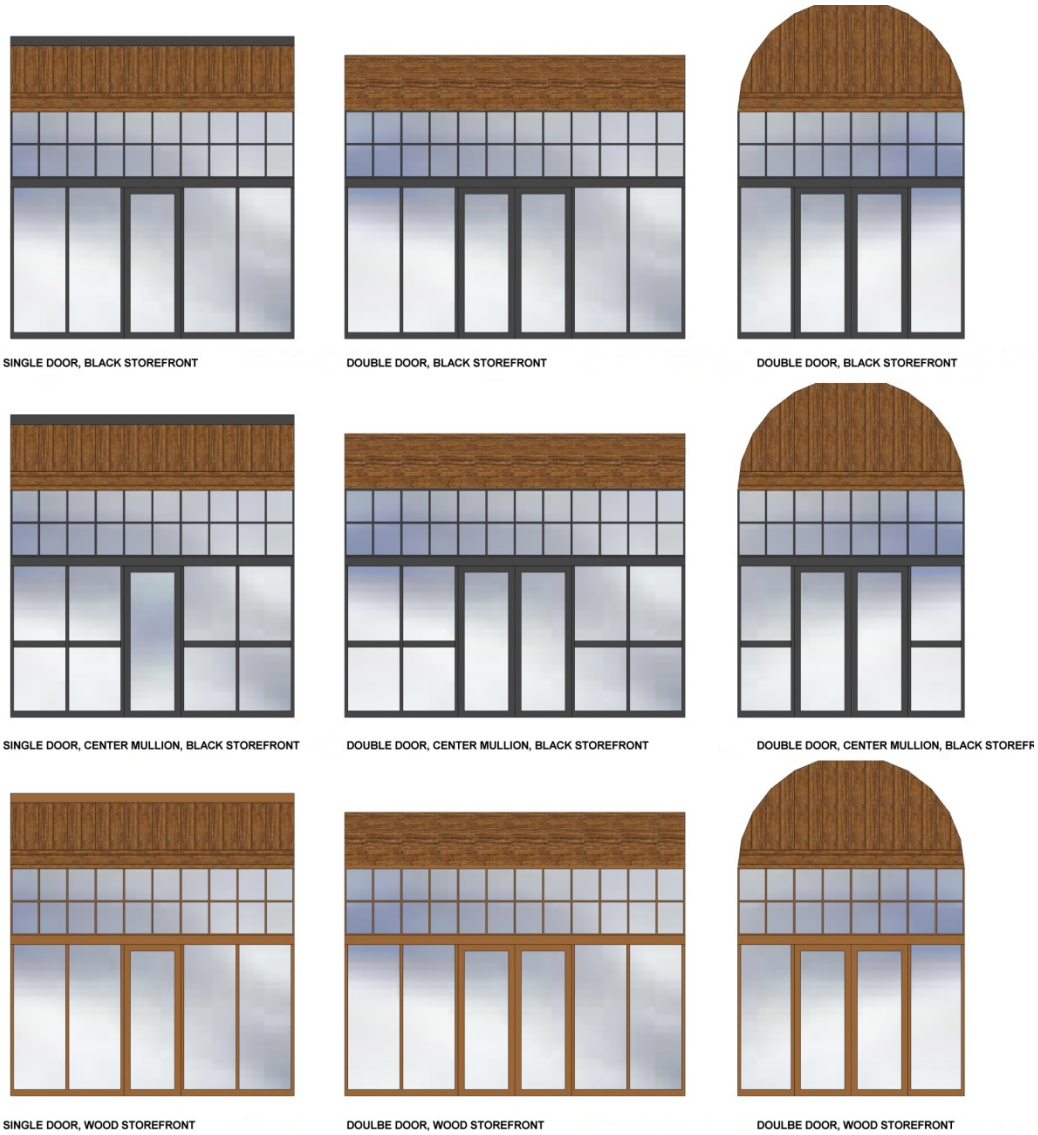
SLIDING AND SWINGING DOORS, WOOD

DOUBLE DOORS, CENTER MULLION, WOOD

DOUBLE DOORS. ALUMINUM OR STAINLESS STEEL

2. New Construction

New Storefronts should be made of high quality materials such as natural or painted wood, steel, and aluminum and can be conceived with a variety of door and window configurations. Storefronts in the newly added retail buildings should take advantage of the added height (as compared to the original construction) by utilizing clerestory windows above the storefronts.



I. LANDSCAPING

All landscaping shall be installed consistent with the Approved Development Plans (**APPENDIX A)**, and maintained in compliance with Campbell Municipal Code Section 21.26.040 (Landscaping Maintenance Requirements), Section 21.16.100.C.2 (Landscape Maintenance), and the California Model Water Efficient Landscape Ordinance (Title 23 of the California Code of Regulations, Chapter 2.7, Division 2). Any significant change to landscape plantings shall be substantially similar to the approved selections as determined by the Community Development Director, except where an Architectural Modification is authorized in compliance with Part III, Section C (Architectural Modification).

VI. OPERATIONAL STANDARDS

A. PARKING MANAGEMENT

The Pruneyard operates under a shared parking concept, with parking stalls shared among the different uses of the center. Effective utilization of these stalls to provide employee parking and conveniently located customer parking is critical to its success. To limit parking and circulation issues associated with the proposed changes, the following parking management strategies shall be implemented by the Center Association.

1. Parking Management Report

The Center Association shall prepare an annual parking status report to the City of Campbell to describe how valet, short-term, and employee parking is being managed and monitored. This report shall be provided to the Community Development Director no later than January 31st of each year.

2. Wayfinding and Garage Spaces Available Signage

The Center Association shall install additional wayfinding signs throughout the site to encourage patrons to park in the garage. This shall include the installation of an active parking management system within the existing and expanded parking garage, including overhead stall occupancy lights and dynamic signs indicating parking stall availability per floor, upon completion of Phase 3. A proposed plan shall be provided to the Community Development Director for review and approval.

3. Time Limited Parking

The Center Association shall designate certain parking areas as "short-term" parking to optimize the use of parking spaces closest to heavily-visited tenants, such as Trader Joe's, whose customers typically park for short periods. The exact locations and time limits will be determined by agreements reached with specific tenants, and Center Association staff will refine the configuration of these spaces over time. The Center Association staff will also ensure that users of the time-limited parking spaces comply with posted time limits. An initial plan for designation of short-term parking areas shall be submitted to the Community Development Director for review and approval. If significant changes are proposed they will be reviewed with the Community Development Director prior to implementation.

4. Employee Parking

To maximize the amount of parking available for retail and restaurant customers, all employees will be required to park in areas with the lowest demand for customer parking, including the upper levels of the parking garage. Employees will be provided with these requirements and reminded by posted signs. The Center Association staff will enforce these requirements. The specific design and placement of signage, types of communication, and enforcement techniques shall be provided in a plan provided to the Community Development Director for review and approval. If significant changes are proposed they will be reviewed with the Community Development Director prior to implementation.

5. Accessible Parking

Conveniently placed accessible parking stalls shall be provided over and above the minimum required by the California Building Code. Specifically, an additional two (2) stalls shall be provided at the end of Phase 1 A/B (in the parking areas adjacent to the main plaza) and an additional four (4) stalls at the end of Phase 3 (in the parking areas adjacent to the new retail pads).

6. Electric Vehicle Charging

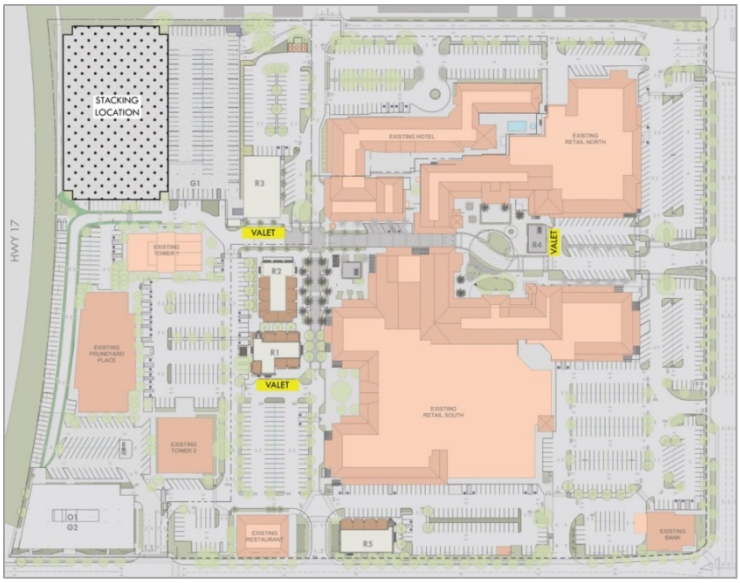
The Center Association shall install a minimum of twenty (20) electric vehicle charging stations throughout The Pruneyard, in location(s) proposed by the Center Association and approved by the Community Development Director. Five (5) of the stations shall be installed with the Phase 1 A/B. An additional five (5) shall be installed with Phase 3 and the final ten (10) with Phase 4.

7. Bicycle Sharing Program Participation

Should the City of Campbell establish a public bicycle sharing program, or participate in a regional public bicycle sharing program, the Center Association shall cooperate with the City to place a bicycle sharing station within The Pruneyard for use by the general public. The location(s) will be selected by the Center Association and approved by the Community Development Director.

8. Valet Parking Services

The Center Association shall implement a valet parking program during peak demand times at the completion of Phase 2 and during phases for which the parking demand supply analysis, prepared by Fehr & Peers, dated October 30, 2015, reflect a need for valet parking. During these phases, valet parking shall be provided at the main plaza as a complimentary service between Thanksgiving and New Year's Day. Though not required under the parking demand supply analysis, valet parking may be provided during other peak periods such as midday weekday and other similar peak parking periods. Parking attendants will shuttle vehicles to the anticipated "stacking location" area identified in the parking garage from specified valet locations, as identified below. The Center Association and Community Development Director shall meet six (6) months after the valet service begins, to refine the system operation, stacking location, and hours of operation.



B. TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

The Center Association shall implement a Transit Demand Management (TDM) program upon issuance of building permits for 'Phase 1 A/B' of the project, except where noted. There are numerous strategies that can be used to encourage employees to use modes of transportation other than driving alone and thereby reduce the number of vehicle trips generated by an office development. Some strategies can be incorporated into a project's design to support multiple modes of travel such as locating building entrances near transit stops, providing ample bicycle parking, and providing amenities on-site. Others are policies and programs that are provided by individual employers and building managers, such as subsidized transit passes to encourage transit use and carpool matching services to support carpools.

1. Summary of Measures

The TDM measures and strategies for existing (Tower 1, Tower 2, and Pruneyard Place) and approved (Building 'O1') office buildings are summarized in Table VI-1, below. The measures that are incorporated into the building and site design are presented first, followed by the measures that would be implemented by the Center Association. A third set of measures that would be implemented by future tenants and supported by the Center Association are added at the end. Many of these measures are described in more detail after the table.

TABLE VI-1 – TRANSIT DEMAND MANAGEMENT (TDM) MEASURES

TDM MEASURE	DESCRIPTION
Building and Site Design Measures	
Showers/clothes lockers*	Shower facilities and clothes lockers are provided for employees who walk and bike to work
Bicycle parking (short + long term) and bicycle repair station*	Bicycle parking facilities support bicycling as a mode choice. Secure parking for bicycles will be provided in the parking structure. The secure parking area will include a DIY bicycle repair station. Short-term bicycle parking racks are also provided.
Designated carpool/vanpool parking spaces	Carpool and vanpool spaces will be designated near building entrances in order to encourage ridesharing
Property Management Provided Measures	
Transportation Coordinator	A Transportation Coordinator will be identified by the Center Association among the Pruneyard property management team and is responsible for marketing, implementing, evaluating, and revising the TDM program. They oversee TDM promotional activities and provide support for employers at office space within The Pruneyard.
TDM Promotional Activities	A variety of strategies, including: • New employee information packets: Introduces new employees to the TDM • program to establish commute options early. • Flyers, posters, emails: Ways to keep the TDM message in front of employees on a regular basis. • Transportation fairs: Transportation fairs provide alternative mode information in a fun event. • Bike-to-work day: A regional event to encourage bicycle commuting. • Transit riders guide: A guide with transit routes and schedules to the site.

TABLE VI-1 – TRANSIT DEMAND MANAGEMENT (TDM) MEASURES

TDM MEASURE	DESCRIPTION
	• Bicycle programs: Encourage employees to bike to work and may include mapping routes, creating biking groups or buddies, and providing financial incentives.
Commuter Information Website and Information Board	A website and an on-site kiosk for transit and commute alternatives information.
Guaranteed ride home program*	Employees who use transit, carpools, or vanpools will be reimbursed for a taxi or carshare ride home in case of emergency or if they need to work late.
Ridesharing (Carpool/Vanpool) Programs	Rideshare matching programs help carpools and vanpools to form by matching drivers and passengers.
Car share spaces on site*	Employees who bike or walk or use transit, carpools, or vanpools can utilize a car share vehicle located on site for errands or meetings, such as ZipCar or similar provider, if providers are interested in placing vehicles in The Pruneyard.
Tenant Provided Measures	
Pre-tax Commuter Benefits	The IRS permits employees to withdraw up to $255 per month in pre-tax wages to cover transit, vanpool, and train station parking costs. Lower amounts can be deducted for bicycle-related expenses. The Transportation Coordinator will provide advice and support for employers seeking to offer pre-tax commuter benefits.
Telecommuting/Flextime/ Compressed work week	Flexibility in the hours and location of work is common among Silicon Valley employers. The Transportation Coordinator will provide advice and support for employers seeking to offer telecommuting, flextime and/or compressed work weeks to their employees.
*Measures to be implemented with Phase 4 completion.	

2. Description of Measures

In addition to the Building and Site Design attributes that contribute to and support walking, bicycling, ridesharing, and transit use and reduce traffic to the site, the Center Association will provide the measures that would be most effective in meeting the TDM goal. The TDM Plan would be overseen by a Transportation Coordinator. The role and responsibility of the TDM Coordinator and other components of the plan are described below.

a) **Transportation Coordinator**

A Transportation Coordinator will be identified by the Center Association among the property management team to oversee and promote the TDM Plan. The Transportation Coordinator would develop an on-site transportation information center and website to provide information regarding commute alternatives. The Transportation Coordinator may provide information via new employee orientation packets, flyers, posters, email, and/or educational programs. The Transportation Coordinator's role also includes actively marketing alternative mode use, administering a carpool and vanpool matching program, developing pedestrian and bicycle programs, and promoting special programs such as Bike-to-Work Day or Carpool Week. The Transportation Coordinator can notify employees of Spare the Air days (as declared for the Bay Area region) and associated transit promotions. Prizes may be offered for non- single-occupant vehicle (SOV) travel on these days to encourage participation. The Transportation Coordinator may offer prizes as incentives for ridesharing, using transit, bicycling, and walking.

b) **TDM Promotional Activities**

There are many items that can be categorized as general promotional programs that are used to provide information regarding non-solo driving modes and to create excitement around using alternative modes. These programs would be administered by the Transportation Coordinator.

- *New employee information packets* – Outline alternative transportation options and an orientation program, which explains the importance and benefits of using alternative transportation modes, and any incentives provided by employers, such as commuter checks, ECO Passes, etc.
- *Flyers, Posters, and Emails* – That advertise commute options and special activities such as Bike-to-Work Day and provide frequent information about the importance of TDM.
- *Transportation Fairs* – Usually includes booths/tables sponsored by transit agencies and bicycle advocacy groups with information on commute options, and can include demonstrations on bicycle riding tips and bicycle repairs, and raffles for bus tickets, transit passes, water bottles, bike helmets, etc.
- *Bike-to-Work Day* – A regional event to introduce bicycle commuting can get people to start bicycling more frequently.
- *Transit Riders Guide* – An informational guide on how transit pay systems operate, bus routes and stop locations, etc. to make riding transit more familiar.
- *Bicycle Programs* – A variety of measures to encourage employees to cycle to work. Bicycle programs include maps of bicycle facilities in the area, which can be annotated to describe the cycling conditions, bicycling buddies/groups (bike commuters with common bike routes), and promotional bicycle support items such as water bottles and tire patch kits.

c) **Commuter Information Website and Information Board**

Information on shuttles, Caltrain, ACE, VTA bus and LRT service, carpool and vanpool organizations, bicycle routes, and other transportation options will be provided on The Pruneyard website. Information kiosks or boards will also be located in building lobbies. The Transportation Coordinator would be in charge of updating information. Individual tenants may also post commuter information in their employee break rooms or other common gathering areas.

d) **Guaranteed Ride Home Program**

A common reason that employees do not use alternative modes (i.e., carpool, vanpool, or transit) is the inability to leave work unexpectedly for a family emergency or the fear of being stranded if they need to work late. One TDM element that allays these fears is a Guaranteed Ride Home program. With this program, employees can use a taxi service, rental car, or other means to get home, and the employer pays for the service. Employees who wish to use the service would contact the Transportation Coordinator or other designated person to make the travel arrangements.

e) **Ridesharing (Carpool/Vanpool) Programs**

Carpools in the Bay Area consist of two or more people riding in one vehicle for commute purposes. Vanpools provide similar commuting benefits as carpools, though a vanpool consists of seven to 15 passengers,

including the driver, and the vehicle is either owned by one of the vanpoolers or leased from a vanpool rental company. The Transportation Coordinator can provide an Internet link to the 511.org Rideshare website to access ride matching services. The Transportation Coordinator can also administer an on-site carpool and vanpool matching service for employees, either using a private database or via peer-to-peer matching programs such as Scoop, Carma, or TwoGo. A list of available vanpools that provide service between The Pruneyard and various points in the Bay Area can also be provided.

f) **Car Share Spaces on Site**

Car sharing provides an on-demand access to shared vehicles on-site on an as-needed basis, providing alternative mode commuters a means for day trips. The property manager will work with car sharing companies that have a South Bay presence, such as Zipcar, to locate vehicles on site and to dedicate parking spaces for car share vehicles.

g) **Pre-tax Commuter Benefits**

The IRS permits employees to withdraw up to $255 per month in pre-tax wages to cover transit, vanpool, and train station parking costs (amount determined by the IRS (IRS Tax Code Section 132(f) - Qualified Transportation Fringe)). Lower amounts can be deducted for bicycle-related expenses. The Transportation Coordinator will provide advice and support for employers seeking to offer pre-tax commuter benefits. 511.org also has an outreach program to help employers get started.

h) **Telecommuting and Alternative Work Schedules**

Allowing employees to work off-site and providing them with the necessary infrastructure, i.e., internet access and internal data access, reduces the number of vehicle trips entering and exiting the site and on the roadway system. Flextime options such as compressed workweeks and alternative work hours can allow employees to make better use of transit and/or reduce the number of days they travel to the office and/or move vehicle travel outside of the peak periods. The Transportation Coordinator will provide advice and support for employers seeking to offer telecommuting, flextime and/or compressed work weeks to their employees.

C. TRIP MONITORING

A trip generation study that determines the volume of trips generated by the project shall be conducted on at least a biennial basis. The trip generation study will be conducted by a traffic engineering firm employed by the City and funded—contract cost and an administrative fee as determined by the Schedule of Fees and Charges—by the Center Association. The data collected from the study will be shared with VTA as part of the CMP Monitoring and Conformance Program.

The monitoring counts will consist of AM and PM peak period (i.e., 7:00 am to 9:00 am and 4:00 pm to 6:00 pm) turning movement counts at all of the driveway intersections serving The Pruneyard. The counts will include counts of all vehicles turning to and from The Pruneyard as well as through traffic traveling through the intersections. The counts will be conducted every two years beginning with the completion of Phase 1 A/B until five years after the issuance of certificate of occupancy for each project phase. The data will be tabulated to determine the peak one-hour of traffic volume and the volume of traffic entering and exiting the Pruneyard during this period will be tabulated. The monitoring report will include a comparison with traffic counts collected during previous monitoring periods.

The Center Association shall also be required to conduct employee surveys of workers in the office buildings to assess commute mode share, use of telecommuting/flextime, and other relevant measures. The survey will be conducted both before and after the TDM program is implemented to assess the program's effectiveness. The survey shall be conducted annually beginning with the completion of Phase 1 A/B until five years after the issuance of certificate of occupancy for the each project phase.

D. SECURITY

The Center Association shall develop and implement a security plan for The Pruneyard, which may include security patrols, video surveillance, and emergency assistance stations, as necessary to protect customers and employees.

E. SPECIAL EVENTS

Special Events within the Main Plaza and other areas within The Pruneyard may be allowed by this section.

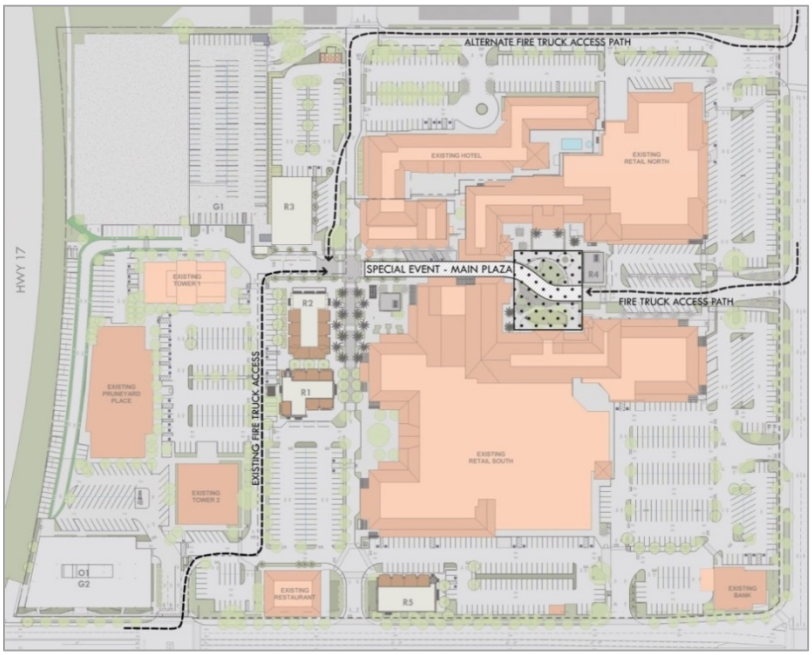
1. Main Plaza Closures

The Center Association may close off the Main Plaza to vehicular traffic to accommodate special events, including but not limited to farmer's markets, food/bridal/craft fairs, live music and dancing festivals, holiday activities, wine/beer walks, and outdoor sales.

a) **Special Event Closures**
At least four (4) weeks prior to a special event, the Center Association shall provide the Community Development Director with a detailed plan indicating the purpose, extent, duration, frequency, security measures, and anticipated occupancy of the proposed event. Within two (2) weeks of submittal, the Community Development Director, upon review by the Building Official, Fire District Chief, and Police Chief, shall approve the event by issuance of a Zoning Clearance subject to reasonable restrictions to protect the public health and safety. The City approval for a specific special event closure (e.g., farmer's market) shall allow for the reoccurrence of the same event without additional approval unless changes to the event plan are proposed. A filing fee, as established by the Schedule of Fees and Charges, shall be due for all special event requests. Approved special event closure plans shall be included within **APPENDIX F** (Special Event Closure Plans).

b) **Weekend Closures**
The Center Association may close off the Main Plaza to vehicular traffic for no more than twelve (12) weekends (Saturday and Sunday) per year, exclusive of closures related to an approved special event.

c) **Circulation**
Adequate circulation patterns for proper traffic flow and emergency vehicle access shall be provided at all times for main plaza closures, as depicted by the exhibit below. The Community Development Director may require changes to the circulation plan when necessary to protect the public health and safety.



2. Temporary Events and Activities

The Main Plaza is intended to accommodate the majority of special events within The Pruneyard. Other temporary events and activities not within the Main Plaza are intended to be minor and incidental, such as a "pop-up" tent restaurant, blood drive, and other similar activities for a period not to exceed one (1) week over a three (3) month "seasonal" period. The Community Development Director may approve a temporary event or activity by issuance of a Zoning Clearance if the event or activity is consistent with the allowable land uses as provided for in Part V (Land Use Controls) and does occupy parking areas, unless otherwise approved by the Community Director (upon a finding that adequate alternative parking arrangements, such as valet, have been made). A filing fee, as established by the Schedule of Fees and Charges, shall be due for each temporary use request.

F. PROPERTY MAINTENANCE

In compliance with Campbell Municipal Code Section 21.16.110 (Site Maintenance), The Pruneyard shall be maintained in good order by the Owner and the Center Association. This shall include ensuring that the parking lot is kept in a neat and clean condition, free of trash, debris or rubbish, and free of potholes, sinkholes, deep puddles, cracks, and/or significant broken areas; that fences and walls are kept and maintained in good repair and free of graffiti; that landscaped areas are kept in a neat and clean condition, substantially free of debris and dead, diseased or dying vegetation; that buildings are routinely painted and repaired as necessary, and that furniture is maintained in good order.

G. REFUSE ENCLOSURES

There are four (4) locations of garbage enclosures which serve all uses within The Pruneyard. These facilities will be the responsibility of the Center Association and they will collectively be maintained in a sanitary and clean manner. All businesses will have equal use to them and they shall be emptied so as not to impede the use by all parties. If significant changes to the refuse collection approach are proposed, the changes shall be reviewed with the Community Development Director prior to implementation.

VII. DEFINITIONS

A. PURPOSE AND APPLICABILITY

The meaning of terms used in the Master Use Permit shall be as defined by Campbell Municipal Code Chapter 21.72 (Definitions), except for those terms defined by Section B (Definitions of Terms), below. These definitions are intended facilitate the land use program established for The Pruneyard by the Master Use Permit.

B. DEFINITIONS OF TERMS

As used in the Master Use Permit, the following terms shall be defined as follows:

- **Consignment Boutique** means a retail store primarily engaged in selling used non-donated, second-hand merchandise, which is placed for sale within the establishment by the owner of the merchandise and upon sale of the merchandise the purchase price is divided between the establishment owner and the owner of the merchandise.

- **Center Association** means the non-profit mutual benefit corporation established by The Pruneyard's Declaration of Covenants, Restrictions and Parking Easements ("Pruneyard Declaration") that collectively represents the Owner(s) of The Pruneyard; also known as an owner's association.

- **Dry Cleaning (Drop-off/Pick-up**) means a commercial establishment that accepts and returns personal clothing for cleaning/laundering service that is conducted off-site.

- **Owner(s)** means CFEP Pruneyard LLC and any successors and assigns to a fee title interest in one of the three (3) parcels (office, retail, and hotel) that constitute The Pruneyard.

- **Restaurant** means a commercial establishment whose primary business is the preparation and sale of food and beverages as meal service, for consumption by customers *on-site* within interior dining room(s) or associated patio area. Restaurants may provide varying degrees of service, including table-, counter-, or self-service; include disposable or reusable plates and cutlery; and have stationary or unfixed seating.

- **Retail Food** means a commercial establishment, whose primary business is the sale of food and beverages to customers as novelties or snacks, for consumption *off-site*, which may also include incidental on-site seating. Customarily, these businesses include ice cream shops, bakeries, and juice bars, which are distinguished by food and beverages served in disposable containers.

- **Retail Medical** means a retail store specializing in the sale of medical equipment and devices that also includes related medical services in an ancillary capacity, such as an eyewear store with an on-site optometrist.

- **The Pruneyard** means the regional commercial center, consisting of retail, restaurant, service, hotel, and offices uses, generally bound by South Bascom Avenue to the east, East Campbell Avenue to the south, California State Highway 17 to the west, and the point of terminus of Campisi Way to the north. When used in the Master Use Permit, this term shall be inclusive of all parcels that constitute the commercial center.

APPENDICES

LIST OF APPENDICES

A. Approved Development Plans

B. Approved Master Sign Plan

C. Declaration of Covenants, Restrictions and Easements ("Center Declaration")

D. List of Entitlements Previous Entitlements

E. Tenant Map

F. Special Event Closure Plans

A. APPROVED DEVELOPMENT PLANS

B. APPROVED MASTER SIGN PLAN

C. CENTER DECLARATION

D. LIST OF PREVIOUS ENTITLEMENTS

Previous Land Use Permits Incorporated by Reference into the Master Use Permit:

1875 and 1995 S. Bascom Avenue:

- "S" 68-65: Site and Architectural Approval for a Master Plan for the 30-acre Pruneyard Commercial Complex; approved by the Planning Commission on November 4, 1968.
- "S" 69-43: Site and Architectural Approval for Phase 1 of the Pruneyard Complex; approved by the Planning Commission on June 2, 1969.
- "S" 70-29: Site and Architectural Approval for Phase 2 of the Pruneyard Complex; approved by the Planning Commission on May 18, 1970.
- [Permit # unknown]: Site and Architectural Approval for Phases 3 and 4 of the Pruneyard Complex; approved by the Planning Commission on July 20, 1970.
- "S" 70-47: Site and Architectural Approval for Phases 5 and 6 of the Pruneyard Complex; approved by the Planning Commission on September 8, 1970.
- "S" 86-03: Site and Architectural Approval for a 79-room inn; approved by the Planning Commission on March 25, 1986.
- "M" 86-11: Modification of Site and Architectural Approval "S" 86-03 for a 94-unit motel, restaurant, and retail space; approved by the Planning Commission on June 10, 1986.
- "S" 94-08: Site and Architectural Approval for hotel expansion and restaurant uses; approved by the City Council on February 7, 1995.
- "UP" 97-11: Conditional Use Permit for expansion of the Pruneyard Inn; approved by the Planning Commission on November 11, 1997.

1901 S. Bascom Avenue:

- "SDP" 1: Special Development Permit for an 18-story office building (Tower I), approved by the City Council on January 13, 1969;
- "SDP" 97-01 and "S" 97-20: Special Development Permit and Site and Architectural Approval for a new six-story office tower and four-level parking garage; approved by the City Council on January 20, 1998.

1999 S. Bascom Avenue:

- "SDP" 7: Special Development Permit for a 10-story office building (Tower II); approved by the City Council on January 10, 1972.
- "SDP" 98-01: Special Development Permit for expansion and modification of a previously approved parking garage; approved by the City Council June 16, 1999.

Previous Land Use Permits Superseded by the Master Use Permit:

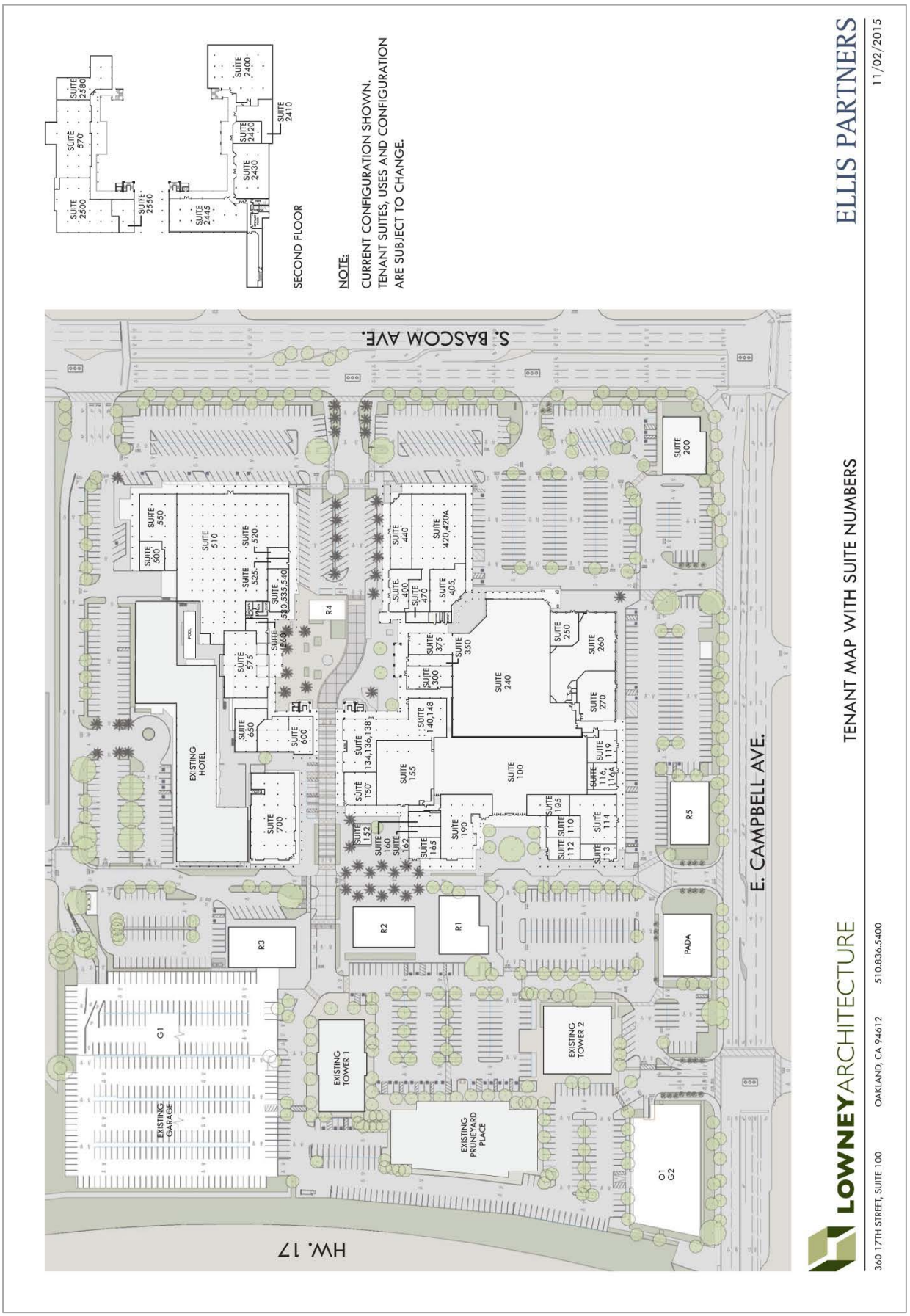
1995 S. Bascom Avenue:

- "UP" 89-01: Conditional Use Permit to allow an on-sale liquor license in association with The Pruneyard Inn; approved by the Planning Commission on January 24, 1989

1875 S. Bascom Avenue:

- "UP" 94-19: Conditional Use Permit for 18 restaurant uses; approved by the City Council on February 7, 1995;
- "UP" 93-02: Conditional Use Permit for allow a specialty market with a general off-sale liquor license; approved by the Planning Commission on April 13, 1993.
- "UP" 93-09: Conditional Use Permit to allow establishment of a restaurant with a general on-sale liquor license, outdoor seating, and late-night operational hours; approved by the Planning Commission on August 24, 1993.
- "UP" 96-14: Conditional Use Permit to allow establishment of a restaurant with a general on-sale liquor license, outdoor seating, and late-night operational hours; approved by the Planning Commission on December 10, 1996.
- "UP" 97-01: Conditional Use Permit to allow establishment of a restaurant with a general on-sale liquor license, outdoor seating, live entertainment, and late-night operational hours; approved by the Planning Commission on February 25, 1997.
- "UP" 99-02: Conditional Use Permit to allow establishment of a restaurant with a general on-sale liquor license and late-night operational hours; approved by the Planning Commission on June 8, 1999.
- PLN2002-26: Conditional Use Permit to reestablishment of a movie theater with on-sale beer and wine license, late-night operational hours, and outdoor seating; approved by the Planning Commission on April 23, 2002.
- PLN2007-04: Conditional Use Permit to allow a massage establishment; approved by the Planning Commission on March 13, 2007.
- PLN2011-80: Conditional Use Permit to allow establishment of a restaurant with a general on-sale liquor license and late-night operational hours; approved by the Planning Commission on May 24, 2011.
- PLN2012-73: Conditional Use Permit to allow establishment of a general on-sale liquor license for an existing restaurant; approved by the Planning Commission on April 24, 2012.
- PLN2013-296: Conditional Use Permit to allow establishment of a wine bar with late-night operational hours and live entertainment; approved by the Planning Commission on November 26, 2013.

E. TENANT MAP


SECOND FLOOR
NOTE:
CURRENT CONFIGURATION SHOWN.
TENANT SUITES, USES AND CONFIGURATION
ARE SUBJECT TO CHANGE.
S. BASCOM AVE.
E. CAMPBELL AVE.
HW. 17
EXISTING HOTEL
EXISTING GARAGE
EXISTING TOWER 1
EXISTING TOWER 2
EXISTING PRUNETARD PLACE
R1
R2
R3
R4
R5
PADA
G1
O1
G2
SUITE 100
SUITE 105
SUITE 110
SUITE 112
SUITE 113
SUITE 114
SUITE 116, 116A
SUITE 119
SUITE 140, 148
SUITE 150
SUITE 152
SUITE 155
SUITE 160
SUITE 162
SUITE 165
SUITE 190
SUITE 200
SUITE 240
SUITE 250
SUITE 260
SUITE 270
SUITE 300
SUITE 350
SUITE 375
SUITE 400
SUITE 405
SUITE 420, 420A
SUITE 440
SUITE 470
SUITE 500
SUITE 510
SUITE 520
SUITE 525
SUITE 530, 535, 540
SUITE 550
SUITE 575
SUITE 600
SUITE 650
SUITE 700
SUITE 2300
SUITE 2360
SUITE 2400
SUITE 2410
SUITE 2420
SUITE 2430
SUITE 2445
SUITE 2500
SUITE 2550
SUITE 2570
ELLIS PARTNERS
TENANT MAP WITH SUITE NUMBERS
11/02/2015
LOWNEYARCHITECTURE
360 17TH STREET, SUITE 100
OAKLAND, CA 94612
510.836.5400

F. SPECIAL EVENT CLOSURE PLANS

PRUNEYARD/CREEKSIDE AREA POLICIES

Goal LUT-14: The Pruneyard/ Creekside Area as an active, connected "urban village" with a mixture of commercial, office, residential, entertainment and recreational uses functioning as a community and regional focal point.

Policy LUT-14.1: Area Plan: Develop an Area Plan for the Pruneyard / Creekside Commercial District.

Policy LUT-14.2: Development Intensities: Allow higher development intensities within the Pruneyard / Creekside area.

Strategy LUT-14.2a: Maximum Height: Allow new buildings and redeveloped buildings to develop at the maximum height in the Pruneyard/Creekside Area, subject to traffic and environmental constraints.

Strategy LUT-14.2b: Floor Area Ratio (FAR): Allow a maximum FAR of 2.0 for new development or redevelopment within the Pruneyard/Creekside Area.

Policy LUT-14.3: Physically Connected: Encourage new development in the Pruneyard/Creekside Area that is physically connected to existing development and oriented towards the creek trail with appropriate setbacks, and that provides logical connections and access to the creek trail.

Strategy LUT-14.3d: Links to Los Gatos Creek: Ensure that new development provides visual and pedestrian linkages with Los Gatos Creek.

Strategy LUT-14.4a: Floor Area Ratio: Allow sites of greater than 3 acres to maximize densities of up to 2.0 FAR for non-residential uses and up to a maximum residential density of 27 units per gross acre. Project densities on parcels of smaller size will be reduced on a sliding scale as indicated below:

Minimum Acres	Maximum FAR	Allowable Density Range
Up to .99	.30	Up to 8 du/acre
1.0 to 1.99	.50	8 to 16
2.0 to 2.99	1.0	8 to 21
3.0 and above	2.0	8 to 27

Strategy LUT-14.4d: Parking Facilities: Joint use of parking facilities may be utilized with mixed-use development formats on larger parcels.

Policy LUT-14.5: Building Orientation: Orient buildings toward public streets. New buildings on corner lots should frame the intersection through the use of reduced setbacks where necessary for access, facades that incorporate prominent entries, windows, design details and landscaping.

Strategy LUT-14.5b: Non-residential Entries: Orient entries of non-residential developments toward the public street and provide street-level windows and glass front display bays for all street-level office and retail.

Strategy LUT-14.5c: Parking Lots: Encourage parking lots at the side of or rear of, or below buildings. Parking lots are strongly discouraged between buildings and the sidewalk.

Strategy LUT-14.6b: Ground Floor Retail Uses: Ensure ground floor retail uses on Bascom and Hamilton Avenues, with vibrant street level elevations.

Strategy LUT-14.6c: Decorative Features: Development projects should incorporate decorative features including plazas that incorporate amenities such as public art, special paving, tile, and fountains.

GENERAL PLAN POLICIES

Strategy LUT-1.5a:	Transit-Oriented Development: Encourage transit-oriented development including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity, and mix of land uses with transportation resources, such as Light Rail.
Strategy LUT-1.5d:	Higher Floor Area Ratios (FARs): Develop provisions for allowing higher FARs in new projects that provide a mix of uses, maintain a jobs/housing balance or are located within proximity to Light Rail.
Strategy LUT-1.5f:	Transportation Impact Mitigation: development that impacts the transportation system. Evaluate the establishment of a Complete Streets Impact fee policy to be imposed on new development and applied toward improving the City's multimodal transportation system.
Strategy LUT-2.1c:	Bicycle Facilities: Require adequate and secure bicycle facilities at employment centers, activity centers, and residential projects.
Strategy LUT-2.1k:	Private Development: Developers will be required to make public improvements related to their project to improve and enhance bicycle, pedestrian and transit opportunities consistent with City policy.
Strategy LUT-2.1q:	Transportation Demand Management (TDM): For new employment centers require TDM site design measures including carpool and van pool parking, bicycle storage, and discounted public transit programs.
Strategy LUT-2.3a:	Intersection Level of Service: To the extent possible, maintain level of service (LOS) on designated intersections consistent with the Santa Clara County Congestion Management Plan.
Policy LUT-2.4:	Jobs and Housing Balance: Maintain Campbell's balance of jobs and housing units to encourage residents to work in Campbell, and to limit the impact on the regional transportation system.
Strategy LUT-2.4a:	Full Range of Land Uses: Provide for a full range of land uses within the City, and for mixed-uses within specific development projects
Policy LUT-5.3:	Variety of Commercial and Office Uses: Maintain a variety of attractive and convenient commercial and office uses that provide needed goods, services and entertainment
Strategy LUT-5.3b:	Minimal Setbacks: Design commercial and office buildings city-wide to have minimal setbacks from the sidewalk except to allow for pedestrian oriented features such as plazas, recessed entryways, and wider sidewalks for outdoor cafes. Discourage parking areas between the public right-of way and the front façade of the building.
Strategy LUT-5.3c:	Revitalization of Shopping Centers: Encourage the maintenance and revitalization of commercial shopping centers.
Strategy LUT-5.3d:	Commercial Centers: Review the design, use and upgrading of commercial centers via the discretionary permit process, and ensure that conditions of approval are adopted that require businesses to be well kept and operated in a way that limit impacts to adjacent uses.
Strategy LUT-7.2n:	Consistency with Plans: Ensure that new development and substantial remodeling projects are consistent with Specific Plans, Area Plans, City Standard Details and adopted Streetscape Standards to create cohesive design.
Strategy LUT-9.1c:	Land Use Objectives and Redevelopment Plans: Permit only those uses that are compatible with land use objectives and redevelopment plans.

Policy LUT-9.3:	Design and Planning Compatibility: Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces and natural resources.
Strategy LUT-9.3d:	Building Design: Design buildings to revitalize streets and public spaces by orienting the building to the street, including human scale details and massing that engages the pedestrian.
Strategy LUT-9.3e:	Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.
Strategy LUT-9.3f:	Development Orientation: Orient new development toward public and private amenities or open space, in particular: • Orient high activity areas such as outdoor dining areas and plazas, and major pedestrian routes toward the amenity or open space.
Strategy LUT-9.3g:	Pedestrian Amenities: Incorporate pedestrian amenities such as plazas, landscaped areas with seating, pedestrian walkways into new developments.
Strategy LUT-9.3i:	Master Plan of Phased Sites: Ensure developers of phased multi-building complexes provide a master plan demonstrating how the entire site will be developed.
Strategy LUT-10.2a:	Streetscape Standards: Implement Streetscape Standards with landscaped boulevard treatment on arterial streets, and implement the installation of street trees per the Standard Street Improvements.
Strategy LUT-11.1d:	Bicycle and Pedestrian Connections in Development: Encourage new or redeveloping projects to provide logical bicycle and pedestrian connections on site, between parking areas, buildings, and street sidewalks and to existing or planned public right-of-way facilities and encourage pedestrian passages between street-front sidewalks and rear-lot parking areas. Ensure that the bicycle and pedestrian connections interface safely.
Policy LUT-11.2:	Services Within Walking Distance: Encourage neighborhood services within walking distance of residential uses.
Strategy LUT-12.1c:	Parking Lot Design: Design parking lots to minimize impacts on the street system by providing adequate sized driveways, sufficient queuing and efficient circulation.
Strategy LUT-13.1:	Variety of Uses: Attract and maintain a variety of uses that create an economic balance within the City while maintaining a balance with other community land use needs, such as housing and open space, and while providing high quality services to the community.
Strategy LUT-13.1c:	Fiscal Effects of Land Use: Evaluate the fiscal effects of different land uses on City revenues and services.

CITY OF CAMPBELL
70 NORTH FIRST STREET
CAMPBELL, CALIFORNIA 95008
(408) 866-2100
FAX # (408) 379-2572

Department: Planning

August 12, 1992

Mr. Thomas E. Rotticci
Sectras Corporation
50 California Street
San Francisco, CA 94111

Mr. Mark West
Perpetual Asset Management Company, Inc.
707 Broadway, Suite 1200
San Diego, CA 92101

Re: PM 92-03 1875-1999 S. Bascom Avenue (The Pruneyard) Parcel Map Issues

Dear Mr. Rotticci and Mr. West:

The 27 +/- acre Pruneyard Center is the largest retail office complex within the City of Campbell. The long term viability of The Pruneyard is essential to the economic and fiscal health of the City. The application to subdivide the Pruneyard center into four parcels may compromise the long term viability of the center and limit the development options of subsequent property owners.

As a single parcel, the property owner(s) have the greatest possible flexibility when planning new buildings, uses or building expansions. Subdivision into four parcels carves up the buildable area and severely limits the flexibility for future uses. These development issues are not directly addressed in the technical application materials. These issues are important to the City and need to addressed as the application is processed.

HomeFed Bank and Bank of America should evaluate submitting an application to rezone to the Planned Development District and prepare a master development plan which delineates the long term development for the property. This plan would put prospective purchasers on notice of the property owner's and the City's plans for the center and outline public improvement and development responsibilities for subsequent property owners. Such a plan would attempt to anticipate the cumulative impacts of the application. A master plan could be structured to address many of the technical issues raised in the enclosed Notice of Incompleteness letter dated August 12, 1992.

I am glad we had an opportunity to meet on Monday August 10, 1992. I hope the issue of subdivision and long term viability of the center can be resolved in a manner which is satisfactory to the City and the property owners.

Sincerely,

Steve Piasecki
Director of Planning

cc:
Kevin Hanson, HomeFed Bank
Chuck Toeniskoetter
Mayor Don Burr
Joan Bollier, City Engineer

MEMORANDUM

Community Development Department
Planning Division

To: Site and Architectural Review Committee **Date**: March 22, 2016

From: Daniel Fama, Associate Planner DF

Via: Paul Kermoyan, Community Development Director PK

Subject: Pruneyard Project

File No.: PLN2015-76:79/335/357:359

Applications: Zoning Map Amendment, Planned Development Permit, Conditional Use Permit, Tentative Parcel Map, Parking Modification Permit, Tree Removal Permit, Master Sign Plan and Freeway-Oriented Sign

Project Site: 1875, 1901, 1919, 1995, and 1999 S. Bascom Avenue

BACKGROUND

Ellis Partners, owners of The Pruneyard Shopping Center and Offices, began discussions with City staff regarding expansion, renovation, and subdivision of the center shortly after purchase of the property in late 2014. Due to the community significance of the center and the policy implications of subdividing the property, the City Council was asked to review preliminary plans at a March 17, 2015 study session. This was followed by the project's mandatory study session with the Planning Commission on June 23, 2015. A formal application was received on August 13, 2015. Although the application remains "incomplete" pending acceptance of revised plans to address outstanding Fire District circulation comments, the architectural design of the new and renovated buildings is sufficiently developed for review by the Site and Architectural Review Committee (SARC) at this time.

A written architectural report prepared by Marvin Bamburg, MBA Architects, the City's newly appointed architectural advisor, is included as **Attachment 1**. As directed by the City Council, Mr. Bamburg's services will be utilized for significant development projects or those with unique architectural concerns. In the future, a written report will be prepared for a project in the earlier stages of review and be referenced within the SARC memorandum. However, due to the Mr. Bamburg's recent appointment, his work for the Pruneyard Project is being received after completion of this SARC memorandum. Staff will be prepared to discuss his findings at the SARC meeting, however, as a general rule, Mr. Bamburg will not be in attendance.

Lastly, the project's Traffic Impact Analysis (TIA) is still in draft form. By the time of the SARC meeting, the public review draft will have been circulated to VTA, CalTrans, and San Jose Department of Transportation for review and comment before being finalized. In addition to the analysis of potential off-site traffic impacts (i.e., intersection level-of-service, freeway ramp queuing, neighborhood cut-through, etc.), the TIA also analyzed the project's on-site circulation. The draft report recommended various revisions, which have been incorporated into revised site plans that are currently under review by staff, the traffic consultant, and the Fire District. As such, the site plans provided in the project plans (reference **Attachment 2**) may be considered superseded by those provided in **Attachment 3**.

PROJECT SITE

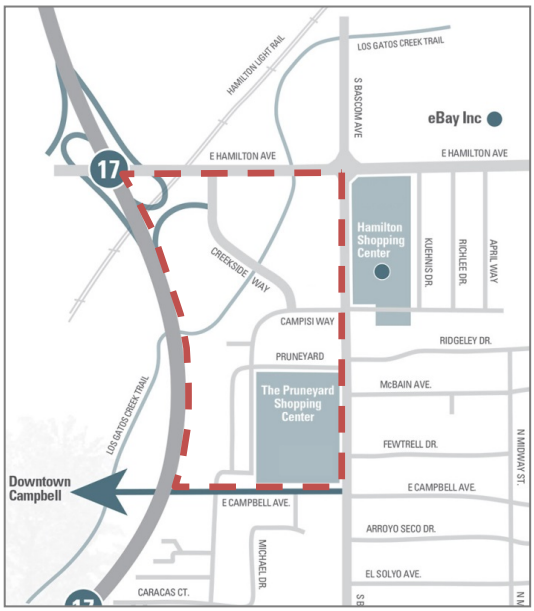
Site Characteristics: The Pruneyard is a 27 acre multi-use property encompassing 364,000 square-feet of professional office, a 171-room hotel, 253,000 square-feet of retail space, and a multi-level parking garage. The property is bounded by Bascom and Campbell Avenues to the east and south, Highway 17 to the west, and the Pruneridge Plaza Apartments to the north. Campisi Way, which provides access to Hamilton Avenue and Highway 17 via Creekside Way, terminates at the northerly property line. The site is within the C-2 (General Commercial) and the C-2/O (General Commercial/Overlay) Zoning Districts, and has a corresponding *General Commercial* land use designation as shown on the General Plan Land Use Diagram.

Source: Silicon Valley Business Journal

Site History: The Pruneyard was originally developed pursuant to a Site Approval (S68-65) granted in 1968 consisting of a Master Plan to develop the Pruneyard Commercial Complex to be constructed in six phases. In 1969 a Site Approval (S69-43) was granted for phase one of the center. The remaining five phases were approved through Site Approvals in 1970. Construction of the office towers commenced in 1971 through the approval of a development agreement and zoning overlay allowing for increased building height. The hotel component was constructed in 1989. In 1994, in conjunction with an exterior remodel of the commercial shopping center, reconfiguration of parking, and hotel expansion, the City approved a center-wide Conditional Use Permit (UP94-19) that allowed alcohol sales and outdoor seating but limited the number of restaurants to 18.

Pruneyard/Creekside Commercial District: The General Plan recognizes the Pruneyard as part of the broader "Pruneyard/Creekside Commercial District"—the area bound by Highway 17, Hamilton, Bascom, and Campbell Avenues (see map on next page)—which is envisioned as an "active, connected 'urban village' with a mixture of commercial, office, residential, entertainment and recreational uses functioning as a community and regional focal point." The Pruneyard is the southern node of this area, providing shopping, dining, and entertainment opportunities, and a linkage to Downtown Campbell.

Applicable General Plan policies and strategies, including those specific to the "Pruneyard/Creekside Commercial District" are included in **Attachment 4**. These policies are intended to carry out the vision for this area over time. In this regard, these policies form a framework in which to analyze the proposed development concept.



Source: Berkshire Communities

PROJECT PROPOSAL

The development proposal for the Pruneyard is multifaceted. It includes construction of several new retail buildings, a five-story office building, and expansion of the existing parking garage. Specifically, the following new buildings are proposed (each is numbered for reference as shown on the Site Plan):

- **New Retail Buildings**:
  - **R1** – 6,000 sq. ft. single-story free-standing retail
  - **R2** – 5,500 sq. ft. single-story free-standing retail
  - **R5** – 5,500 sq. ft. single-story free-standing restaurant
  - **R3** – (a) 12,000 sq. ft. two-story retail/office building *OR*
    (b) 28,000 sq. ft. two-story fitness facility
  - **R4** – 1,600 sq. ft. single-story free-standing retail
- **Office Building (O1)** – 100,000 sq. ft., five-stories, & two levels of underground parking
- **Garage Expansion**: (a) three-levels *OR*
  (b) five-levels

Additionally, the project would also include renovation of existing retail buildings, creation/expansion of public plaza areas, improved pedestrian/bicycle connections, modified vehicular circulation, a new Master Use Permit document, a new signage program, and subdivision of the center into three parcels (office, retail, and hotel). The proposed development is presented as a planned development proposal, requiring approval of a Zoning Map Amendment (rezone to P-D), a Planned Development Permit, a Parking Modification Permit, a Tentative Parcel Map, a Tree Removal Permit, and a Master Sign plan with a Freeway-Oriented Sign.

DISCUSSION

Subdivision/Site Configuration: The proposed subdivision would create three parcels separately accommodating the hotel, the office buildings, and shopping center buildings. In order to assuage the City's historic concerns regarding subdivision of the Pruneyard, "common" and "building" areas would be separately delineated such that all areas outside of the building envelopes would be managed by an Owner's Association pursuant to an "Operating, Maintenance and Parking Easement Agreement". In this manner, each ownership interest can focus on its specialization while overall management of the center, in terms of security, maintenance, and parking, can be coordinated by the Owner's Association. This arrangement would be further strengthen by the Master Use Permit document which will apply land use and operational restrictions across all three properties.

In addition to operational and land use issues, the subdivision of the property would also affect the physical configuration of the shopping center. The proposed project aims to create a more cohesive sense of place within the Pruneyard by creating interior plazas framed by existing and new buildings. In this regard, four of the five proposed retail buildings are placed within the interior of the site situated around the plazas. Only building R5 (opposite Outback restaurant) and the office building would be located along the Campbell Avenue street frontage. In addition to the design intent of the project, the placement of new buildings is also influenced by the drawing of new property lines (e.g., a new retail building cannot be located within the office parcel and vice versa). This limitation precludes certain placements; for instance, perhaps the new office building would be better placed at the Campbell/Bascom corner, within the retail parcel. In considering how proposed buildings are to be situated, the SARC should consider whether the proposed subdivision is hindering a better site layout.

Circulation: The center's existing roadway configuration would be substantially altered with the project, including removal of the main one-way roadways and interior traffic circle, to be replaced with new "primary" two-way drive aisles and "secondary" one-way drive aisles. The existing configuration provides an inefficient circulation of vehicles that is most reflected by the underutilization of the parking garage. The new vehicular circulation patterns appear to show a more direct and expedient movement through the site, particularly with direct vehicular access into the expanded garage from the Campisi Way entrance.

To improve pedestrian movement within the center, additional interior sidewalks and marked paths-of-travel through the parking lot areas would also be created. The most significant improvement to pedestrian circulation is expansion of the plaza areas, as noted below, with the raised roadways. By bringing the vehicle lane up to the pedestrian level (separated with truncated domes and bollards) drivers will more closely watch their speeds.

Expanded Pedestrian Plazas: The existing plaza within the core of the center would be expanded by removal of existing parking spaces. This would accommodate placement of the small retail building (R4), new outdoor dining, open public seating areas, a children's play area, and decorative landscaping features. The portion of the existing interior roadway that extends east to west through the expanded pedestrian plaza as well as a new one-way roadway adjacent to the proposed new interior retail buildings (R2 and R1) would be raised to the plaza/sidewalk level and differentiated with upgraded pavement to provide a more pedestrian-oriented environment. The "big picture" idea is to position the Pruneyard as a destination unto itself, by creating a space that can act as a community focal point.

Office Building: The projects plans present two office building concepts. Each is 100,000 square-feet five-stories, with two levels of subterranean parking. The primary design would resemble the Pruneyard Office's mid-twentieth century "international style" architecture with a rectangular building form and glass walls. The secondary design presents a more contemporary approach with angular forms and GFRC (glass fiber reinforced concrete cladding) in a warm red tone. Both designs would form a plaza at the building's corner and incorporate ground floor retail space.

Height/Massing

Introduction of a 100,000 square-foot office building within the Pruneyard is consistent with the General Plan policies noted below, which encourage maximizing the development potential of properties near transit and in particular within the Pruneyard/Creekside District in order to expand the City's job base and maintain a sustainable jobs/house balance. In terms of development intensity, new and redeveloped projects within the Pruneyard/Creekside District are limited to a Floor Area Ratio (FAR) of 2.0 (square-footage equal to two times the lot size). The proposed project would result in an overall FAR of .73 (exclusive of garage areas)~~1.04, with the office parcel itself at a 2.25 FAR (reflecting the concentration of existing and proposed development on this portion of the Pruneyard).~~

Strategy LUT-1.5a: Transit-Oriented Developments: Encourage transit-oriented developments including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity, and mix of land uses with transportation resources, such as Light Rail.

Strategy LUT-1.5d: Higher Floor Area Ratios (FARs): Develop provisions for allowing higher FARs in new projects that provide a mix of uses, maintain a jobs/housing balance or are located within proximity to Light Rail

Policy LUT-14.2: Development Intensities: Allow higher development intensities within the Pruneyard / Creekside area.

Strategy LUT-14.2a: Maximum Height: Allow new buildings and redevelopment buildings to develop at the maximum height in the Pruneyard/Ceekside Area, subject to traffic and environmental constraints.

Strategy LUT-14.2b: Floor Area Ratio (FAR): Allow a maximum FAR of 2.0 for new development or redevelopment within the Pruneyard/Creekside Area.

Although the above policies support development of this type (professional office) and intensity (less than 2.0 FAR), conformance with the General Plan also requires consistency with the Zoning Code, particularly with findings for approval. Specifically, the Planned Development Permit findings (CMC Sec. 21.12.030.H.6) require a project to clearly "result in a more desirable environment" and "aid in the harmonious development of the immediate area."

The proposed office building's size and placement along the Campbell Avenue street frontage, relative to its height and massing may be disruptive to the established building pattern of East Campbell Avenue, which is characterized by one and two-story buildings, as shown in the streetscape image below:

Similarly, its placement near the new "portals" openings under the Highway 17 overpass may harm the desired pedestrian experience and obstruct the intended view corridor as perceived by motorist and pedestrians traveling westbound towards Downtown Campbell, as shown in the conceptual design illustration, below:

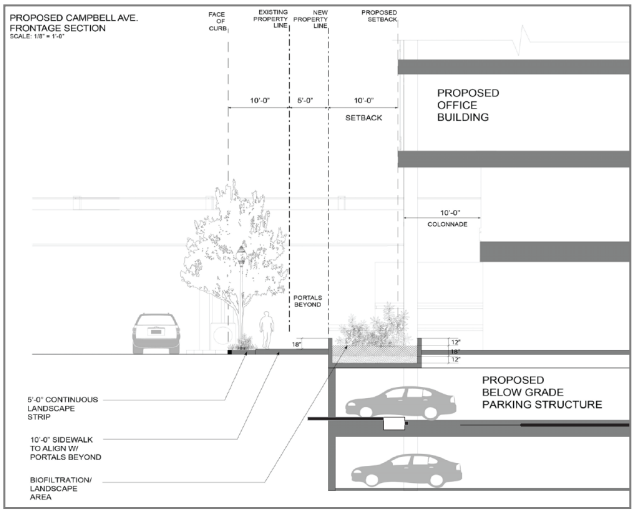
Moreover, General Plan Strategy LUT-14.6a specifically notes that building heights should be reduced towards the adjacent streets, with taller buildings located within the interior of the Pruneyard/Creekside area. This had been achieved with Pruneyard Place, which is centrally located between Tower I and II, away from Campbell Avenue. As such, at 75 feet (the City's maximum allowable height), the proposed office building appears not comply with General Plan guidance.

> Strategy LUT-14.6a: Building Heights: Locate taller buildings toward Highway 17 and the center of the Pruneyard/Creekside area. Building heights should be reduced as building forms approach Hamilton Avenue, Bascom Avenue, Campbell Avenue and the Creek Trail.

The simplest and most effective means of reducing the building's massing is to reduce its overall height more in keeping with the development fronting Campbell Avenue. Given the predominate one- and two-story development in the vicinity, reducing the building to three stories would provide for greater compatibility, and reducing it to two stories would achieve consistency with the two-story buildings in the immediate area. Although the alternative design attempts to minimize massing to some degree by setting back the upper story, the overall height will inevitably result in a building that is simply too large for the location.

Streetscape Interface

The proposed office building's interface with the public street also must be considered. Although the design incorporates ground-floor retail, it is set back within a covered colonnade area. Providing retail and restaurant opportunities along Campbell Avenue is consistent with the applicable policies. However, the colonnade may conceal the storefronts from the street, limiting their visibility and economic viability, and be inconsistent with "open air" experience the rest of the project is attempting to achieve.



<u>Retail Buildings (R1, R2, & R5)</u>: These three mid-size retail buildings are shown in a "modern hacienda" style characterized by flat tile roofs, arched openings, tall fasciae, wood cladding, and white plaster walls, as shown below. An expanded retail presence within the center would increase the variety and mix of uses for the community. In terms of design, the "modern hacienda" motif of the new retail buildings is a creative approach that provides a distinct and modern flare to the center. The buildings appear to maintain a relationship with the existing buildings through use of comparable roof forms and materials without mimicking their design.

R1 Building – South Elevation

R2 Building – East Elevation

R5 – South Elevation

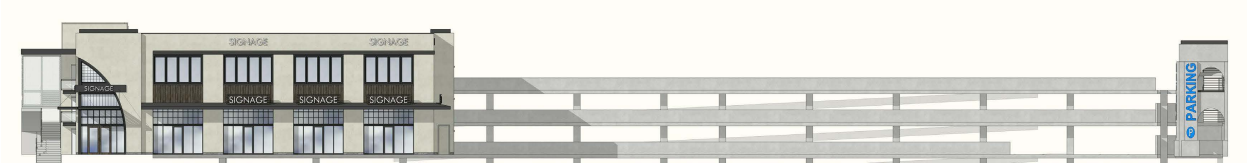
Retail Buildings (R4): The smallest building, R4, takes on a modern character as an open "showcase" of glass and wood, located within the main plaza area. Although it departs from the overall "town and country" design aesthetic of the Pruneyard, within context of the main plaza area, it aptly stands as an isolated architectural element

Retail Building (R3) / Parking Garage Expansion: As with the office buildings, two options are presented for the R3 building and parking garage expansion. The smaller option is for a 12,000 square-foot two-story retail/office building and a three-level parking garage expansion. Should Ellis Partners successfully lease to a major fitness center, a larger version of the proposal would be constructed. The larger version would more than double the size of the R3 building to 28,000 square-feet and allow for the potential for a rooftop swimming pool. To accommodate the additional parking demand that would be generated by the fitness facility the parking garage expansion would be increased to five-levels. The building would be integrated and placed in front of the parking garage to both screen the garage from view and "bridge" the garage to the shopping center. The building would have a subtle art-deco appearance most exhibited by a geometric entry feature, but share a comparable wall and trim treatment as the retail buildings.

R3 Building (Fitness) – Corner Review

R3 Building (Non-Fitness Options) – Corner Review

R3 (Fitness) Building – East Elevation



R3 (Non-Fitness) Building – East Elevation

Retail Building Improvements: The existing "town and country" design of the retail buildings would be refreshed to integrate with the "modern hacienda" style of the new retail buildings. This would include painting the walls white, plastering brick façade elements, adding new wood features, and modernizing the appearance of the tower elements. An example is shown below, from within the interior of the site looking west, which highlights various aspects of the proposed alterations:

Additionally, at some corners, the arcades formed by the tile roof projections would be removed in order to provide the tenant spaces greater visibility. This would occur at Coffee Society, La Boulanger, Lisa's Tea Treasures, Coffee Society, Orchard City Kitchen, Togo's, and Trader Joe's (as shown below).

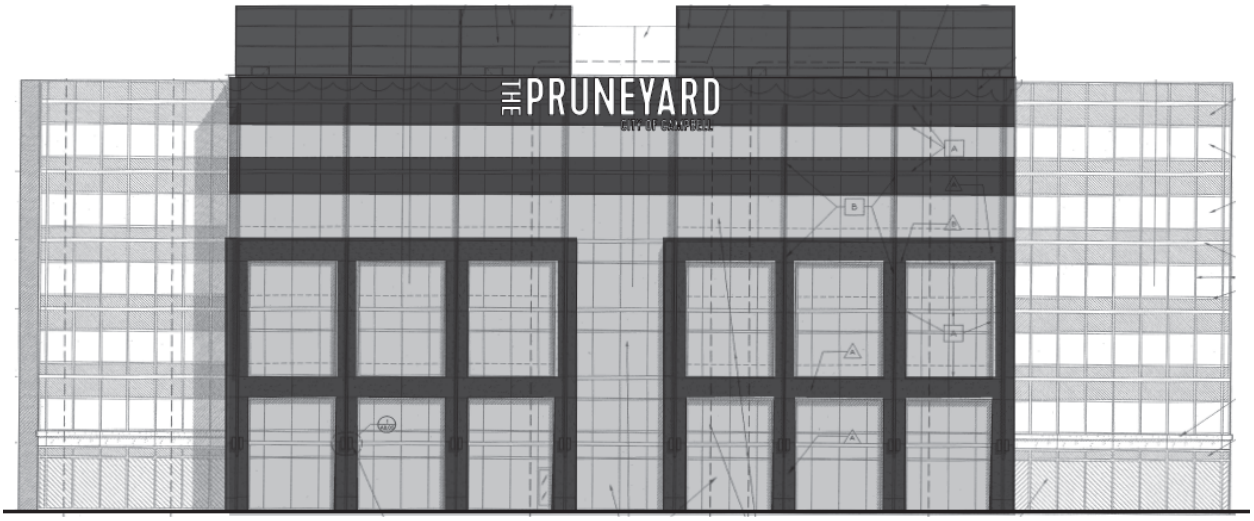
Additionally, the Sugar, Butter, Flour space would be entirely redone to more closely match the modern glass and wood design of the proposed building R4. As with the R4 building, Sugar, Butter, Flour, is set apart from the primary retail buildings in such a way that affords greater leeway with design divergence.

It is necessary for shopping centers to be continuously maintained and revitalized over their life to reflect changing market conditions and design shifts. The desire to refresh the design of the existing center is supported by applicable General Plan policies, as well. As noted, it has been over twenty years since the last major remodel of the Pruneyard. The proposed renovation plans would largely keep the "bones" of the Pruneyard's retail buildings intact. The most significant alteration would be the severing of arcade overhangs at select corners, since the "town and country" design is largely defined by the low-slung roof forms. Additionally the painting of the buildings white will sharply strongly contrast with the terra-cotta color of the tile roofing. However, this approach will reestablish and maintain a continuous design theme within the center.

Signage: The project also includes a new Master Sign Plan package (reference **Attachment 5**), which would allow for a freeway-oriented sign, tenant wall and rooftop signage, as well as new freestanding signs. The signage package would be integrated into the new Master Use Permit for more expedient review and permitting. To allow for the freeway-oriented sign and rooftop signage, which are currently not permitted by the Sign Ordinance, staff is preparing a Zoning Text Amendment (ZTA) that would allow their consideration. The ZTA will be considered by the Planning Commission and City Council at the same public hearing as the overall project.

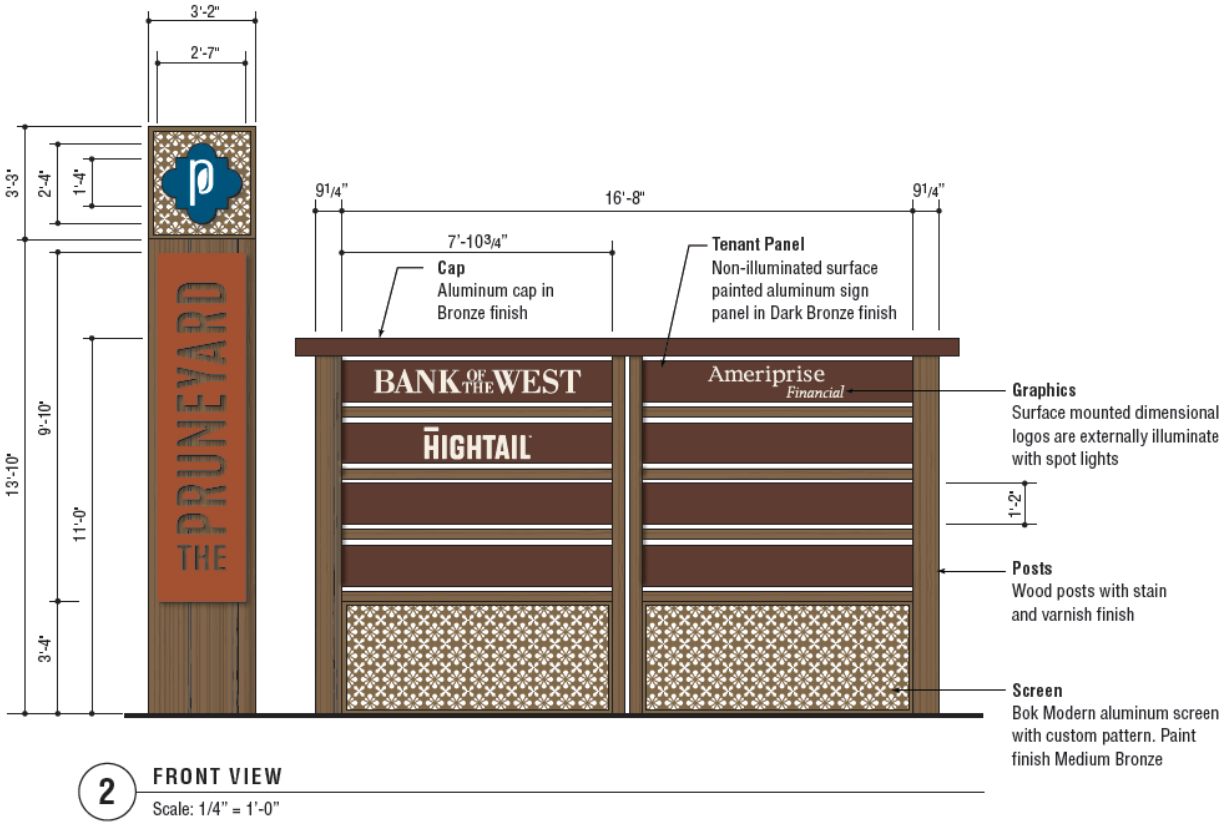
- **Freeway-Oriented Sign**: To identify the Pruneyard from the freeway, a 350 square foot walls sign place along the upper story of the Pruneyard Place is proposed. This sign would identify the Pruneyard shopping center only, and not any particular tenant. As presented in the signage package, the sign is depicted atop the building, standing on the roof edge. Although consideration for rooftop signs for individual tenants may be found to be appropriate (see below), it is not necessary for this sign. At staff's request, Ellis

Partners provided a revised sign proposal, below, which places the sign on the wall of the building's upper story.



- **Retail Signs**: Many of the current Pruneyard tenant signs stand at the roof edge—a placement that would be carried forward in a new Master Sign Plan for both the existing and new retail buildings. Although the City does prohibit roof signs, the prohibition serves to prevent unsightly clutter that typically results from this type of sign placement. However, rooftop signs are appropriate in context of the Pruneyard's sloped tile roofs, which limit alternative placement.

- **Free-Standing Signs**: The new free-standing signs are more contemporary than the existing sign structures. In addition to being smaller, the new signs are metal framed with a customized pattern to create a distinct branding image for the Pruneyard. This approach is somewhat unique as most free-standing signs are designed to match the appearance of the main buildings in terms of materials and colors. However, the distinct design would result in a higher quality signage presence along Campbell and Bascom Avenues.



Parking: The Pruneyard has long operated under a shared parking scheme that allowed a reduction in the aggregate amount of parking that would otherwise be required due to the differing usage patterns between the retail and offices uses. Fehr & Peers conducted an analysis to develop an understanding of the additional parking capacity necessary to accommodate the new retail and office square-footage. This analysis has been peer reviewed by the City's traffic consultant and found to be adequate. In summary, the center will be sufficiently parked throughout the year, except during the holidays when a valet system will be necessary to more efficiently make use of parking facilities. A parking management plan will also regulate employee parking practices and incorporate improved wayfinding signage.

Landscaping/Tree Removal: Existing landscaping would be modified to accommodate the site improvements and new buildings. This would include removal of various parking lot trees as well as several existing Mexican Fan Palms. Some of the landscaping areas would serve as bio-retention basins to comply with the "C-3" stormwater treatment requirements. The new landscaping design would take a more contemporary approach, with heavy use of drought tolerant and native vegetation.

SUMMARY

The Pruneyard is an established presence in the community, arguably second only to Historic Downtown Campbell in significance. The proposed project, by introduction of new buildings, renovation to existing buildings, and with a redesigned site layout, will very much alter the Pruneyard as it is today. However, the overall approach will maintain much of the center's existing scale and feel, while providing a contemporary makeover in a manner that can be found contextually appropriate.

The exception, however, is the proposed office building. More than any other aspect of this project, the SARC's discussion should focus on the office building, with specific emphasis on its height, massing, form, design, and street interface. If the SARC determines that additional time is necessary to review the office building, or any other aspect of the project, a subsequent SARC meeting may be scheduled.

Attachments:

1. Architectural Consultant Report
2. Project Plans
3. Revised Site Plans
4. "Pruneyard/Creekside Commercial District" Policies
5. Master Sign Plan

Attachment 18

ARCHITECTURAL CONSULTANT
PLAN REVIEW

Additions and Remodeling of

THE PRUNEYARD

Shopping Center

for the city of

Campbell
CA

Submitted 16 MARCH 2016

ARCHITECTS

WWW.MBA-ARCHITECTS.NET

MARVIN BAMBURG ASSOCIATES INC. 1176 LINCOLN AVE. SAN JOSE, CA 95125 408/297-0288 FAX 408/297-0384

ARCHITECTURAL PLAN REVIEW of the PRUNEYARD

a proposal by Ellis Partners, March 2016

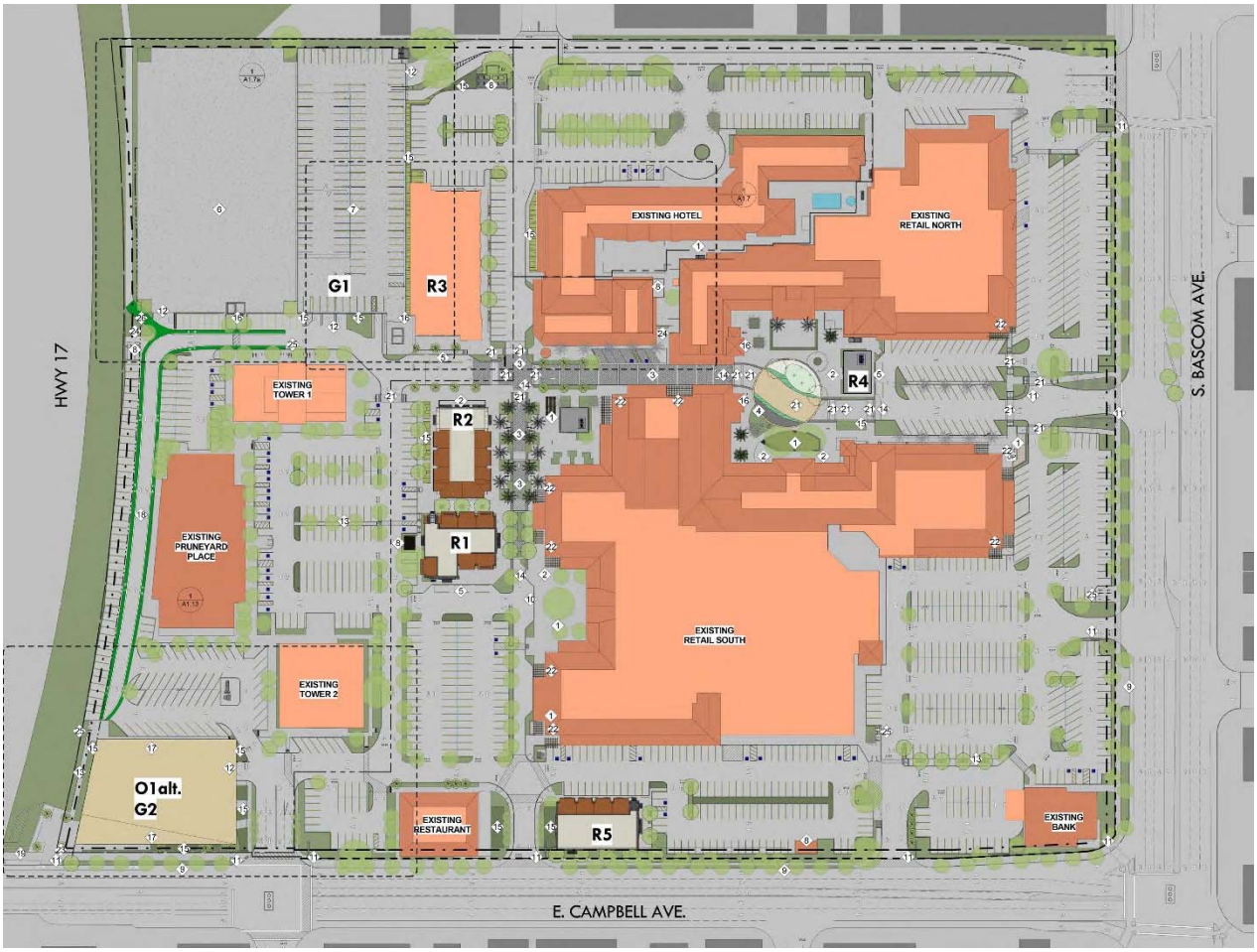
This design review is provided by Marvin Bamburg, AIA, CSI, LEED-AP, of MBA ARCHITECTS under contract with the City of Campbell. It is intended for the use of the Planning Department and the Planning Commission for guidance in the approval process of the proposed development. These comments should not imply that there are design deficiencies or that any aspect of this project is poorly designed. Rather, the recommendations are intended to add to and enhance the fine development that is proposed.

Relevant documents:

- The developer's submission of plans prepared by LOWNEY ARCHITECTURE of Oakland, CA Project 13-051, consisting of 113 sheets dated 15 DEC 2015.
- Campbell Community Development Department Memorandum, subj: Pre-application Study Session – the PRUNEYARD, of 23 JUN 2015.
- Email from Daniel Fama to marvin@mba-architects.net dated 29 FEB 2016

This review is limited to the following elements pursuant to the above referenced email:

1. Office Building 01 (both options)
2. Retail Buildings R1, R2 and R5
3. Retail Building R3 (both options)
4. Retail Building R4
5. Remodel of existing buildings



General commentary:

This architect considers the documentation provided by the developers, specifically the 113 sheets of drawings, renderings and description, to be **outstanding** for their quality and thoroughness. It takes a developer-client willing to provide the funding for such a detailed presentation and an architect who wants his audience to completely understand the project, in order to present such a detailed plan set. In addition, the developer requested a face-to-face meeting with this reviewer to provide additional description regarding the strategy and goals that are driving this project. All this is greatly appreciated by me.

I must add that I remember my children in their very early years running thru the mustard growing among the prune trees on the PRUNEYARD site prior to its construction (1965). My early practice began in my front bedroom, but soon moved to the 6th floor of the newly constructed Pruneyard Towers building (1970). I am personally very familiar with the original development and helped with new retail tenant's improvements in the commercial buildings. We were the architects for the OUTLOOK RESTAURANT, PAOLO'S in the PRUNEYARD and SEBASTIAN'S RESTAURANT on top of Towers 1. I have very fond memories associated with this development and am motivated to keep it a high quality commercial center.

In that regard, I believe that one must appreciate existing situations before recommending changes to them. In strolling thru the PRUNEYARD commercial center on a very sunny day, I found the arcades very pleasant as they shielded the sun from me and the colorful displays in the show windows. This atmosphere encourages walking which certainly will be necessary with the parking so far from the retail businesses. The Lowney Architecture group is recommending that arcades be cut back at many of the corners to provide better shop exposure from the parking lot. I must take exception to that concept in this case. The rustic, early California architecture of the PRUNEYARD, was developed with sun-control in mind. It works, is charming, and should not be changed.

At some time in the past, the PRUNEYARD was severely modified with revised circulation patterns and additional structures. None of that work respected the existing rustic "town-and-country" theme. We have lived with that resulting mess for years. It is a welcome event to have a new owner who wishes to preserve and enhance the facilities. Unfortunately none of this will reverse the damage done previously.

While not within the defined scope of this consultant's review, I must comment on the proposed changes to the center plaza. The current situation there with a major roadway bisecting the space and an abundance of parking is ugly and defeats the openness of a public space that once was there. The removal of the parking and the landscape treatment including the decorative pavements is a wonderful change. If only the roadway could be removed. . .

BUILDING 01

The existing three office buildings have little relationship to the existing shopping center, none at all to its architecture. They do relate to each other somewhat with the use of a rigid curtainwall grid and somber colors.

Two designs have been presented by the developers for the new office building (01) located in the SW corner of the site along Campbell Avenue and adjacent to the existing office buildings. Both of these designs address the need for a pedestrian interface, and orient that interface primarily toward the emergence from the portal below the freeway overpass. I agree with this approach and how they have addressed it.

At the City Council Study Session of 23 JUN 2015, discussion was held regarding the interface of this building with others in the neighborhood and whether there should be a stepping of the stories as they approach the street. Existing buildings on the south side of Campbell Avenue opposite to this building's location are all single story. The highest building on the Avenue between Hwy 17 and Bascom Av is two stories. Indeed this new 5 story building will stand out dominantly.

Option 1 uses a rigid curtainwall grid for most of the façade, reflecting that of the adjacent office buildings. The street frontage deviates from a full height (5 story) curtain wall, by using a two story arcade with storefront and office walls recessed along the street side, and a one-story recess on the freeway side. These arcades are defined by a gold-colored post-and-beam structure which is carried around the building at the ground floor level, the only color on this otherwise bland building. All elements are straight and rectilinear giving this design some compatibility with the existing office buildings, particularly with the proportions of the modular fenestration. Like the other existing buildings, the actual structure of the building is hidden inside behind the curtain walls except for the street-front arcade. While this design defers more strongly to the existing buildings, I find it uninteresting and uninspired. The full effect of the five-story height will be experienced on the street.

Option 2 also uses a strong grid-like design but has significant variances that create a structure totally different from the existing office buildings. It uses a strong structural grid that is expressed on all sides, with curtainwall/fenestration recessed and playing a much reduced role in the architectural expression. Several clever elements of this design make it fun and exciting to behold. First is the gracious two-story setback for the pedestrian plaza on the west side of the building. While there is no arcade along the

Campbell Avenue street frontage, the building is setback a good distance from the curb to enhance the pedestrian experience. The second strong element of this design is its color-a rust colored finish that is strongly expressed by the deep recesses of the fenestration. Thirdly, the deviation giving this building its unique design is the angular walls of the west side arcade and the south side top story. These whimsical deviations from the strong rectilinear structural grid bring delight and excitement to this important corner building. The fact that there is no architectural relationship of Building 01 (Option 2) to the rest of the Pruneyard center is of little consequence in my opinion. The existing shopping center is low-rise and tightly knit – of a totally different architecture than any of the offices. The other offices have always been architecturally disappointing; this building turns its back on them and welcomes pedestrian arrivals with flare and anticipation.

Of the two schemes, Option 2 steps the façade down slightly so the street frontage is only 4 stories high. This is still out of scale with those single story buildings on the south side. My gut feeling is that it is not a deal-killer. Perhaps in time the new developments all along Campbell Avenue will be multistoried; this is the first east of Hwy 17. Downtown has several 3-story buildings, tightly clustered, which seem quite appropriate. As our Valley densifies, higher buildings will become more common. The picture above is one method of diminishing the height of a building directly on the street frontage –stepping back each floor. While both approaches are well designed from an architectural standpoint, I prefer the cosmopolitan feel of the taller building, Option 2.

Recommendation: *I highly support this building in the Option 2 design. The renderings show potential commercial uses at the ground level, particularly affronting the pedestrian plazas. Signage for such commercial uses must be small and very discrete to avoid compromising this handsome design.*

BUILDINGS R1 and R2

Siting: These new buildings are paired and located in a former parking lot and driveway round-about. The positioning of the buildings is an attempt at tying the site together better and extending the commercial aspect further into the office portion of the site. The area surrounding the new buildings is being further enhanced with planting, landscape furniture and decorative pavements to create a plaza-like appearance -not a bad concept if executed correctly. However, in doing so, the existing vehicular traffic is disrupted to some degree, but the flow of traffic is still allowed thru the plaza. I find mixing vehicles and pedestrians in a plaza to be unfortunate and possibly dangerous. The idea of a plaza is a good one, but vehicles should be relegated to other courses. Past reconfigurations of the Pruneyard placed a roadway directly thru what used to be an interior pedestrian-only plaza that catered to many successful outdoor events; all that was lost with the introduction of a roadway.

Architecture: These two new buildings introduce a new architectural style to the Pruneyard, which in many ways is quite compatible with the existing commercial buildings. Tile roofs are used in part but the proposed roof tile is flat as opposed to the barrel tile used everywhere else. I think the use of barrel tile of the same size and color as existing would provide a better connection of the old with the new.

The design of the new buildings uses a much higher wall plate line, raising the storefronts much higher that exists elsewhere in the center. The actual storefront glazing is capped at approximately 8' with large transom windows consisting of multiple divided lites above. In my opinion this variation is not incompatible with the existing architecture. The use of the Pruneyard logo, wood trellises and some exterior wood paneling provides some measure of rustic compatibility with the original "Town and Country Village" theme. In all I find the new buildings and the plaza setting to be a welcome addition and reasonably compatible with the existing architecture. The large storefront windows certainly will provide those tenants with a more suitable exposure with which to promote their merchandise.

The siding of the new buildings is largely stucco with a smooth finish. Stucco is used on the existing center, so this material is acceptable for the new buildings also. Due to the lack of a covered arcade in front of the stores (as is the condition of most of the rest of the commercial center) and the high wall plate, the walls become more prominent in this design that they are elsewhere. In some cases the transom windows are 4 lites high, while in others, they are 2 lites high with wood siding above. The proportions of the fenestration with transoms at 2 lites high and wood siding above are much preferred to the 4 lite high windows.

New portal, tower-like elements are used on these buildings unlike anything else in the Pruneyard. On some the logo has been displayed and large arches have been incorporated. This architectural theme has its roots in American southwest architecture, and while not emulating the existing rustic design of the center, seems to be compatible with it.

Signage: The tenant signage is proposed at two levels-above the tile roof line for distant viewing, and projected signs bracket-hung at the pedestrian level. This is a very good scheme for shopper way-finding and is quite appropriate for the design of the Pruneyard. Materials and lighting of the signage was not specified.

The color of the buildings as represented in the review documents is an off-white monochrome scheme. It is also proposed for the remodeling of the existing commercial center. This uniform color does help to tie the new to the existing, although the resulting blandness is unfortunate. I will comment more on this later in this report.

Recommendation: *Approve the design of these two buildings and the location with the proviso that the 4 lite transom windows be replaced everywhere with the 2-lite version with wood siding above. Find another route for the roadway rather than thru the plaza. See the discussion of color later in this report as it pertains to the entire center remodeling.*

BUILDING R5

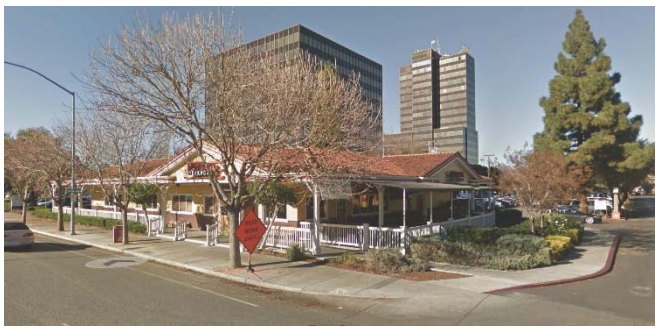
Since the design of this building is very similar to Buildings R1 and R2, the previous review comments for those buildings apply to this building as well.

This building is located at some distance from Buildings R1 and R2, and fronts on Campbell Avenue. Unlike the office Building 01, Building R5 turns its back to the street allowing no pedestrian interface on that side. The renderings show an outdoor dining space on the east side of the building, which should, in my opinion, be extended to the south street-facing side as well. A 180 degree rotation of the building would give it a preferred exposure to the street with little lost to the existing shopping center.

This facing the street

Not this

If the building is to house a restaurant, consideration should be given to deliveries and trash disposal. As depicted, there are no such provisions.



The existing restaurant to the west of Building R5, currently the OUTBACK STEAKHOUSE, is not proposed for remodeling in this application. For consistency of the design proposed for the entire Pruneyard center and the street scene, a remodeling along the lines of Buildings R1, R2 and R5 is recommended.

Recommendation: *Rotate the building 180 degrees in its current location and enhance the street facade with better landscaping. Consider yards or enclosures for trash and deliveries if the tenant is to be a restaurant. Approve this design with the proviso that the 4 lite transom windows be replaced everywhere with the 2-lite version with wood siding above. See later comments regarding color.*

BUILDING R3

This building has been proposed in two versions – without a fitness center (called Option A here) and with a fitness center (called Option B here). Both versions are located in the same place, backing up with the expanded parking garage. The garage also comes in two versions – 3 stories with Option A and five stories with Option B.

Parking garage: Little attempt has been made to make the design of the parking garage compatible with the Pruneyard center. The new garage abuts the existing garage and is partially concealed by both versions of Building R3. In my opinion the design of the garage in not influential on the shopping center and is satisfactory as proposed.

Architecture: This building in either version makes little attempt to be compatible with the original Pruneyard Shopping Center. It caters in some measure to the design of the new "R" buildings (R1, R2 and R5) thru the use of similar fenestration, trellising and color. Its side elevations are quite modular and of two stories, using cantilevered trellising over the first floor level storefront windows. Those windows repeat the 4-lite transom windows used on Buildings R1 and R2, which in my opinion are ill-proportioned. The siding is stucco similar to the R buildings and there is significant use of wood paneling integrated with the fenestration. The most controversial element of the design of this building is the corner entrance. It is expressed in an offset corner mass on both sides with a peculiar pointed arch, half of which is on each facade. It is this corner entrance that faces the north elevation of Building R2 and the quasi-plaza west of the existing shopping center. As explained to me by the developer, this is an attempt to connect the parking garage with the rest of the commercial center, shortening the distance perceived in accessing the parking garage. That is a worthy goal in my opinion, however, I believe the architecture should be more compatible with the existing center as well as the new R buildings. This will be tricky since the existing center's arcade and the new R buildings are of one story and Building R3 must be at least 2 stories or higher to shield the garage from view. I recommend that this building be restudied for a more compatible architecture.

Option A: This building is much smaller than Option B in all dimensions. It still is 12' higher than the parapet or ridge line of Buildings R1 and R2 but is probably to the scale of the adjacent two-story proportion of the existing center. Its location and function are appropriate and is a preferred option.

Option B: This building is much larger that Option A. Its parapet height is 41' with some elements rising to 55'. While I do not find height to be a big problem in itself, the relationship to other nearby structures is diminished with significant height differences. However, the building does conceal the much higher 5 story garage proposed with this option – a good thing. The added rooftop use of the building also contributes to the overall height. The extended length of this building is also problematic in that the repetitive fenestration becomes monotonous. Some deviation on the long, boring east side of the building must be developed.

Signage: Very limited signage is depicted on these plans. Perhaps only a single tenant is expected for the entire building. If multiple tenants are expected, more attention to the signage should be given. A signage program with definitive requirements and specific limitations within the guidance of the City's sign ordinance is a good idea for the entire center.

Recommendation: *Since the avowed purpose of this building is to tie in with the existing and new buildings at the western plaza, it should make more of an attempt architecturally. The architectural expression of the corner entrance must be redesigned to have some relevance to the surrounding buildings. Perhaps a recessed entrance might be advisable and consideration should be given to a covered arcade, a prevalent element of the original Pruneyard design. The overall architectural theme should be more deeply developed, particularly for Option B, the much larger building. Perhaps a stepping of the facade would scale down a transition from the one and two story buildings adjacent, to the 5 story building height of Option B. Certainly the very long east facade of Option B could be given some less repetitive design. See my discussion of colors later in this report.*

BUILDING R4

This is a stand-alone small structure in a very open plaza intended in part to be a focal point of special interest. In my opinion, it fails to do that completely. Since this is a new building it is an opportunity to be creative and fluid. The building should have a sculptural quality and could be colored in an exciting fashion. It appears that the designer's intent was to relate this new building to a remodeling of the existing Sugar Butter Flour (SBF) building in the west plaza. That building, to a lesser degree, could also be a sculptural icon sitting in a plaza surrounded by the more mundane shopping center structures. For a successful design, I believe both buildings should be redesigned and the SBF building reconstructed to better serve the function of sculptural icon. The designs of the two buildings need not be related at all, since they are located at some distance from each other in different plazas. ***The current design of Building R4 is a lost opportunity.***

A reference to a similar situation might be helpful. In downtown San Jose adjacent to the Hammer Theater in a large plaza are located two iconic buildings. While both are used for commercial purposes,

they intentionally are of striking design having nothing to do with surrounding buildings. They are sculptural if not colorful. Public art in that plaza also adds to the visual enjoyment of those passing by.

<u>Recommendation</u>: *More fun should be created with this iconic building. If a redesign using a more fluid shape is not desired, at least square off the floor plan and rotate the building 90°. The horizontal linear grillage is too fine to give much directional emphasis, instead appears as a sheer fabric – not a very strong architectural statement. The color of this building or its elements could also be exciting and should contrast with that of the surrounding center.* ***Please redesign.***

UPGRADING THE EXISTING PRUNEYARD BUILDINGS

The ELLIS proposal attempts to modify the existing architecture of the commercial center by incorporating the following revisions:

- Enhance the four existing tower elements by adding latticework to the upper story (that is exposed framing now) and using arched openings in place of the squared openings that exist.
- Remove some of the existing arcade at building corners to expose the walls and storefront, and add wood trellises.
- Use a uniform monotone color throughout the center for new and existing buildings.
- Create a uniform storefront glazing system.
- Use decorative pavements and planting to enhance the public spaces (plazas) and extend the plazas further into the office portion of the site *(not within the scope of this review)*.
- Re-landscape the entire center including the extensive use of palm trees *(not within the scope of this review)*.
- In some cases where existing inappropriate fenestration exists, replace it with more compatible walls and windows.

Palisade Builders: The proposed new walls and entrance treatment are quite consistent with the architecture of the proposed new "R" buildings. This provides a strong tie of the existing center to the new buildings. The proposed design is simple and effective and complements the existing design. The existing slumpstone finish of the tower plaster should be retained.

Boulanger: The corner entrance is proposed to be exposed by the removal of the rustic arcade (only at the corner) and the addition of wooden trellises to each side of the newly exposed entrance. This approach does make the store entrance more visable from the parking lot, but at the expense of loosing the charm of the covered arcade. I recommend disapproval of this modification.

Sugar, Butter, Flour: The proposal is to add a wood trellis and roof screening (similar to that of Building R4) to the existing building. My comments regarding Building R4 indicate some disappointment with a lost opportunity, and suggest that this building and R4 be icon structurers of some artistic contrasting architecture.

TOGO's: The modifications here go along the same line as at the BOULANGER – remove the corner arcade and tower to expose the storefront entrance. I believe that there is no need for such demolition here. I like the existing tower, as it reflects those of a larger scale elsewhere in the center. Perhaps this one could be heightened rather than demolished.

Cinema Plaza: Improvements proposed for this area are mostly landscape and circulation. No building modifications are mentioned.

Sports Basement: The proposal indicates facade improvements, but I cannot see much difference (except in the color) of the new from the old. The blandness and austere appearance of this boxy facade is unfortunate. Truly that was achieved years ago with the first substantial renovation of the PRUNEYARD which was unfortunate on many levels.

Bank of America: Other than minor fenestration changes and new colors, there doesn't seem to be much modification here. As explained previously in this report, the bank's architecture was ruined many years ago. This proposal does nothing to rectify that situation; it merely dresses up in new colors the old boxy design. This building should be re-designed to reflect the new architecture of the "R" buildings.

Peninsula Beauty: The new windows appear much the same size as the existing, but the style is better. It is not clear why the stairway is proposed to be relocated. The rendering also shows about half of the existing arcade removed, exposing a stark glass-only storefront below. I find these modifications inappropriate and need a much better explanation before considering them further. As depicted, the cut-off canopy, storefront and relocated stair are incompatible with the Pruneyard architecture and should not be approved.

Aperture Academy: The rendering depicts a modified arcade, eliminating the exposed rafter tails, so prevalent in all of the Pruneyard's existing arcades. I find this modification without any merit and no explanation was provided in the plans.

Plaza Tower Renovations: The proposal is to enlarge the portals in these towers with large arches. Some of the existing towers have arches now, but not all. This will make them more consistent and is a nice feature. The upper exposed framing is now concealed behind a latticework giving these elements a finished appearance finally.

Sports Basement Patxis: I believe the problem being solved here is the unfortunate intersection of walls, not the arcade screening the patio. The proposal is to remove the wall that separates the patio from the perimeter walk and parking lot. The walls come together in a collision rather than a blended supportive appearance. The proposed removal of the walls is a satisfactory solution to this unfortunate condition caused by the previous inappropriate remodeling.

Rock Bottom Brewery: The addition of a screen privacy fence is inconsequential. It should be designed to be compatible with other such fences in the commercial area.

Trellis arcade removal: The purpose of this modification is to open the building corner to daylight and expose the building's walls to view. The existing arcade conceals the building walls and makes for a dark entrance. As stated earlier, the covered arcade is a strong characteristic of this type of center. It has function and charm and should not be changed. The following specific situations refer to those shown on sheets A5.12 and A5.13.

1. This is the corner entrance of the Boulanger. Removal of this arcade will lessen the "town-and-country" theme and the weather protection that it affords. The trellises at either side of the entrance seem to have little to offer architecturally. I believe that the weather protection offered by the arcade is preferable to the wood open trellises.

2. This is the corner of the Marshall's store and is not an entrance, nor does it have any storefront windows. I believe that there is no point to removing the arcade at this corner. A large blank wall is not a preferred view from the parking lot.

3. This is the corner of Trader Joe's. It is not an entrance, nor does it have any windows. The removal of the arcade will place the ADA ramp in the weather. There is nothing to be gained by this alteration.

4. While this is a corner with an entrance to Sports Fever, the removal of the arcade and roof-supporting structure leaves a very awkward appearing building. This is not a good corner for arcade removal.

5. Lisa's Tea Treasures occupies the store at this corner. The removal of the arcade exposes a corner show window, but no entrance. As stated before, arcade removal diminishes the country rustic theme of the center, resulting is a loss of charm and weather protection.

6. The Orchard City Kitchen occupies the store at this corner. The removal of the arcade exposes some poorly proportioned windows in that wall, but no entrance or show windows. I see nothing to be gained by removing the arcade here. The resulting ugliness is a good reason for not doing it.

7. This corner is the Little Wine Counter. It appears that the entrance to the shop will be exposed with the removal of the arcade, along with extensive storefront windows. This corner currently is the only one that is angular. It should not be changed.

8. Togo's – *previous comments are above*.

Trellis design and trash enclosures: The designs shown on sheets A5.14 and A5.15 are generally acceptable, although those designed to supplant the arcade need not be used. The wood trellises should be finished with brown-colored stains. In my opinion the City requirement for covered (roofed) trash enclosures, makes them much more visually prominent than they would be without such roofs. They are not significant structures and should fade into the background as much as possible.

Existing Infill Storefront: The three options shown on sheets A7.2 and A7.3 are all acceptable. Rather than try to make all of the storefronts the same, it may be more interesting to use all three schemes, giving each tenant their choice. Particularly with most of the storefronts being in the shadow of the arcade, variation in their design will have minimal impact on the view from outside.

Colors: While over the years the existing Pruneyard center has not faired well architecturally, it now exhibits multiple colors on its walls which provide interest and warmth. The proposed monotone color scheme for all buildings in this complex seems quite austere, somewhat reflective of a military base. Color truly enriches our lives; it adds visual pleasure to our shopping experiences. As a means to unify this diverse Pruneyard complex, a multi-color scheme can be quite effective without becoming monotonous or garish. I encourage the architects to re-think the use of color proposed for this remodeling. Please come up with a palate that buoys the spirit yet, by its use, unifies the many buildings.

END OF REPORT

ORIGINAL

South Elevation

West Elevation

North Elevation

East Elevation

PROPOSED

South Elevation

West Elevation

North Elevation

East Elevation

lowney arch

The Pruneyard: Building R1 Before and After

03.22.16

ELLIS PARTNERS

ORIGINAL

South Elevation

West Elevation

North Elevation

East Elevation

PROPOSED

South Elevation

West Elevation

North Elevation

East Elevation

lowney arch

The Pruneyard: Building R2 Before and After

03.22.16

ELLIS PARTNERS

ORIGINAL

PROPOSED

ORIGINAL

PROPOSED

EXISTING

THE PRUNEYARD: Campbell

PRECEDENT

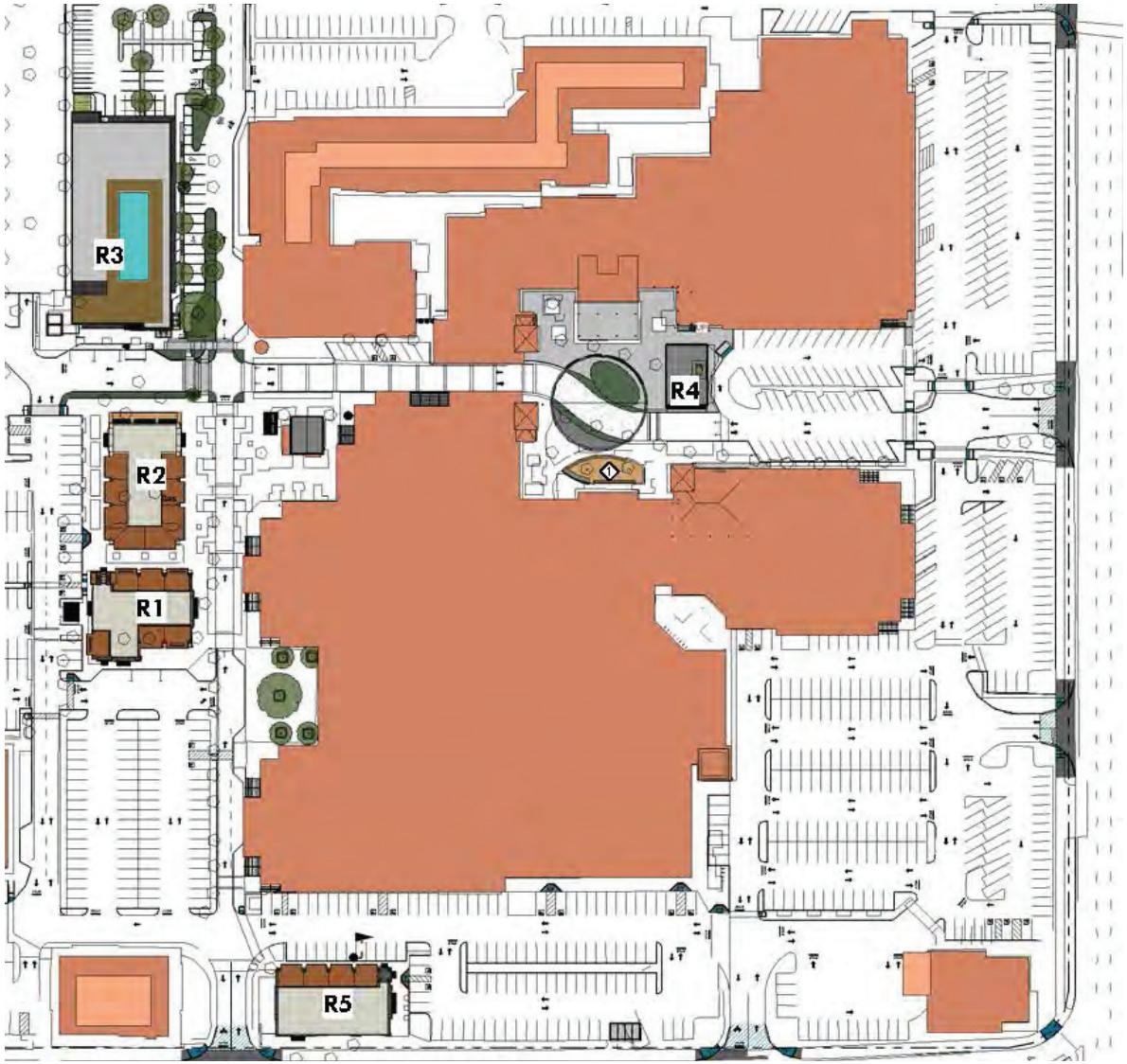
TOWN & COUNTRY: Palo Alto

lowney arch

The Pruneyard: Arcade Trellis Precedent

03.22.16

ELLIS PARTNERS


R3
R2
R1
R5
R4

P1

P1: SW 7029 AGREEABLE GRAY

MAIN BUILDING COLOR

P2

P2: SW 0037 MORRIS ROOM GREY

TRIM COLOR AND ACCENT COLOR FOR PROMINENT BUILDING FEATURES, SUCH AS ENTRIES AND TOWERS

P3

P3: SW 7004 SNOWBOUND

TRIM COLOR FOR EXPOSED CEILINGS AND RAFTERS

P4

P4: SW 7027 WELL-BRED BROWN

COLOR FOR ARCADE BEAMS AND COLUMNS

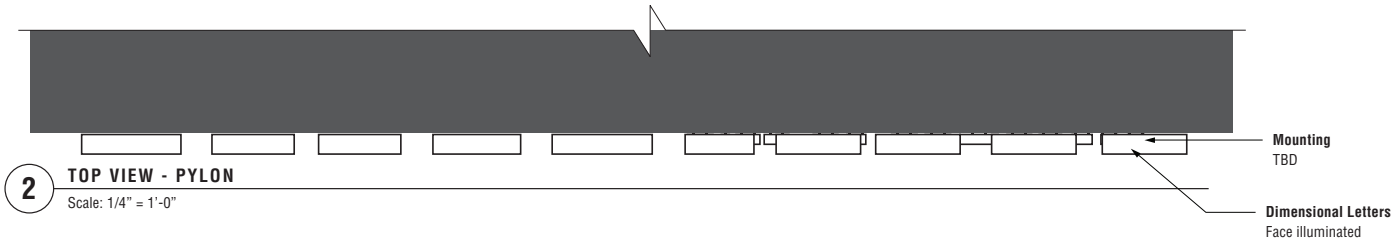
lowney arch

The Pruneyard: Color Palette

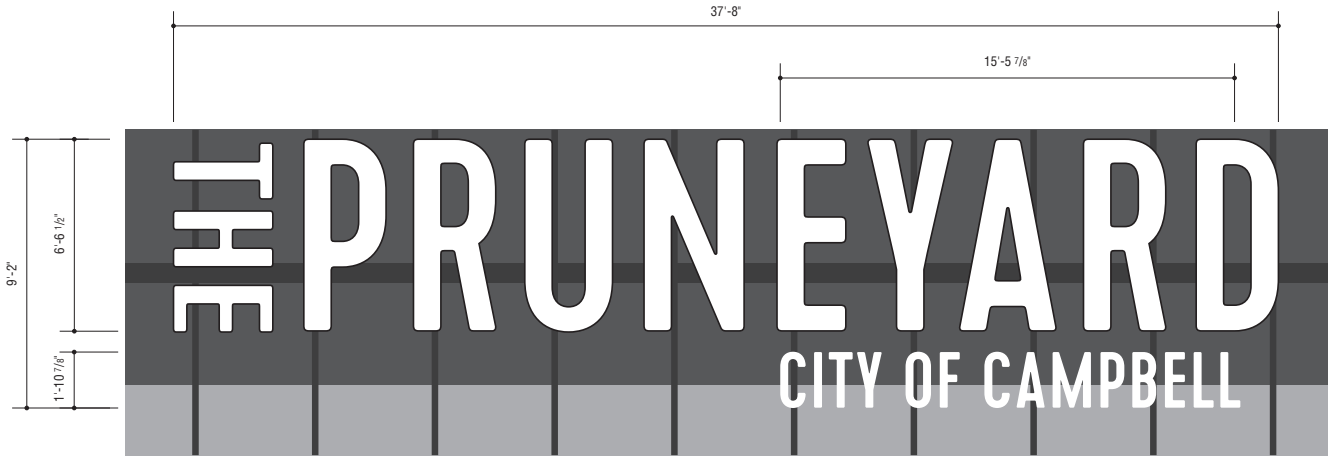
03.22.16

ELLIS PARTNERS

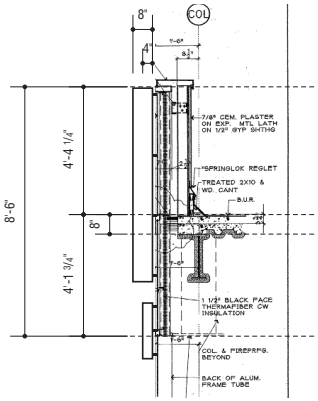
SIGN AREA = 350 SF



2 TOP VIEW - PYLON
Scale: 1/4" = 1'-0"



1 FRONT VIEW
Scale: 1/4" = 1'-0"



3 SIDE VIEW
Scale: 1/4" = 1'-0"

011715CIV8

Prepared By:

GNU GROUP

3445 Mt. Diablo Blvd. | Lafayette, California 94549
925-444-2020 Telephone | 925-444-2039 Facsimile

4000 MacArthur Blvd., Ste.900 | Newport Beach, Ca 92660
800-971-8025 Telephone | 925-444-2039 Facsimile

www.gnugroup.com

Program Location:

THE PRUNEYARD
Shopping Center
Campbell, CA

MASTER
SIGN PROGRAM
Do Not Use As Fabrication Shop

Revisions / Bulletins:

1. 1.13.2016 KS

Checked by:

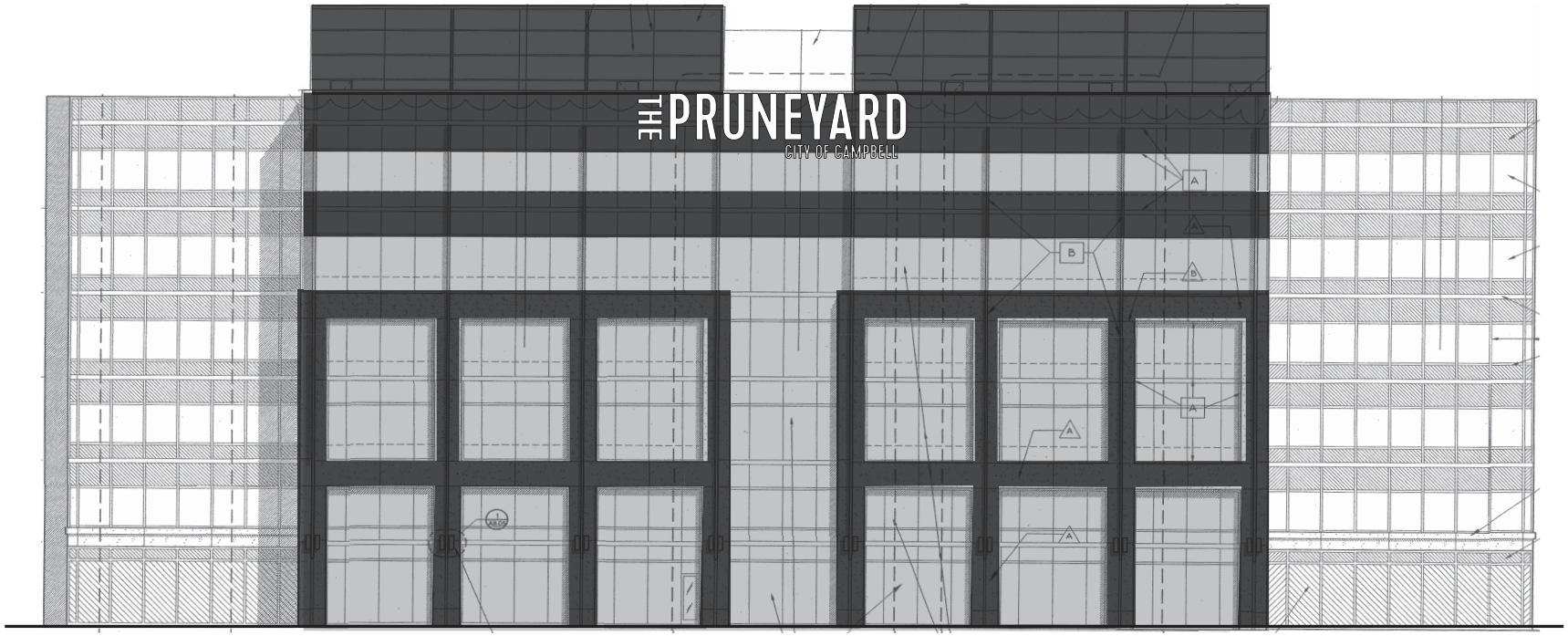
Approval:

Program Number:	Drawn By:
15-ELSP-003	KS
Original Issue:	Scale:
08.12.2015	As Noted

Title:
Freeway Site ID

Sheet:
MSP.1.02

© 2015 GNU Group. All rights reserved.



1 **ELEVATION**
Scale: 1/16" = 1'-0"

011715CIV8

Prepared By:

GNU GROUP

3445 Mt. Diablo Blvd. | Lafayette, California 94549
925-444-2020 Telephone | 925-444-2039 Facsimile

4000 MacArthur Blvd., Ste.900 | Newport Beach, Ca 92660
800-971-8025 Telephone | 925-444-2039 Facsimile

www.gnugroup.com

Program Location:

THE PRUNEYARD
Shopping Center
Campbell, CA

MASTER
SIGN PROGRAM
Do Not Use As Fabrication Shop

Revisions / Bulletins:

1. 1.13.2016 KS

Checked by:

Approval:

Program Number:	Drawn By:
15-ELSP-003	KS
Original Issue:	Scale:
08.12.2015	As Noted

Title:
Freeway Site ID - Elevation

Sheet:
MSP.1.03

© 2015 GNU Group. All rights reserved.

ELLIS PARTNERS

August 29, 2016 **VIA U.S. MAIL AND EMAIL**

City Council and
Planning Commission
City of Campbell
70 N. First Street
Campbell, CA 95008

RE: The Pruneyard

Ladies and Gentlemen:

We are writing this letter to highlight an important element of our proposed project. Specifically, we are referring to the duration of approvals for the four proposed project phases at The Pruneyard. Staff has included in the draft Master Use Permit the approval timeframes that are the minimums provided for in the Campbell Municipal Code. However, under the Municipal Code, the Planning Commission and the City Council have the discretion to tailor the phasing and approve extended durations.

In this letter we hope to provide you with the rationale behind our request for the extended durations and highlight the areas within the Municipal Code that provide the Planning Commission and the City Council with the discretion to approve the proposal.

I. Rationale for Extended Duration Proposal

While our team is eager and intent on pursuing all of the proposed improvements, there is a complex process of pre-leasing and project financing that must occur prior to the development of any new buildings. Given the potential for delays in reaching these pre-development milestones, especially in light of the cyclicality of Silicon Valley real estate markets, it is critical to allow for a flexible, phased process with ample time to complete all elements of the proposed project. As noted above, the proposed project has been divided into the following phases:

- **Phase 1A**: Primary Renovation: New paint on existing buildings in central plaza and seating areas, removal of arcade corners at select locations to improve visibility of retailers, entry improvements at Bascom Avenue, and a variety of other localized modifications;

- **Phase 1B**: Enhanced Renovation: Major renovation of central plaza, relocation of palm trees, enhanced pedestrian and bicycle pathways, construction of a new retail building (R4), renovation of Palisade Builders "greenhouse" windows, and renovation of elevator/stair towers;

- **Phase 2**: Construction of new retail (R5);

- **Phase 3**: Construction of new retail buildings (R1, R2, R3), and a 3 level parking structure (G1); creation of west plaza. R3 will either be a 12,000sf, two-story office/retail building (3A) or a 30,000sf, two-story fitness center (3B); and

- **Phase 4**: Construction of new office (O1), a 100,000sf, five-story office building with two levels of buried parking and the addition of two decks on the G1 garage expansion.

Initially during our discussions with City staff and at the study sessions with the Planning Commission and City Council in 2015, we requested a permit term of fifteen years for completion of these proposed improvements. Subsequently, staff indicated that there was some level of concern with the length of the extended term and that the proposal did not provide for interim milestones requiring incremental performance by The Pruneyard. Staff felt that incremental milestones would be valuable tools for the City to retain to incentivize The Pruneyard to proceed diligently with each phase of the development.

As a result of meetings and discussions with staff and consistent with the City's Municipal Code, as noted in Section II below, The Pruneyard team has prepared a revised proposal to address these concerns and also provide the necessary extended phasing durations. In summary, the proposal is as follows:

A. Phase 1A/1B would be initiated (i.e. permit submittal) within one year from project approval, including the Parcel Map;
B. Phase 2 and 3 would be initiated within six years of project approval. However, commencement and completion of Phase 2 (Building R5) would not be a pre-requisite to the commencement of Phase 3 or Phase 4;
C. Phase 4 would be initiated within ten years of project approval.

We believe these durations represent a considerable concession from our preferred durations (this represents a five year reduction in the length of phasing from our initial proposal) and provide the City with ample controls to ensure our team is highly incentivized to diligently pursue all phases of the project.

II. Campbell Municipal Code Analysis

The Municipal Code provides discretion to the Planning Commission and the City Council to approve a phasing plan. Although the minimum duration for a use permit is twelve months from the effective date, Municipal Code Section 21.56.060(A)(3)(a) provides flexibility: *"Where the permit or approval provides for development in **two or more phases** or units in sequence, the permit or approval shall not be approved until the decision-making body has approved the **final phasing plan** for the entire project site."* The renovation and expansion of The Pruneyard is proposed as a four phase development. Therefore, the Planning Commission and City Council have the authority under the Municipal Code to approve a final phasing plan. If the phasing plan for a development in two or more phases were limited to the minimum durations identified in the Municipal Code, there would be no need for the Municipal Code to provide authority for the Planning Commission and City Council to approve a final phasing plan. We believe the Municipal Code provides authority to approve a final phasing plan specifically for a project like The Pruneyard. The draft Master Use Permit is not a simple permit, but a detailed effort that establishes a vision and a long term program for The Pruneyard. Therefore, approval of a tailored phasing plan with extended durations as requested above is appropriate.

Furthermore, the Municipal Code anticipates pre-approved phases that modify the minimum twelve months between each phase. Municipal Section 21.56.060(A)(3)(b) states: *"If a project is to be built in pre-approved phases, each subsequent phase shall have twelve months from the previous phase's date of establishment to the next phase's date of establishment to have occurred, **unless otherwise specified in the permit or approval**, or the permit or approval shall expire and be deemed void, without any further action by the city."* The language in the Municipal Code anticipates that as part of the phasing plan, the Planning Commission and City Council may approve extended durations between the establishment of one phase and the commencement of the next. The draft Master Use Permit incorporates the minimum twelve months between the establishment of one phase and the commencement of the next. We

encourage you to specify in the permit extended durations that will allow the long term vision for The Pruneyard to be completed by providing flexibility to address market conditions.

The Pruneyard is one of the most prominent destinations in the City of Campbell, yet it has languished for over 20 years without investment. We stand prepared to execute the carefully conceived master plan and invest tens of millions of dollars in The Pruneyard during the next decade. We believe the full completion of this project will create significant public benefits, including the creation of unique, attractive plazas and new gathering spaces, increases to sales tax revenue, and improvements to the city's jobs-housing balance as well as the furthering of The Pruneyard and the City of Campbell as a more prominent regional destination.

We believe it is critical to include the extended term in the approvals to give us the best chances for executing the master plan. We know the current market will change, we just don't know when. For these reasons, we respectfully request consideration of this extended, phased approval duration which we believe provides us with the ability to withstand market fluctuations while providing the City with assurance that all phases of the development will be pursued diligently and will result in a unified and upgraded Pruneyard.

Sincerely,

James F. Ellis Managing Principal	Melinda Ellis Evers Managing Principal	Dean Rubinson Director of Development

Summary of Community Outreach Activities

The Pruneyard

The Pruneyard development team, began outreach efforts with the local community in May 2015, four months prior to the initial submission of the project proposal to City of Campbell in order to be able to incorporate community input into the proposed project.

This effort began with meetings with Vikki Essert, the land use liaison of the Pruneyard/Dry Creek Neighborhood Association (PYDCNA), who scheduled a meeting at her home May 27, 2015, attended by over 20 members of the PYDCNA and key representatives from other neighborhood associations in Campbell. At the meeting, the Pruneyard development team, including Jim Ellis and Dean Rubinson, as well as representatives of our Property Management team, presented the conceptual plans for renovation and expansion proposal. Following the presentation, an extensive Q&A session was held, during which the team carefully noted all input received. Following the meeting, the development team and the design team worked to incorporate many of the requests and recommendations raised during the meeting, including the addition of green space and a raised deck in the main plaza to replace the gazebo-like feature that was removed from this area in the 90's that allowed bands and other groups to perform in the plaza. Stronger pedestrian connections to the community on the east side of Bascom Avenue were added as well as supplemental ADA parking in the central areas of the project. A number of operational suggestions were received as well. In general, the proposed project was very well-received and attendees were appreciative of being included in the process and excited for the new investment in The Pruneyard.

The development team remained in contact with Vikki Essert and other neighborhood associations in the period during which the entitlements were processed and in advance of any public hearings, conducted a second community meeting, on May 11, 2016, at Ms. Essert's home. This meeting was similarly attended and the team presented the updates to the project, highlighting the features that were added as a result of community input. Again, there was consistent expression of appreciation of the proposed project and the community engagement process and there was a clear indication of eagerness for the project to commence.

Most recently, the development team has been in contact with representatives of other neighborhood associations in an effort to present the proposed project to additional groups ahead of the Planning Commission hearing, scheduled for September 13. 2016. A meeting is set up on September 1, 2016 with representatives of the San Tomas Area Community Coalition (STACC) and efforts are underway for meetings with representatives of the Campbell Village Neighborhood Association as well.

City of Campbell -- Community Development Department
70 N. First Street, Campbell, CA 95008

MEMORANDUM

To: Members of the Planning Commission **Date:** September 13, 2016

From: Paul Kermoyan, Community Development Director

Subject: Report of the Community Development Director

I. CITY COUNCIL ACTIONS: The City Council met on Tuesday, **September 6, 2016**, and discussed the following items of interest to the Planning Commission:

A. **44 El Caminito Drive – Appeal of PC Action**: Council adopted a resolution denying the appeal and upholding the Planning Commission approval of a Tentative Parcel Map to allow a two-lot single-family residential subdivision.

B. **1323 Parsons Avenue – Planned Development – Four Residential Units**: Council adopted a resolution adopting a Mitigated Negative Declaration, introduced an Ordinance approving a Zoning Map Amendment to change the zoning district designation from R-1-6 (Single-Family Residential) to P-D (Planned Development); adopted a resolution approving a PD Permit for site configuration resulting in the development of four units, architectural design and creation of lots which do not have frontage on a public street, and adopted a resolution approving a Parking Modification Permit to allow uncovered parking in lieu of covered for property located at 1323 Parsons Avenue.

II. MISCELLANEOUS

A. **Next Planning Commission Meeting on September 27, 2016**: This regular meeting will consider the following item(s):

1. Application of Aaron Winklebleck for a Site and Architectural Review Permit (PLN2016-219) to allow a 629-square-foot addition to an existing 1,265-square-foot, single-story, single-family residence on property located at **1045 Normandy Drive**.

B. **SARC Meeting of September 13, 2016:** SARC will review the following item(s):

1. Application of Aaron Winklebleck for a Site and Architectural Review Permit (PLN2016-219) to allow a 629-square-foot addition to an existing 1,265-square-foot, single-story, single-family residence on property located at **1045 Normandy Drive**.