CITY COUNCIL REGULAR MEETING AGENDA

CITY COUNCIL CHAMBERS, CITY HALL
7351 ROSANNA STREET, GILROY, CA
95020

MONDAY, OCTOBER 7, 2024 | 6:00 PM

MAYOR
Marie Blankley

COUNCIL MEMBERS
Rebeca Armendariz
Dion Bracco
Tom Cline
Zach Hilton
Carol Marques
Fred Tovar

CITY COUNCIL PACKET MATERIALS ARE AVAILABLE ONLINE AT www.cityofgilroy.org
AGENDA CLOSING TIME IS 5:00 P.M. THE TUESDAY PRIOR TO THE MEETING

PUBLIC COMMENTS ON AGENDA ITEMS ARE TAKEN BEFORE THE CITY COUNCIL TAKES ACTION. Please keep your comments to 3 minutes. Time restrictions may vary based on the Mayor's discretion.

Send written comments on any agenda item to publiccomments@cityofgilroy.org or City Hall, 7351 Rosanna Street, Gilroy, CA 95020. Comments received by 1 p.m. on the meeting day will be distributed to the City Council before the meeting. Comments are also available at bit.ly/3NuS1IN.

In compliance with the Americans with Disabilities Act, the City will make reasonable arrangements to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the City Clerk's Office at least 72 hours prior to the meeting at (408) 846-0204 or cityclerk@cityofgilroy.org to help ensure that reasonable arrangements can be made.

If you dispute any planning or land use decision from this meeting in court, you may only raise issues you or someone else presented at this meeting's public hearing or in written letters to the City Council before the hearing. Be aware that the time to seek a judicial review of any final decision made at this meeting is defined by Section 1094.6 of the California Code of Civil Procedure.

During this meeting, a Closed Session may be called under Government Code Section 54956.9 (d)(2). This will happen if, in the City's legislative body's opinion (based on current facts, circumstances, and legal advice), there's a significant risk of a lawsuit against the City.

Additional materials submitted after agenda distribution are available on www.cityofgilroy.org as soon as possible.

KNOW YOUR RIGHTS UNDER THE GILROY OPEN GOVERNMENT ORDINANCE

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, task forces, councils and other agencies of the City exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

FOR MORE INFORMATION ON YOUR RIGHTS UNDER THE OPEN GOVERNMENT ORDINANCE, TO RECEIVE A FREE COPY OF THE ORDINANCE OR TO REPORT A VIOLATION OF THE ORDINANCE, CONTACT THE OPEN GOVERNMENT COMMISSION STAFF AT (408) 846-0204.

If you need translation assistance, contact the City Clerk 72 hours before the meeting at 408-846-0204 or cityclerk@cityofgilroy.org.

Si necesita un intérprete durante la junta y gustaría dar un comentario público, comuníquese con el Secretario de la Ciudad un mínimo de 72 horas antes de la junta al 408-846-0204 o envíe un correo electrónico a la Oficina del Secretario de la Ciudad a cityclerk@cityofgilroy.org.

To access written translation during the meeting, please scan the QR Code or click this link:

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The agenda for this meeting is outlined as follows:

1. OPENING

1.1. Call to Order

1.2. Pledge of Allegiance

1.3. Invocation

1.4. City Clerk's Report on Posting the Agenda

1.5. Roll Call

1.6. Orders of the Day

1.7. Employee Introductions

2. CEREMONIAL ITEMS - Proclamations and Awards

2.1. Presentation of Certificates of Commendation and Recognition to the Gilroy Firefighters that Saved a Life in Chico, CA

2.2. Proclamation Recognizing October 17, 2024 as The Great Shakeout Day

3. COUNCIL CORRESPONDENCE (Informational Only)

4. PRESENTATIONS TO THE COUNCIL

4.1. Annual Presentation of the Library Commission

4.2. PUBLIC COMMENT BY MEMBERS OF THE PUBLIC ON ITEMS NOT ON THE AGENDA BUT WITHIN THE SUBJECT MATTER JURISDICTION OF THE CITY COUNCIL

This part of the meeting allows public address on non-agenda topics within the Council's jurisdiction. To speak, complete a Speaker's Card from the entrances and give it to the City Clerk. Speaking time ranges from 1-3 minutes based on the Mayor's discretion. Extended discussions or actions on non-agenda items are restricted by law. For Council action, the topic may be listed on a future agenda.

Email written comments on non-agenda topics to publiccomments@cityofgilroy.org or mail them to City Hall, 7351 Rosanna Street, Gilroy, CA 95020, by 1:00 p.m. on the meeting day. These comments, available at City Hall, will be shared with the Council and included in the meeting record. Late submissions will be shared as soon as possible. A 10-page limit applies to hard-copy materials, but electronic submissions are unlimited.

5. REPORTS OF COUNCIL MEMBERS

Council Member Bracco – Downtown Committee, Santa Clara County Library Joint Powers Authority, Santa Clara Valley Water Joint Water Resources Committee, SCRWA

Council Member Armendariz – Downtown Committee, Santa Clara County Library Joint Powers Authority *(alternate)*, Santa Clara Valley Habitat Agency Governing Board, Santa Clara Valley Habitat Agency Implementation Board, Silicon Valley Clean Energy Authority JPA Board *(alternate)*

Council Member Marques – ABAG, Downtown Committee, Gilroy Gardens Board of Directors, Santa Clara Valley Habitat Agency Governing Board, Santa Clara Valley Habitat Agency Implementation Board, SCRWA *(alternate)*

Council Member Hilton – CalTrain Policy Group *(alternate)*, Silicon Valley Clean Energy Authority JPA Board, VTA Policy Advisory Committee

Council Member Cline – Gilroy Economic Development Partnership *(alternate)*, Gilroy Gardens Board of Directors *(alternate)*, Gilroy Sister Cities Association, Gilroy Youth Task Force, Silicon Valley Regional Interoperability Authority Board, VTA Policy Advisory Committee *(alternate)*, Visit Gilroy California Welcome Center Board, VTA Mobility Partnership Committee

Council Member Tovar – Downtown Committee, Gilroy Youth Task Force *(alternate)*, Santa Clara County Expressway Plan 2040 Advisory Board, Santa Clara Valley Water Commission, SCRWA, South County Youth Task Force Policy Team

Mayor Blankley – ABAG *(alternate)*, CalTrain Policy Group, Downtown Committee, Gilroy Economic Development Partnership, Gilroy Sister Cities Association *(alternate)*, Gilroy Youth Task Force, Santa Clara Valley Water Joint Water Resources Committee, SCRWA, South County Youth Task Force Policy Team, VTA Board of Directors, VTA Mobility Partnership Committee

6. CONSENT CALENDAR

Items under the Consent Calendar are deemed routine and approved with one motion. If a Council member or a member of the public wishes for a separate discussion on an item, it must be requested for removal before the Council's approval vote. If removed, the item will be discussed in its original order.

6.1. Approval of the Action Minutes of the September 9, 2024 and September 16, 2024 City Council Regular Meeting

6.2. Annual Review and Adoption of the City's Investment Policy

6.3. Claim of Jennifer Figueroa/Melvin Ketchum (The City Administrator recommends a "yes" vote under the Consent Calendar shall constitute denial of the claim)

7. BIDS AND PROPOSALS

8. PUBLIC HEARINGS

9. UNFINISHED BUSINESS

10. INTRODUCTION OF NEW BUSINESS

10.1. Addition of Gilroy Library Improvements Project to the City's Capital Improvement Program (CIP) in Fiscal Year 2024-25 (FY25)

1. Staff Report: Harjot Sangha, Finance Director
2. Public Comment
3. Possible Action:
    1. Approve the addition of the Gilroy Library Improvements Project to the City's CIP program.
    2. Adopt a resolution to amend the FY25 budget to appropriate $800,000 from Fund 405 – Gilroy Community Library, for the design phase of the project.

10.2. Creation of an Ad Hoc Committee and Appointment of Members for the Gilroy Gardens Lease Negotiations

1. Staff Report: Bryce Atkins, Assistant to the City Administrator
2. Public Comment
3. Possible Action:

Council:

1. Create an ad hoc committee for the negotiations regarding the lease agreement with Gilroy Gardens Family Theme Park; and
2. Appoint three members of the City Council to the created ad hoc committee.

10.3. Authorization for Council Travel to the League of California Cities Annual Conference, Selection of Voting Delegate, and Direction Regarding the Proposed League Resolution

1. Staff Report: Bryce Atkins, Assistant to the City Administrator
2. Public Comment
3. Possible Action:

Council:

1. Authorize travel for Council Members Armendariz and Tovar, and Mayor Blankley to attend the League of California Cities (League) Annual Conference.
2. Select a traveling council member as a voting delegate to vote on the proposed League resolution.
3. Identify if Council desires to vote no or abstain in voting on the League resolution.

10.4. Glen Loma Ranch EIR Addendum and Development Agreement Operating Memorandum

1. Staff Report: Sharon Goei, Community Development Director
2. Public Comment
3. Possible Action:

1. Adopt a Resolution to approve Addendum #2 to the Glen Loma Ranch Specific Plan Environmental Impact Report (EIR).
2. Adopt a Resolution to approve the Fourth Operating Memorandum to the Glen Loma Ranch Development Agreement.
3. Adopt a Resolution amending the Fiscal Year 2024-2025 Budget to appropriate $7,200,000 as revenue in the Capital Projects Fund for contribution towards the new Fire Station and $1,046,337 as expenditures to be transferred out of the Traffic Impact Fund for the Traffic Impact Fee Reimbursement policy amounts assigned to the City.

11. FUTURE COUNCIL INITIATED AGENDA ITEMS

12. CITY ADMINISTRATOR'S REPORTS

13. CITY ATTORNEY'S REPORTS

14. CLOSED SESSION

14.1. CONFERENCE WITH LEGAL COUNSEL – PENDING LITIGATION:
Government Code Section 54956.9(d)(1) and Gilroy City Code Section 17A.11(3)(b)
Name of case: Jesse R. Sanchez; Mirna Leonides Sanchez; and the Estate of Jesse Sanchez, Jr. v. The City of Gilroy; County of Santa Clara; Rebeca Armendariz; Sally Armendariz; Domingo Armendariz Filed August 22, 2022

14.2. PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE:
Government Code Section 54957(b)(1) and Gilroy City Code Section 17A.8(4)
Consideration of consent to removal of one Department Head, per Gilroy Charter Section 703(c).

15. ADJOURN TO OPEN SESSION

Report of any action taken in Closed Session and vote or abstention of each Council Member if required by Government Code Section 54957.1 and GCC Section 17A.13(b); Public Report of the vote to continue in closed session if required under GCC Section 17A.11(5).

16. ADJOURNMENT

FUTURE MEETING DATES

October 2024
21 Regular Meeting - 6:00 p.m

November 2024
4 Regular Meeting - 6:00 p.m
18 Regular Meeting - 6:00 p.m

December 2024
9 Regular Meeting - 6:00 p.m

Meetings are live streamed on the City of Gilroy's website at gilroy.city/meetings and on YouTube at https://bit.ly/45jor03.

Access the 2024 City Council Meeting Calendar at https://bit.ly/3LLzY1n.

City of Gilroy
Proclamation

WHEREAS, the City of Gilroy faces an ongoing and significant risk of a major earthquake, and the City Council acknowledges the importance of preparing the community to better withstand and recover from such events; and

WHEREAS, it is the responsibility of the City to promote earthquake preparedness and ensure proper planning for earthquake-related disasters; and

WHEREAS, the resilience of the community in the face of earthquakes and other disasters depends on the preparedness efforts of individuals, families, neighborhoods, schools, community- and faith-based organizations, non-profits, businesses, and government entities working together; and

WHEREAS, by participating in the Great ShakeOut on October 17, 2024, at 10:17 AM, California will join millions across the nation in a unified effort to strengthen community, regional, and national resilience in the aftermath of an earthquake; and

WHEREAS, all citizens are encouraged to visit www.shakeout.org/california to learn how to protect life and property by mitigating both structural and non-structural hazards and participating in earthquake drills.

NOW, THEREFORE, I, MARIE BLANKLEY, Mayor of the City of Gilroy, along with my colleagues on the City Council, do hereby proclaim October 2024 as

THE GREAT SHAKEOUT

and encourage all members of our community to actively participate in this important earthquake preparedness initiative.

Marie Blankley

Marie Blankley, Mayor

Attested to by:

Beth Minor

Beth Minor, Interim City Clerk

CITY COUNCIL ACTION MINUTES
MONDAY, SEPTEMBER 9, 2024 | 6:00 PM

1. OPENING

1.1. Call to Order

1.2. Pledge of Allegiance
Council Member Bracco led the Pledge of Allegiance.

1.3. Invocation
Pastor McPhail led the invocation.

1.4. City Clerk's Report on Posting the Agenda
Interim City Clerk, Beth Minor advised the agenda was posted on Friday, September 6, 2024 at 11:00 AM.

1.5. Roll Call

Attendance	Attendee Name
	Dion Bracco, Council Member
	Rebeca Armendariz, Council Member
	Carol Marques, Council Member
	Zach Hilton, Council Member
	Tom Cline, Council Member
	Fred Tovar, Council Member
	Marie Blankley, Mayor
Absent	None

1.6. Orders of the Day

1.7. Employee Introductions

Police Chief Espinoza introduced Heather Vlcek, Police Records Technician, and Madeline Clark, Public Safety Communicator Trainee.

Human Resources Director LeeAnn McPhillips introduced Jackie Gifford, Management Assistant.

Public Works Director Heba El-Guindy introduced Ryan Osenton, Project Manager.

2. CEREMONIAL ITEMS - Proclamations and Awards

2.1. Proclamation Honoring United Against Hate Week September 21-27, 2024

2.2. Proclaiming September 2024 Childhood Cancer Awareness Month

2.3. Proclaiming September 2024 as National Preparedness Month

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3. COUNCIL CORRESPONDENCE (Informational Only)

4. PRESENTATIONS TO THE COUNCIL

4.1. PUBLIC COMMENT BY MEMBERS OF THE PUBLIC ON ITEMS NOT ON THE AGENDA BUT WITHIN THE SUBJECT MATTER JURISDICTION OF THE CITY COUNCIL.

Mayor Blankley open Public Comment.

Alan Espinoza spoke regarding the assistance the residents of Garlic Farm RV Park received and hoped that more help will be coming.

Ron Kirkish spoke regarding a request to formally acknowledge the three Gilroy Firefighters who helped save a drowning girls life.

Elaine Gooding spoke regarding the assistance the residents of Garlic Farm RV Park received and hoped that more help will be coming, and thanked all those that came out and helped.

There being no further speakers, Mayor Blankley closed Public Comment.

5. REPORTS OF COUNCIL MEMBERS

Council Member Bracco No report.

Council Member Armendariz mentioned the Tamale Festival to be held in Gilroy on September 28, 2024.

Council Member Marques noted the heat presented challenges to the attendance at Gilroy Gardens Theme Park, but Carnival Friday nights was successful. They are looking for additional docents to assist with the theater shows.

Council Member Hilton stated there is a year over year increase in VTA ridership. Silicon Valley Clean Energy continues to find funding for California residents for single family home electrification, clean energy appliances, and other home upgrades.

Council Member Cline No report.

Council Member Tovar No report.

Mayor Blankley spoke regarding several bills that will be on the ballot or have not made it for the 2024 election. South County Youth Task Force Policy Team met and noted there is lots of assistance from Morgan Hill and Gilroy schools, police departments, and other agencies to help at risk kids. She announced there will be a public acknowledgment for the three Gilroy Firefighters who saved the young girls life.

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6. CONSENT CALENDAR

6.1. Approval of the Action Minutes of the August 19, 2024 City Council Regular Meeting.

Mayor Blankley opened Public Comment.

There being no speakers, Mayor Blankley closed Public Comment.

MOTION: To approve Agenda Item No. 6.1

RESULTS:	**PASS: 7-0**
MOVER:	Fred Tovar, Council Member
SECONDER:	Dion Bracco, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, HILTON, CLINE, TOVAR, BLANKLEY**
NOES:	
ABSENT:	
ABSTAIN:	

7. BIDS AND PROPOSALS

7.1. Award a Three-year Contract to Alpine Landscapes in a Total Amount of $1,163,958 with an Annual Not to Exceed Amount of $387,986 for the Community Facilities District Landscape Maintenance Services, with up-to Two, One Year Extension Options, and Adopt a Resolution Amending the Fiscal Year 2025 Budget by $28,927.

Mayor Blankley opened Public Comment.

There being no speakers, Mayor Blankley closed Public Comment.

MOTION: To approve the award of a three-year contract to Alpine Landscapes in a total amount of $1,163,958 with an annual not to exceed amount of $387,986 for performing the Community Facilities District (CFD) Landscape Maintenance Services; Authorize the City Administrator to exercise at the end of the contract term the two, one-year extension options at the City's sole discretion; and Adopt a resolution amending the Fiscal Year 2025 budget by $28,927.

RESULTS:	**PASS: 7 - 0 Roll Call Vote**
MOVER:	Fred Tovar, Council Member
SECONDER:	Carol Marques, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, HILTON, CLINE, TOVAR, BLANKLEY**
NOES:	
ABSENT:	
ABSTAIN:	

Enactment No.: Resolution No. 2024-41

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7.2. Award a Three-year Contract to Jensen Landscape Services, LLC in the Total Amount of $3,378,990 with an Annual Not to Exceed Amount of $1,126,330 for Citywide Landscape Services, and Authorize up to Two, One-Year Extension Options.

Mayor Blankley opened Public Comment.

There being no speakers, Mayor Blankley closed Public Comment.

MOTION: To approve the award of a three-year contract to Jensen Landscape Services, LLC in the total amount of $3,378,990 with an annual not to exceed amount of $1,126,330 for Citywide Landscape Services; Authorize the City Administrator to exercise at the end of the contract term the two, one-year extension options at the City's sole discretion.

RESULTS:	**PASS: 6-1**
MOVER:	Fred Tovar, Council Member
SECONDER:	Carol Marques, Council Member
AYES:	**BRACCO, MARQUES, HILTON, CLINE, TOVAR, BLANKLEY**
NOES:	**ARMENDARIZ**
ABSENT:	
ABSTAIN:	

8. PUBLIC HEARINGS

8.1. Introduction of an Ordinance of the City Council of the City of Gilroy Adjusting Future Mayor and City Council Member Salaries.

Mayor Blankley opened the Public Hearing.

There being no speakers, Mayor Blankley closed the Public Hearing.

MOTION: To read the ordinance by title only and waive further reading of the ordinance.

RESULTS:	**PASS: 7-0 Roll Call Vote**
MOVER:	Dion Bracco, Council Member
SECONDER:	Carol Marques, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, HILTON, CLINE, TOVAR, BLANKLEY**
NOES:	
ABSENT:	
ABSTAIN:	

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MOTION: To Introduce an ordinance of the City Council of the City of Gilroy adjusting future mayor and city council member salaries.

RESULTS:	**PASS: 6-1 Roll Call Vote**
MOVER:	Carol Marques, Council Member
SECONDER:	Dion Bracco, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, HILTON, CLINE, BLANKLEY**
NOES:	**TOVAR**
ABSENT:	
ABSTAIN:	

9. UNFINISHED BUSINESS

10. INTRODUCTION OF NEW BUSINESS

10.1. Legislative Update.

Mayor Blankley opened Public Comment.

There being no speakers, Mayor Blankley closed Public Comment.

10.2. Consideration of an Amendment to Gilroy City Code Chapter 16.6-1(p) Cardroom, Table Restrictions.

Mayor Blankley opened the Public Comment.

There being no speakers, Mayor Blankley closed the Public Comment.

MOTION: Council approval of an Ordinance Amendment to Gilroy City Code Chapter 16.6-1(p) to increase the number of cardroom tables allowed from 10 to 12 tables.

RESULTS:	**PASS: 7-0**
MOVER:	Rebeca Armendariz, Council Member
SECONDER:	Dion Bracco, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, HILTON, CLINE, TOVAR, BLANKLEY**
NOES:	
ABSENT:	
ABSTAIN:	

10.3. Recreation Needs Assessment Implementation Introduction.

Mayor Blankley opened the Public Comment.

There being no speakers, Mayor Blankley closed the Public Comment.

11. FUTURE COUNCIL INITIATED AGENDA ITEMS

11.1. Request to Add to the September 16, 2024 Agenda the United Sovereign

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Americans Resolution for Council Discussion.

Mayor Blankley opened the Public Comment.

Sue Ozzini requested the Council agendize this on the September 16, 2024 agenda so Council can discuss it.

Dennis Jamison requested the Council agendize this on the September 16, 2024 agenda so they can discuss it.

There being no further speakers, Mayor Blankley closed the Public Comment.

MOTION: To agendize this item on the September 16, 2024 meeting for discussion by Council.

RESULTS:	**PASS: 4-3**
MOVER:	Carol Marques, Council Member
SECONDER:	Tom Cline, Council Member
AYES:	**BRACCO, MARQUES, CLINE, BLANKLEY**
NOES:	**ARMENDARIZ, HILTON, TOVAR**
ABSENT:	
ABSTAIN:	

12. CITY ADMINISTRATOR'S REPORTS

13. CITY ATTORNEY'S REPORTS

14. CLOSED SESSION

15. ADJOURN TO OPEN SESSION

16. ADJOURNMENT The meeting was adjourned at 7:47 P.M.

I HEREBY CERTIFY that the foregoing minutes were duly and regularly adopted at a regular meeting of the City Council of the City of Gilroy.

DocuSigned by:
Beth Minor
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/s/Beth Minor
Interim City Clerk

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CITY COUNCIL ACTION MINUTES
MONDAY, SEPTEMBER 16, 2024 | 6:00 PM

1. OPENING

1.1. Call to Order

1.2. Pledge of Allegiance
Council Member Armendariz led the Pledge of Allegiance.

1.3. Invocation
None

1.4. City Clerk's Report on Posting the Agenda
Interim City Clerk, Beth Minor advised the agenda was posted on Friday, September 13, 2024 at 11:00 A.M.

1.5. Roll Call

Attendance	Attendee Name
	Dion Bracco, Council Member
	Rebeca Armendariz, Council Member
	Carol Marques, Council Member
	Tom Cline, Council Member
	Fred Tovar, Council Member
	Marie Blankley, Mayor
Absent	Zach Hilton, Council Member

1.6. Orders of the Day

1.7. Employee Introductions

Police Chief Espinoza introduced Police Officers Jailene Fernandez and Mark Bedoya.

Utilities Director, Heath McMahon introduced Senior Civil Engineer Bret Swain.

2. CEREMONIAL ITEMS - Proclamations and Awards

2.1. Proclaiming the Week of September 17 through September 23, 2024 as Constitution Week.

3. COUNCIL CORRESPONDENCE (Informational Only)

3.1. Department Work Plan Updates as of Fourth Quarter of Fiscal Year 2024.

4. PRESENTATIONS TO THE COUNCIL

4.1. PUBLIC COMMENT BY MEMBERS OF THE PUBLIC ON ITEMS NOT ON THE AGENDA BUT WITHIN THE SUBJECT MATTER JURISDICTION OF THE CITY

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COUNCIL.

Mayor Blankley opened Public Comment.

Nashaba Afzal requested the Council review their criteria for which proclamations are put on the agenda and which are not.

Robert Zepeda spoke regarding City contracted landscaping contracts and how most tax funds do not stay within the city.

There being no further speakers, Mayor Blankley closed Public Comment.

5. REPORTS OF COUNCIL MEMBERS

Council Member Bracco No report.

Council Member Armendariz Silicon Valley Clean Energy Authority JPA Board discussed the evaluation for the new Executive Director and their upgraded website.

Council Member Marques noted that the downtown area is now free of all plywood coverings.

Council Member Hilton Absent.

Council Member Cline No report.

Council Member Tovar No report.

Mayor Blankley noted that the Highway 25/101 interchange recently received $2M in grant funding.

6. CONSENT CALENDAR

6.1. Approve the 2025 City Council Meeting Schedule.

Mayor Blankley opened Public Comment.

There being no speakers, Mayor Blankley closed Public Comment.

MOTION: To approve the 2025 Council Meeting Schedule.

RESULTS:	**PASS: 6 - 1**
MOVER:	Fred Tovar, Council Member
SECONDER:	Rebeca Armendariz, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, CLINE, TOVAR, BLANKLEY**
NOES:	
ABSENT:	**HILTON**
ABSTAIN:	

7. BIDS AND PROPOSALS

7.1. Approve a Cost Sharing Agreement with the City of Morgan Hill in the

Amount of $1,814,455, Award a Contract to HydroScience Engineers, Inc. in the amount of $673,348, Approve a Project Contingency in the Amount of $67,336, and Adopt a Resolution of Budget Amendment to Increase Fiscal Year 2024-2025 Budget by $3,628,910 for the Joint Morgan Hill-Gilroy Trunk Line Repairs Project.

Mayor Blankley opened Public Comment.

There being no speakers, Mayor Blankley closed Public Comment.

MOTION: To Approve a Cost Sharing Agreement between the City of Gilroy and the City of Morgan Hill in the amount of $1,814,455 for the design, construction, and construction management of the Joint Morgan Hill-Gilroy Trunk Line Repairs Project (Project No. 24-RFP-PW-499) and authorize the City Administrator to execute the Agreement and associated documents; and

Award a contract to HydroScience Engineers, Inc. in the amount of $673,348 and approve a project contingency of $67,336 for a total project expenditure of $740,684 for the design of the Joint Morgan Hill-Gilroy Trunk Line Repairs Project and authorize the City Administrator to execute the contract, associated documents, and any use of the contingency funding; and

Adopt a Resolution of the City Council of the City of Gilroy amending the Fiscal Year (FY) 2024-2025 budget and appropriating $3,628,910 from the Sewer Fund (700) for design, construction, and construction management of the Joint Morgan Hill-Gilroy Trunk Line Repairs Project.

RESULTS:	**PASS: 6-1**
MOVER:	Rebeca Armendariz, Council Member
SECONDER:	Fred Tovar, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, CLINE, TOVAR, BLANKLEY**
NOES:	
ABSENT:	**HILTON**
ABSTAIN:	

Enactment No.: Resolution No. 2024-42

8. PUBLIC HEARINGS

9. UNFINISHED BUSINESS

9.1. Adoption of an Ordinance of the City Council of the City of Gilroy Adjusting Future Mayor and City Council Member Salaries.

Mayor Blankley opened Public Comment.

There being no speakers, Mayor Blankley closed Public Comment.

MOTION: To adopt the ordinance adjusting Future Mayor and City Council Member Salaries.

RESULTS:	**PASS: 5-1-1**

MOVER:	Rebeca Armendariz, Council Member
SECONDER:	Dion Bracco, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, CLINE, BLANKLEY**
NOES:	**TOVAR**
ABSENT:	**HILTON**
ABSTAIN:	

Enactment No.: Ordinance No. 2024-02

10. INTRODUCTION OF NEW BUSINESS

10.1. A Resolution of the City Council of the City of Gilroy to Release Unclaimed Checks.

Mayor Blankley opened Public Comment.

There being no speakers, Mayor Blankley closed Public Comment.

MOTION: To adopt a resolution to release unclaimed checks to the City's General Fund in accordance with California Government Code Section 50053.

RESULTS:	**PASS: 6-1**
MOVER:	Dion Bracco, Council Member
SECONDER:	Carol Marques, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, CLINE, TOVAR, BLANKLEY**
NOES:	
ABSENT:	**HILTON**
ABSTAIN:	

Enactment No.: Resolution No. 2024-43

10.2. Consideration of a Park Naming Application to Re-Establish the Gilroy Golf Course Facility as Ousley Park.

Mayor Blankley opened Public Comment.

There being no speakers, Mayor Blankley closed Public Comment.

MOTION: To establish the name of the from Gilroy Golf Course Facility to Ousley Park.

RESULTS:	**PASS: 6-1**
MOVER:	Dion Bracco, Council Member
SECONDER:	Rebeca Armendariz, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, CLINE, TOVAR, BLANKLEY**
NOES:	
ABSENT:	**HILTON**
ABSTAIN:	

DRAFT

10.3. Adoption of a Resolution of the City Council of the City of Gilroy in Review of the City of Gilroy Conflict of Interest Code Pursuant to its Biennial Review.

Mayor Blankley opened Public Comment.

There being no speakers, Mayor Blankley closed Public Comment.

MOTION: To adopt the resolution in review of the City of Gilroy Conflict of Interest Code Pursuant to its Biennial Review.

RESULTS:	**PASS: 6-1**
MOVER:	Tom Cline, Council Member
SECONDER:	Fred Tovar, Council Member
AYES:	**BRACCO, ARMENDARIZ, MARQUES, CLINE, TOVAR, BLANKLEY**
NOES:	
ABSENT:	**HILTON**
ABSTAIN:	

Enactment No.: Resolution No. 2024-44

10.4. Consideration of a Resolution of the Gilroy City Council Calling for a Legally Valid 2024 General Election

Mayor Blankley opened Public Comment.

Andrea Hightower felt the resolution should not be passed.

Noshaba Afzal felt the resolution should not be passed.

Sabra Dupree felt the resolution should not be passed.

Warren Seifert felt the resolution should not be passed.

Bill O'Connor felt the resolution should not be passed.

Teresa Perez felt the resolution should not be passed.

Joanne Fierro felt the resolution should not be passed.

Maria Aguilar felt the resolution should not be passed.

Daniel Donovan felt the resolution should not be passed.

Sally Armendariz felt the resolution should not be passed.

Ron Kirkish felt a modified resolution should be passed.

Connie Rogers felt the resolution should not be passed.

Erin O'Brien felt the resolution should not be passed.

Michelle Nelson felt the resolution should not be passed.

Arcelia O'Connor felt the resolution should not be passed.

Sue B. spoke regarding issues with voter information and records.

DRAFT

Armando Benavides felt the resolution should not be passed.

Dennis Jamison felt a modified resolution should be passed.

Judy Hess felt a modified resolution should be passed.

Daniella Arellano felt the resolution should not be passed.

There being no further speakers, Mayor Blankley closed Public Comment.

MOTION: To reject the Resolution calling for a legally valid 2024 election.

RESULTS:	**PASS: 4-2-1**
MOVER:	Fred Tovar, Council Member
SECONDER:	Rebeca Armendariz, Council Member
AYES:	**ARMENDARIZ, MARQUES, TOVAR, BLANKLEY**
NOES:	**BRACCO, CLINE**
ABSENT:	**HILTON**
ABSTAIN:	

11. FUTURE COUNCIL INITIATED AGENDA ITEMS

12. CITY ADMINISTRATOR'S REPORTS

City Administrator, Jimmy Forbis announced the Arts and Culture Commission will be unveiling the For the Love of Gilroy posters on Friday, September 20, 2024. Additionally, the annual coastal cleanup will be held on Saturday, September 21, 2024 at Solorsano Middle School, and Caltrain will be holding a train electrification event on Saturday at the Gilroy Caltrain Station.

13. CITY ATTORNEY'S REPORTS

14. CLOSED SESSION

14.1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to GC Sec. 54956.8 and GCC Sec. 17A.8
Property: Gilroy Gardens Theme Park, 3050 Hecker Pass Highway, Gilroy, CA (APN's: 810-17-024, 810-17-026, 810-17-029, 810-17-030, 810-17-031, 810-18-002, 810-18-013, 810-19-005, 810-19-007, 810-19-010, 810-19-011, 810-19-014)
Negotiators: Jimmy Forbis, City Administrator; Victoria Valencia, Economic Development Manager
Other Party to Negotiations: Gilroy Gardens Family Theme Park, LLC
Under Negotiations: Price and terms of payment for sale or lease.

The Council voted unanimously to remain in the Closed Session.

15. ADJOURN TO OPEN SESSION

Mayor Blankley advised no reportable action.

16. ADJOURNMENT

The meeting was adjourned at 8:39 P.M.

DRAFT

I HEREBY CERTIFY that the foregoing minutes were duly and regularly adopted at a regular meeting of the City Council of the City of Gilroy.

DocuSigned by:
Beth Minor
D4244EA57BF7425...

/s/Beth Minor
Interim City Clerk

DRAFT

City of Gilroy

STAFF REPORT

Agenda Item Title:	**Annual Review and Adoption of the City's Investment Policy**
Meeting Date:	October 7, 2024
From:	Jimmy Forbis, City Administrator
Department:	Finance
Submitted By:	Harjot Sangha, Finance Director
Prepared By:	Harjot Sangha, Finance Director

STRATEGIC PLAN GOALS Develop a Financially Resilient Organization

RECOMMENDATION

Adopt a resolution establishing the City's updated Investment Policy.

BACKGROUND

Per California Code Section 53646(a) and the City's Investment Policy, the City Administrator shall annually render to the City Council a statement of investment policy, which shall be considered by the Council at a public meeting to ensure its consistency with respect to the overall objectives of safety, liquidity, and yield. The City Council last reviewed the policy in October 2023.

Per the City's Investment Policy, temporarily idle or surplus funds of the City shall be invested in accordance with principles of sound treasury management. The three basic objectives of Gilroy's Investment Program are, in order of priority, (1) safety of invested funds, (2) maintenance of sufficient liquidity to meet cash flow needs of the City; and (3) attainment of the maximum yield possible consistent with the first two objectives.

ANALYSIS

The City's idle cash is primarily invested in the Local Agency Investment Fund (LAIF), United States Treasury notes and bills, and California Cooperative Liquid Assets Securities System (CLASS). As of June 30, 2024, about $57 million is invested in LAIF,

$105 million in US Treasury bills, and $28 million in CLASS, earning an effective rate of return of 4.4%. Both LAIF and CLASS, which account for approximately 43% of the City's portfolio, provide great daily liquidity, meaning on any given day, the City can withdraw large sums of money the same day or within a day's notice, while earning interest.

No changes are recommended to the current investment policy at this time. Staff recommends that the City Council adopt the attached resolution to keep the current investment policy in effect.

ALTERNATIVES

The Council could direct staff to make additional adjustments to the policy. This is not recommended. The current policy provides adequate guidance for the City's investment program, which is meeting the three primary objectives of safety, liquidity, and yield.

FISCAL IMPACT/FUNDING SOURCE

There is no fiscal impact to adopting the City's General Investment Policy. Review and update of the investment policy is an activity that is included in the Finance Department's annual and ongoing workplan.

Attachments:

1. Draft Resolution
2. Exhibit A – Investment Policy

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY ADOPTING THE CITY'S INVESTMENT POLICY

WHEREAS, the City has a responsibility to ensure it handles public funds appropriately; and

WHEREAS, Section 53646 of the Government Code allows local agencies to annually approve a Statement of Investment Policy which has been prepared by the chief fiscal officer of such local agency; and

WHEREAS, the Investment Policy describes the investments the City can utilize in compliance with California Government Code Section 53646 and good practice dictates that local agencies prepare a written investment policy; and

WHEREAS, the City Council formally adopts the investment policy via a resolution that promotes sound financial management practices designed to meet the City Council's goals and objectives; and

WHEREAS, the City Council has been presented with a statement of Investment Policy annually which is designed to conform with the requirements of the Investment Act; and

WHEREAS, the primary objective of the Investment Policy is to establish a conservative set of investment criteria that will prudently protect the City's assets, provide liquidity to meet the City's cash needs, and enable the City to generate a market rate of return from its investment activities; and

WHEREAS, the City Council has reviewed the investment policy and delegates investment authority to the City Treasurer pursuant to California Government Code Section 53607; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Gilroy hereby adopts the amended Investment Policy attached hereto as Exhibit A, a copy of which is on file at the City offices and is available for inspection by the public.

PASSED AND ADOPTED this 7th day of October 2024 by the following roll call vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED:

_____
Marie Blankley, Mayor

ATTEST:

_____
Beth Minor, Interim City Clerk

CERTIFICATE OF THE CLERK

I, **BETH MINOR**, Interim City Clerk of the City of Gilroy, do hereby certify that the attached **Resolution No. 2024-XX** is an original resolution, or true and correct copy of a City Resolution, duly adopted by the Council of the City of Gilroy at a Regular Meeting of said held on Council held **Monday, Date**, with a quorum present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Gilroy this **Date**.

_____
Beth Minor
Interim City Clerk of the City of Gilroy

(Seal)

INVESTMENT POLICY
FOR
CITY OF GILROY

Revised: October 2024

I. STATEMENT OF OBJECTIVES

The purpose of this Investment Policy ("Policy") is to identify elements that will foster a prudent and systematic investment program that meet the City of Gilroy's objectives through a diversified investment portfolio. This policy also serves to organize and formalize the City's investment related activities, while complying with all applicable statutes governing the investment of public funds.

Temporarily idle or surplus funds of the City of Gilroy shall be invested in accordance with principles of sound treasury management and in accordance with the provisions of California Government Code Sections 53600, et seq., the Municipal Code, guidelines established by the California Municipal Treasurer's Association and the California Society of Municipal Finance Officers, and this Investment Policy.

A. Overall Risk Profile

The three basic objectives of Gilroy's Investment Program are, in order of priority:

1. Safety of invested funds;
2. Maintenance of sufficient liquidity to meet cash flow needs of the City; and
3. Attainment of the maximum yield possible consistent with the first two objectives.

The achievement of these objectives shall be accomplished in the manner described below:

1. Safety of Invested Funds

The City shall ensure the safety of its invested idle funds by limiting credit and interest rate risks. Credit risk is the risk of loss due to the failure of the security issuer or backer. Interest rate risk is the risk that the market value portfolio securities will fall due to an increase in general interest rates.

a. Credit risk will be mitigated by:

   i. Limiting investments to the safest types of securities as outlined in this policy;
   ii. By prequalifying the financial institutions with which it will do business; and
   iii. By diversifying the investment portfolio so that the failure of any one issuer or backer will not place an undue financial burden on the City.

b. Interest rate risk will be mitigated by:

i. Maintaining adequate sums in 30 day or less funds.
ii. Structuring the City's portfolio so that securities mature to meet the City's cash requirements for ongoing operations, thereby avoiding the need to sell securities on the open market prior to their maturation to meet those specific needs; and
iii. Investing primarily in shorter term securities (five years or less).

c. The physical security or safekeeping of the City's investments is also an important element of safety. Detailed safekeeping requirements are defined in Section III of this Policy.

2. Liquidity

The City's investment portfolio shall be structured in a manner which strives to achieve that securities mature at the same time as cash is needed to meet anticipated demands (static liquidity). Additionally, since all possible cash demands cannot be anticipated, the portfolio should consist largely of securities with active secondary or resale markets (dynamic liquidity).

Funds equal to 20% of the total annual expenditure budget less any capital expenditures for which bond proceeds are available, less internal service fund charges and less Trust and Agency fund expenditures, as first adopted for each fiscal year, shall be invested in the California State LAIF or other 30 day or less securities for call requirements. However, this provision shall not require the sale of any investment due solely to the adoption of a new budget, or amendment to a budget, which would have the effect of increasing the dollar amount needed to maintain this 20% requirement in 30 day or less funds. At such time that the 30 day or less funds falls below 20% of the annual expenditurebudget, the City Treasurer, within 30 days, will notify the Investment Committee with a proposed action plan. The City Council will be subsequently notified of the action taken. The specific percentage mix of different investment instruments and maturities is described in Section II of this Policy.

3. Yield

Yield on the City's investment portfolio is of secondary importance compared to the safety and liquidity objectives described above. Investments are limited to relatively low risk securities in anticipation of earning a fair return relative to the risk being assumed. While it may occasionally be necessary or strategically prudent of the City to sell a security prior to maturity to either meet unanticipated cash needs or to restructure the portfolio, this Policy specifically prohibits trading securities for the sole purpose of speculating on the future direction of interest rates.

B. Time Frame for Investment Decisions

The City's investment portfolio shall be structured to provide that sufficient funds from investments are available every month to meet the City's anticipated cash needs. Subject

to the safety provisions outlined above, the choice in investment instruments and maturities shall be based upon an analysis of anticipated cash needs, existing and anticipated revenues, interest rate trends, and specific market opportunities. No investment should have a maturity of more than five (5) years from its date of purchase without receiving City Council approval within the prior 90 days.

C. Pooling of Funds

The City will consolidate cash and reserve balances from all funds to maximize investment earnings and to increase efficiencies with regard to investment pricing, safekeeping and administration. Investment income will be allocated to the various funds based on their respective participation and in accordance with generally accepted accounting principles.

D. Definition of Idle or Surplus Funds

Idle or surplus funds for the purpose of this Policy are all City funds which are available for investment at any one time, including the estimated checking account float, excepting those minimum balances required by the City's banks to compensate them for the cost of banking services. This Policy also applies to the idle or surplus funds included in the general fund, special revenue funds, debt service funds, capital projects funds, enterprise funds, internal service funds, trust/agency funds and of other entities for which the City of Gilroy personnel provide financial management services.

E. Applicability of Policy

This policy does not apply to:

1. The City's Deferred Compensation Plan, the investments in which are directed by the participating employees; and

2. Monies held by a trustee or fiscal agent and pledged to the payment or security of bonds or other indebtedness, or obligations under agreements, of a local agency, or certificates of participation in such bonds, indebtedness or agreements, the investment of which may be in accordance with the statutory provisions governing the issuance of those bonds, indebtedness or agreements, or to the extent not inconsistent therewith, or if there are no specific statutory provisions, in accordance with the ordinance, resolution, indenture or agreement of the local agency providing for the issuance.

3. Monies held in a Section 115 trust for Post-Employment Benefits Trust (the "Program") for the purpose of pre-funding pension obligations and/or OPEB obligations. Investment of such section 115 trust/s are directed by the separate Investment Guidelines Document (IGD) as approved by the Plan Sponsor.

F. Benchmark and Performance Standards

T investment portfolio shall be designed to attain a market-average rate of return throughout budgetary and economic cycles, taking into account the City's risk constraints, the cash flow needs, and state and local laws. The performance of the investment portfolio shall be compared to the average yield on the U.S. Treasury bill that most closely corresponds to the investment portfolio's weighted average effective maturity.

II. INVESTMENTS

This section of the Investment Policy identifies policies, types of investments, and related matters pertaining to instruments in which the City will invest its idle funds.

A. Investment Standards

The City of Gilroy operates its temporary pooled idle cash investments under the Prudent Investor Standard, California Government Code, Section 53600.3 [1], and with additional guidancefrom the provisions of the Uniform Prudent Investor Act, California Probate Code Section 16045, et seq [2]. This affords the City a broad spectrum of investment opportunities as long as the investment is deemed prudent and is allowable under currentlegislation of the State of California (Government Code Section 53600, et seq).

B. Eligible Securities

Subject to the Prudent Investor Standard and other applicablelaws and regulations, this policy permits investment in the following:

- Insured Certificates of Deposit (CD's) of California banks and/or savings and loan associations, and/or savings with a Superior or Excellent ranking of 165 or more as provided by IDC Financial Publishing Inc. or similar rating publication) which mature in five (5) years or less, provided that the City's investments shall not exceed Two Hundred Fifty Thousand Dollars ($250,000.00) per institution. If the investment exceeds the insured $250,000.00, the funds are to be collateralized at 110% of the deposit in government securities or 150% in mortgages. *(limited to 15% of the portfolio)*

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[1]Governing bodies of local agencies (e.g., a City Council) or persons authorized to make investment decisions on behalf of those local agencies investing public funds pursuant to this chapter are trustees and therefore fiduciaries subject to the prudent investor standard. When investing, reinvesting, purchasing, acquiring, exchanging, selling, and managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part to an overall strategy, a trustee is authorized to acquire investments as authorized by law.

[2]The standard of care for trustees investing and managing trust assets is the Prudent Investor Standard and takes into consideration the purposes, terms, distribution requirements and other circumstances of the trust, and in satisfying this standard, the trustee is required to exercise reasonable care, skill, and caution in light of the facts and circumstances existing at the time of a trustee's decision or action.

- Local Agency Investment Fund (State Pool) Demand Deposits
- California Cooperative Liquid Assets Securities System (CLASS) *(limited to 15% of the portfolio)*
- Securities of the U.S. Government, or its agencies
- Negotiable Certificates of Deposit (NCDs) placed with federal and state savings and loanassociations and federal and state chartered banks with an office in the State of California. *(limited to 15% of the portfolio)*
- Bankers Acceptances *(limited to 15% of the portfolio)*
- Commercial paper *(limited to 10% of the portfolio)*
- Passbook Savings or Money Market Demand Deposits
- Securities or bonds purchased under a prior investment policy, which may or may not meet the standards of this policy. (Such securities or bonds may be held or sold under this Policy but additional purchases shall not be made.)
- Money Market Mutual Fund (with $1.00 net asset value and which invests only in instruments allowed under Government Code Section 53600, et seq.) - *(limited to 5% of the portfolio)*

C. <u>Investments Deemed Not Appropriate at this Time</u>

The City of Gilroy Investment Policy does not permit investment in the following instruments or securities:

- Corporate bonds or stocks
- Repurchase agreements or reverse repurchase agreements
- Interest only or principal only strips
- Certificates of Deposit issued by institutions not operating within California
- Inverse floaters and range notes
- Financial futures or financial option contracts
- Securities lending or leveraging any portion of the portfolio

D. Collateralization Requirements

Uninsured Time Deposits with banks and savings and loans shall be collateralized in the manner prescribed by law for depositories accepting municipal investment funds.

E. Preformatted Wire Transfers

Wherever possible, the City will use preformatted wire transfers to restrict the transfer of funds to preauthorized accounts only. When transferring funds to an account not previously approved, the bank is required to call back a second employee for confirmation that the transfer is authorized.

F. Qualification of Brokers, Dealers and Financial Institutions

The City Treasurer shall investigate brokers and dealers who wish to do business with the City to determine if they are adequately capitalized, have any pending legal actions against the firm or the individual broker, and that they market securities appropriate to the City's needs.

The City shall annually send a copy of the current edition of the Policy to all institutions and broker/dealers which are approved to handle City of Gilroy investments. Receipt of the Policy, including confirmation that it has been received by persons handling the City's accounts, shall be acknowledged in writing within thirty (30) days.

G. Diversification

The portfolio should consist of a prudent mix of various types of securities, issues and maturities.

H. Confirmation

Receipts for confirmation of purchase or sale of authorized securities should be received by the City Treasurer within five (5) days and include the following information: trade date, par value, rate, price, yield, settlement date, description of securities purchased, agency's name, net amount due, third party custodial information. These are minimum information requirements.

I. Internal Controls

Investment duties shall be separated by having at least three persons perform the following functions for any particular investment: the recordation of investments and disbursements, confirmation receipts, the preparation of Treasurer's reports, wire transfers, bank reconciliations and treasury reconciliations. An independent analysis by the external auditor shall be conducted annually to screen internal control, account activity, including verification of all securities, and compliance with policies and procedures.

J. Interest Earnings

All interest earned on investments authorized by this Policy shall be allocated quarterly to all City funds based on the positive cash balances in each fund as a percentage of the entire pooled portfolio.

III. SAFEKEEPING OF SECURITIES

A. Safekeeping Agreement

The City shall contract with a bank or banks with federally insured deposits for the safekeeping services through a third party custodial agreement, (California Government Code Section 53601)[3] which includes delivery versus payment provisions, for securities which are owned by the City as part of its investment portfolio.

B. Handling of City-Owned Securities and Time Deposit Collateral

All securities owned by the City shall be held by the City or by its third-party custodian, except the collateral for time deposits in banks, savings banks, and savings and loan associations. The collateral for time deposits in banks and savings and loans shall be held in a trust account in the City of Gilroy's name. Dealers or brokers shall not hold any securities for the City. A broker is not an approved depository under California Government Code Section 53630 [4] and Section 53608 [5]

C. Security Transfers

The authorization to release City's securities will be telephoned to the appropriate depository or custodian by a Finance Department member other than the person who initiated the transaction. A written confirmation outlining the details for the transaction and confirming the telephone instructions will be sent to the bank within five (5) working days. A confirming notice documenting the transaction will be sent by the bank to the City within five (5) working days of the transaction.

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[3]Section 53601. Authorized Investments, circumstances. A local agency purchasing or obtaining any security . . . shall require delivery of the securities to the local agency . . . by book entry, physical delivery or by third party custodial agreement.

[4]Section 53630(c) allows state or national banks, state or federal savings banks or savings and loan associations, state or federal credit unions and federally insured industrial loan companies as approved depositories.

[5]Section 53608. Deposit of securities; delegation of authority. The legislative body of a local agency may deposit for safekeeping with a federal or state association, a trust company or a state or national bank located within this state or with the Federal Reserve Bank of San Francisco or any branch thereof within this state, or with any Federal Reserve Bank or with any state or national bank located in any city designated as a reserve city by the Board of Governors of the Federal Reserve System, the bonds, notes, bills, debentures, obligations, certificates or indebtedness, warrants, or other evidences of indebtedness in which the money of the local agency is invested pursuant to this article or pursuant to other legislative authority. The local agency shall take from such financial institution a receipt for securities so deposited. The authority of the legislative body to deposit for safekeeping may be delegated by the legislative body to the treasurer of the local agency; the treasurer shall not be responsible for securities delivered to and receipted for by a financial institution until they are withdrawn from the financial institution by the treasurer.

D. Verification of Security

Securities held by an agent of depository as collateral securing time deposits will be verified in writing during the year by the City's independent auditors as part of the City's annual independent audit. The City's independent auditors confirm the collateral directly with the bank holding that collateral. Those securities held by that depository or custodian as collateral are subject to audit by the bank's auditors.

IV. STRUCTURE AND RESPONSIBILITY

This section of the Policy defines the overall structure of the investment management program.

A. Responsibilities of the Finance Department

The Finance Department, through its officers and representatives, is charged with the responsibility for maintaining custody of all public funds and securities belonging to or under the control of the City and for the deposit and investment of those funds in accordance with principles of sound treasury management and in accordance with applicable laws and ordinances.

B. Responsibilities and Ethics of the City Treasurer

1. Delegation of Authority

   The authority to manage the City's investment program is derived from the California Government Code Section 53600, et seq, The City Council is responsible for the management of the City's funds, including the administration of this investment policy. The authority of the City Council to invest or to reinvest funds, or to sell or exchange securities so purchased, is hereby delegated to the City Treasurer, who shall thereafter assume full responsibility for those transactions until the delegation is revoked and shall make quarterly reports of those transactions to the City Council. (California Government Code Section 53607).

2. Responsibilities

   The City Treasurer is appointed by the City Administrator and is subject to his direction and supervision. The City Treasurer is charged with the responsibility for the purchase, sale, custody and investment of City funds, and the development of procedures to implement this Investment Policy. In fulfilling his responsibilities, the City Treasurer is subject to the Prudent Investor Standard and shall render reports regarding compliance with the Investment Policy. The City Treasurer is further responsible for the duties and subject to the powers imposed by and applicable to City Treasurers under the general laws of the State of California.

3. Ethical Conduct

   The City Treasurer will demonstrate integrity in all public and personal relationships, protect the public trust, and seek no favor or accept any personal gain which would influence or appear to influence the conduct of the office of Treasurer.

C. Responsibilities of the City Administrator

The City Administrator is responsible for directing and supervising the City Treasurer. He is responsible further to keep the City Council fully advised as to the financial condition of the City and its compliance with this Policy.

D. Responsibilities of the City Council

The City Council shall consider and annually adopt a written investment policy. As provided in that policy, the Council shall receive and review quarterly investment reports and may annually delegate investment authority to the City Treasurer pursuant to California Government Code Section 53607.

E. Responsibilities of the Investment Committee

There shall be an Investment Committee consisting of the City Administrator, City Treasurer/Finance Director, and the Finance Manager. The committee shall meet quarterly to discuss cash flow requirements, monthly and quarterly investment reports, investment strategy, investment and banking procedures, significant investment related work projects being undertaken in each department which will affect the cash flow management of the City Treasurer and to review compliance with the investment policies adopted by the City Council. This will require timely reports from the department heads to the City Treasurer concerning significant future cash flow requirements.

V. REPORTING

The City Treasurer shall prepare a quarterly investment report, including a succinct management summary that provides a clear picture of the status of the current investment portfolio and transactions made over the past quarter by month. This management summary will be prepared in a manner which will allow the City Administrator and City Council to ascertain whether investment activities during the reporting period are in conformance with the City's Investment Policy.

The quarterly investment report will include the following:

A. A listing of individual securities held at the end of the reporting quarter showing the:

1. type of investment
2. institution
3. date of maturity

4. amount of deposit or cost of the security
5. rate of return

B. Unrealized gain or loss resulting from appreciation or depreciation by listing the cost and market value of securities over one year in duration.

C. Average yield of return on the City's investments.

D. Maturity aging for the investments.

E. Compliance of the investment portfolio with the Investment Policy.

F. A statement denoting the ability of the City to meet expenditure requirements for the next six months.

VI. REVIEW OF INVESTMENT MANAGEMENT

A. Statement of Policy

As set forth in California Code Section 53646(a), the City Administrator shall annually render to the City Council a statement of investment policy, which shall be considered by the Council at a public meeting.

B. Policy Review

This Investment Policy shall be reviewed annually by the City Council at a public meeting in accordance with state law to ensure its consistency with respect to the overall objectives of safety, liquidity, and yield. Proposed amendments to the Policy shall be prepared by the City Treasurer and after review by the Investment Committee shall be forwarded to the City Council for consideration at a public meeting.

Any recommended modifications or amendments shall be presented to the City Council for their consideration and adoption.

VII. AUTHORITY

This Policy was duly adopted by authority of the City Council of the City of Gilroy on the 1st day of July 2015 and was most recently re-adopted on October 7, 2024.

City of Gilroy

STAFF REPORT

Agenda Item Title:	**Claim of Jennifer Figueroa/Melvin Ketchum (The City Administrator recommends a "yes" vote under the Consent Calendar shall constitute denial of the claim)**
Meeting Date:	October 7, 2024
From:	Jimmy Forbis, City Administrator
Department:	Administrative Services
Submitted By:	LeeAnn McPhillips, Assistant City Administrator/ Administrative Services Director
Prepared By:	LeeAnn McPhillips, Assistant City Administrator/ Administrative Services Director

STRATEGIC PLAN GOALS Not Applicable

RECOMMENDATION

Based on the recommendation from Municipal Pooling Authority (MPA) and/or legal counsel, this claim is recommended for rejection.

RECOMMENDATION

Based on the recommendation from Municipal Pooling Authority (MPA) and/or legal counsel, the following claim is submitted to the City Council for rejection at the October 7, 2024 meeting:

- Claim of Jennifer Figueroa/Melvin Ketchum

Attachments:

1. Claim of Jennifer Figueroa/Melvin Ketchum

File With:
City Clerk's Office
7351 Rosanna Street
Gilroy, CA 95020-6141

CITY OF GILROY

CLAIM FOR DAMAGES

To Person Or Property

CLAIM No. _____

INSTRUCTIONS

1. Claims for death, injury to person or to personal property must be filed not later than six months after the occurrence. (Gov. Code Sec. 911.2)
2. Claims for damages to real property must be filed not later than 1 year after the occurrence. (Gov. Code Sec. 911.2)
3. Read entire claim before filing.
4. See page 2 for diagram upon whish to locate place of accident.
5. This claim form must be signed on page 2 at bottom.
6. Attach separate sheets, if necessary, to give full details. SIGN EACH SHEET.

RECEIVED AUG 05 2024

TO: CITY OF GILROY

Date of Birth of Claimant: 1-14-1982

Name of Claimant: Jennifer (Daughter) Figueroa / Melvin (Father) Ketchum

Occupation of Claimant: NOG Hill Foods

Home Address of Claimant: 6485 church st

City and State: Gilroy Ca. 95020

Home Telephone Number: (408) 310-9127

Business Address of Claimant:

City and State:

Business Telephone Number: (408) 310-9125

Give address and telephone number to which you desire notices or communications to be sent regarding this claim:
6485 church st (408) 310-9127
Gilroy Ca. 95020 (408) 310-9125

Claimant's e-mail address: JKetchum7@yahoo.com

When did DAMAGE or INJURY occur?
Date 7-17-2024 Time 7:00pm

If claim is for Equitable Indemnity, give date claimant served with the complaint:
Date

Names of any city employees invovled in INJURY or DAMAGE:

Where did DAMAGE or INJURY occur? Describe fully, and locate on diagram on reverse side of this sheet. Where appropriate, give street names and address and measurements from landmarks:
6485 church st In Front of house on street. Truck ~~is~~ was parked on side of street & city tree Branch Broke & Fell on top of truck Damaging Front, Possibly engine as well.

Describe in detail the DAMAGE or INJURY occurred:
city Damaged ~~Fron~~ Front Hood, Front Fender Right & Left Fender, Possibly Engine Damage & more.

Why do you claim the city is responsible? City Tree, parke on city lights.

Describe in detail each INJURY or DAMAGE:

SEE PAGE 2 (OVER)

THIS CLAIM MUST BE SIGNED ON REVERSE SIDE

The amount claimed, as of the date of presentation of this claim, is computed as follows:

Damages incurred to date (exact):

Damage to property. . . . . $ 7,068.41
Expenses for medical and hospital car . . . . . $
Loss of earnings . . . . . $
Special damages for . . . . . $

General damages . . . . . $
Total damages incurred to date . . . . . $ 7,068.41

Estimated prospective damages as far as known:

Future expenses for medical and hospital care . . $
Future loss of earnings . . . . . $
Other prospective special damages . . . . . $
Prospective general damages . . . . . $
Total estimate prospective damages . . . . . $

Total amount claimed as of date of presentation of this claim: $

Was damage and/or injury investigated by police? Police Report # 24-3276 If so, what city? Gilroy
Were paramedics or ambulance called? NO If so, name city or ambulance N/A - City Tree Servic
If injured, state date, time, name and address of doctor of your first visit NO N/A

WITNESSES to DAMAGE or INJURY: List all persons and addresses of persons known to have information:

Name _____ Address _____ Phone _____
Name _____ Address _____ Phone _____
Name _____ Address _____ Phone _____

DOCTORS and HOSPITALS: N/A

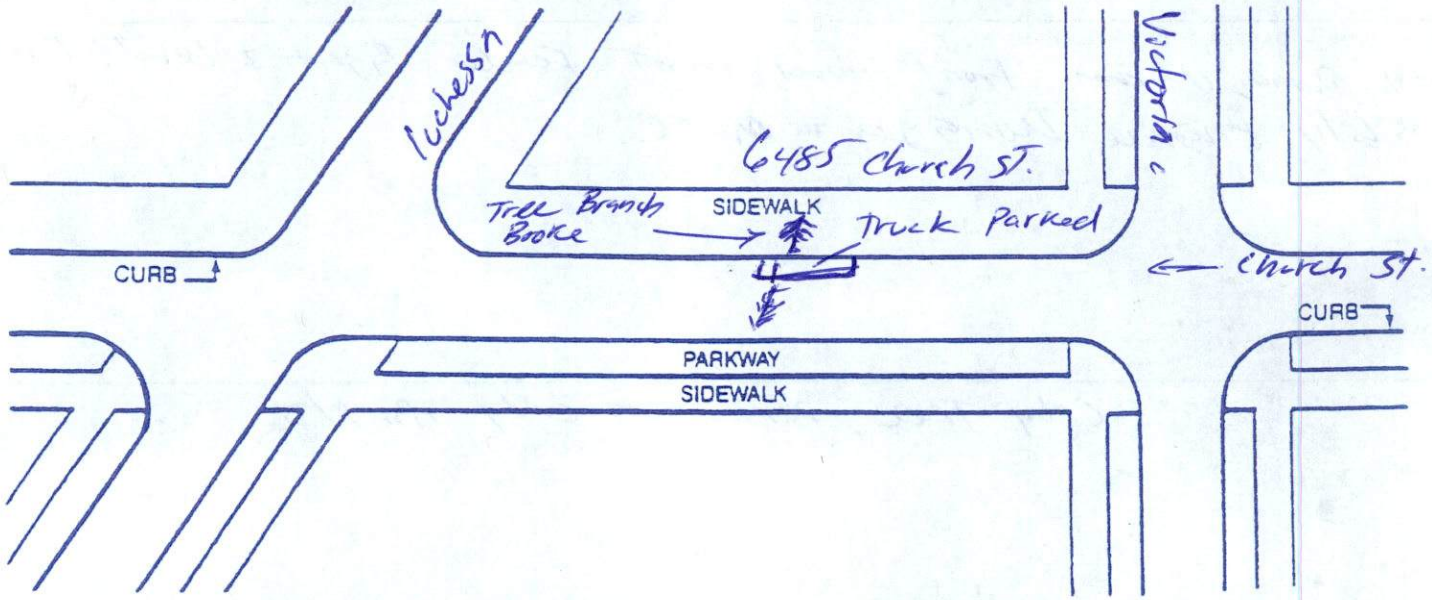
Hospital _____ Address _____ Date Hospitalized _____
Doctor _____ Address _____ Date of Treatment _____
Doctor _____ Address _____ Date of Treatment _____

READ CAREFULLY

For all accident claims, place on following diagram names of streets, including North, East, South and West: Indicate place of accident by "X" and by showing house numbers or distances to street corners. If City Vehicle was involved, desiginate by letter "A" location of City Vehicle when you first saw it, and by "B" location of yourself or your vehicle when you first saw City Vehicle:

Location of City at time of accident by "A-1" and location of yourself or your vehicle at the time of the accident by "B-1" and the point of impact by "X."

NOTE: If diagrams below do not fit the situation, attach hereto a proper diagram signed by claimant.



Signature of Claimant or person filing on his behalf giving relationship to Claimant:	Typed Name:	Date:
Jennifer Figueroa	Jennifer Figueroa	7-18-2024

NOTE: CLAIMS MUST BE FILED WITH CITY CLERK (Gov. Code Sec. 915a). Presentation of a false claim is a felony (Penal Code Sec. 72).

City of Gilroy

STAFF REPORT

Agenda Item Title:	**Addition of Gilroy Library Improvements Project to the City's Capital Improvement Program (CIP) in Fiscal Year 2024-25 (FY25)**
Meeting Date:	October 7, 2024
From:	Jimmy Forbis, City Administrator
Department:	Finance
Submitted By:	Harjot Sangha, Finance Director
Prepared By:	Harjot Sangha, Finance Director

STRATEGIC PLAN GOALS Maintain and Improve City Infrastructure

RECOMMENDATION

1. Approve the addition of the Gilroy Library Improvements Project to the City's CIP program.
2. Adopt a resolution to amend the FY25 budget to appropriate $800,000 from Fund 405 – Gilroy Community Library, for the design phase of the project.

EXECUTIVE SUMMARY

The City of Gilroy issued General Obligation Bonds in 2009 and 2010 to build the Gilroy Library facility. There remains approximately $5.4 million in unspent project funds. Over the years, there had been plans to expend the funds to make additional improvements to the facility but were halted during the onset of the COVID pandemic. The County library and City staff resumed the conversation on the topic over the last year and County library staff have prepared a conceptual proposal for improvements to expend the remaining project funds. The Library Commission reviewed this item at their August 14, 2024 meeting and made the recommendation that the City Council add the project to the City's CIP and move the project forward. Therefore, staff are bringing forth this item to formally add the Library Improvements project to the City's CIP program, and appropriate $800,000 for the design phase in FY25.

BACKGROUND

On November 4, 2008, the voters of the City of Gilroy approved ballot Measure F for the construction of public library improvements adjacent to City Hall. Measure F provided for the authorization to issue general obligation bonds for up to $37 million. It was anticipated that the authorization would be split between two series of bonds. The first series was issued in May 2009, and the second was issued in August 2010. Subsequently, the City spent the bond proceeds on the construction of the 53,000 square feet two-level new library facility, which opened in April 2012. The library facility is owned by the City but is operated by the Santa County Library District. Approximately $5.4 million of the bond proceeds remain unspent.

Over the years, there had been plans to expend the remaining bond proceeds to make additional improvements to the facility, but these were halted during the onset of the COVID pandemic.

The Library Commission's adopted work plan for the current biennial budget cycle, fiscal years 2023-2024 and 2024-2025, includes making recommendations to the City Council on potential capital improvements to the City's library facility based on the needs identified by the Santa Clara County Library staff, to be funded by the remaining library bond proceeds.

ANALYSIS

The County library staff have prepared a conceptual proposal for consideration which includes improvements to both levels of the building. The conceptual proposal includes ideas for revamping the circulation and reference desks to make them compliant with the current Americans with Disability Act (ADA) requirements, expanding the current children's area and the teen study room, creating a new community room on the ground level, adding a maker space area, adding an integrated building management control system, and other improvements throughout the facility. The conceptual proposal is attached to this staff report.

City staff, including the CIP engineering team, supports moving the initiative forward. Staff has also consulted the City's municipal finance advisors on the unspent bond proceeds to confirm that the funds can be spent in the manner proposed. It is important to note that not all items in the conceptual proposal will qualify to be funded by the bond proceeds under the bond covenants. Particularly, items classified as repairs or equipment and furnishing which are not fixtures to the property, may not be paid for with bond proceeds. Thus, the utilization of the unspent bond proceeds will be limited to the structural improvements or replacement of major systems that improve the real property overall. The library staff understands these limitations and has expressed the County Library District's interest and desire to contribute financially to the project for the non-qualifying items.

The Library Commission reviewed this item at their August 14, 2024, meeting, and unanimously recommended that the City Council add the project to the City's CIP in FY25 and move the project forward.

Staff recommends the City Council add the project to the CIP and adopt a resolution to appropriate $800,000 for the design phase in FY25.

ALTERNATIVES

The City Council could decide to not make the improvements utilizing the unspent project funds. An alternative would be to return the funds to the Gilroy taxpayers in the form of reduced future tax levies for the annual debt service of the outstanding bonds. This is not recommended, as the needed improvements have been carefully identified by the library staff and should the City decide to make these improvements in the future, the project would likely need to be financed. Based on the current market condition, the financing will likely carry a higher borrowing cost or interest rate compared to the lower interest rate the existing bonds carry. There is a financial incentive to utilizing the unspent project funds for these improvements.

FISCAL IMPACT/FUNDING SOURCE

The improvements to the library facility will be fully funded by the remaining project funds of $5.4 million. Approximately $800,000, is recommended to be appropriated for the design phase. Pending City Council approval, the project will undergo a design process, including the preparation of cost estimates, through which a final budget will be developed and include any financial contributions that the County Library District will commit towards the project.

PUBLIC OUTREACH

This staff report was included in the publicly posted agenda for this meeting. Should the City Council add the project to the City's CIP, public participation will be planned to solicit community input via the design process.

Attachments:

1. Conceptual Ideas
2. Resolution

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY AMENDING THE BUDGET FOR THE CITY OF GILROY FOR 2024-2025 AND APPROPRIATING FUNDS IN THE GILROY COMMUNITY LIBRARY FUND (405)

WHEREAS, the City Administrator prepared and submitted to the City Council a budget for the City of Gilroy for Fiscal Years 2023-2024 and 2024-2025, and the City Council carefully examined, considered and adopted the same on June 5, 2023; and

WHEREAS, City Staff has prepared and submitted to the City Council proposed amendments to the budget for Fiscal Year 2024-2025 for the City of Gilroy in the staff report dated October 7, 2024, for the Gilroy Library Improvements.

NOW, THEREFORE, BE IT RESOLVED THAT the expenditure appropriations for Fiscal Year 2024-2025 in Fund 405 – Gilroy Community Library Fund shall be increased by $800,000.

PASSED AND ADOPTED this 7th day of October 2024 by the following roll call vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED:

_____
Marie Blankley, Mayor

ATTEST:

_____
Beth Minor, Interim City Clerk

CERTIFICATE OF THE CLERK

I, **BETH MINOR**, Interim City Clerk of the City of Gilroy, do hereby certify that the attached **Resolution No. 2024-XX** is an original resolution, or true and correct copy of a City Resolution, duly adopted by the Council of the City of Gilroy at a Regular Meeting of said held on Council held **Monday, October 7, 2024**, with a quorum present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Gilroy this **October 8, 2024**.

_____
Beth Minor
Interim City Clerk of the City of Gilroy

(Seal)

GILROY LIBRARY

FEASIBILITY STUDY UPDATE
OCTOBER 2023

DRAFT

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Identified Operational / Design Issues

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Proposed Solutions

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WHAT CAN BE COVERED BY BOND FUNDS

1. BOND INDUSTRY CONSENSUS IS THAT THE TERM "REAL PROPERTY" MEANS THAT ANYTHING THAT IS TRULY PORTABLE MAY NOT BE FINANCED WITH GO BOND PROCEEDS.

2. ITEMS LIKE VEHICLES, EQUIPMENT, AND FURNISHINGS THAT ARE NOT FIXTURES (PERMANENTLY AFFIXED TO THE PROPERTY, NOT EASILY REMOVABLE WITHOUT DAMAGE TO THE PROPERTY) MAY NOT BE FINANCED WITH GO BOND PROCEEDS.

3. THE TERM "IMPROVEMENT" DOES NOT INCLUDE ORDINARY REPAIRS, MAINTENANCE COSTS, OR SUPPLIES AND THESE ITEMS MAY NOT BE FINANCED WITH GO BOND PROCEEDS.

4. DEFERRED OR LONG-TERM MAINTENANCE EFFORTS (REHABILITATION, PRESERVATION) PROBABLY MAY BE FINANCED WITH GO BOND PROCEEDS.

5. DEFERRED MAINTENANCE TYPICALLY INCLUDES REPLACEMENT OF MAJOR SYSTEMS OR BUILDING COMPONENTS, SUCH THAT THE PROJECT IS CLASSIFIED AS AN IMPROVEMENT TO THE REAL PROPERTY AND ALLOWING THE USE OF GO BOND PROCEEDS. FOR EXAMPLE, FUNDS COULD NOT BE USED TO PATCH OR REPAIR A ROOF ON A BUILDING BUT COULD BE USED TO REPLACE IT.

6. SUCH POTENTIALLY ALLOWABLE COSTS MAY INCLUDE LABOR COSTS, PROFESSIONAL FEES FOR GENERAL CONTRACTORS, ARCHITECTS, REAL ESTATE APPRAISERS, AND BROKERS, AS WELL AS REAL ESTATE CLOSING COSTS.

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01 IDENTIFIED OPERATIONAL / DESIGN ISSUES

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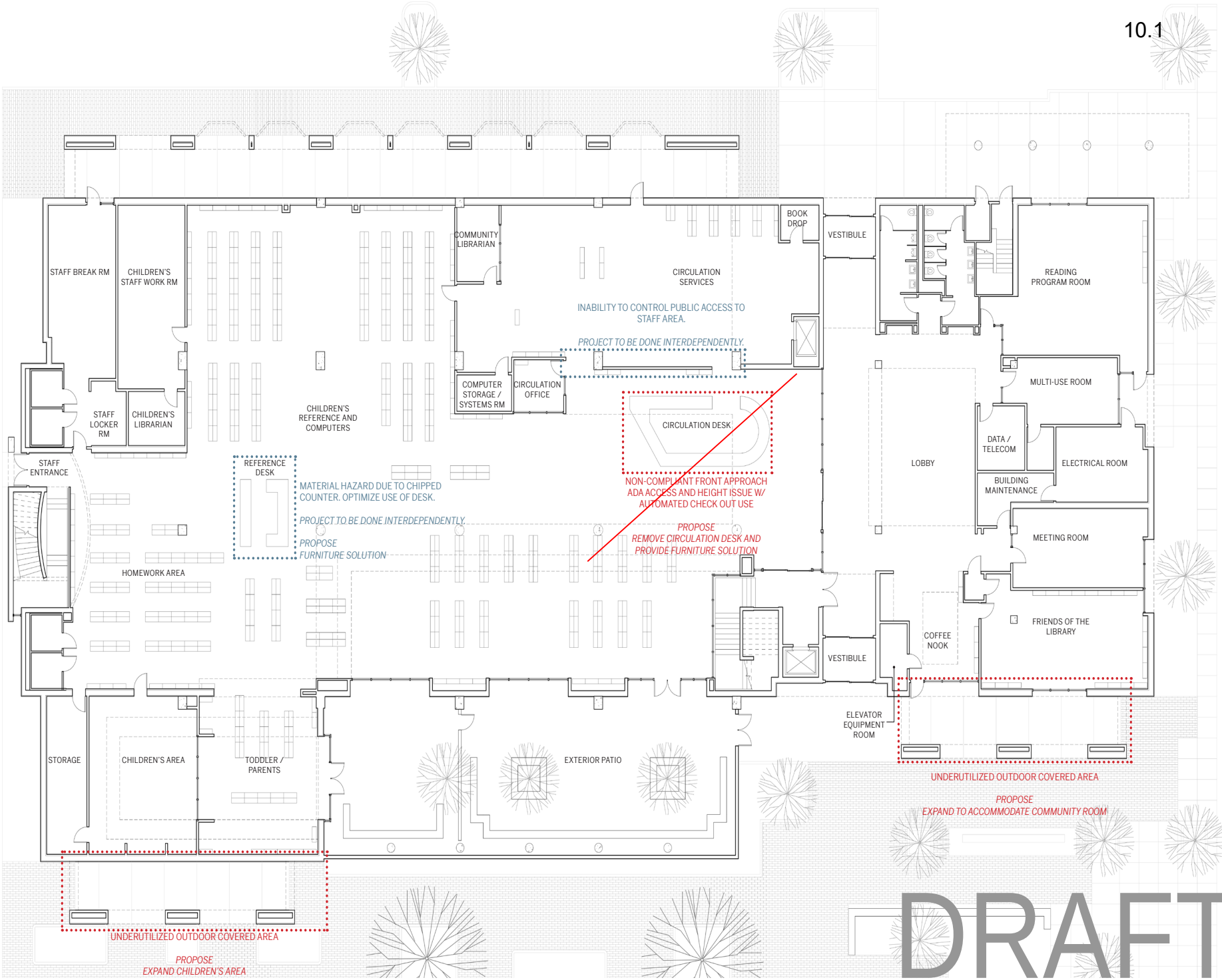

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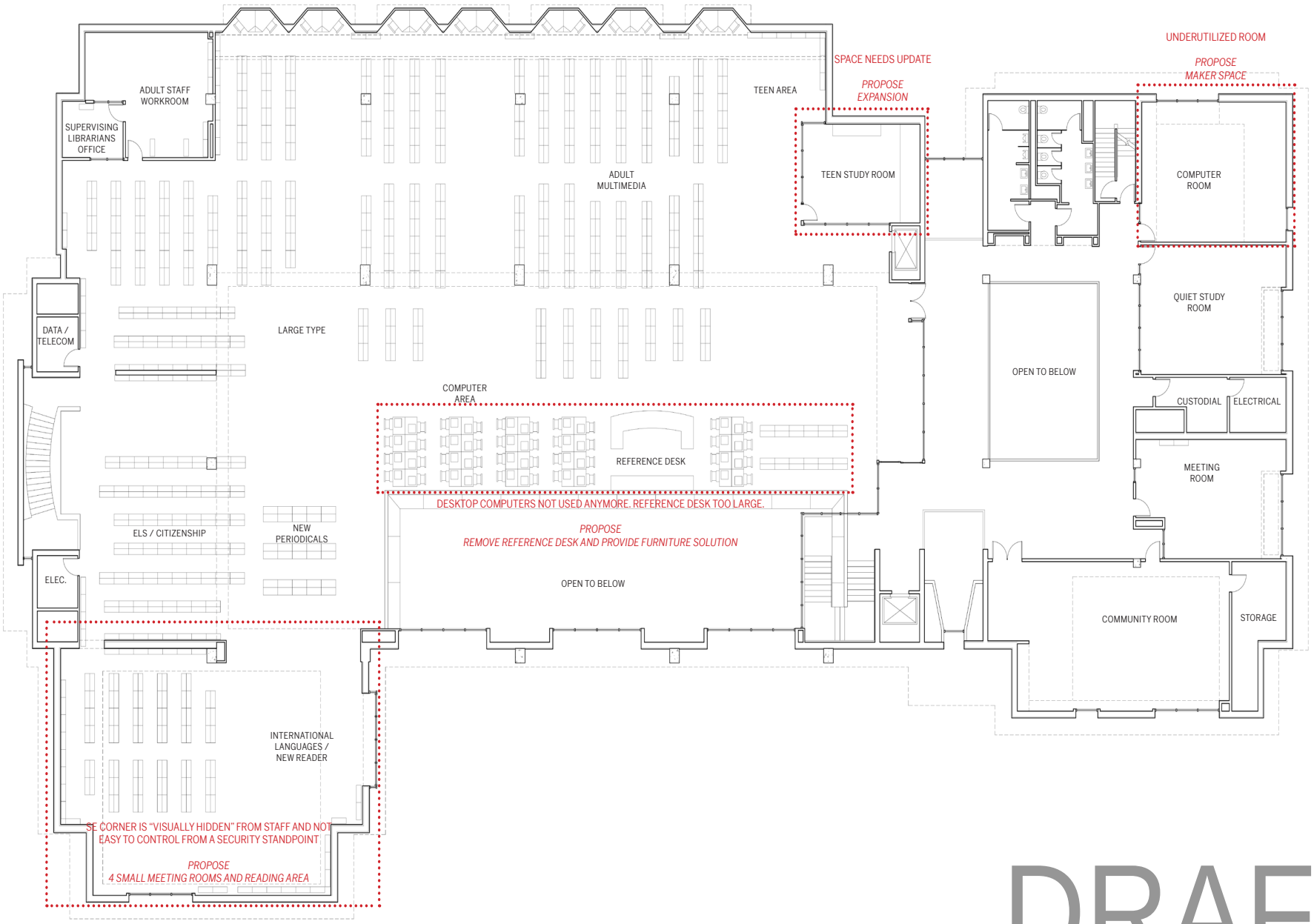
EXISTING CONDITION | LEVEL 1



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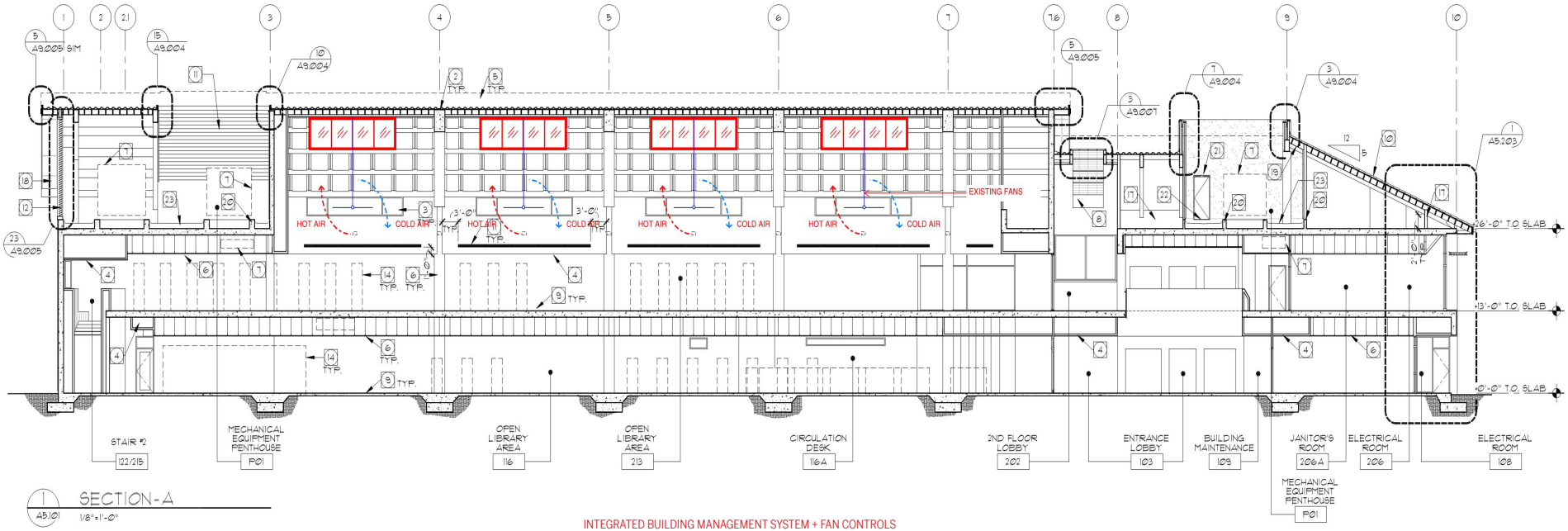
EXISTING CONDITION | LEVEL 2



1 SECTION-A
A5.101 1/8"=1'-0"

INTEGRATED BUILDING MANAGEMENT SYSTEM + FAN CONTROLS + OPERABLE NORTH FACING CLERESTORIES AND CURRENTLY NOT FUNCTIONING CORRECTLY TO HELP ASSIST MECHANICAL SYSTEM WITH CLIMATE CONTROL

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EXISTING CONDITION | BUILDING SECTION

02 PROPOSED SOLUTIONS

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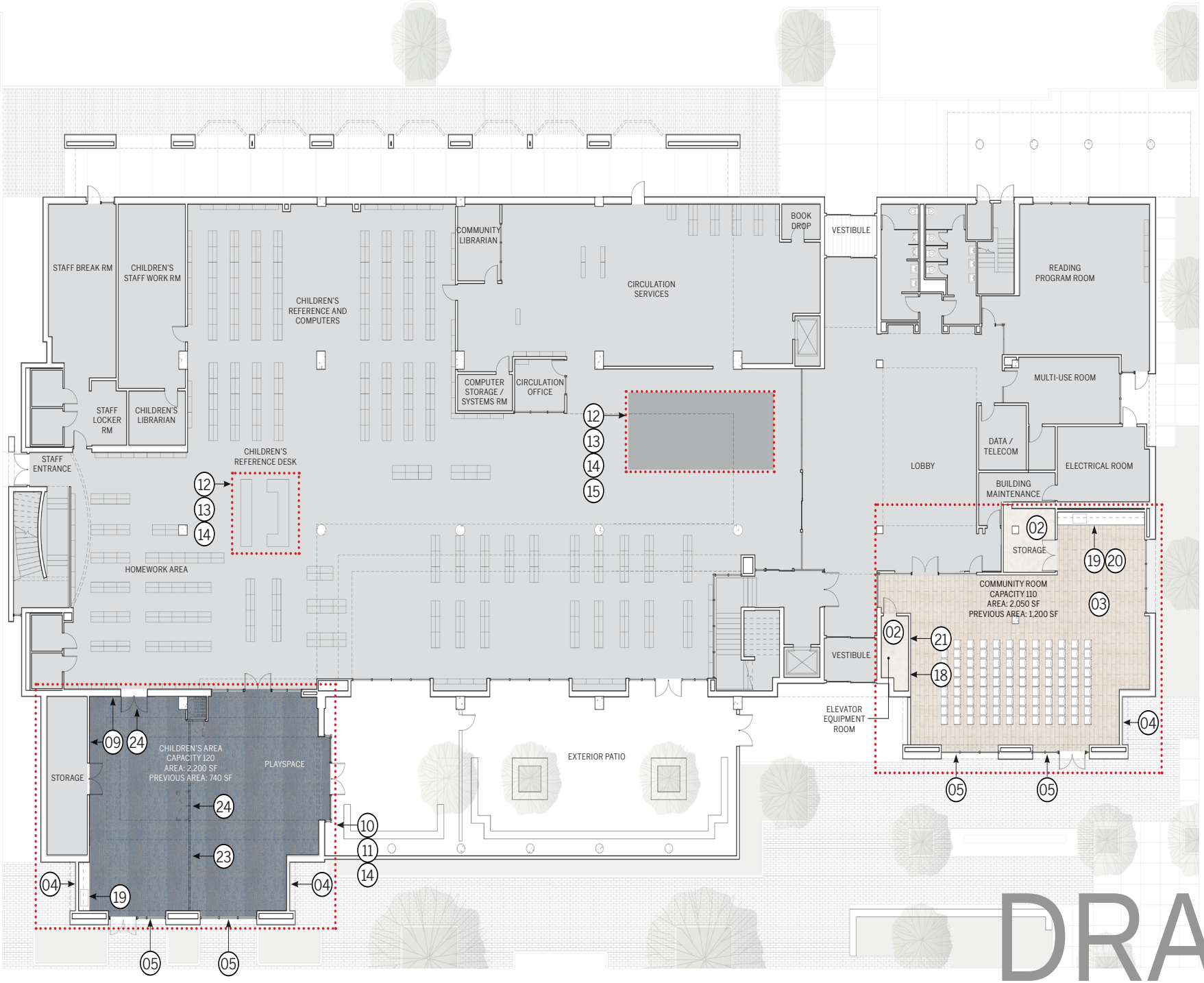

01 CUSTOM LAY IN CARPET FLOORING
02 RESILIENT FLOORING
03 PORCELAIN TILE FLOORING
04 EXTERIOR FRAMED WALL; EIFS
05 EXTERIOR STOREFRONT SYS.
06 FRAMELESS INTERIOR STOREFRONT
07 SOLID WALL
08 FRAMED WOOD ACOUSTICAL CEILING
09 PAINT EXISTING WOOD FRAMING
10 DEMO EXISTING LIGHTS
11 DEMO CEILING & PATCH GYP
12 DEMO WOOD CEILING & PATCH GYP
13 ADD NEW WOOD CEILING
14 ADD LIGHTS & ACOUSTICAL CLOUD
15 PATCH FLOORING
16 ADD POWER
17 NEW FINISHES
18 INTERIOR WOOD CLADDING
19 NEW SINK
20 NEW DISHWASHER
21 NEW DIGITAL DISPLAY
22 NEW GLASS MARKER BOARD
23 NEW FOLDING PARTITION
24 NEW DOOR
25 NEW READING FURNITURE
26 NEW MAKER SPACE FURNITURE
27 NEW MAKER SPACE EQUIPMENT
28 NEW TEEN ROOM FURNITURE

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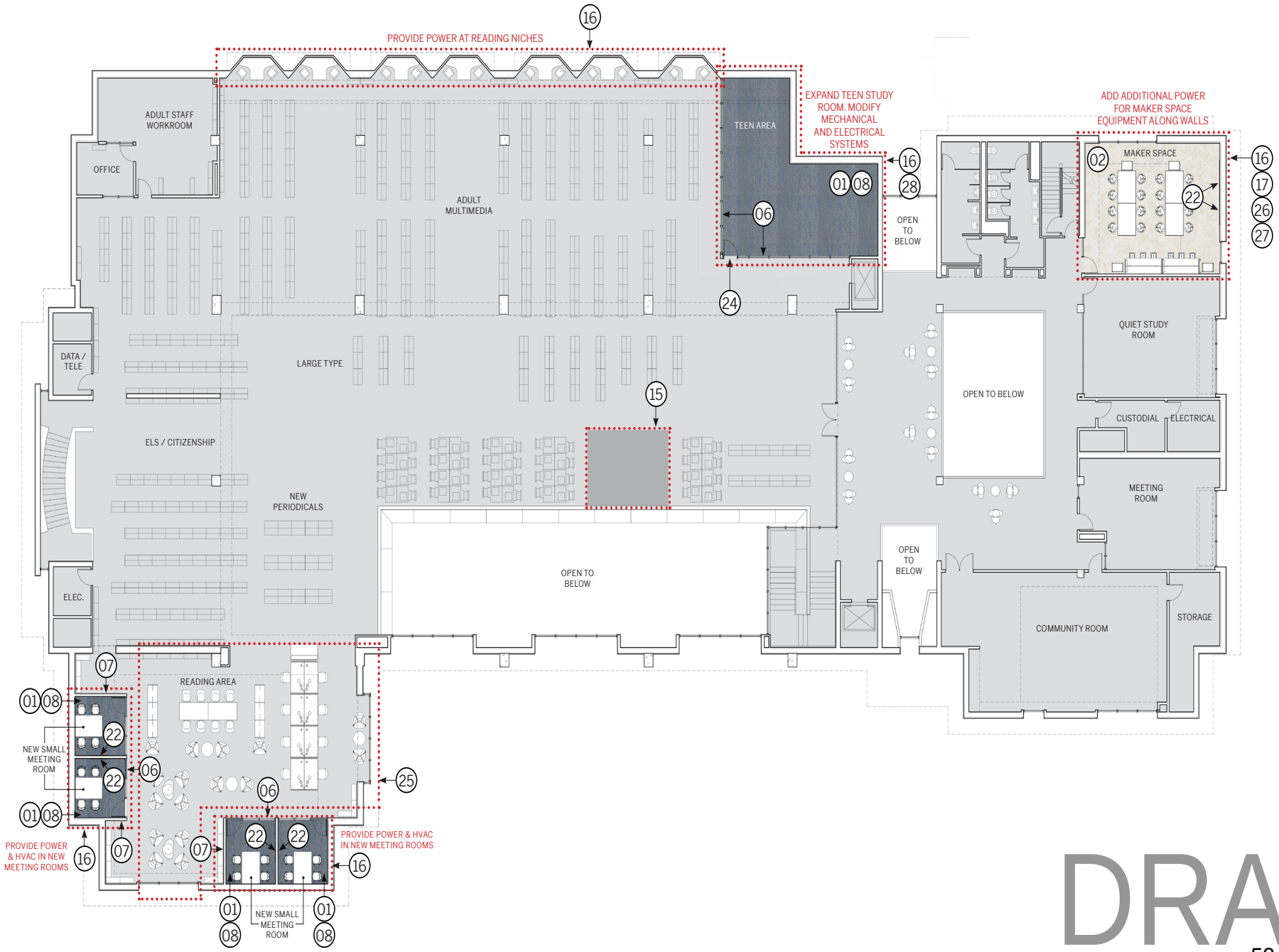
MODIFIED CONDITION | LEVEL 1



MODIFIED CONDITION | LEVEL 2

01 CUSTOM LAY IN CARPET FLOORING
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27 NEW MAKER SPACE EQUIPMENT
28 NEW TEEN ROOM FURNITURE

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TEEN SPACE

MAKER SPACE

TEEN SPACE

MAKER SPACE

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LEVEL 2 | PRECEDENT IMAGES

SMALL MEETING ROOM / STUDY ROOM

MIXED READING AREA

SMALL MEETING ROOM / STUDY ROOM

MIXED READING AREA

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LEVEL 2 | PRECEDENT IMAGES

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COMMUNITY ROOM | RELOCATE + ENLARGE + OUTDOOR CONNECTION

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City of Gilroy

STAFF REPORT

Agenda Item Title:	**Creation of an Ad Hoc Committee and Appointment of Members for the Gilroy Gardens Lease Negotiations**
Meeting Date:	October 7, 2024
From:	Jimmy Forbis, City Administrator
Department:	Administration
Submitted By:	Bryce Atkins, Assistant to the City Administrator
Prepared By:	Bryce Atkins, Assistant to the City Administrator

STRATEGIC PLAN GOALS	Develop a Financially Resilient Organization Promote Economic Development Activities

RECOMMENDATION

Council:

1. Create an ad hoc committee for the negotiations regarding the lease agreement with Gilroy Gardens Family Theme Park; and
2. Appoint three members of the City Council to the created ad hoc committee.

BACKGROUND

The City has had a lease with Gilroy Gardens Family Theme Park, Inc. (Gilroy Gardens) since February 2008, when the City purchased the property, improvements, and other assets (Property) from Gilroy Gardens. The City entered the lease for two years initially, and through 11 amendments the lease was extended through February of 2023. With no additional signed amendments, the lease transitioned to a month-to-month holdover status per the lease agreement.

ANALYSIS

The City and Gilroy Gardens desire to enter negotiations regarding the lease of the Property. As the lease has been amended 11 times, it is prudent to create a new lease to incorporate changes over the last 16 years.

For efficiency, it is recommended that an ad hoc committee consisting of three council members and the City Administrator is proposed to be the negotiation team for the City. Three members allows the committee to be ad hoc and to meet with greater flexibility as it would not be a Brown Act committee.

This item requests Council to authorize the creation of the ad hoc committee, and to appoint three members of the City Council to serve on this committee. The Council may create the ad hoc committee under Section 900 as a temporary committee. It is expected that this committee would operate for no more than 90 days. Creation of such a committee can be done by motion with at least four affirmative votes. The Council may appoint the three members by a majority vote.

All committee recommendations must be approved the entire City Council in an open meeting.

ALTERNATIVES

Council may modify or reject the recommendation. This is not recommended as the negotiation process with Gilroy Gardens will be better served by a Council committee involved in discussions and the recommendation of terms as the negotiations progress.

FISCAL IMPACT/FUNDING SOURCE

There are no anticipated costs for this item. Any negotiated terms will be evaluated for fiscal impacts at the time of consideration of the City Council.

PUBLIC OUTREACH

This item was included on the publicly posted agenda for this meeting.

NEXT STEPS

If approved, staff will coordinate with the appointed members to commence the negotiation process.

City of Gilroy

STAFF REPORT

Agenda Item Title:	**Authorization for Council Travel to the League of California Cities Annual Conference, Selection of Voting Delegate, and Direction Regarding the Proposed League Resolution**
Meeting Date:	October 7, 2024
From:	Jimmy Forbis, City Administrator
Department:	Administration
Submitted By:	Bryce Atkins, Assistant to the City Administrator
Prepared By:	Bryce Atkins, Assistant to the City Administrator

STRATEGIC PLAN GOALS Not Applicable

RECOMMENDATION

Council:

1. Authorize Travel for Council Members Armendariz and Tovar, and Mayor Blankley to attend the League of California Cities (League) Annual Conference.
2. Select a traveling council member as a voting delegate to vote on the proposed League resolution.
3. Identify if Council desires to vote no or abstain in voting on the League resolution.

BACKGROUND

The League of California Cities Annual Conference is scheduled to take place from October 16-18, 2024, in Long Beach. As a member agency of the League of California Cities, Gilroy has the opportunity to participate not only in the conference for the educational seminars, but also in the consideration of a resolution that establishes League policy at the General Assembly meeting on Friday, October 18th at 8:30 AM.

At this time, Mayor Blankley, Council Member Armendariz, and Council Member Tovar are planning on attending the Conference.

ANALYSIS

Authorization of Council Travel

Pursuant to the City's Travel and Expense Policy, travel for Council Members must be approved by the City Council. At this time, there are three members of the City Council planning to attend, and staff recommends Council authorization of their travel. The Conference presents an opportunity to learn of key issues facing cities, and to learn of ways other cities have resolved issues or made improvements to their communities that might be transferrable to Gilroy.

Authorized travel is estimated to total $6,588 for all three attendees. This cost will be paid from existing appropriations for professional development and meeting expenses. This cost includes for each member the event registration ($700), airfare ($470), hotel ($834), and per diem for meals and incidentals at the U.S. General Services Administration rates for Los Angeles County ($192).

Appointment of Voting Delegate

To vote in the General Assembly, each city in the League may appoint a voting delegate to represent the city and cast a vote. Each city may also appoint up to two alternates to vote in lieu of the voting delegate in the event that the delegate is not able to be present at the General Assembly.

League Resolution

Attached is the resolution packet for the 2024 Conference. There is one resolution that is policy related for consideration. Should a council member determine that they wish to pull the resolution for discussion or to provide direction to not approve the item, then during this report a member may do so. Staff has briefly reviewed the resolution, and the resolution does not create either a financial or operational impact on the City. For that reason, staff is not issuing a recommendation on the resolution.

ALTERNATIVES

Council may choose not to approve the Council travel and not appoint a voting delegate. This is not recommended as the conference grants the ability to learn best practices to bring back to Gilroy, as well as being an event that sparks new ideas to explore in delivering services to the community.

FISCAL IMPACT/FUNDING SOURCE

Authorized travel expenses are estimated to cost $6,588. No budget action is requested as there is sufficient appropriations already approved for Council professional development and meeting expenses.

PUBLIC OUTREACH

This item was included on the publicly posted agenda for this meeting.

NEXT STEPS

Should Council appoint a voting delegate and any alternates, staff will submit the name(s) to the League.

Attachments:

1. 2024 League Resolution Packet.

LEAGUE OF CALIFORNIA CITIES

2024 Resolutions Packet

Information on 2024 Resolutions Process

Consideration by Policy Committee (pre-conference)
Per the Cal Cities bylaws, the Cal Cities President has referred the submitted resolution to the Governance, Transparency, and Labor Relations Policy Committee. The committee will meet on Oct. 3 at 10 a.m. via Zoom to review the resolution and make a recommendation that will be sent to the Resolutions Committee. A public comment period will be held during the meeting. Register for the meeting here.

A list of recommendations the policy committee may make during its meeting are on page three of this packet.

Consideration by Resolutions Committee (during conference)
On Oct. 17 at 1:30 p.m. the Resolutions Committee will meet to review the resolution and the recommendation of the policy committee.

The Resolutions Committee consists of one representative from each of Cal Cities caucuses, departments, divisions, and policy committees, as well as up to ten additional appointments made by the Cal Cities President. A public comment period will be held during the meeting. Refer to the onsite conference program for the location.

A list of recommendations the Resolutions Committee may make during its meeting are on page three of this packet.

Consideration by the General Assembly (during conference)
The General Assembly will convene on Oct. 18 at 8:30 a.m. to consider any qualified resolutions. To vote during the General Assembly, voting delegates must have checked-in at the voting delegate booth.

Conference attendees will receive materials for the General Assembly on the evening of Oct. 17. For more information on voting and discussion procedures during the General Assembly, see page four of this packet.

Petitioned Resolutions (during conference)
The petitioned resolution is an alternate method to introduce policy proposals during the annual conference. To initiate a petitioned resolution, voting delegates from 10% of member cities must sign the petition. The resolution and signatures are due at least 24 hours before the beginning of the General Assembly. Voting delegates who have checked-in at the voting delegate booth can receive more information on petitioned resolutions at the booth onsite.

LEAGUE OF CALIFORNIA CITIES

How it works: Cal Cities Resolutions and the General Assembly

Developing League of California Cities policy is a dynamic process that engages a wide range of members to ensure Cal Cities represents cities with one voice. These policies directly guide Cal Cities' advocacy to promote local decision-making, and lobby against statewide policies that erode local control.

The resolutions process and General Assembly is one way that city officials can directly participate in the development of Cal Cities policy. If a resolution is approved at the General Assembly, it becomes official Cal Cities policy. Here's how resolutions and the General Assembly work.

Prior to the Annual Conference and Expo

General Resolutions

Sixty days before the Annual Conference and Expo, Cal Cities members may submit policy proposals on issues of importance to cities. The resolution must have the concurrence of at least five additional member cities or individual members.

Policy Committees

The Cal Cities President assigns general resolutions to policy committees where members review, debate, and recommend positions for each policy proposal. Recommendations are forwarded to the Resolutions Committee.

During the Annual Conference and Expo

Petitioned Resolutions

The petitioned resolution is an alternate method to introduce policy proposals during the annual conference. The petition must be signed by voting delegates from 10% of member cities, and submitted to the Cal Cities President at least 24 hours before the beginning of the General Assembly.

Resolutions Committee

The Resolutions Committee considers all resolutions. General Resolutions approved[1] by either a policy committee or the Resolutions Committee are next considered by the General Assembly. General resolutions not approved, or referred for further study by both a policy committee and the Resolutions Committee do not go to the General Assembly. All Petitioned Resolutions are considered by the General Assembly, unless disqualified.[2]

General Assembly

During the General Assembly, voting delegates debate and consider general and petitioned resolutions forwarded by the Resolutions Committee. Potential Cal Cities bylaws amendments are also considered at this meeting.

Who's who

Cal Cities policy development is a member-informed process, grounded in the voices and experiences of city officials throughout the state.

The **Resolutions Committee** includes representatives from each Cal Cities diversity caucus, regional division, municipal department, and policy committee, as well as individuals appointed by the Cal Cities president.

Voting delegates are appointed by each member city; every city has one voting delegate.

The **General Assembly** is a meeting of the collective body of all voting delegates —one from every member city.

Seven **policy committees** meet throughout the year to review and recommend positions to take on bills and regulatory proposals. Policy committees include members from each Cal Cities diversity caucus, regional division, and municipal department, as well as individuals appointed by the Cal Cities president.

[1] The Resolution Committee can amend a general resolution prior to sending it to the General Assembly.
[2] Petitioned Resolutions may be disqualified by the Resolutions Committee according to Cal Cities Bylaws Article VI. Sec. 5(f).

For more information visit www.calcities.org/general-assembly

Policy Committee and Resolutions Committee Actions

The submitted resolution will be heard by the policy committee to which it was assigned, and the Resolutions Committee. The below table shows what recommendations these bodies may make on the resolution.

Policy Committee Actions	**Resolutions Committee Actions**
Approve	Approve
Disapprove*	Disapprove*
No Action	No Action
Amend and approve	Amend and approve
Refer to appropriate policy committee for further study*	Approve as amended
Refer as amended to appropriate policy committee for further study*	Refer to appropriate policy committee for further study*
	Refer as amended to appropriate policy committee for further study*
	Approve with additional amendment(s)
	Additional amendments and refer to appropriate policy committee for further study*

**If a resolution is disapproved or referred for further study by all policy committees to which it is assigned and the Resolutions Committee, it will not proceed to the General Assembly.*

General Assembly Voting and Discussion Procedures

Discussion Procedures:
Discussion procedures during the General Assembly are guided by two calendars: the Consent Calendar and the Regular Calendar. As seen below, resolutions are calendared by the recommendations they receive from policy committees and the Resolutions Committee.

For General Resolutions:

Policy Committee Recommendation	Resolutions Committee Recommendation	Calendar
Approve	Approve	Consent Calendar
Approve	Disapprove or refer	Regular Calendar
Disapprove or refer	Approve	Regular Calendar
Disapprove or refer	Disapprove or refer	Does not proceed to General Assembly

For Petitioned Resolutions:

Policy Committee Recommendation	Resolutions Committee Action	Calendar
N/A	Approve	Regular Calendar
	Disapprove or Refer	Regular Calendar
	Disqualified	Does not proceed to General Assembly

Items on the Consent Calendar will be presented as one motion during the General Assembly from the Resolutions Committee chair. Unless an item on the Consent Calendar is set aside by the majority of the General Assembly, a vote will be taken on the whole calendar. It an item is set aside, it will be opened for discussion, followed by a vote.

Items on the Regular Calendar will be presented individually by the Resolutions Committee chair. After a recommendation is presented by the Resolutions Committee chair, the resolution will be opened for discussion by the General Assembly. A vote will take place following discussion.

Voting Procedures:
Per Cal Cities Bylaws Article XII, Sec. 2, all votes will be conducted by voice vote first. If the presiding official cannot determine the outcome a vote will be taken by an alternative method, typically a raise of voting cards by voting delegates. A roll call vote may be called for by delegates of ten percent or more of the General Assembly.

2024 Resolution

1. Resolution on *Fair and Equal Treatment of All Governmental Officials at All Levels* submitted by City of Glendora
    - Letters of concurrence submitted by:
        i. April A. Verlato, Mayor, City of Arcadia
        ii. Robert Gonzales, Mayor, City of Azusa
        iii. Tim Hepburn, Mayor, City of La Verne
        iv. Bill Uphoff, Mayor, City of Lomita
        v. John M. Cruikshank, Mayor, City of Rancho Palos Verdes
    - Referred to Governance, Transparency, and Labor Relations Policy Committee
    - Policy Committee Recommendation:
    - Resolutions Committee Recommendation:

Resolution No. 1: *Fair and Equal Treatment of All Governmental Officials at All Levels* submitted by City of Glendora

1. A RESOLUTION OF THE GENERAL ASSEMBLY OF THE LEAGUE OF CALIFORNIA CITIES CALLING FOR THE CALIFORNIA LEGISLATURE TO ENACT LAWS THAT ENSURE THAT "WHAT APPLIES TO ONE, APPLIES TO ALL" IN THE FAIR AND EQUAL TREATMENT OF ALL GOVERNMENTAL OFFICIALS AT ALL LEVELS IN THE STATE OF CALIFORNIA

Source: City of Glendora
Concurrence of five or more cities/city officials
City Officials: April A. Verlato, Mayor, City of Arcadia; Robert Gonzales, Mayor, City of Azusa; Tim Hepburn, Mayor, City of La Verne; Bill Uphoff, Mayor, City of Lomita; John M. Cruikshank, Mayor, City of Rancho Palos Verdes
Referred to: Governance, Transparency and Labor Relations Policy Committee

WHEREAS, the General Assembly of the League of California Cities objects to the practice of the California Legislature of imposing rules limiting authority or regulating the conduct of local municipal officials that do not also apply to elected officials of the State of California; and

WHEREAS, examples of such rules or regulations that apply to local city elected officials that do not otherwise apply to the elected officials of the State of California include, but are not limited to:

California's open meeting rules, codified in the Ralph M. Brown Act, Government Code, Chapter 9, §§ 54950 *et seq.*, which purport to "declare[] that the public commissions, boards and councils and the other public agencies in this State exist to aid in the conduct of the people's business. It is the intent of the law that their actions be taken openly and that their deliberations be conducted openly," but which limits its application to "local agencies," but not including elected officials of the State of California;

Creating "one-off" exemptions, in the form of Senate Bill No. 174, from the California Environmental Quality Act ("CEQA") which purportedly requires all government agencies to consider the environmental consequences of their actions before approving plans and policies or committing to a course of action on a project in order to demolish and then rebuild State offices for the Governor and other State officials;

Adopting rules, in the form of Senate Bill No. 1439, amending the Political Reform Act (the "Act"), by removing the exception for local elected officers from contribution limits requiring disqualification on development project decisions," but not including elected officials of the State of California;

Adopting rules, in the form of Assembly Bill No. 571, that apply to city and county candidates for local elected office, but not to candidates for state-wide office, including, but not limited to: prohibiting the making a contribution over the AB 571 limit to another candidate in jurisdictions subject to the AB 571; requiring a candidate that has qualified as a committee to establish a separate controlled committee and campaign bank account for each specific office; prohibiting a candidate from redesignating a committee for one election for another election.

WHEREAS, the General Assembly of the League of California Cities now calls upon the Governor and the California Legislature to adopt a policy, practice, and procedure requiring, in their legislative activities, that "what applies to one applies to all."

NOW, THEREFORE, BE IT RESOLVED at the League General Assembly, assembled at the League Annual Conference on October 18, 2024 in Long Beach, California, that the League calls upon the Governor of the State of California and the elected members of the California Legislature, including all members of the Senate and Assembly to adopt the following policy:

"The California State Legislature shall not enact, and the Governor shall not sign into law, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

Resolution No. 1: Letters of Concurrence

CITY OF GLENDORA CITY HALL (626) 914-8201
116 East Foothill Blvd., Glendora, California 91741
FAX (626) 914-8221
www.ci.glendora.ca.us

July 10, 2024

The City Council of Glendora
is proposing the following resolution for consideration at the
California League of Cities annual conference
on
October 18, 2024

Proposed Resolution: ("To ensure fairness and equal treatment for all government officials in California")

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

The following five city council members are in concurrence with their letters of support (attached):

- ✓ Mayor John Cruikshank, City of Rancho Palos Verdes
- ✓ Mayor Bill Uphoff, City of Lomita
- ✓ Mayor Robert Gonzales, City of Azusa
- ✓ Mayor April Verlato, City of Arcadia
- ✓ Mayor Tim Hepburn, City of La Verne

Please confirm receipt of this request.

Sincerely,

Michael Allawos
Council Member
City of Glendora

CITY OF
ARCADIA

April A. Verlato
Mayor

July 9, 2024

Honorary Mike Allawos
Glendora City Councilmember
116 E. Foothill Blvd.
Glendora, CA 91741

RE: Support for "Glendora CalCities Resolution"

Dear Councilmember Allawos:

I would like to be a voice of support for Glendora's timely and needed resolution below for the upcoming CalCities annual conference this coming October 18, 2024.

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

I am an elected representative for our respective city, county, and state governance to do the people's work and be their collective voices. We should all have the same rules to be governed by.

Sincerely,

April A. Verlato
City of Arcadia Mayor

240 West Huntington Drive
Post Office Box 60021
Arcadia, CA 91066-6021
(626) 574-5403 City Hall
averlato@ArcadiaCA.gov
www.ArcadiaCA.gov

July 8, 2024

Hon. Michael Allawos
Glendora City Councilmember
116 E. Foothill Blvd.
Glendora, CA 91741

Re: Support for "Glendora's CalCities Resolution"

Councilmember Allawos:

I would like to support Glendora's timely and needed resolution below for the upcoming CalCities annual conference this coming October 18, 2024:

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution "

I am an elected representative for the City of Azusa . We should all have the same rules to be governed by.

Sincerely,

Mayor Robert Gonzales

*The views or opinions expressed in this letter are intended to be interpreted as the individual work product of the author They do not necessarily reflect an official position of the City Council, staff or other entities

CITY OF LA VERNE
CITY HALL
3660 "D" Street, La Verne, California 91750-3599
www.cityoflaverne.org

July 8, 2024

Ms. Kathleen Sessman
Glendora City Clerk
116 E. Foothill Blvd.
Glendora, California 91741

Re: Item 14 – Cal Cities Annual Conference Resolution

Dear Ms. Sessman:

As the Mayor of the City of La Verne, I would like to voice support for Glendora's timely and needed resolution, within agenda item #14, for the upcoming League of California Cities (Cal Cities) annual conference this coming October 18, 2024.

In its simplistic form, the proposed Resolution states what we all believe should be true for each and every elected official: We should all have the same rules to be governed by. No matter what level of government an official is elected to, we are here to do the people's work and be their collective voices. The Resolution simply states:

> ***"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."***

Whether the State Legislature or Governor heed our collective voices, we at the local level, through our Cal Cities membership, will have demonstrated our resolve that the basic leadership characteristic of leadership by example is the best approach to holding elective office.

Sincerely,

Tim Hepburn
Mayor

General Administration 909/596-8726 • Water Customer Service 909/596-8744 • Community Services 909/596-8700
Public Works 909/596-8741 • Finance 909/596-8716 • Community Development 909/596-8706 • Building 909/596-8713
Police Department 909/596-1913 • Fire Department 909/596-5991 • General Fax 909/596-8737

Bill Uphoff
Lomita, CA

July 8, 2024

Hon. Mike Allawos
Glendora City Councilmember
116 E. Foothill Blvd.
Glendora, CA 91741

Re: Support for "Glendora's CalCities Resolution"

Dear Councilmember Allawos:

I would like to be a voice of support for Glendora's timely and needed resolution below for the upcoming CalCities annual conference this coming October 18, 2024.

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

I am an elected representative for our respective city, county, and state governance to do the people's work and be their collective voices. We should all have the same rules to be governed by.

Sincerely,

Bill Uphoff, Mayor
City of Lomita

The views or opinions expressed in this letter are intended to be interpreted as the individual work product of the author. They do not necessarily reflect an official position of the City Council, staff or other entities.

John M. Cruikshank
Rancho Palos Verdes, CA

July 6, 2024

Hon. Mike Allawos
Glendora City Councilmember
116 E. Foothill Blvd.
Glendora, CA 91741

Re: Support for "Glendora's CalCities Resolution"

Dear Councilmember Allawos:

I would like to be a voice of support for Glendora's timely and needed resolution below for the upcoming CalCities annual conference this coming October 18, 2024.

"The California State Legislature shall not enact, and the Governor shall not approve, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

I am an elected representative for our respective city, county, and state governance to do the people's work and be their collective voices. We should all have the same rules to be governed by.

Sincerely,

John M. Cruikshank, Mayor
City of Rancho Palos Verdes

The views or opinions expressed in this letter are intended to be interpreted as the individual work product of the author. They do not necessarily reflect an official position of the City Council, staff or other entities.

Resolution No. 1: Staff Analysis

League of California Cities Staff Analysis on Resolution No. 1

Staff: Johnnie Pina, Legislative Affairs, Lobbyist
Committee: Governance, Transparency, and Labor Relations

Summary:
This Resolution states that the League of California Cities shall call upon the Governor of the State of California and the elected members of the California Legislature, including all members of the Senate and Assembly to adopt the following policy:

"The California State Legislature shall not enact, and the Governor shall not sign into law, any law or regulation that applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate. This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

Background:
This resolution states that examples of the California Legislature imposing rules limiting authority or regulating the conduct of local municipal officials that do not also apply to elected officials of the State of California include, but are not limited to:

- California's open meeting rules, codified in the **Ralph M. Brown Act**, Government Code, Chapter 9, §§ 54950 *et seq.*;
- "One-off" exemptions, in the form of Senate Bill No. 174, from the **California Environmental Quality Act ("CEQA")**;
- Rules, in the form of **Senate Bill No. 1439**, amending the **Political Reform Act** (the "Act"); and
- Rules, in the form of **Assembly Bill No. 571**, that apply to city and county candidates for local elected office, but not to candidates for state-wide office.

Ralph M. Brown Act
The California Attorney General's (AG) Office defines The Ralph M. Brown Act (Brown Act) as what governs meetings conducted by local legislative bodies, such as boards of supervisors, city councils and school boards. The AG's office states the Act represents the Legislature's determination of how the balance should be struck between public access to meetings of multi-member public bodies on the one hand and the need for confidential candor, debate, and information gathering on the other.

The Ralph M. Brown Act governs local agencies, the Bagley-Keene Open Meeting Act covers all state boards and commissions, and Government code

9027 governs the state Legislature. The California Constitution also mandates open meetings for state agencies, boards, and commissions. Specifically, the Constitution requires that each local agency comply with the Brown Act (Article I, section 3(b)(7)): and that the proceedings of each house of the Legislature be open and public (with exceptions for employment matters; matters affecting security; confer with legal counsel; and to meet as a caucus (Article IV, section 7).

Although fairly detailed requirements apply to state agencies and other state bodies, they do not apply to the Legislature. The Legislature has Constitutional authority to adopt rules for its proceedings that are consistent with the requirement that the proceedings of each house and the committees be open and public.

Another notable difference between the Legislature and a city council is the ability for Legislators to have a caucus to discuss a bill, express how they will vote, and to count votes. This is not allowed under the Brown Act. One other difference is that the laws governing teleconferencing for members of the state Legislature is far less flexible than it is for local bodies. However, state agencies have more flexibility than locals in that regard.

California Environmental Quality Act ("CEQA")
The Resolution cites the Legislature's action in exempting from CEQA the reconstruction of the State Capitol Annex building. The State Legislature enacted the California Environmental Quality Act (CEQA) in 1970, establishing it as a public disclosure law for the environmental review of discretionary projects and a process for mitigating or avoiding potential environmental impacts.

SB 174 (Committee on Budget and Fiscal Review) Chaptered by Secretary of State. Chapter 74, Statutes of 2024 was signed into law July 2, 2024. This bill exempts the work performed under the State Capitol Building Annex Act of 2016 from the California Environmental Quality Act (CEQA). In this example the Legislature exempted themselves as not being considered a "public agency," "state agency," or "lead agency" under CEQA. A lead agency under CEQA is the public agency that has the principal responsibility for carrying out or approving a project that is subject to CEQA.

Over the years, the Legislature has also created many CEQA exceptions and exemptions for local projects involving local agencies as well.

The Political Reform Act (PRA) - Senate Bill No. 1439
SB 1439 (Glazer) Chaptered by Secretary of State. Chapter 848, Statutes of 2022 amends section 84308 and is aimed at preventing "pay-to-play" practices, in part by prohibiting parties, participants, and their respective agents in a

proceeding involving a license, permit, or other entitlement for use from contributing more than $250 to an officer of an agency during a 12 month period. When the Levine Act was first enacted in 1982, Section 84308 applied to appointed members of boards and commissions who were running for elective office. SB 1439 expended this law to now apply to local elected officials. Since it is focused on permits and licenses, it now applies to State agencies and local agencies that approve permits and licenses. Section 84308 does not apply to the Legislature or the Courts. It is important to note that unlike local governments, neither issue permits and licenses.

The Political Reform Act (PRA) - Assembly Bill No. 571
AB 571 (Mullin) Chaptered by Secretary of State. Chapter 556, Statutes of 2019 established default campaign contribution limits for county and city office at the same level as the limit on contributions from individuals to candidates for Senate and Assembly, effective January 1, 2021. This bill permitted a county or city to establish its own contribution limits, which would prevail over these default limits.

The Resolution cites AB 571 as an example of treating cities differently than the State. The Fair Political Practices Commission clarifies in their AB 571 fact sheet that under AB 571 a city may elect to have "no" contribution limit in which case the state contribution limit will not apply as a default for that jurisdiction. A city or county can set contribution limits higher than the default state limit, AB 571 sets a default in line with contributions Assembly Members and Senators if a city or county is silent on contribution limits.

Fiscal Impact:
Unknown.

Existing Cal Cities Policy:
Mission Statement
To expand and protect local control for cities through education and advocacy to enhance the quality of life for all Californians.
We Believe:

- Local self-governance is the cornerstone of democracy.
- In the involvement of all stakeholders in establishing goals and in solving problems.
- In conducting the business of government with transparency, openness, respect, and civility. The spirit of honest public service is what builds communities.
- Open decision-making that is of the highest ethical standards honors the public trust.
- The vitality of cities is dependent upon their fiscal stability and local autonomy. The active participation of all city officials increases Cal Cities' effectiveness.

- Partnerships and collaborations are essential elements of focused advocacy and lobbying.
- Ethical and well-informed city officials are essential for responsive, visionary leadership and effective and efficient city operations.

Comments:

Additional Examples

The Legislature has passed and the Governor has signed many laws that apply to local governments and do not apply to the state or the state Legislature. This year AB 2561(McKinnor) was introduced, which requires local governments to present in a public meeting a detailed report about their vacancy rates and detailed information about their hiring practices. This is an attempt to address public sector vacancy rates. This bill does not apply to the state in a time when they are also dealing with high vacancy rates.

Additionally, there were several bills that aim to amend the Levine Act, which now applies to local elected officials, to make changes to SB 1439, referenced previously in the analysis. None of the bills would amend the law to be applicable to Assembly Members or Senators.

AB 817 (Pacheco), co-sponsored by Cal Cities tried to bring parity to the Brown Act by making the teleconference rules for state advisory bodies the same for local advisory bodies but the Legislature struck the bill down.

Applying to elected officials or to the legislative body? Legislature or the State?

The resolution also states, "… applies solely to elected officials of California cities and counties, unless such law or regulation also applies equally to members of the California State Assembly and Senate."

This portion of the resolve clause is specifically speaking to local elected officials and State Assembly Members and Senators. However, many of the "where as" clauses are in reference to laws that apply to cities, the state and the Legislature as government agencies and not specifically to the elected officials on the governing bodies. For example, the Brown Act applies rules to the Legislative body and not the individual council member. Additionally, the city council as a whole is the lead agency under CEQA and not the individual council members.

Inherent Powers of the Legislative Branch

The resolution also states, "This prohibition shall not apply to laws or regulations affecting the inherent powers of the legislative branch under the California Constitution."

It is unclear what inherent powers of the legislate branch under the California Constitution means in this context. The legislative branch does have the power

of preemption over cities and can state that a change in law is a matter of state wide concern. This allows the legislative branch to apply new laws or amend existing laws to apply to general law and charter cities. It seems like the last sentence of the resolve clause could negate the rest of the resolve clause if not clarified.

Support:
The following letters of concurrence were received:

April A. Verlato, Mayor, City of Arcadia
Robert Gonzales, Mayor, City of Azusa
Tim Hepburn, Mayor, City of La Verne
Bill Uphoff, Mayor, City of Lomita
John M. Cruikshank, Mayor, City of Rancho Palos Verdes

City of Gilroy

STAFF REPORT

Agenda Item Title:	**Glen Loma Ranch EIR Addendum and Development Agreement Operating Memorandum**
Meeting Date:	October 7, 2024
From:	Jimmy Forbis, City Administrator
Department:	Community Development
Submitted By:	Sharon Goei, Community Development Director
Prepared By:	Cindy McCormick, Planning Manager

STRATEGIC PLAN GOALS Develop a Financially Resilient Organization

RECOMMENDATION

1. Adopt a Resolution to approve Addendum #2 to the Glen Loma Ranch Specific Plan Environmental Impact Report (EIR).
2. Adopt a Resolution to approve the Fourth Operating Memorandum to the Glen Loma Ranch Development Agreement.
3. Adopt a Resolution amending the Fiscal Year 2024-2025 Budget to appropriate $7,200,000 as revenue in the Capital Projects Fund for contribution towards the new Fire Station and $1,046,337 as expenditures to be transferred out of the Traffic Impact Fund for the Traffic Impact Fee Reimbursement policy amounts assigned to the City.

EXECUTIVE SUMMARY

The Glen Loma Ranch development covers approximately 359 acres of land and includes, among other things, open space, a trail system, parks, and a fire station. The Glen Loma Ranch Specific Plan forecasted a buildout of 1,693 residential dwelling units, and up to 7.8 acres of commercial/retail uses. However, the project has built out at lower land use intensity than anticipated, and several of the traffic related mitigation measures associated with the Specific Plan will not be triggered by the current planned buildout. Therefore, the City has prepared an Addendum to the Glen Loma Ranch

Specific Plan EIR based on the reduced buildout and associated mitigation measures. Furthermore, given a desire to develop a new fire station at Glen Loma Ranch, the City has prepared an Operating Memorandum to the Glen Loma Ranch Development Agreement, to specifically identify the timing for dedication of land and funding for the fire station.

BACKGROUND

Glen Loma Development: The Glen Loma Ranch Development is an approximately 359-acre property located in the western rolling foothills of Gilroy between Santa Teresa Boulevard and Uvas Creek. The Glen Loma Ranch Specific Plan was approved in 2005 after a process that involved City officials, City staff, and input from the local community. On November 7, 2005, the City of Gilroy adopted the *Glen Loma Ranch Specific Plan* ("Specific Plan") and certified the *Glen Loma Ranch Specific Plan EIR* ("Specific Plan EIR"). The Specific Plan forecasted a buildout of 1,693 dwelling units, and up to 7.8 acres of commercial/retail uses, with the majority of the commercial/retail acreage (6.8 acres) devoted to the Town Center area.

Glen Loma Development Agreement: The City of Gilroy and Glen Loma Ranch entered into a Development Agreement dated November 21, 2005, for the development of the Glen Loma Ranch project. The Development Agreement obligated Glen Loma Ranch to construct several public improvements including a fire station and two parks. Cydney Casper Park has been constructed. The second park, McCutchin Creek Park, and the fire station have not been constructed.

Operating Memorandum: Pursuant to Section 3.13 of the Development Agreement, the City and Glen Loma Ranch may enter into subsequent operating memoranda to make minor refinements and clarifications. After execution, the operating memoranda become a part of the Glen Loma Ranch Development Agreement. To date, the City and Glen Loma Ranch have entered into three operating memoranda.

Under the First Operating Memorandum, executed June 21, 2017, Section 4.4.1.1 of the Development Agreement was modified to replace the originally contemplated 16.3-acre City Park with two smaller parks (Cydney Casper Park and McCutchen Creek Park) totaling 8.1 acres (3.3 acres and 4.8 acres) due to concerns about maintenance costs associated with the acreage. The remaining 8.2 acres is to be preserved as open space.

Under the Second Operating Memorandum, executed October 5, 2018, Section 4.4.1.2 of the Development Agreement was modified to require the fire station to be designed and constructed prior to the issuance of the building permit for the 1,100th residential unit, rather than the 1,000th residential unit of the Glen Loma Ranch development.

Under the Third Operating Memorandum, executed June 21, 2022, Glen Loma Ranch agreed to pay the City $2,336,791 in lieu of constructing the McCutchin Creek Park. That payment has been provided to the City. The Operating Memorandum allows the

City to use this payment towards the funding for the Glen Loma Ranch fire station instead of the McCutchin Creek Park.

The Development Agreement obligates Glen Loma Ranch to dedicate a parcel of land to the City for a fire station and to construct a fire station on that parcel, subject to an overall cost cap that included the two parks. As the project has evolved over nearly 20 years, the exact scope and timing of the remaining obligations has been the subject of disagreement between Glen Loma Ranch and the City. The proposed fourth operation memorandum resolves those differences and provides the agreed upon timeline and mechanism for the dedication of the parcel and the payment to the City of funds to enable the City to take responsibility for the construction of the fire station on the dedicated parcel.

ANALYSIS

The Glen Loma Ranch development project has built out at lower land use intensity than anticipated, and several of the traffic related mitigation measures associated with the Specific Plan will not be triggered by the current planned buildout. Therefore, the City has prepared an Addendum to the Glen Loma Ranch Specific Plan Environmental Impact Report (EIR) based on the reduced buildout and associated mitigation measures. Furthermore, given the desire to build a new fire station at Glen Loma Ranch, the City has prepared an Operating Memorandum to the Glen Loma Ranch Development Agreement, that specifically identifies the timing for dedication of land and funding for the fire station.

Fire Station: The terms of the Fourth Operating Memorandum would obligate Glen Loma Ranch to convey the fire station parcel to the City and pay the City $7,200,000 in lieu of constructing the fire station and will be paid by Glen Loma Ranch as follows:

1. At adoption of the Fourth Operating Memorandum

   $542,906 cash payment

   $1,046,0337 assignment of Traffic Impact Fee reimbursement

   $1,589,243 total

2. Upon final approval by the City Council of Tentative Map 24-03

   $1,000,000

3. Upon recordation of final map relative to Tentative Map 24-03

   $3,610,757

4. Upon earlier of (1) final approval by the City Council of Tentative Map 24-02, or (2) June 2, 2025

   $1,000,000

Current Planned Buildout: The Glen Loma Ranch development has built out at lower land use intensity than anticipated. The current projected buildout is 1,467 residential units, including potentially 192 units in the Olive Grove neighborhood. In addition to fewer residential units, no commercial use is proposed in the Specific Plan area.

Glen Loma Traffic Analysis: An analysis of potential traffic impacts associated with the adopted Specific Plan was conducted by Higgins Associates in the Glen Loma Ranch Specific Plan Traffic Impact Report (2005 Traffic Impact Report). Since the Glen Loma Ranch development has built out at lower land use intensity than anticipated, the applicant hired Keith Higgins, Traffic Engineer, to prepare a revised traffic analysis to determine which mitigation measures would still be triggered. The Keith Higgins analysis concluded that the current projected buildout does not trigger several of the Phase 3 mitigation measures. The City of Gilroy then hired Fehr & Peers to conduct a peer review of the analysis. The peer review concluded that Mitigation Measures 36, 37, 39, 41, 43, and 44 are not required and that Mitigation Measure 34 has been satisfied through the installed signalization.

EIR Addendum: A public agency may prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Sec. 15162 (e.g., substantial project changes causing new or more severe environmental impacts than shown in the EIR) are present. Accordingly, pursuant to CEQA Guidelines Sec. 15164, the City has prepared an Addendum to the Glen Loma Ranch Specific Plan EIR regarding the reduced buildout and associated mitigation measures. Under the current planned buildout, Mitigation Measures 36, 37, 39, 41, 43, and 44 are not required and Mitigation Measure 34 has been satisfied through the installed signalization. A description of the current planned buildout and the associated mitigation measures is included in the attached EIR Addendum.

ALTERNATIVES

Denial of the approval of the Operating Memorandum would result in no changes to the Glen Loma Ranch Development Agreement as it currently stands. This alternative is not recommended**,** as the $7,200,000 would assist the City in funding the costs to construct the new fire station. Denial of the EIR Addendum is not recommended because it is the appropriate CEQA document for the City Council's consideration of the Fourth Operating Memorandum pursuant to CEQA Guidelines Section 15164.

FISCAL IMPACT/FUNDING SOURCE

Approval of this Operating Memorandum would assist in funding the construction of the new fire station in the Glen Loma Ranch area. The City will receive $7,200,000 from Glen Loma, subject to the terms and timing milestones in the Fourth Operating Memorandum.

A total of $7,200,000 received will be deposited into the City's Capital Projects Fund (400) as contribution to the new Fire Station. $6,153,663 will be in the form of Cash

payments to the City Glen Loma, and the remaining $1,046,337 will be in the form of assignment of the Traffic Impact Fee Reimbursement Policy amounts to the City from the Traffic Impact Fund (425).

Attachments:

1. Draft Resolution Approving Addendum #2 to the Glen Loma Ranch Specific Plan EIR
2. Addendum #2 to the Glen Loma Ranch Specific Plan EIR
3. Draft Resolution Approving the Fourth Operating Memorandum to Glen Loma Ranch Development Agreement
4. Fourth Operating Memorandum to Glen Loma Ranch Development Agreement
5. Budget Amendment Resolution

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY APPROVING GLEN LOMA RANCH SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT (EIR) ADDENDUM #2 DETERMINING THAT MITIGATION MEASURES 36, 37, 39, 41, 43, 44, AND THE REMAINING REQUIREMENT UNDER MITIGATION MEASURE 34 WILL NOT BE REQUIRED UNDER THE CURRENT PLANNED BUILDOUT OF 1,467 DWELLING UNITS AND UP TO 12,000 SQUARE FEET OF COMMERCIAL/RETAIL USES.

WHEREAS, the Glen Loma Ranch Development involves a 359.6-acre property located in the western rolling foothills of Gilroy between Santa Teresa Boulevard and Uvas Creek; and

WHEREAS, on November 7, 2005, the City of Gilroy adopted the Glen Loma Ranch Specific Plan (Resolution 2005-82); and

WHEREAS, on November 7, 2005, the City of Gilroy adopted and certified an Environmental Impact Report (EIR) and a Mitigation Monitoring Program for the Specific Plan (Resolution 2005-81); and

WHEREAS, on November 21, 2005, the City of Gilroy approved a Development Agreement setting forth certain rights and responsibilities of the City and the Developer (Glen Loma Ranch) with regard to the Glen Loma Ranch project that is the subject of the Specific Plan; and

WHEREAS, on May 19, 2014, the City of Gilroy City Council adopted an addendum to the certified EIR (EIR Addendum #1), modifying Mitigation Measures #4, #23, #31, and deleting Mitigation Measures #32, and #42 (Resolution 2014-19); and

WHEREAS, the adopted EIR, adopted EIR Addendum #1, the corresponding findings and resolutions of approval, and the adopted mitigation monitoring program, are incorporated herein by reference; and

WHEREAS, the Glen Loma Ranch Specific Plan forecasted a buildout of 1,693 dwelling units, up to 7.8 acres of commercial/retail uses, and 145 acres of parks and open space with an extensive trail system linking the various neighborhoods and a town center component; and

WHEREAS, an analysis of potential traffic impacts associated with the anticipated buildout of the Specific Plan area was conducted by Higgins Associates in the Glen Loma Ranch Specific Plan Traffic Impact Report; and

WHEREAS, the current planned buildout of the Glen Loma Ranch Specific Plan is 1,467 dwelling units and up to 12,000 square feet of commercial/retail uses, which is much less intensive than the anticipated buildout allowed under the Specific Plan; and

WHEREAS, a revised traffic analysis was completed by Keith Higgins, Traffic Engineer, and peer reviewed by Fehr & Peers, concluding that, under the current planned buildout, the triggering conditions for EIR Mitigation Measures 36, 37, 39, 41, 43, and 44 are not met, and thus they are not required to be implemented, and also that Mitigation Measure 34 has been satisfied

through the installed signalization; and

WHEREAS, under the current projected buildout, none of the conditions described in CEQA Guidelines Sec. 15162 calling for preparation of a subsequent EIR have occurred; and

WHEREAS, the City has now prepared an Addendum (EIR Addendum #2) to the Glen Loma Ranch Specific Plan EIR in compliance with CEQA Guidelines Sec. 15164, finding that

1. The analysis and determination that Mitigation Measures 36, 37, 39, 41, 43, 44, and the remaining requirement under Mitigation Measure 34 will not be required under the current planned buildout would not result in the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects and will not require major revisions to the certified EIR;
2. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
3. There is no new information that shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    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.

WHEREAS, the City of Gilroy City Council has determined that this Addendum #2 to the final certified EIR is appropriate, and that preparation of a subsequent EIR is not necessary based upon the substantial evidence provided in Addendum #2.

WHEREAS, in conjunction with the original final certified EIR and EIR Addendum #1, this EIR Addendum #2 properly provides environmental review for the City's decision, as documented in the Fourth Operating Memorandum to the Development Agreement, that the triggering conditions for EIR Mitigation Measures 36, 37, 39, 41, 43, and 44 are not met, and thus they are not required to be implemented, and also that Mitigation Measure 34 has been satisfied through the installed signalization; and

WHEREAS, the City Council finds and concludes that EIR Addendum #2 was prepared in compliance with the requirements of CEQA, and the City Council has considered EIR Addendum #2, along with the final certified EIR and EIR Addendum #1, prior to making a decision to approve the Fourth Operating Memorandum to the Development Agreement; and

WHEREAS, the location and custodian of the CEQA documents for this project, including the final certified EIR, EIR Addendum #1, and EIR Addendum #2, is the Community Development Department, Planning Division; and

WHEREAS, if the current projected buildout assumptions change, additional environmental review and CEQA compliance will be required at the expense of the applicant.

NOW, THEREFORE, BE IT RESOLVED THAT:

1) The City Council hereby approves EIR Addendum #2 and certifies that it was prepared in full compliance with CEQA, and that no further environmental analysis is necessary in order to approve the Fourth Operating Memorandum to the Development Agreement and to carry out the implementation of the provisions thereof.

PASSED AND ADOPTED this 7th day of October 2024 by the following roll call vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED:

_____
Marie Blankley, Mayor

ATTEST:

_____

Beth Minor, Interim City Clerk

CERTIFICATE OF THE CLERK

I, **BETH MINOR**, Interim City Clerk of the City of Gilroy, do hereby certify that the attached **Resolution No. 2024-XX** is an original resolution, or true and correct copy of a City Resolution, duly adopted by the Council of the City of Gilroy at a Regular Meeting of said held on Council held **Monday, Date**, with a quorum present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Gilroy this **Date**.

_____

Beth Minor

Interim City Clerk of the City of Gilroy

(Seal)

ADDENDUM #2 TO THE CERTIFIED FINAL EIR

GLEN LOMA RANCH SPECIFIC PLAN

State Clearinghouse Number 2003042018

City of Gilroy

October 3, 2024

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1.0 Project Background

Specific Plan and Specific Plan EIR

The Glen Loma Ranch Specific Plan area is located in Gilroy, northeast of Santa Teresa Boulevard and southwest of Uvas Creek. On November 7, 2005, the City of Gilroy certified the *Glen Loma Ranch Specific Plan EIR* (hereinafter "Specific Plan EIR") and adopted the *Glen Loma Ranch Specific Plan* (hereinafter "Specific Plan"). The Specific Plan EIR included several traffic related mitigation measures that would be triggered by "Phase 3" of the Specific Plan buildout. The locations of the mitigation measures, described in Section 4.0 below are included in **Appendix A** (Intersections and Streets with Remaining Mitigation Measures).

EIR Addendum #1

On May 19, 2014, the City of Gilroy City Council adopted an addendum to the certified EIR (Specific Plan EIR Addendum #1), modifying Mitigation Measures #4, #23, #31, and deleting Mitigation Measures #32, and #42 (Resolution 2014-19).

The adopted Specific Plan EIR, adopted Specific Plan EIR Addendum #1, the corresponding findings and resolutions of approval, and the adopted mitigation monitoring program, are incorporated herein by reference.

When is an Addendum Required?

CEQA Guidelines section 15164 gives direction to lead agencies regarding addendum to an EIR. It states:

a. The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

b. An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

c. An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

d. The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

e. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

2.0 Analysis Summary

An analysis of potential traffic impacts was conducted by Higgins Associates in the Glen Loma Ranch Specific Plan Traffic Impact Report (2005 Traffic Impact Report). Since the 2005 Traffic Impact Report was drafted, the project has built out at lower land use intensity than anticipated, and the Current Projected Buildout (CPB) is 1,467 residential units, including potentially 192 units in the Olive Grove neighborhood, as provided in Section 3.0 of this Addendum.

Given the reduced buildout, the applicant hired Keith Higgins, Traffic Engineer, to prepare a "*Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures*" (dated May 21, 2019)[1], followed by an updated *Glen Loma Ranch – Current Projected Buildout* memorandum from Keith Higgins to the Glen Loma Group dated May 26, 2022 (**Appendix B**), and *Glen Loma Ranch – Comparison of Intersections Mitigations in the 2005 EIR with Current Projected Buildout (CPB)* dated June 7, 2022 (**Appendix C**). The purpose of the applicant commissioned Keith Higgins memorandums was to evaluate the necessity of the below-referenced mitigation measures (Section 4.0) based upon the reduced build-out scenario of the Specific Plan. The June 7, 2022 Keith Higgins memorandum concluded that "Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the Phases 1+2 mitigation measures will adequately mitigate the CPB". The June 7, 2022 memorandum also concluded that "The major finding is that, due to the substantial reduction in CPB traffic generation compared to the GLR Phases 1+2 analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures". However, the analysis did conclude that Mitigation Measure #35, requiring a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection, would still be required.

The City of Gilroy then hired Fehr & Peers to conduct a *Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study* memorandums dated May 26, 2022 and June 7, 2022, to confirm whether the mitigation measures for Phase 3 are still required with the reduced CPB. The Peer review, dated January 30, 2024, concluded that mitigation measures 36, 37, 39, 41, 43, and 44 are not required and that Mitigation Measure 34 has been satisfied through the installed signalization (**Appendix D**).

The City of Gilroy also hired EMC Planning to determine if a change to the timing of the mitigation measures could be accomplished with preparation of an addendum to the certified EIR.

3.0 Reduced Project Scope

The Glen Loma Ranch Specific Plan forecasted a build out of 1,693 dwelling units, and up to 7.8 acres of commercial/retail uses, with the majority of the commercial/retail acreage (6.8 acres) devoted to the Town Center area[2]. As illustrated in Table 1 below, the current build-out of residential units within each of the 19 neighborhoods is lower than originally forecasted in the Glen Loma Ranch Specific Plan.

[1] A peer review dated March 6, 2020 and additional memorandums dated January 22, 2021, February 16, 2021, April 13, 2021, July 6, 2021, and January 7, 2022 were superseded by the 2022 memorandums and the 2024 Peer Review.
[2] Glen Loma Specific Plan, pages 16-18

Table 1 – Current Buildout of Glen Loma Ranch				
Neighborhood Name	**Specific Plan Mid-Forecast**	**Tentative Map Application #**	**Tentative Map Approved Units**	**Difference**
Olive Grove (Held by GUSD)	192			TBD
McCutchin Creek	38	TM 16-01	26	-12
Palomino	57	TM 16-01 TM 21-05	(Palomino I) 33 (Palomino II) 04	-20
Home Ranch (now Burgandy)	62	TM 13-08	52	-10
Wild Chestnut (now Provence)	72	TM 13-08	43	-29
Montonico (now Margaux)	98	TM 15-01	84	-14
Nebbiolo	97	TM 18-02 TM 18-02	(Nebbiolo I) 35 (Nebbiolo II) 67	+5
The Glen	27	TM 18-02	23	-4
Malvasia	185	(see below)	(see below)	(see below)
Canyon Creek	47	(see below)	(see below)	(see below)
Rocky Knoll	33	(see below)	(see below)	(see below)
Town Center Multi-Family	189	(see below)	(see below)	(see below)
Town Center Affordable	156	AS 17-37	158	+2
Luchessa	54	TM 16-03	49	-5
Petite Sirah	85	TM 13-08	77	-8
Mataro	61	TM 13-08	51	-10
The Grove (now Blanc / Noir)	78	TM 16-03	64	-14
Vista Bella	162	TM 13-08	146	-16
Existing Build-Out Sub-Total			**912 units**	
Specific Plan Mid-Forecast Total	**1,693 units**			

The applicant is also proposing a reduced build out in the Malvasia, Cayon Creek, and Rocky Knoll neighborhoods, and the remaining undeveloped Town Center flex area, as illustrated in Table 2 below. It should be noted that the 46 residential units in the Malvasia I neighborhood have already been built but are illustrated in Table 2 since the Specific Plan did not anticipate that the Malvasia neighborhood would be built in two phases.

Table 2 – Malvasia, Canyon Creek, Rocky Knoll, and Town Center MF / Flex				
Neighborhood Name	**Specific Plan Mid-Forecast**	**Tentative Map Application #**	**Tentative Map Proposed Units**	**Difference**
Malvasia I Malvasia II	185	TM 18-02 TM 24-03	46 23	-116
Canyon Creek	47	TM 24-03	40	-7
Rocky Knoll	33	TM 24-03	21	-12
Town Center Multi-Family / Flex	189	TM 17-01 TM 24-02	[3]built 124 proposed 42	-22
Proposed Unit Sub-Total			**296 units**	
Specific Plan Mid-Forecast Total	**1,693 units**			

In addition to reducing the number of residential dwelling units in the Malvasia, Canyon Creek, Rocky Knoll, and Town Center flex area, no commercial uses are currently proposed in the Tentative map application for the Town Center area (TM 24-02) or anywhere else in the Specific Plan area. While commercial uses are not required in the Specific Plan area, they are a desired use and therefore the current projected build-out does includes up to 12,000 sf of non-residential uses (including office, restaurant, and commercial).

As illustrated in Table 3 below, the current projected build out of the Glen Loma Specific Plan area is 1,467 units including 912 units from Table 1, 296 units from Table 2, 77 projected units held in reserve by the Glen Loma Ranch Corporation (or its successor), and 192 forecasted units in the Olive Grove neighborhood which is currently owned and being held in reserve by the Gilroy Unified School District. It is not known if, when, or how many units may be built in the Olive Grove neighborhood, or the remaining projected units.

Table 3 – Current Projected Buildout Assumptions		
	Current Projected Units	**Non-Residential Square Footage**
Current Build-Out from Table 1	912	
Proposed Units from Table 2	286	
Olive Grove Forecasted Units	192	
Remaining Projected Units	77	
Fire Station		7,350
12,000 sf of commercial uses		12,000
Total	**1,467 units**	**19,350 square feet**

[3] TM 17-01 approved 125 units, however only 124 units were built.

4.0 Phase III Mitigation Measures

The 2022 Keith Higgins memorandums (Appendices B and C) and the 2024 Fehr and Peers Peer Review (Appendix D) concluded that mitigation measures 36, 37, 39, 41, 43, and 44 are not required and that Mitigation Measure 34 has been satisfied through the installed signalization, under the current projected buildout (CPB) assumptions (Table 3), given the reduced CPB traffic generation compared to the Background Phases 1+2 trips analyzed in the 2005 Traffic Study. If the current projected buildout assumptions change, additional environmental review will be required at the expense of the applicant.

The locations of the mitigation measures, presented below, are included in Appendix A, Intersections and Streets with Remaining Mitigation Measures.

MM-34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

Note: This mitigation measure has been partially-completed. The intersection has been signalized.

MM-35. Add a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-36. Prepare a traffic management plan of the Miller Avenue street section southwest of the intersection with Uvas Park Drive.

The project proponent shall be responsible for preparation of the plan. The plan shall be subject to review and approval by the City staff and constructed by the project, prior to issuance of the first building permit in Phase II.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-37. Add second eastbound and westbound left turn lanes to the Santa Teresa Boulevard/First Street intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-turn lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Note: This intersection would operate at LOS C during the AM and PM peak hours with implementation of this improvement. However, under General Plan Buildout Conditions, the Tenth Street Bridge would be required to be constructed. With the Tenth Street Bridge, this intersection would operate at LOS A during the AM peak hour and LOS C during the PM peak hour with NO improvements, e.g. signalization and lane additions. Therefore, the mitigation measure identified above would not be required under General Plan Buildout Conditions, assuming the Tenth Street Bridge were constructed.

One option would be to only add the northbound left-turn lane as recommended in the previous scenario (Background Plus Project Phases I and II) and consider LOS E as an acceptable short-term level of service for this intersection. Another option is to implement the mitigation measure above (signalize the intersection and add the left-turn lanes, which would improve operations to LOS C during the AM and PM peak hours), with the knowledge that the signal could be removed once the Tenth Street Bridge is constructed at General Plan Buildout Conditions.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

OR

If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right turn lane was added, add a second westbound left turn lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-43. Add second northbound and westbound left turn lanes at the Monterey Street/Luchessa Avenue intersection.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

MM-44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Party responsible for implementation: Project Proponent

Party responsible for monitoring: Gilroy Engineering Division

5.0 Conclusions

The following findings and conclusions are presented:

1. Mitigation Measure 36, which requires preparation of a traffic management plan of the Miller Avenue section southwest of the Uvas Park Drive/Miller Avenue intersection within Christmas Hill Park, was not evaluated in the 2022 Higgins report. However, based upon further research conducted by Fehr & Peers, it was determined that this mitigation measure is not required under the current planned buildout (CPB) assumptions in Table 3. If the CPB assumptions change, additional environmental review will be required at the expense of the applicant.
2. Mitigation Measure 35, which requires adding a northbound left turn lane to the Uvas Park Drive/Miller Avenue intersection, is required under CPB assumptions.
3. The analysis and peer review concluded that the following mitigation measures are not required under the current planned buildout (CPB) assumptions in Table 3. If the CPB assumptions change, additional environmental review will be required at the expense of the applicant. Section 4.0 above provides information for the following mitigations measures.
    a. Mitigation Measure 34 (The signalization mitigates the impact);
    b. Mitigation Measure 36;
    c. Mitigation Measure 37;
    d. Mitigation Measure 39;
    e. Mitigation Measure 41;
    f. Mitigation Measure 43; and
    g. Mitigation Measure 44.
4. Additional environmental review and CEQA compliance will be required if development is proposed that exceeds the Current Projected Buildout (CPB) presented in Table 3 above, and as further analyzed in Appendices B, C, and D.

6.0 Proposed CEQA Findings

The following CEQA findings are recommended:

1. None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. These are:
    a. The analysis and determination that Mitigation Measures 34, 36, 37, 39, 41, 43, and 44 will not be required under the current planned buildout (Table 3) would not result in the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects and will not require major revisions to the certified EIR;
    b. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken that will require major revisions of the certified EIR due to

the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

c. There is no new information that shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(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.

2. In accordance with CEQA Guidelines section 15164 (c), this addendum was not circulated for public review.

3. The City Council considered Addendum #2, along with the final certified EIR and Addendum #1, prior to making a decision on the request to eliminate the mitigation measures.

4. The City Council has determined that this Addendum #2 to the final certified EIR is appropriate, and that preparation of a subsequent EIR is not necessary based upon the substantial evidence provided in Addendum #2.

7.0 Sources

Fehr & Peers. *Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study*. January 30, 2024.

Keith Higgins, Traffic Engineer. *Glen Loma Ranch – Current Projected Buildout*. May 26, 2022.

Keith Higgins, Traffic Engineer. *Glen Loma Ranch – Comparison of Intersections Mitigations in the 2005 EIR with Current Projected Buildout (CPB)*. June 7, 2022.

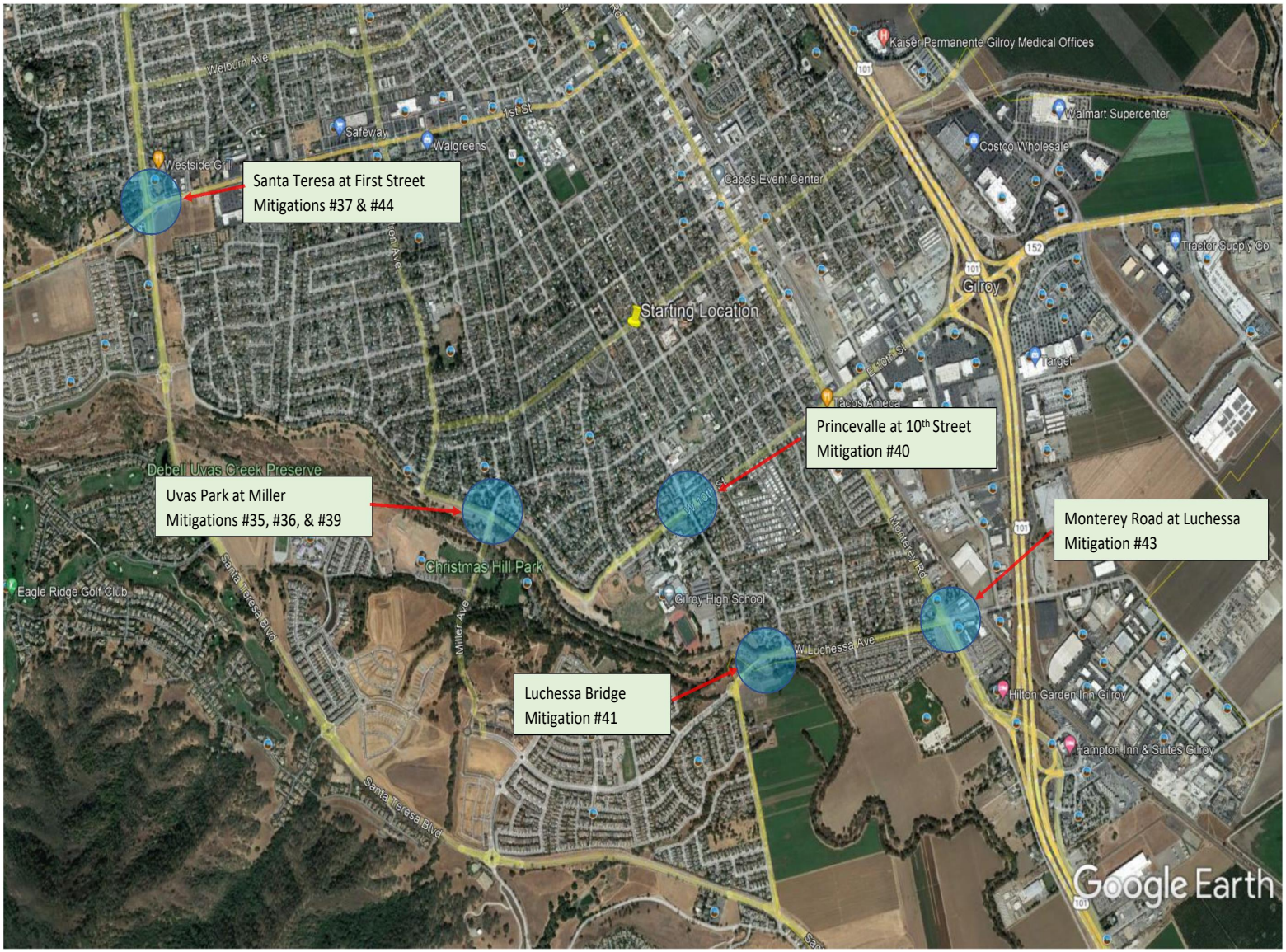
Map of Intersections and Streets with Remaining Mitigation Measures

A

APPENDIX

INTERSECTIONS AND STREETS WITH REMAINING MITIGATION MEASURES

GLEN LOMA SPECIFIC PLAN PROJECT



INTERSECTIONS AND STREETS WITH REMAINING MITIGATION MEASURES

GLEN LOMA SPECIFIC PLAN PROJECT

Glen Loma Ranch – Current Projected Buildout

B

APPENDIX

Keith Higgins
Traffic Engineer

May 26, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Ave D143
Gilroy CA 95020

Re: Glen Loma Ranch – Current Projected Buildout

Dear Augie:

The original 2005 Glen Loma Ranch Specific Plan included a maximum of 1,690 dwelling units and 155,500 square feet of non-residential floor area. In connection with the original project approval, my previous firm, Higgins Associates, prepared the "Glen Loma Ranch Specific Plan Traffic Impact Report dated June 6, 2005 (2005 Traffic Study).

Tje project has built out at lower intensity than the maximum anticipated under the original EIR and Specific Plan approval, theCurrent Projected Buildout (CPB) for Glen Loma Ranch is as follows:

1. A maximum of 1,275 residential units on lands controlled by Filice/Christopher (953 units completed or under construction, Vesting Tentative Maps in process for an additional 252 units, and up to an additional 70 units, anticipated to be multi-family units located in the town center flex area).
2. A fire station in the town center flex area.
3. Commercial uses on lands controlled by Filice/Christopher in the Town Center that shall not exceed 12,000 square feet.
4. The potential for 192 multi-family housing units on the Olive Grove site that is owned by the Gilroy Unified School District.

This letter assesses whether the mitigations recommended for GLR Phases 1+2 in the original 2005 EIRwill be adequate for the CPB. First, it compares the trip generation anticipated from the CPB with the trip generation anticipated from GLR 1+2 in the 2005 Traffic Study. Second, a comparison is provided between the CPB and the GLR 1+2 AM and PM traffic assignments used to calculate levels of service and determine corresponding mitigation measures at the 2005 Traffic Study study intersections and street segments.

A. CPB Trip Generation

The CPB is projected to generate 11,762 daily trips, 864 AM peak hour trips and 1,123 PM peak hour trips. See **Attachment 1, Row 2b**.

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B. GLR 1+2 Trip Generation

The 2005 Traffic Study analyzed a development scenario referred to as the "Background Plus Project Phases 1 and 2 Traffic Conditions" (GLR 1+2) which included 1,005 dwelling units and 111,500 square feet of non-residential (primarily retail) floor area.

- Phase 1 was projected to generate 4,272 daily trips with 344 in the AM peak hour and 455 in the PM peak hour.
- Phase 2 was forecasted to generate 11,766 daily trips including 642 in the AM peak hour and 1,116 in the PM peak hour.
- Phases 1 and 2 were expected to generate a total of 16,038 daily trips, 986 AM peak hour trips and 1,571 PM peak hour trips.

The above are tabulated on Table 6, "Project Trip Generation," of the 2005 Traffic Study which is included herein as **Attachment 2**. The total GLR 1+2 is summarized in **Attachment 1, Row 3c**.

C. GLR 1+2 Trip Assignment

It is important to emphasize that no internal trip reduction between residential and retail uses within GLR was credited in the 2005 Traffic Study GLR 1+2 analysis. All GLR 1+2 residential and non-residential trips were assigned to and from locations external to the GLR as shown by Figure 14 of the 2005 Traffic Study, included herein as **Appendix A**. The corresponding trip assignments at the GLR gateway intersections are tabulated on **Attachment 3,** totalled on **Attachment 4** and summarized on **Attachment 1, Row 4**. The 2005 Traffic Study GLR 1+2 analysis was very conservative in not applying an internal trip reduction credit and using even higher volumes for the actual intersection level of service analysis on which mitigation recommendations were based.

D. Comparison of CPB with GLR 1+2 Trip Generation Estimates

Some important comparisons are:

- **Attachment 1, Row 5a**, the current CPB is expected to generate 4,276 less daily trips, 122 less AM peak hour trips and 448 less PM peak hour trips than the 2005 Traffic Study Phase 1+2 estimate.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 27%, 12% and 28%, respectively, below the GLR Phase 1+2 trip generation estimates, as indicated on **Attachment 1, Row 5b**.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 17% and 30%, respectively, below the GLR Phase 1+2 AM and PM peak hour trip assignments, as indicated on **Attachment 1, Row 6b**.

The CPB will clearly generate substantially less traffic than anticipated for Phases 1+2 in the 2005 Traffic Study.

E. GLR Trip Reduction Effect on Traffic Volumes on Access Routes

The reduction in overall GLR trip generation is largely due to the reduction in commercial land uses in the Town Center, which is located in the central part of the GLR. As indicated on the "Percent of Total" column on **Attachment 2**:

- 78% of GLR traffic was expected to impact the Uvas Park Drive/Miller Avenue (15%), Santa Teresa Boulevard / Miller Avenue (20%) and Luchessa Avenue / Thomas Road (42%) intersections, which are the primary access routes to and from the Town Center.
- The current non-residential land uses in the Town Center are expected to generate a total of about 575 daily trips with 24 during the AM peak hour and 53 during the PM peak hour, as indicated on **Attachment 1, Row 1j**.
- This is a reduction of 7,250 daily trips, 303 AM peak hour trips and 662 PM peak hour trips from the 7,825 daily, 327 AM peak hour and 715 PM peak hour trips expected from the Town Center non-residential trips in GLR 1+2.

Again, all of the considerable GLR 1+2 non-residential trips were assumed to be external to the GLR, much of which were expected to impact the Luchessa Avenue bridge and the Miller Avenue crossing of Uvas Creek.

It is clear that the CPB will result in less traffic on the access routes including Thomas Road - Luchessa Avenue, Miller Avenue and Santa Teresa Boulevard north and south of the GLR than the volumes forecasted in the 2005 Traffic Study. The impacts from the CPB will be less than anticipated from GLR 1+2. The mitigations recommended in the 2005 Traffic Study for GLR 1+2 will therefore adequately mitigate the CPB impacts.

F. Current GLR Buildout Trip Generation Comparison with 2005 GLR Buildout

Finally, it should also be noted that:

- The full buildout of the original GLR was anticipated to generate about 24,294 net daily trips with 1,435 during the AM Peak Hour and 2,399 during the PM Peak Hour (**Attachment 1, Row 7c**).
- The CPB will generate less than one-half as much daily and more significant PM peak hour traffic as the original proposal (**Attachment 1, Rows 8 and 9**).

G. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the GLR 1+2 mitigation measures will adequately mitigate the CPB. No further traffic studies are required. No Phase 3 traffic improvements, including construction of the 10th Street bridge or the Luchessa Ave. bridge widening, are required for the Glen Loma Ranch CPB.

Glen Loma Group
May 26, 2022

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

TRIP GENERATION RATES	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR RATE	PM PEAK HOUR RATE
Single-Family Detached Housing (per unit)	210	8.77	**0.72**	**0.93**
Multifamily Housing (Low-Rise) (per unit)	220	7.41	**0.45**	**0.53**
Multifamily Housing (Mid-Rise) (per unit)	221	5.44	**0.36**	**0.44**
Senior Adult Housing - Attached (per unit)	252	3.69	**0.20**	**0.27**
General Office (per 1,000 sq. ft.)	710	9.74	**1.16**	**1.15**
Quality Restaurant (per 1,000 sq. ft.)	931	83.84	**0.73**	**7.80**
Shopping Center (per 1,000 sq. ft.)	820	37.75	**0.94**	**3.81**

CURRENT CPB TOTAL	PROJECT SIZE Residential	Commercial	Municipal/Office	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS
1. CPB Without Olive Grove						
a. Single Family Homes	840 units			7,367	601	784
b. Townhomes	277 units			2,053	126	146
c. Apartments	80 units			435	29	35
d. Senior Adult Housing - Attached	78 units			288	15	21
e. Fire Station		0 sq. ft.	7,350 sq. ft.	50	12	2
f. General Office		4,000 sq. ft.	0 sq. ft.	39	5	5
g. Quality Restaurant		4,000 sq. ft.	0 sq. ft.	335	3	31
h. Commercial		4,000 sq. ft.	0 sq. ft.	151	4	15
i. **Subtotal**	**1,275 units**	**12,000 sq. ft.**	**7,350 sq. ft.**	**10,718**	**795**	**1,039**
j. **Town Center Non-Residential** (1e+f+g+h)				**575**	**24**	**53**
2. CPB With Olive Grove						
a. Olive Grove Apartments	192 units			1,044	69	84
b. Subtotal (1i + 2a)	**1,467 units**	**12,000 sq. ft.**	**7,350 sq. ft.**	**11,762**	**864**	**1,123**
3. 2005 TRAFFIC STUDY PHASES 1+2 *						
a. Phase 1	464 units	0 sq. ft.	0 sq. ft.	4,272	344	455
b. Phase 2	541 units	81,500 sq. ft.	30,000 sq. ft.	11,766	642	1,116
c. Phases 1+2 (3a + 3b)	**1,005 units**	**81,500 sq. ft.**	**30,000 sq. ft.**	**16,038**	**986**	**1,571**
d. Town Center Non-Residential Subtotal				**7,825**	**327**	**715**
4. Original Phases 1+2 Traffic Assignment per 2005 Traffic Study, Figure 14**					**1,037**	**1,605**
5. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Generation						
a. Net Numerical Difference (2b - 3c)				**-4,276**	**-122**	**-448**
b. Net Percent Difference (5a divided by 3c)				**-27%**	**-12%**	**-28%**
6. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Assignment						
a. Net Numerical Difference (2b - 4)					**-173**	**-482**
b. Net Percent Difference (6a divided by 4)					**-17%**	**-30%**
7. ORIGINAL GLR BUILDOUT *						
a. Phase 3 Only	685 units	46,500 sq. ft.	27,500 sq. ft.	10,955	608	1,095
b. Buildout (3c + 8a)	**1,690 units**	**128,000 sq. ft.**	**57,500 sq. ft.**	**26,993**	**1,594**	**2,666**
c. Net Buildout (7b minus 10% Internal Trips)				**24,294**	**1,435**	**2,399**
8. Net Difference Between CPB With Olive Grove and Original Buildout (2b - 7c)				**-12,532**	**-571**	**-1,276**
9. CPB as Percent of Original Buildout - With Olive Grove (2b divided by 8c)				**48%**	**60%**	**47%**

Notes:

1. Trip generation rates - Institute of Transportation Engineers (ITE) "Trip Generation Manual," 10th Edition, 2017.
2. Trip activity for all residential land uses utilize fitted curve equations. Cited trip rates are equivalent rates per housing unit.
3. CPB data cited from *Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures Per the Glen Loma Ranch Development Agreement Section 4.4.7,* Keith Higgins Traffic Engineer, May 19, 2019. Commercial uses represent current CPB max. size.
4. * - 2005 Traffic Study Trip Generation - "*Glen Loma Ranch Specific Plan Traffic Impact Report,"* Higgins Associates, June 6, 2005. See Attachment 2.
5. ** - 2005 Traffic Study Trip Assignment - "*Glen Loma Ranch Specific Plan Traffic Impact Report,"* Higgins Associates, June 6, 2005. See Attachments 3 and 4.

Table 6
Project Trip Generation

	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIP RATES	PEAK HOUR TRIP RATES & DISTRIBUTION: AM PEAK HOUR TOTAL PEAK HOUR	AM PEAK HOUR % OF Daily Trips	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL PEAK HOUR	PM PEAK HOUR % OF Daily Trips	PM PEAK HOUR IN	PM PEAK HOUR OUT
TRIP GENERATION RATES											
Single Family Detached Housing	210	793 Homes	9.57	0.75	8%	0.25	0.75	1.01	11%	0.63	0.37
Town Homes	231	570 Units	5.86	0.67	11%	0.25	0.75	0.78	13%	0.58	0.42
Apartments	220	177 Units	6.72	0.51	8%	0.20	0.80	0.62	9%	0.65	0.35
Senior Housing (Congregate Care Facility)[1]	251	150 Units	4.52	0.16	4%	0.45	0.55	0.25	5%	0.61	0.39
Total Number Housing Units		**1690 Units**									
General Retail - Specialty Retail	814	20,000 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
- Video Store	896	4,000 SF	175.00	0.00	0%	0.00	0.00	13.60	8%	0.46	0.54
- Bank	912	5,000 SF	246.49	12.34	5%	0.56	0.44	45.74	19%	0.50	0.50
Community Building	495	5,000 SF	114.00	1.62	1%	0.61	0.39	1.64	1%	0.29	0.71
Commercial/Service	SANDAG	25,000 SF	120.00	4.80	4%	0.60	0.40	12.00	10%	0.50	0.50
Restaurants - Quality	931	10,000 SF	89.95	0.81	1%	0.50	0.50	7.49	8%	0.67	0.33
- High Turnover	932	10,000 SF	127.15	11.52	9%	0.52	0.48	10.92	9%	0.61	0.39
Supermarket	850	34,000 SF	102.24	3.25	3%	0.61	0.39	10.45	10%	0.51	0.49
Offices	710	35,000 SF	11.01	1.55	14%	0.88	0.12	1.49	14%	0.17	0.83
Convenience Market (Northern Commercial)	852	3,000 SF	492.00	31.20	6%	0.50	0.50	34.57	7%	0.49	0.51
Specialty Retail (Northern Commercial)	814	4,500 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
Total Town Center & Northern Commercial		**155,500 SF**									
Fire Station[2]		30,000 SF	50.00	12.00	24%	6.00	6.00	2.00	4%	1.00	1.00

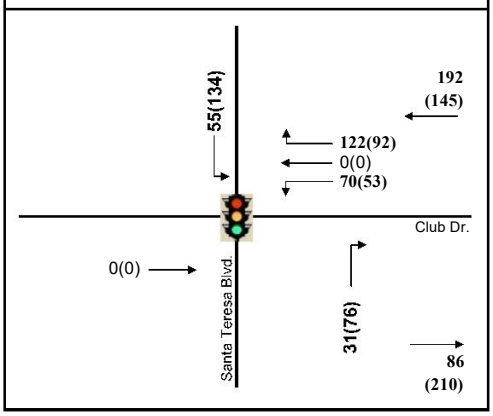
	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIPS	NUMBER OF TRIPS GENERATED: AM PEAK HOUR TOTAL PEAK HOUR	AM PEAK HOUR % OF Daily Trins	AM PEAK HOUR TRIPS IN	AM PEAK HOUR TRIPS OUT	PM PEAK HOUR TOTAL PEAK HOUR	PM PEAK HOUR % OF Daily Trins	PM PEAK HOUR TRIPS IN	PM PEAK HOUR TRIPS OUT
PROJECT TRIPS - PHASE 1 (2005 to 2010)											
Single Family Detached Housing	210	405 Homes	3,876	304	8%	76	228	409	11%	258	151
Town Homes	231	59 Units	396	40	10%	10	30	46	12%	27	19
TOTAL PROJECT TRIPS - PHASE I (Residential only)		**464 Units**	**4,272**	**344**	**8%**	**86**	**258**	**455**	**11%**	**285**	**170**
PROJECT TRIPS - PHASE 2 (2010 to 2014)											
Single Family Detached Housing	210	167 Homes	1,598	125	8%	31	94	169	11%	106	63
Town Homes	231	197 Units	1,154	100	9%	20	80	122	11%	79	43
Apartments.	220	177 Units	1,189	90	8%	18	72	110	9%	72	38
Total Trips Housing Units		**541 Units**	**3,941**	**315**	**8%**	**69**	**246**	**401**	**10%**	**257**	□□
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	2,500 SF	225	2	1%	1	1	19	8%	13	6
- High Turnover	932	2,500 SF	318	29	9%	15	14	27	8%	16	11
Supermarket	850	34,000 SF	3,476	111	3%	68	43	355	10%	181	174
Offices	710	12,500 SF	138	19	14%	17	2	19	14%	3	16
Convenience Market (Northern Commercial)	852	3,000 SF	1,476	94	6%	47	47	104	7%	51	53
Specialty Retail (Northern Commercial)	814	4,500 SF	199	0	0%	0	0	12	6%	5	7
Total Trips Town Center & Northern Commercial		**81,500 SF**	**7,775**	**315**	**4%**	**184**	**131**	**713**	**9%**	**356**	**357**
Fire Station[2]		30,000 SF	50	12	24%	6	6	2	4%	1	1
TOTAL PROJECT TRIPS - PHASE 2			**11,766**	**642**	**5%**	**259**	**383**	**1,116**	**9%**	**614**	**502**
PROJECT TRIPS - PHASE 3 (2014 to 2018)											
Single Family Detached Housing	210	221 Homes	2,115	166	8%	42	124	223	11%	140	83
Town Homes	231	314 Units	1,840	160	9%	32	128	195	11%	127	68
Senior Housing (Congregate Care Facility)[1]	252	150 Units	678	25	4%	11	14	37	5%	23	14
Total Trips Housing Units		**685 Units**	**4,633**	**351**	**8%**	**85**	**266**	**455**	**10%**	**290**	**165**
Community Building	495	5,000 SF	570	8	1%	5	3	8	1%	2	6
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
- Video Store	896	4,000 SF	700	0	0%	0	0	54	8%	25	29
- Bank	912	5,000 SF	1,232	62	5%	35	27	229	19%	115	114
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	7,500 SF	675	6	1%	3	3	56	8%	38	18
- High Turnover	932	7,500 SF	954	86	9%	45	41	82	9%	50	32
Offices	710	22,500 SF	248	35	14%	31	4	34	14%	6	28
Total Trips Town Center & Northern Commercial		**74,000 SF**	**6,322**	**257**	**4%**	**155**	**102**	**640**	**10%**	**323**	**317**
TOTAL PROJECT TRIPS - PHASE 3			**10,955**	**608**	**6%**	**240**	**368**	**1,095**	**10%**	**613**	**482**
TOTAL PROJECT TRIPS - BUILDOUT			**26,993**	**1,594**	**6%**	**585**	**1,009**	**2,666**	**10%**	**1,512**	**1,154**
Internal Trips[3] (-10%)			2,699	159		59	101	267		151	115
TOTAL PRIMARY PROJECT BUILDOUTTRIPS		**1690 Units 155,500 SF**	**24,294**	**1,435**	**6%**	**526**	**908**	**2,399**	**10%**	**1,361**	**1,039**

Notes:

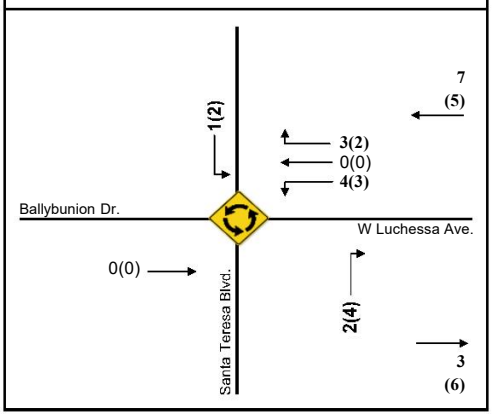
Trip gonora1ion rates □□□b!□□h□dby Institute ofTranspor□ation E□□□□□□□□,

**□□□□□□□□

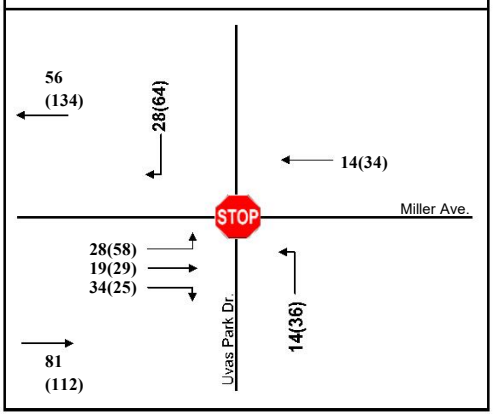
5. Santa Teresa Boulevard / Club Drive



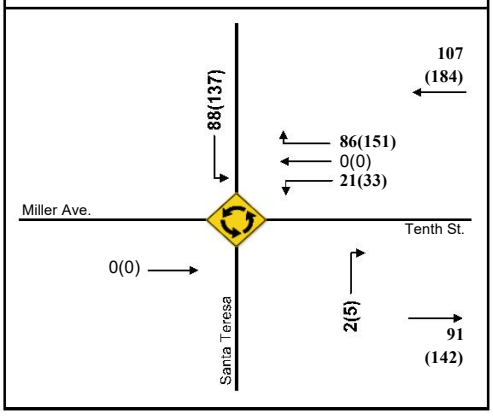
7. Santa Teresa Boulevard / Ballybunion Drive - West Luchessa Avenue



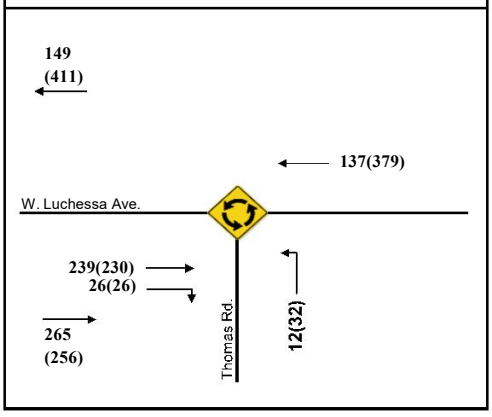
9. Miller Avenue / Uvas Park Drive



10. Santa Teresa Boulevard / Miller Avenue - Tenth Street



11. Thomas Road / West Luchessa Avenue

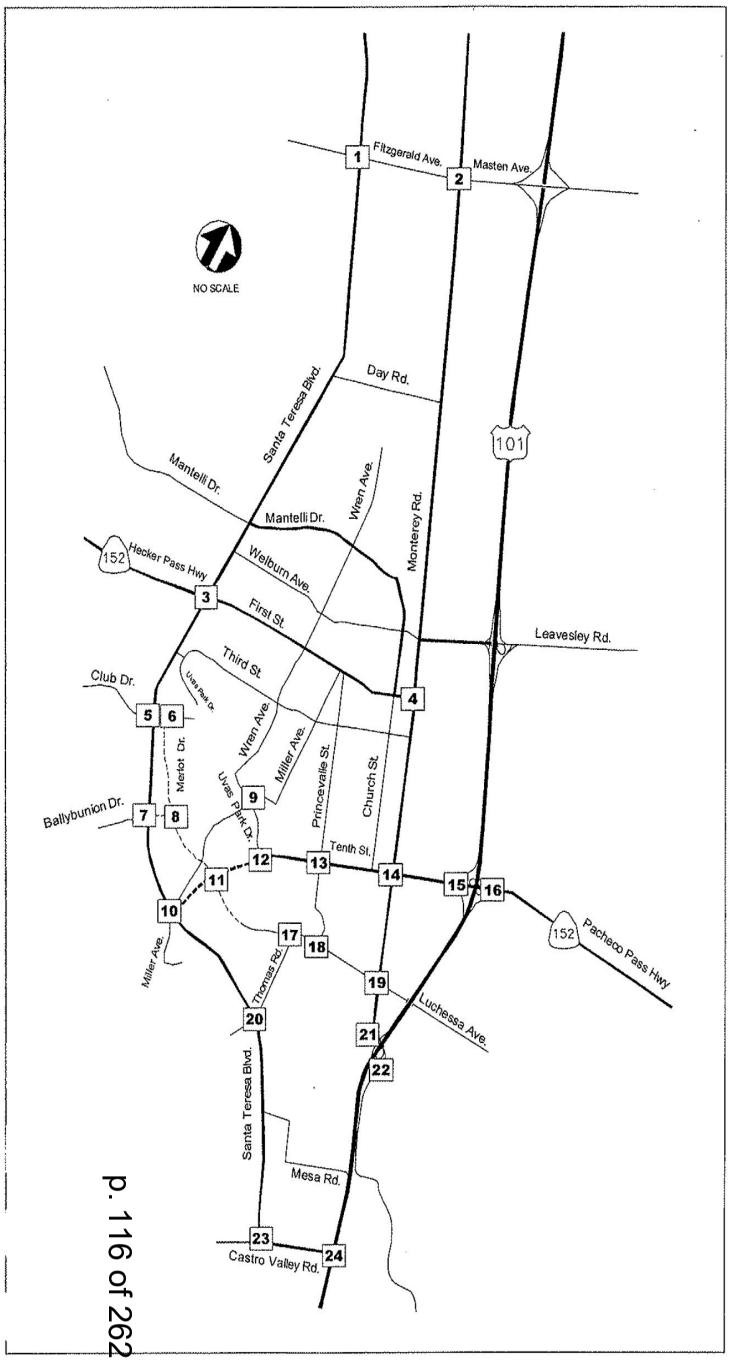


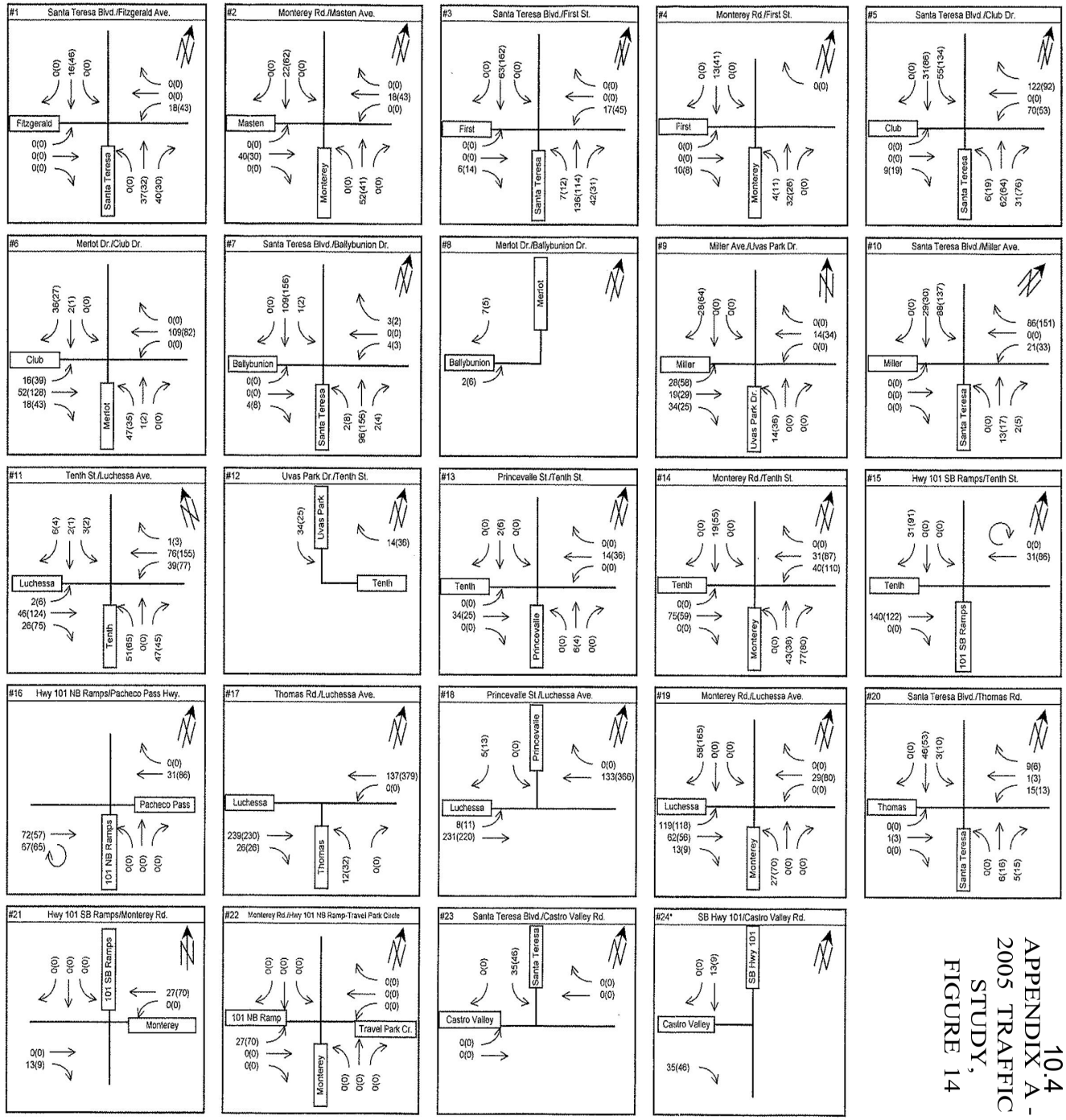
Attachment 3
Phase 1 and 2
Trip Assignment
AM & PM Peak Hour Volumes

Keith Higgins
Traffic Engineer

			AM Peak Hour			Percent	PM Peak Hour			Percent
			In	Out	Total	of Total	In	Out	Total	of Total
A. Figure 14 - Trip Assignment - Phase 1 + Phase 2										
Intersection										
No.	**Name**									
5	Santa Teresa /	Club	86	192	278	27%	210	145	355	22%
7	Santa Teresa /	Ballybunion	3	7	10	1%	6	5	11	1%
9	Uvas Park /	Miller	56	81	137	13%	134	112	246	15%
10	Santa Teresa /	Miller	91	107	198	19%	142	184	326	20%
11	Luchessa /	Thomas	149	265	414	40%	411	256	667	42%
	Total		385	652	1,037	100%	903	702	1,605	100%
B. Table 6 - Project Trip Generation Totals										
	GLR Phase 1		86	258	344		285	170	455	
	GLR Phase 2		259	383	642		614	502	1,116	
	Phases 1+2		345	641	986		899	672	1,571	
C. Trip Assignment Increase Above Trip Generation			40	11	51		4	30	34	
D. GLR1+2 Trip Assignment as Percent of GLR1+2 Trip			112%	102%	105%		100%	104%	102%	

Source: "*Glen Loma Ranch Specific Plan Traffic Impact Report,*" Higgins Associates, June 6, 2005 (2005 Traffic Study), Table 6 and Figure 14.





10.4 APPENDIX A - 2005 TRAFFIC STUDY, FIGURE 14

FIGURE 14
Project Trips - Phase 1 + Phase 2
AM & PM Peak Hour Volumes

ne volumes at intersection #24 were only used for freeway weaving analysis.

XX (YY) = AM (PM)

Glen Loma Ranch – Comparison of Intersection Mitigation Measures in the 2005 EIR with Current Projected Buildout (CPB)

C

APPENDIX

Keith Higgins
Traffic Engineer

June 7, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Avenue D143
Gilroy, CA 95020

Re: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)

Dear Augie:

This letter is in response to a request by Jon Biggs, Gilroy Interim Planning Director, to analyze the effect of the reduced trip generation from the Glen Loma Ranch Current Projected Buildout (CPB) on project traffic distribution, assignment and traffic operations at the following intersections and streets with remaining mitigation measures.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 and 44)
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 and 39)
4. Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)
5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (Associated with Mitigation 41)
7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The locations of these intersections are shown on **Attachment A**. For reference, the original 2005 Project mitigations for these seven intersections are excerpted in **Attachment B.**

A. CPB Trip Generation Summary

My letter to you dated May 26, 2022 indicated that the CPB will generate about 11,762 daily trips with 864 in the AM peak hour and 1,123 in the PM peak hour. These are about 27% less daily trips and 17% less AM traffic and 30% less PM traffic than was anticipated for Glen Loma Ranch Phases 1+2 (Phases 1+2). The CPB is also expected to generate about 60% less AM peak hour traffic and 40% less PM peak hour traffic than the 24,294 daily, 1,435 AM and 2,399 PM trips anticipated for the original Glen Loma Ranch Buildout.

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T 408.201.2752 KEITH@KEITHHIGGINSTE.COM WWW.KEITHHIGGINSTE.COM

B. CPB Traffic Volume Forecasts

The CPB AM and PM peak hour trip assignments to the study intersections are illustrated on **Attachment C** using the same trip distribution and assignment assumptions used in the "Glen Loma Ranch Specific Plan Traffic Impact Report," June 6, 2005, prepared by my previous firm, Higgins Associates, (2005 Traffic Study). CPB volumes are added to the 2005 Traffic Study Background volumes, the base volumes for the analysis of Phases 1+2 impacts. The resulting CPB volumes are depicted on **Attachment D**.

C. Background Plus CPB Traffic Operations

Attachment E provides a summary table with Background plus Phases 1+2 (Phases 1+2) levels of service and recommended mitigation measures used as the basis for the mitigation measures described in **Attachment B**. It also tabulates levels of service and recommended mitigation measures with the lower CPB volumes. The results by intersection are as follows.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)

The Santa Teresa Boulevard / Fitzgerald Avenue intersection had four-way stop control at the time when the 2005 Traffic Study was prepared. The mitigation included the installation of a traffic signal for Phases 1+2 traffic conditions. The traffic signal was installed many years ago. No additional mitigations were identified to accommodate Phases 1+2. The CPB will result in less traffic at this intersection, with slightly improved traffic operations compared to what was expected with Phases 1+2 impacts. No additional mitigations are required for the CPB.

2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 & 44)

The Santa Teresa Boulevard / First Street (State Route 152) intersection was expected to operate at LOS C under Phases 1+2 conditions. CPB traffic operations will be slightly better than what was expected under the Phases 1 + 2 condition. Mitigations 37 and 44 were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 & 39)

Phases 1+2 mitigation at the Miller Avenue / Uvas Park Drive intersection included the installation of a northbound Uvas Park Drive left turn lane. This mitigation will be required for the CPB as well, although traffic volumes will be lower than expected with Phases 1+2. Mitigation 39 was identified for Phase 3 impacts and thus is not triggered at this intersection by the CPB.

4. Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)

The Princevalle Street / 10th St intersection was signalized in 2005. The mitigation at this intersection included adding left turn traffic signal phasing (left turn arrows) on all four intersection approaches to better accommodate the high amount of pedestrian traffic before and after school hours at Gilroy High School and Glen View

Elementary School. The left turn phasing was installed many years ago. No additional mitigation is required for the CPB at this intersection.

5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)

The mitigation at the Thomas Road / Luchessa Avenue intersection was the conversion of an all-way stop controlled channelized intersection to a one lane roundabout. This was constructed in 2015. It was adequate mitigation for Phases 1+2 and will adequately mitigate the lower volumes now anticipated for the CPB. No additional mitigation is required for the CPB at this intersection.

6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (indirectly associated with Mitigation 41 and Luchessa Avenue bridge widening)

The Princevalle / Luchessa Avenue intersection had stop control and no eastbound Luchessa Avenue left turn lane in 2005. Mitigation was recommended to include a traffic signal and eastbound left turn lane, which were installed in 2016. This mitigation is adequate to accommodate Phases 1+2. It will operate better with the lower volume CPB. No additional mitigation is required for the CPB at this intersection.

7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The Monterey Road / Luchessa Avenue intersection was determined in the 2005 EIR to not require mitigation to accommodate Phases 1+2 impacts. The impacts for the CPB will be reduced from the impacts expected under Phases 1 + 2. It will therefore operate acceptably with no mitigation for the CPB. Mitigation 43 was identified for Phase 3 impacts and thus is not triggered at this intersection for the CPB.

D. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the Phases 1+2 mitigation measures will adequately mitigate the CPB. The specific CPB mitigations at each study intersection are summarized below.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue – No additional mitigations are required for the CPB.
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive – The existing mitigation measure to construct a northbound Uvas Park Drive left turn lane will be required for the CPB.
4. Study Intersection 13 – Princevalle Street / Tenth Street – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
5. Study Intersection 17 – Thomas Road / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.

7. Study Intersection 19 – Monterey Road / Luchessa Avenue – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

The major finding is that, due to the substantial reduction in CPB traffic generation compared to the GLR Phases 1+2 analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

Attachment A, Sheet 1 of 2

INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES

Attachment A, Sheet 2 of 2

INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES

Attachment B

Transportation Mitigation Measures for the Subject Intersections
from the
Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan
SCN 2003042018, Dated: March 24, 2014

This information is provided for reference only.

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project

34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left tum lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

    Note: MM 34 partially implemented – the signal was built at this location and is operational.

35. Add a northbound left tum lane to the Uvas Park Drive/Miller Avenue intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

37. Add second eastbound and westbound left tum lanes to the Santa Teresa Boulevard/First Street intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-tum lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase Ill.

40. Convert the signal phasing at the Princevalle Street/Tenth Street intersection from permitted phasing to protected phasing.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

    Note: MM 40 has been implemented – the signal modification was installed at this location and is operational.

41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

    OR
    If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right tum lane was added, add a second westbound left tum lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Attachment B

Transportation Mitigation Measures for the Subject Intersections
from the
Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan
SCN 2003042018, Dated: March 24, 2014

This information is provided for reference only.

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project (continued)

42. Signalize the Princevalle Street/Luchessa Avenue intersection and add an eastbound left tum lane.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

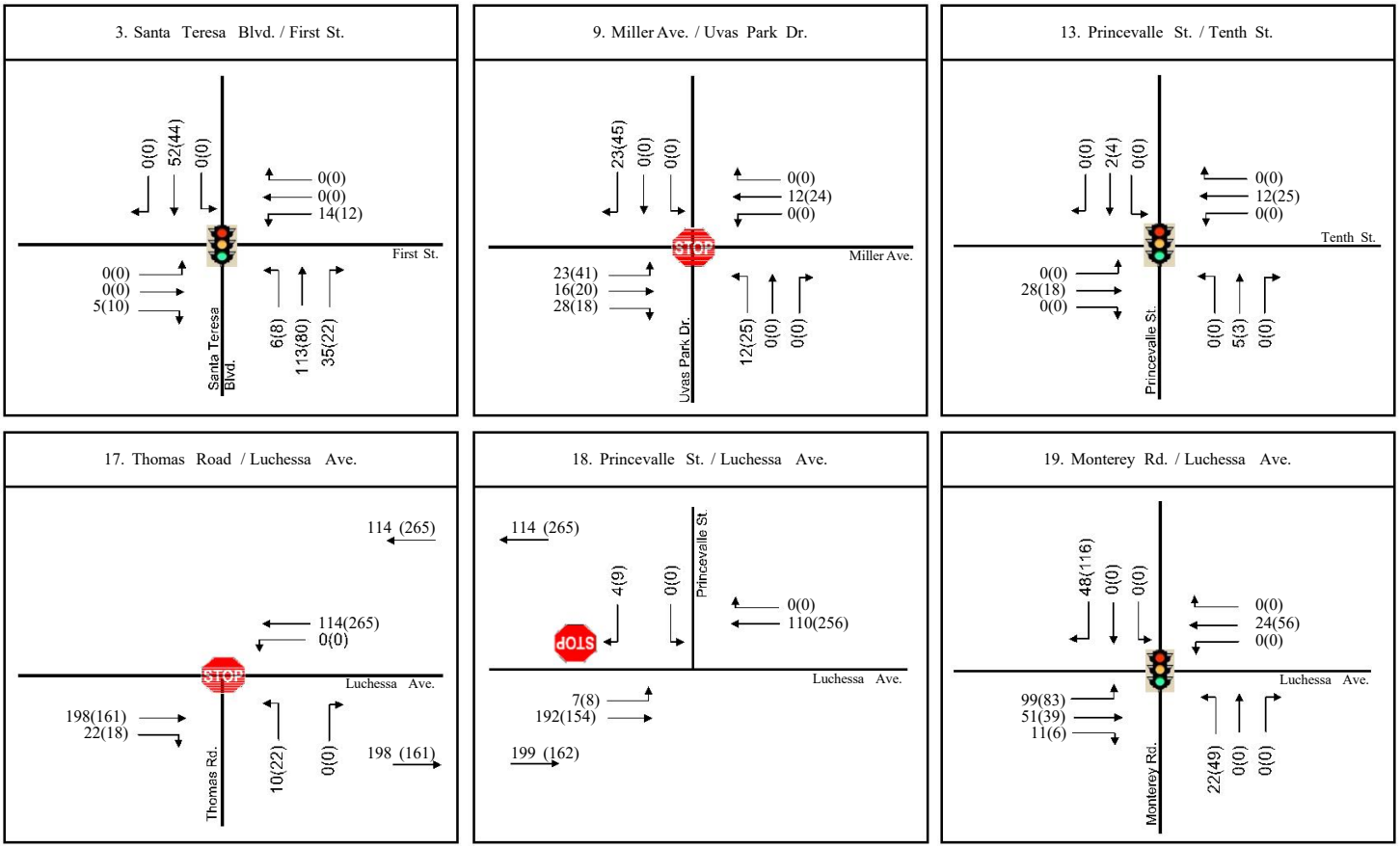
    Note: MM 42 complete – the project was built and is operational.

43. Add second northbound and westbound left tum lanes at the Monterey Street/Luchessa Avenue intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

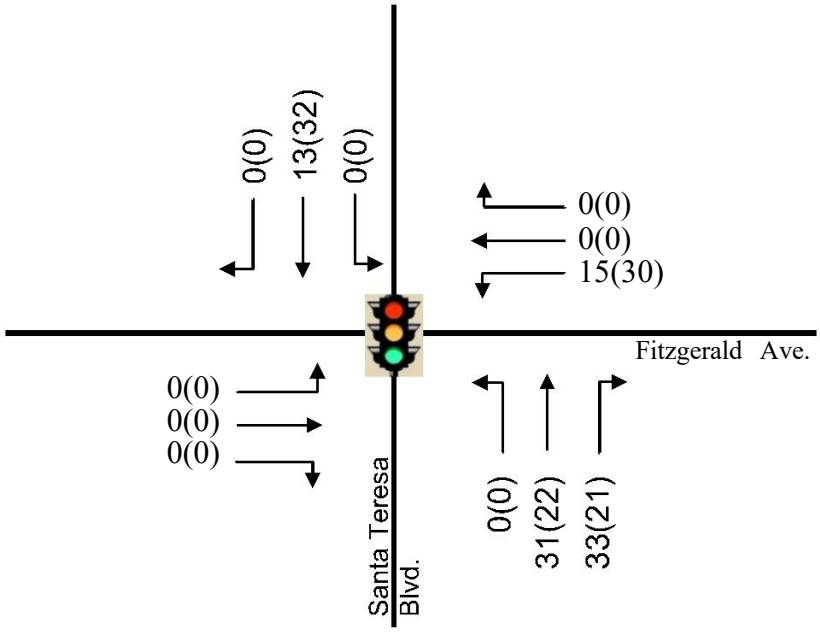
    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.



Attachment C
Project Trip Assignment
Current Project Buildout
AM & PM Peak Hour Volumes
(Page 1 of 2)

Keith Higgins
Traffic Engineer

1. Santa Teresa Blvd. / Fitzgerald Ave.



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Project Trip Assignment
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(Page 2 of 2)

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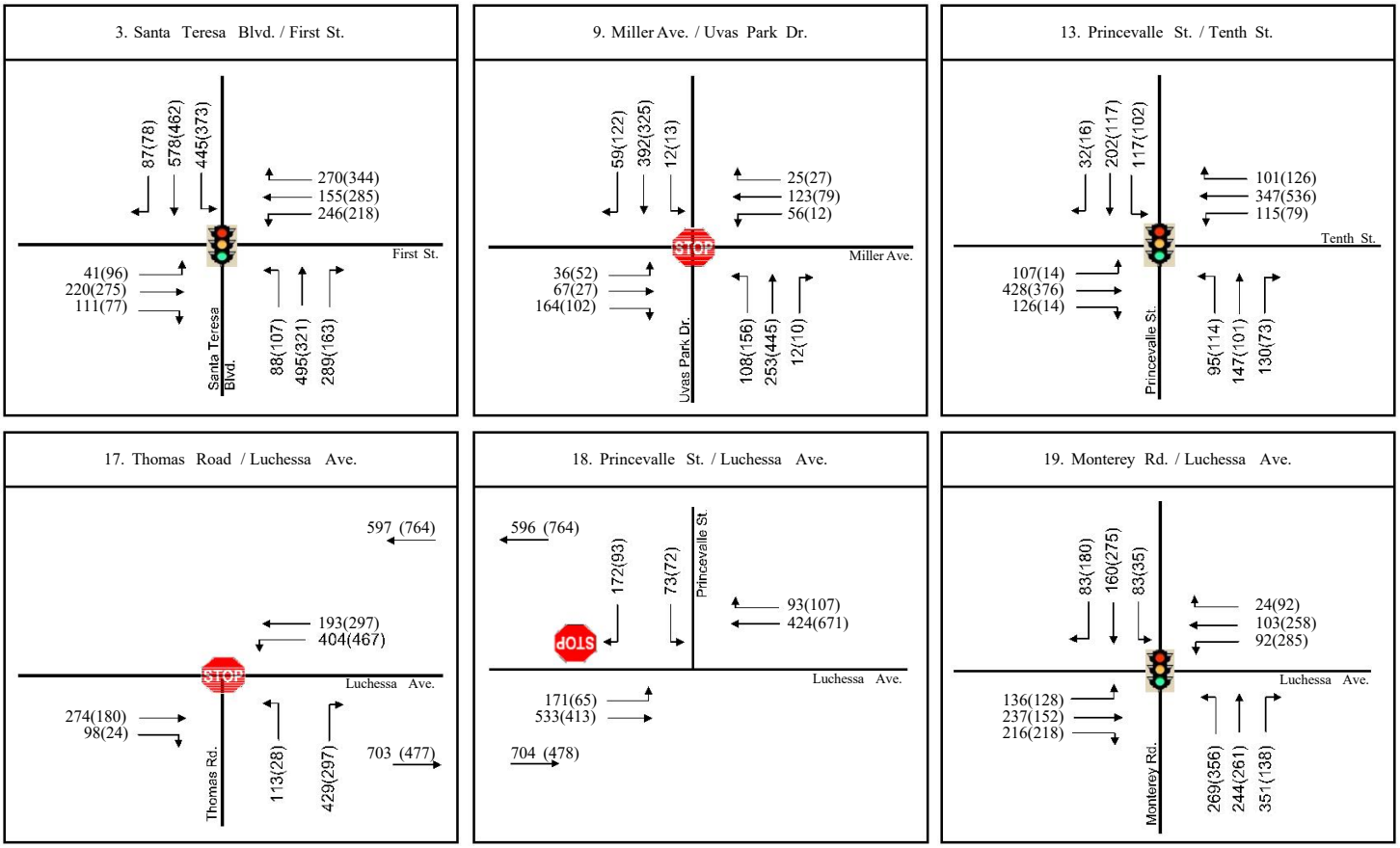
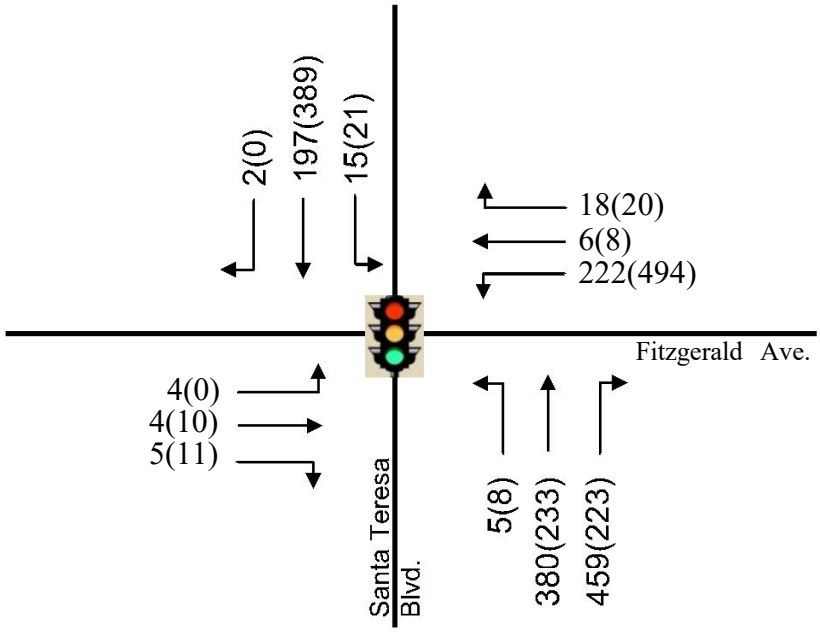


Attachment D

Background Plus Current Project Buildout
AM & PM Peak Hour Volumes
(Page 1 of 2)

Keith Higgins
Traffic Engineer

1. Santa Teresa Blvd. / Fitzgerald Ave.



Attachment D

Background Plus Current Project Buildout
AM & PM Peak Hour Volumes
(Page 2 of 2)

Keith Higgins
Traffic Engineer

Attachment E
Remaining Glen Loma Ranch Intersections
Levels of Service with GLR Phases 1+2 and CPB

Intersection	Level of Service Standard	2005 Intersection Control	Operations Type	Background + Phases 1+2 (2005 TIA) AM Del	AM LOS	PM Del	PM LOS	Background + CPB AM Del	AM LOS	PM Del	PM LOS
1 Santa Teresa Fitzgerald	County: LOSD City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	14.8	B	35.2	E	14.7	B	31.4	D
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			Delay and LOS With Mitigations	21.1	C+	30.5	C	21.0	C+	29.6	C
			GLR EIR Mitigation	Traffic Signal already installed. None Required.				N.A.			
			Recommended CPB Mitigation	N.A.				Traffic Signal already installed. None Required.			
3 Santa Teresa First	City: LOSC	Signal	Unmitigated Delay and LOS with Improvements in place in 2005	25.0	C	25.3	C	25.0	C	25.1	C
			Delay and LOS With Mitigations								
			GLR EIR Mitigation	None Required				N.A.			
			Recommended CPB Mitigation	N.A.				None Required			
9 Miller Uvas	City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	28.8	D	46.2	E	21.3	C	44.0	E
			Delay and LOS With NB Uvas Left Only	24.9	C	24.0	C	19.5	C	23.4	C
			GLR EIR Mitigation	Add NB Uvas Left Turn Lane				N.A.			
			Recommended CPB Mitigation	N.A.				Add NB Uvas Left Turn Lane			
13 Princevalle Tenth	City: LOSC	Traffic Signal with No Left Turn Phases	Unmitigated Delay and LOS with Improvements in place in 2005	10.1	B+	9.1	A	10.2	B+	9.2	A
			GLR EIR Mitigation	LT Phasing all 4 directions is already in place.				LT Phasing all 4 directions is already in place.			
			Recommended CPB Mitigation								
17 Thomas Luchessa	City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	60.8	F	114.1	F	51.1	F	64.7	F
			Delay and LOS With Mitigations	*6.9*	*A*	*8.7*	*A*	*6.6*	*A*	*6.9*	*A*
			GLR EIR Mitigation	1-Lane Roundabout							
			Recommended CPB Mitigation					1-Lane Roundabout			
18 Princevalle Luchessa	City: LOSD	Princevalle Stop Sign	Unmitigated Delay and LOS with Improvements in place in 2005	28.4	D	34.9	D	25.0	D	25.8	D
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			GLR EIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			
19 Monterey Luchessa		Signal	Unmitigated Delay and LOS with Improvements in place in 2005	23.9	C	29.4	C	23.4	C	28.0	C
			GLR EIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			

Notes:
1. Delays under Background + Phases 1+2 were verified in analysis model, prior to use under Background + CPB, to either match exactly the values in 2005 report or to be no more than 1.0 seconds different.

Appendix 1
Level of Service Calculations

Bkgnd+Ph1+2 AM Wed May 4, 2022 14:25:17 Page 2-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
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		Stop Sign			Stop Sign		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0 1 0 1			1 0 0 1 0		0 0 1! 0 0			0 0 1! 0 0		
Volume Module: AM Peak Hour												
Base Vol:	5	386	465	15	201	2	4	4	5	225	6	18
Growth Adj:	1.00	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	386	465	15	201	2	4	4	5	225	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	386	465	15	201	2	4	4	5	225	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	386	465	15	201	2	4	4	5	225	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	386	465	15	201	2	4	4	5	225	6	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	578	631	720	508	546	5	156	156	195	509	14	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.65	0.03	0.37	0.37	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:			****			****		****			****	
Delay/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
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
AdjDel/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:		16.3			12.2			9.6			13.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.3			12.2			9.6			13.7	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	0.0	1.5	1.7	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

****

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

****

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

****

Intersection #9003 Santa Teresa Blvd. / First St.

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 49 Level Of Service: C

****

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:	AM Peak Hour											
Base Vol:	89	518	295	445	590	87	41	220	112	249	155	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	518	295	445	590	87	41	220	112	249	155	270
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	518	148	445	590	44	41	220	56	249	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	518	148	445	590	44	41	220	56	249	155	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	518	148	445	590	44	41	220	56	249	155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.14	0.16	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:		****		****				****		****		
Green Time:	7.4	14.8	14.8	15.3	22.6	22.6	6.2	12.5	12.5	15.4	21.7	0.0
Volume/Cap:	0.48	0.65	0.40	0.65	0.48	0.08	0.26	0.65	0.18	0.65	0.26	0.00
Uniform Del:	29.5	25.2	23.8	24.9	19.0	16.4	29.7	26.7	24.4	24.8	18.1	0.0
IncremntDel:	2.0	1.8	0.7	2.1	0.3	0.1	0.9	4.3	0.3	3.8	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	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:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

****

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

****

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 28.8
Optimal Cycle: 0 Level Of Service: D

****

Street Name:	Uvas Park Dr.					Miller Ave.					
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		Stop Sign			Stop Sign		
Rights:	Include			Include		Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	110	253	12	12	392	64	41	70	170	56	125	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	253	12	12	392	64	41	70	170	56	125	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	266	13	13	413	67	43	74	179	59	132	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	266	13	13	413	67	43	74	179	59	132	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	266	13	13	413	67	43	74	179	59	132	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.84	0.14	0.15	0.25	0.60	0.27	0.61	0.12
Final Sat.:	148	341	16	14	455	74	70	119	289	118	263	53
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.91	0.91	0.91	0.62	0.62	0.62	0.50	0.50	0.50
Crit Moves:			****	****				****			****	
Delay/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
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
AdjDel/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
LOS by Move:	D	D	D	E	E	E	C	C	C	C	C	C
ApproachDel:	27.3			41.5			18.7			16.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	27.3			41.5			18.7			16.5		
LOS by Appr:	D			E			C			C		
AllWayAvgQ:	2.4	2.4	2.4	4.8	4.8	4.8	1.2	1.2	1.2	0.7	0.7	0.7

****

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

****

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

****

Intersection #9013 Princevalle / Tenth

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 6 Average Delay (sec/veh): 10.1
Optimal Cycle: 23 Level Of Service: B+

****

Street Name:	Princevalle St.					Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:	AM Peak Hour											
Base Vol:	95	148	120	117	203	32	107	433	126	115	349	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	148	120	117	203	32	107	433	126	115	349	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	148	120	117	203	32	107	433	126	115	349	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	148	120	117	203	32	107	433	126	115	349	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:	95	148	120	117	203	32	107	433	126	115	349	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.55	0.45	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	994	806	1750	1555	245	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:		****						****				
Green Time:	21.3	21.3	21.3	21.3	21.3	21.3	32.7	32.7	32.7	32.7	32.7	32.7
Volume/Cap:	0.15	0.42	0.42	0.19	0.37	0.37	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	13.2	14.6	14.6	13.3	14.3	14.3	6.6	8.1	6.7	6.7	7.6	6.6
IncremntDel:	0.1	0.4	0.4	0.1	0.4	0.4	0.1	0.3	0.1	0.1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

****

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

****

Bkgnd+Ph1+2 AM Wed May 4, 2022 14:25:17 Page 6-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.133
Loss Time (sec): 0 Average Delay (sec/veh): 60.8
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Thomas Rd.					Luchessa Ave.					
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			Stop Sign			Stop Sign	
Rights:	Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0 0	0 0	0 0	0 0 1	0 1	0 0	0		
Volume Module: AM Peak Hour											
Base Vol:	115	0	431	0	0	0	0	315	102	405	216	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:	115	0	431	0	0	0	0	315	102	405	216	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:	115	0	431	0	0	0	0	315	102	405	216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	431	0	0	0	0	315	102	405	216	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:	115	0	431	0	0	0	0	315	102	405	216	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.65	0.35	0.00
Final Sat.:	126	0	471	0	0	0	0	490	542	357	191	0
Capacity Analysis Module:												
Vol/Sat:	0.91	xxxx	0.91	xxxx	xxxx	xxxx	xxxx	0.64	0.19	1.13	1.13	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	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
AdjDel/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	0.0
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*
ApproachDel:	42.8			xxxxxx				18.9			104.7	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	42.8			xxxxxx				18.9			104.7	
LOS by Appr:	E			*				C			F	
AllWayAvgQ:	5.6	5.6	5.6	0.0	0.0	0.0	0.0	1.6	0.2	14.5	14.5	14.5

****

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

****

Bkgnd+Ph1+2 AM Wed May 4, 2022 14:25:17 Page 7-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #9018 Princevalle / Luchessa

****

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: D[28.4]

****

Street Name:	Princevalle St.									Luchessa Ave.													
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							
Rights:	Include					Include					Include					Include							
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0			
Volume Module:	AM Peak Hour																						
Base Vol:	0		0		0	74		0		173	172		573		0	0		448		94			
Growth Adj:	1.00		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	74		0		173	172		573		0	0		448		94			
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00			
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00			
PHF Volume:	0		0		0	74		0		173	172		573		0	0		448		94			
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0			
FinalVolume:	0		0		0	74		0		173	172		573		0	0		448		94			
Critical Gap Module:																							
Critical Gp:	xxxxx	xxxx	xxxxx		6.4	xxxx		6.2		4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
FollowUpTim:	xxxxx	xxxx	xxxxx		3.5	xxxx		3.3		2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Capacity Module:																							
Cnflict Vol:	xxxx	xxxx	xxxxx		1412	xxxx		495		542	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Potent Cap.:	xxxx	xxxx	xxxxx		154	xxxx		579		1037	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Move Cap.:	xxxx	xxxx	xxxxx		132	xxxx		579		1037	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Volume/Cap:	xxxx	xxxx	xxxx		0.56	xxxx		0.30		0.17	xxxx	xxxx		xxxx	xxxx	xxxx							
Level Of Service Module:																							
2Way95thQ:	xxxx	xxxx	xxxxx		2.8	xxxx		1.2		0.6	xxxx	xxxxx		xxxx	xxxx	xxxxx							
Control Del:	xxxxx	xxxx	xxxxx		62.5	xxxx		13.9		9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
LOS by Move:	*		*		*	F		*		B	A		*		*	*		*		*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx		0.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx		xxxxx		9.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx							
Shared LOS:	*		*		*	*		*		*	A		*		*	*		*		*			
ApproachDel:	xxxxxx					28.4					xxxxxx					xxxxxx							
ApproachLOS:	*					D					*					*							

****

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

****

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

****

Intersection #9019 Monterey / Luchessa

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: 37 Level Of Service: C

****

Street Name:	Monterey Rd.					Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:	AM Peak Hour											
Base Vol:	256	245	351	83	161	93	156	249	220	92	108	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	245	351	83	161	93	156	249	220	92	108	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	245	351	83	161	93	156	249	220	92	108	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	245	351	83	161	93	156	249	220	92	108	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	245	351	83	161	93	156	249	220	92	108	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1473	327
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.20	0.05	0.04	0.05	0.09	0.13	0.13	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	31.2	30.5	41.3	9.8	9.0	29.8	20.7	27.0	58.2	10.8	17.1	26.8
Volume/Cap:	0.42	0.19	0.44	0.44	0.42	0.16	0.39	0.44	0.19	0.44	0.39	0.25
Uniform Del:	22.5	21.1	16.5	37.6	38.0	21.3	29.3	25.4	6.4	36.8	31.9	23.9
IncremntDel:	0.5	0.1	0.4	1.6	0.8	0.1	0.6	0.5	0.1	1.5	0.7	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:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
LOS by Move:	C+	C+	B	D	D+	C+	C	C	A	D+	C-	C
HCM2kAvgQ:	6	2	7	3	3	2	4	6	3	3	4	3

****

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

****

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 12 Average Delay (sec/veh): 36.2
Optimal Cycle: 0 Level Of Service: E

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
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		Stop Sign			Stop Sign		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0 1 0 1			1 0 0 1 0		0 0 0 1 0			0 0 1! 0 0		
Volume Module:PM Peak Hour												
Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20
Growth Adj:	1.00	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	244	231	21	403	0	0	10	11	507	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	244	231	21	403	0	0	10	11	507	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	244	231	21	403	0	0	10	11	507	8	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	452	485	535	460	492	0	0	202	223	517	8	20
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.43	0.05	0.82	xxxx	xxxx	0.05	0.05	0.98	0.98	0.98
Crit Moves:		****			****			****			****	
Delay/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5
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
AdjDel/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5
LOS by Move:	B	C	B	B	D	*	*	B	B	F	F	F
ApproachDel:		15.5			32.9			11.1			58.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			32.9			11.1			58.5	
LOS by Appr:		C			D			B			F	
AllWayAvgQ:	0.0	0.9	0.7	0.0	3.3	3.3	0.0	0.0	0.0	7.4	7.4	7.4

****

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

****

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

****

Intersection #9003 Santa Teresa Blvd. / First St.

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 44 Level Of Service: C

****

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	111	356	171	373	481	78	96	275	80	223	285	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	356	171	373	481	78	96	275	80	223	285	344
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	356	86	373	481	39	96	275	40	223	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	356	86	373	481	39	96	275	40	223	285	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:	111	356	86	373	481	39	96	275	40	223	285	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.05	0.12	0.13	0.02	0.05	0.14	0.02	0.13	0.15	0.00
Crit Moves:		****		****				****		****		
Green Time:	8.5	11.2	11.2	14.2	16.9	16.9	8.7	17.3	17.3	15.3	23.9	0.0
Volume/Cap:	0.52	0.58	0.30	0.58	0.52	0.09	0.44	0.58	0.09	0.58	0.44	0.00
Uniform Del:	28.9	27.2	25.9	25.2	23.0	20.6	28.4	23.2	20.3	24.5	17.9	0.0
IncremntDel:	2.4	1.5	0.6	1.4	0.6	0.1	1.4	1.9	0.1	2.3	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	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:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	0.0
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A
HCM2kAvgQ:	3	5	2	5	5	1	3	6	1	6	5	0

****

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

****

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 0 Average Delay (sec/veh): 46.2
Optimal Cycle: 0 Level Of Service: E

****

Street Name:	Uvas Park Dr.					Miller Ave.					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	168	445	10	13	325	141	91	35	109	12	90	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	445	10	13	325	141	91	35	109	12	90	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	445	10	13	325	141	91	35	109	12	90	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.71	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21
Final Sat.:	159	422	9	16	396	172	189	73	227	41	311	93
Capacity Analysis Module:												
Vol/Sat:	1.06	1.06	1.06	0.82	0.82	0.82	0.48	0.48	0.48	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
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
AdjDel/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
LOS by Move:	F	F	F	D	D	D	C	C	C	B	B	B
ApproachDel:		76.9			30.1			15.7			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		76.9			30.1			15.7			13.2	
LOS by Appr:		F			D			C			B	
AllWayAvgQ:	11.1	11.1	11.1	3.4	3.4	3.4	0.8	0.8	0.8	0.3	0.3	0.3

****

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

****

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

****

Intersection #9013 Princevalle / Tenth

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 6 Average Delay (sec/veh): 9.1
Optimal Cycle: 23 Level Of Service: A

****

Street Name:	Princevalle St.					Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:	PM Peak Hour											
Base Vol:	114	101	73	102	119	16	14	383	14	79	548	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	101	73	102	119	16	14	383	14	79	548	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	101	73	102	119	16	14	383	14	79	548	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	101	73	102	119	16	14	383	14	79	548	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	101	73	102	119	16	14	383	14	79	548	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1045	755	1750	1587	213	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.08	0.08	0.01	0.20	0.01	0.05	0.29	0.07
Crit Moves:		****									****	
Green Time:	13.6	13.6	13.6	13.6	13.6	13.6	40.4	40.4	40.4	40.4	40.4	40.4
Volume/Cap:	0.29	0.43	0.43	0.26	0.33	0.33	0.01	0.30	0.01	0.07	0.43	0.11
Uniform Del:	19.2	19.9	19.9	19.1	19.4	19.4	3.2	4.0	3.2	3.3	4.5	3.4
IncremntDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1

****

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

****

Bkgnd+Ph1+2 PM Wed May 4, 2022 14:30:43 Page 6-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.348
Loss Time (sec): 0 Average Delay (sec/veh): 114.1
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Thomas Rd.					Luchessa Ave.					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.00	0.89	0.00	0.00	0.00	0.00	1.00	1.00	0.53	0.47	0.00
Final Sat.:	71	0	553	0	0	0	0	561	630	346	305	0
Capacity Analysis Module:												
Vol/Sat:	0.54	xxxx	0.54	xxxx	xxxx	xxxx	xxxx	0.44	0.05	1.35	1.35	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	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
AdjDel/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	14.9			xxxxxx				13.2			184.3	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	14.9			xxxxxx				13.2			184.3	
LOS by Appr:	B			*				B			F	
AllWayAvgQ:	1.1	1.1	1.1	0.0	0.0	0.0	0.0	0.7	0.1	31.8	31.8	31.8

****

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

****

Bkgnd+Ph1+2 PM Wed May 4, 2022 14:30:43 Page 7-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #9018 Princevalle / Luchessa

****

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[34.9]

****

Street Name:	Princevalle St.								Luchessa Ave.							
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				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0		0		0	72		0		97	67		478		0	0		780		107
Growth Adj:	1.00		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	72		0		97	67		478		0	0		780		107
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	72		0		97	67		478		0	0		780		107
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	72		0		97	67		478		0	0		780		107
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		xxxxx	6.4		xxxx		6.2	4.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx		xxxx		xxxxx	3.5		xxxx		3.3	2.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	1446		xxxx		834	887		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	147		xxxx		371	772		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	137		xxxx		371	772		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		xxxx	0.53		xxxx		0.26	0.09		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	2.5		xxxx		1.0	0.3		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	57.6		xxxx		18.1	10.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	F		*		C	B		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.3		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	10.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	B		*		*	*		*		*
ApproachDel:	xxxxxx					34.9					xxxxxx					xxxxxx				
ApproachLOS:	*					D					*					*				

****

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

****

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

****

Intersection #9019 Monterey / Luchessa

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 56 Level Of Service: C

****

Street Name:	Monterey Rd.					Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:	PM Peak Hour											
Base Vol:	377	261	138	35	275	229	164	170	220	285	282	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	261	138	35	275	229	164	170	220	285	282	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	261	138	35	275	229	164	170	220	285	282	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	261	138	35	275	229	164	170	220	285	282	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	261	138	35	275	229	164	170	220	285	282	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1357	443
Capacity Analysis Module:												
Vol/Sat:	0.22	0.07	0.08	0.02	0.07	0.13	0.09	0.09	0.13	0.16	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	28.5	29.5	55.3	8.6	9.6	22.0	12.4	14.2	42.7	25.8	27.5	36.1
Volume/Cap:	0.68	0.21	0.13	0.21	0.68	0.54	0.68	0.57	0.27	0.57	0.68	0.52
Uniform Del:	26.8	21.8	7.3	37.6	38.7	29.6	36.9	35.1	14.2	27.4	27.4	20.4
IncremntDel:	3.4	0.1	0.1	0.6	4.7	1.3	7.6	2.6	0.2	1.6	3.4	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:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0
LOS by Move:	C	C+	A	D+	D	C	D	D+	B	C	C	C+
HCM2kAvgQ:	11	3	2	1	5	7	6	5	4	8	11	9

****

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

****

MITIG8 - Bkgnd+Ph1+2 AM Wed May 11, 2022 11:33:25 Page 1-1

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

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 12 Average Delay (sec/veh): 21.1
Optimal Cycle: 49 Level Of Service: C+

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
Approach:	North Bound			South Bound		East Bound			West Bound		
Movement:	L - T - R			L - T - R		L - T - R			L - T - R		
Control:	Protected			Protected		Split Phase			Split Phase		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	386	465	15	201	2	4	4	5	225	6	18
Growth Adj:	1.00	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	386	465	15	201	2	4	4	5	225	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	386	465	15	201	2	4	4	5	225	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	386	465	15	201	2	4	4	5	225	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	386	465	15	201	2	4	4	5	225	6	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	1900	1900	1900	1900	1881	19	585	585	731	1717	46	137
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.24	0.01	0.11	0.11	0.01	0.01	0.01	0.13	0.13	0.13
Crit Moves:			****	****				****			****	
Green Time:	13.9	26.7	26.7	7.0	19.8	19.8	10.0	10.0	10.0	14.3	14.3	14.3
Volume/Cap:	0.01	0.53	0.64	0.08	0.38	0.38	0.05	0.05	0.05	0.64	0.64	0.64
Uniform Del:	22.6	16.8	17.7	28.6	20.1	20.1	25.9	25.9	25.9	25.5	25.5	25.5
IncremntDel:	0.0	0.8	2.0	0.2	0.4	0.4	0.1	0.1	0.1	3.6	3.6	3.6
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:	22.6	17.6	19.7	28.8	20.6	20.6	26.0	26.0	26.0	29.1	29.1	29.1
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:	22.6	17.6	19.7	28.8	20.6	20.6	26.0	26.0	26.0	29.1	29.1	29.1
LOS by Move:	C+	B	B-	C	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	9	0	4	4	0	0	0	6	6	6

****

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

****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to CITY OF CAMPBELL

MITIG8 - Bkgnd+Ph1+2 AM Thu May 26, 2022 12:14:09 Page 1-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 0 Average Delay (sec/veh): 24.9
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Uvas Park Dr.							Miller Ave.					
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			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 0 0	1 0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0		
Volume Module:	AM Peak Hour												
Base Vol:	110	253	12	12	392	64	41	70	170	56	125	25	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	110	253	12	12	392	64	41	70	170	56	125	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	116	266	13	13	413	67	43	74	179	59	132	26	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	116	266	13	13	413	67	43	74	179	59	132	26	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	116	266	13	13	413	67	43	74	179	59	132	26	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.95	0.05	0.02	0.84	0.14	0.15	0.25	0.60	0.27	0.61	0.12	
Final Sat.:	449	459	22	14	461	75	72	124	301	123	275	55	
Capacity Analysis Module:													
Vol/Sat:	0.26	0.58	0.58	0.89	0.89	0.89	0.60	0.60	0.60	0.48	0.48	0.48	
Crit Moves:		****			****			****			****		
Delay/Veh:	12.8	18.2	18.2	39.9	39.9	39.9	17.9	17.9	17.9	15.8	15.8	15.8	
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	
AdjDel/Veh:	12.8	18.2	18.2	39.9	39.9	39.9	17.9	17.9	17.9	15.8	15.8	15.8	
LOS by Move:	B	C	C	E	E	E	C	C	C	C	C	C	
ApproachDel:		16.6			39.9			17.9			15.8		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		16.6			39.9			17.9			15.8		
LOS by Appr:		C			E			C			C		
AllWayAvgQ:	0.3	1.1	1.1	4.7	4.7	4.7	1.1	1.1	1.1	0.7	0.7	0.7	

****

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

****

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MITIG8 - Bkgnd+Ph1+2 AM Thu May 26, 2022 12:24:00 Page 1-1

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Average Delay (sec/veh): 6.9 Level Of Service: A

****

Street Name:	Thomas Rd.					Luchessa Ave.					
Approach:	North Bound			South Bound		East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module: AM Peak Hour												
Base Vol:	115	0	429	0	0	0	0	315	102	404	216	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:	115	0	429	0	0	0	0	315	102	404	216	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:	115	0	429	0	0	0	0	315	102	404	216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	429	0	0	0	0	315	102	404	216	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:	115	0	429	0	0	0	0	315	102	404	216	0
PCE Module:												
AutoPCE:	115	0	429	0	0	0	0	315	102	404	216	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	115	0	429	0	0	0	0	315	102	404	216	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	315	735	404	115
MaxVolume:	1030	xxxxxx	982	1138
PedVolume:	0	0	0	0
AdjMaxVol:	1030	xxxxxx	982	1138
ApproachVol:	544	xxxxxx	417	620
ApproachV/C:	0.53	1.00	0.42	0.54
ApproachDel:	7.3	xxxxxx	6.3	6.9
ApproachLOS:	A	*	A	A
Queue:	3.2	xxxx	2.1	3.4

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MITIG8 - Bkgnd+Ph1+2 PM Wed May 11, 2022 11:35:24 Page 1-1

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

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): 30.5
Optimal Cycle: 49 Level Of Service: C

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
Approach:	North Bound			South Bound		East Bound			West Bound		
Movement:	L - T - R			L - T - R		L - T - R			L - T - R		
Control:	Protected			Protected		Split Phase			Split Phase		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:PM Peak Hour												
Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20
Growth Adj:	1.00	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	244	231	21	403	0	0	10	11	507	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	244	231	21	403	0	0	10	11	507	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	244	231	21	403	0	0	10	11	507	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	1900	1900	1900	1900	1900	0	0	905	995	1801	28	71
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.01	0.21	0.00	0.00	0.01	0.01	0.28	0.28	0.28
Crit Moves:	****				****			****			****	
Green Time:	7.0	17.2	17.2	11.7	21.9	0.0	0.0	10.0	10.0	29.1	29.1	29.1
Volume/Cap:	0.05	0.60	0.57	0.08	0.77	0.00	0.00	0.09	0.09	0.77	0.77	0.77
Uniform Del:	33.4	28.3	28.1	29.5	26.8	0.0	0.0	31.0	31.0	22.5	22.5	22.5
IncremntDel:	0.1	2.4	1.8	0.1	7.1	0.0	0.0	0.2	0.2	5.5	5.5	5.5
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	30.7	29.9	29.6	33.9	0.0	0.0	31.1	31.1	28.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	30.7	29.9	29.6	33.9	0.0	0.0	31.1	31.1	28.0	28.0	28.0
LOS by Move:	C-	C	C	C	C-	A	A	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	11	0	0	1	1	14	14	14

****

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

****

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MITIG8 - Bkgnd+Ph1+2 PM Thu May 26, 2022 12:16:21 Page 1-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 Average Delay (sec/veh): 24.0
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Uvas Park Dr.							Miller Ave.					
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			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0 0	1	0	0 0	1!	0 0	0	0 0	1!	0 0	0 0	1! 0 0
Volume Module:PM Peak Hour													
Base Vol:	168	445	10	13	325	141	91	35	109	12	90	27	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	168	445	10	13	325	141	91	35	109	12	90	27	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	168	445	10	13	325	141	91	35	109	12	90	27	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.98	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21	
Final Sat.:	512	541	12	16	399	173	189	73	226	42	311	93	
Capacity Analysis Module:													
Vol/Sat:	0.33	0.82	0.82	0.81	0.81	0.81	0.48	0.48	0.48	0.29	0.29	0.29	
Crit Moves:		****			****			****			****		
Delay/Veh:	12.9	31.2	31.2	28.6	28.6	28.6	15.0	15.0	15.0	12.7	12.7	12.7	
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	
AdjDel/Veh:	12.9	31.2	31.2	28.6	28.6	28.6	15.0	15.0	15.0	12.7	12.7	12.7	
LOS by Move:	B	D	D	D	D	D	B	B	B	B	B	B	
ApproachDel:		26.3			28.6			15.0			12.7		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		26.3			28.6			15.0			12.7		
LOS by Appr:		D			D			B			B		
AllWayAvgQ:	0.5	3.4	3.4	3.2	3.2	3.2	0.7	0.7	0.7	0.3	0.3	0.3	

****

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

****

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MITIG8 - Bkgnd+Ph1+2 PM Thu May 26, 2022 12:26:49 Page 1-1

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Average Delay (sec/veh): 8.8 Level Of Service: A

****

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:PM Peak Hour												
Base Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
PCE Module:												
AutoPCE:	38	0	297	0	0	0	0	249	32	467	411	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	38	0	297	0	0	0	0	249	32	467	411	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	249	916	467	38
MaxVolume:	1066	xxxxxx	948	1179
PedVolume:	0	0	0	0
AdjMaxVol:	1066	xxxxxx	948	1179
ApproachVol:	335	xxxxxx	281	878
ApproachV/C:	0.31	1.00	0.30	0.74
ApproachDel:	4.9	xxxxxx	5.4	11.3
ApproachLOS:	A	*	A	B
Queue:	1.4	xxxx	1.2	7.3

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 12 Average Delay (sec/veh): 14.7
Optimal Cycle: 0 Level Of Service: B

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
Growth Adj:	1.00	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	380	459	15	197	2	4	4	5	222	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	380	459	15	197	2	4	4	5	222	6	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	581	633	722	510	548	6	157	157	196	509	14	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.64	0.03	0.36	0.36	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:			****		****			****		****		
Delay/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
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
AdjDel/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:		15.8			12.1			9.5			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.8			12.1			9.5			13.5	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	0.0	1.4	1.6	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

****

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

****

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

****

Intersection #9003 Santa Teresa Blvd. / First St.

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 48 Level Of Service: C

****

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:	AM Peak Hour											
Base Vol:	88	495	289	445	578	87	41	220	111	246	155	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	495	289	445	578	87	41	220	111	246	155	270
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	88	495	145	445	578	44	41	220	56	246	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	495	145	445	578	44	41	220	56	246	155	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	88	495	145	445	578	44	41	220	56	246	155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.14	0.15	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:		****		****				****		****		
Green Time:	7.4	14.3	14.3	15.5	22.4	22.4	6.3	12.7	12.7	15.4	21.9	0.0
Volume/Cap:	0.47	0.64	0.40	0.64	0.47	0.08	0.26	0.64	0.17	0.64	0.26	0.00
Uniform Del:	29.5	25.5	24.1	24.7	19.1	16.6	29.7	26.5	24.2	24.7	18.0	0.0
IncremntDel:	1.9	1.8	0.7	2.0	0.3	0.1	0.9	3.9	0.3	3.5	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	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:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	18.2	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

****

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

****

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 Average Delay (sec/veh): 21.3
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Uvas Park Dr.					Miller Ave.					
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		Stop Sign			Stop Sign		
Rights:	Include			Include		Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	108	253	12	12	392	59	36	67	164	56	123	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	253	12	12	392	59	36	67	164	56	123	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	253	12	12	392	59	36	67	164	56	123	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	253	12	12	392	59	36	67	164	56	123	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	253	12	12	392	59	36	67	164	56	123	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.85	0.13	0.13	0.25	0.62	0.27	0.61	0.12
Final Sat.:	155	364	17	15	484	73	67	124	304	123	271	55
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.81	0.81	0.81	0.54	0.54	0.54	0.45	0.45	0.45
Crit Moves:		****			****		****				****	
Delay/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
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
AdjDel/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
LOS by Move:	C	C	C	D	D	D	C	C	C	B	B	B
ApproachDel:		21.0			28.0			15.4			14.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.0			28.0			15.4			14.5	
LOS by Appr:		C			D			C			B	
AllWayAvgQ:	1.7	1.7	1.7	3.0	3.0	3.0	0.8	0.8	0.8	0.6	0.6	0.6

****

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

****

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

****

Intersection #9013 Princevalle / Tenth

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 6 Average Delay (sec/veh): 10.2
Optimal Cycle: 23 Level Of Service: B+

****

Street Name:	Princevalle St.									Tenth St.		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:	AM Peak Hour											
Base Vol:	95	147	130	117	202	32	107	428	126	115	347	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	147	130	117	202	32	107	428	126	115	347	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	147	130	117	202	32	107	428	126	115	347	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	147	130	117	202	32	107	428	126	115	347	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:	95	147	130	117	202	32	107	428	126	115	347	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.53	0.47	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	955	845	1750	1554	246	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:		****						****				
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	32.1	32.1	32.1	32.1	32.1	32.1
Volume/Cap:	0.15	0.42	0.42	0.18	0.36	0.36	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	12.8	14.3	14.3	13.0	13.9	13.9	6.9	8.4	7.0	7.0	7.9	6.9
IncremntDel:	0.1	0.4	0.4	0.1	0.3	0.3	0.1	0.3	0.1	0.1	0.2	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:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

****

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

****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.071
Loss Time (sec): 0 Average Delay (sec/veh): 51.1
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Thomas Rd.							Luchessa Ave.					
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			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	1	0
	1	0	1	0	1	0	1	0	0	0			
Volume Module: AM Peak Hour													
Base Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.68	0.32	0.00	
Final Sat.:	126	0	478	0	0	0	0	491	543	377	180	0	
Capacity Analysis Module:													
Vol/Sat:	0.90	xxxx	0.90	xxxx	xxxx	xxxx	xxxx	0.56	0.18	1.07	1.07	xxxx	
Crit Moves:	****							****			****		
Delay/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	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	
AdjDel/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	0.0	
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*	
ApproachDel:	39.4			xxxxxx				16.2			83.4		
Delay Adj:	1.00			xxxxx				1.00			1.00		
ApprAdjDel:	39.4			xxxxxx				16.2			83.4		
LOS by Appr:	E			*				C			F		
AllWayAvgQ:	5.1	5.1	5.1	0.0	0.0	0.0	0.0	1.1	0.2	11.4	11.4	11.4	

****

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

****

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #9018 Princevalle / Luchessa

****

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: D[25.0]

****

Street Name:	Princevalle St.								Luchessa Ave.							
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				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module: AM Peak Hour																				
Base Vol:	0		0		0	73		0		172	171		533		0	0		424		93
Growth Adj:	1.00		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	73		0		172	171		533		0	0		424		93
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		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	73		0		172	171		533		0	0		424		93
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	73		0		172	171		533		0	0		424		93
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		xxxxx	6.4		xxxx		6.2	4.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx		xxxx		xxxxx	3.5		xxxx		3.3	2.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	1346		xxxx		471	517		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	169		xxxx		597	1059		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	146		xxxx		597	1059		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		xxxx	0.50		xxxx		0.29	0.16		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	2.4		xxxx		1.2	0.6		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	52.4		xxxx		13.4	9.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	F		*		B	A		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.6		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	9.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	A		*		*	*		*		*
ApproachDel:	xxxxxx					25.0					xxxxxx					xxxxxx				
ApproachLOS:	*					D					*					*				

****

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

****

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

****

Intersection #9019 Monterey / Luchessa

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): 23.4
Optimal Cycle: 37 Level Of Service: C

****

Street Name:	Monterey Rd.					Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:	AM Peak Hour											
Base Vol:	269	244	351	83	106	83	136	267	216	92	103	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	244	351	83	106	83	136	267	216	92	103	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	244	351	83	106	83	136	267	216	92	103	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	244	351	83	106	83	136	267	216	92	103	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	244	351	83	106	83	136	267	216	92	103	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1460	340
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.20	0.05	0.03	0.05	0.08	0.14	0.12	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	33.2	29.7	40.3	9.5	6.0	26.3	20.3	28.2	61.4	10.6	18.4	28.0
Volume/Cap:	0.42	0.19	0.45	0.45	0.42	0.16	0.34	0.45	0.18	0.45	0.34	0.23
Uniform Del:	21.2	21.6	17.2	37.8	40.3	23.6	29.2	24.7	5.2	37.0	30.6	23.0
IncremntDel:	0.4	0.1	0.4	1.7	1.1	0.1	0.5	0.5	0.1	1.6	0.6	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:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
LOS by Move:	C+	C+	B	D	D	C	C	C	A	D+	C	C
HCM2kAvgQ:	6	2	7	3	2	2	4	6	2	3	3	3

****

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

****

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): 31.4
Optimal Cycle: 0 Level Of Service: D

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
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		Stop Sign			Stop Sign		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0 1 0 1			1 0 0 1 0		0 0 0 1 0			0 0 1! 0 0		
Volume Module:PM Peak Hour												
Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20
Growth Adj:	1.00	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	223	223	21	389	0	0	10	11	494	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	223	223	21	389	0	0	10	11	494	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	223	223	21	389	0	0	10	11	494	8	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	454	487	538	464	497	0	0	206	226	524	8	21
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.41	0.05	0.78	xxxx	xxxx	0.05	0.05	0.94	0.94	0.94
Crit Moves:		****			****			****		****		
Delay/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
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
AdjDel/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
LOS by Move:	B	C	B	B	D	*	*	B	B	E	E	E
ApproachDel:		14.4			28.5			10.8			49.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			28.5			10.8			49.4	
LOS by Appr:		B			D			B			E	
AllWayAvgQ:	0.0	0.8	0.6	0.0	2.7	2.7	0.0	0.0	0.0	6.1	6.1	6.1

****

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

****

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

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 43 Level Of Service: C

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	107	321	163	373	462	78	96	275	77	218	285	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	321	163	373	462	78	96	275	77	218	285	344
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	321	82	373	462	39	96	275	39	218	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	321	82	373	462	39	96	275	39	218	285	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:	107	321	82	373	462	39	96	275	39	218	285	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.12	0.12	0.02	0.05	0.14	0.02	0.12	0.15	0.00
Crit Moves:		****		****				****		****		
Green Time:	8.3	10.4	10.4	14.5	16.6	16.6	8.9	17.8	17.8	15.3	24.2	0.0
Volume/Cap:	0.51	0.57	0.31	0.57	0.51	0.09	0.43	0.57	0.09	0.57	0.43	0.00
Uniform Del:	28.9	27.7	26.6	24.9	23.2	20.8	28.3	22.8	19.9	24.4	17.6	0.0
IncremntDel:	2.2	1.4	0.7	1.2	0.5	0.1	1.4	1.6	0.1	2.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	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:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	0.0
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A
HCM2kAvgQ:	3	4	2	5	5	1	3	6	1	5	5	0

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

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Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 0 Average Delay (sec/veh): 44.0
Optimal Cycle: 0 Level Of Service: E

****

Street Name:	Uvas Park Dr.					Miller Ave.					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	156	445	10	13	325	122	52	27	102	12	79	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	445	10	13	325	122	52	27	102	12	79	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	468	11	14	342	128	55	28	107	13	83	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	468	11	14	342	128	55	28	107	13	83	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	468	11	14	342	128	55	28	107	13	83	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.73	0.02	0.03	0.71	0.26	0.29	0.15	0.56	0.10	0.67	0.23
Final Sat.:	157	449	10	17	429	161	142	74	279	47	309	106
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.80	0.80	0.80	0.38	0.38	0.38	0.27	0.27	0.27
Crit Moves:	****				****		****					****
Delay/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
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
AdjDel/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
LOS by Move:	F	F	F	D	D	D	B	B	B	B	B	B
ApproachDel:	71.7			27.3			13.7			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	71.7			27.3			13.7			12.6		
LOS by Appr:	F			D			B			B		
AllWayAvgQ:	10.8	10.8	10.8	3.1	3.1	3.1	0.5	0.5	0.5	0.3	0.3	0.3

****

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

****

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

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 6 Average Delay (sec/veh): 9.2
Optimal Cycle: 23 Level Of Service: A

Street Name:	Princevalle St.					Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	114	101	73	102	117	16	14	375	14	79	536	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	101	73	102	117	16	14	375	14	79	536	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	101	73	102	117	16	14	375	14	79	536	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	101	73	102	117	16	14	375	14	79	536	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	101	73	102	117	16	14	375	14	79	536	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1045	755	1750	1583	217	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.07	0.07	0.01	0.20	0.01	0.05	0.28	0.07
Crit Moves:		****									****	
Green Time:	13.8	13.8	13.8	13.8	13.8	13.8	40.2	40.2	40.2	40.2	40.2	40.2
Volume/Cap:	0.28	0.42	0.42	0.25	0.32	0.32	0.01	0.29	0.01	0.07	0.42	0.11
Uniform Del:	19.0	19.7	19.7	18.9	19.2	19.2	3.3	4.1	3.3	3.4	4.5	3.5
IncremntDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 0 Average Delay (sec/veh): 64.7
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Thomas Rd.					Luchessa Ave.					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module:PM Peak Hour												
Base Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.00	0.00	0.00	0.00	1.00	1.00	0.61	0.39	0.00
Final Sat.:	55	0	588	0	0	0	0	565	635	410	261	0
Capacity Analysis Module:												
Vol/Sat:	0.51	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	0.32	0.04	1.14	1.14	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	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
AdjDel/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	13.9			xxxxxx				11.3		100.5		
Delay Adj:	1.00			xxxxx				1.00		1.00		
ApprAdjDel:	13.9			xxxxxx				11.3		100.5		
LOS by Appr:	B			*				B		F		
AllWayAvgQ:	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	17.2	17.2	17.2

****

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

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #9018 Princevalle / Luchessa

****

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[25.8]

****

Street Name:	Princevalle St.								Luchessa Ave.							
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				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:PM Peak Hour																				
Base Vol:	0		0		0	72		0		93	65		413		0	0		671		107
Growth Adj:	1.00		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	72		0		93	65		413		0	0		671		107
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	72		0		93	65		413		0	0		671		107
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	72		0		93	65		413		0	0		671		107
Critical Gap Module:																				
Critical Gp:xxxxx	xxxx		xxxxx			6.4	xxxx		6.2		4.1	xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:xxxxx	xxxx		xxxxx			3.5	xxxx		3.3		2.2	xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	1268	xxxx		725		778	xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	188	xxxx		429		848	xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	177	xxxx		429		848	xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		xxxx	0.41	xxxx		0.22		0.08	xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	1.8	xxxx		0.8		0.2	xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:xxxxx	xxxx		xxxxx			38.8	xxxx		15.7		9.6	xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	E	*		C		A	*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		0.2	xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		9.6	xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	A	*		*	*		*		*
ApproachDel:	xxxxxx					25.8					xxxxxx					xxxxxx				
ApproachLOS:	*					D					*					*				

****

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

****

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

****

Intersection #9019 Monterey / Luchessa

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): 28.0
Optimal Cycle: 50 Level Of Service: C

****

Street Name:	Monterey Rd.					Luchessa Ave.					
Approach:	North Bound			South Bound		East Bound			West Bound		
Movement:	L - T - R			L - T - R		L - T - R			L - T - R		
Control:	Protected			Protected		Protected			Protected		
Rights:	Ovl			Ovl		Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module: PM Peak Hour												
Base Vol:	356	281	138	35	275	180	128	152	218	285	258	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	281	138	35	275	180	128	152	218	285	258	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	281	138	35	275	180	128	152	218	285	258	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	281	138	35	275	180	128	152	218	285	258	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	281	138	35	275	180	128	152	218	285	258	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.74	0.26
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1327	473
Capacity Analysis Module:												
Vol/Sat:	0.20	0.07	0.08	0.02	0.07	0.10	0.07	0.08	0.12	0.16	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	29.2	31.2	56.9	8.4	10.4	20.9	10.5	12.7	41.9	25.8	27.9	36.3
Volume/Cap:	0.63	0.21	0.12	0.21	0.63	0.44	0.63	0.57	0.27	0.57	0.63	0.48
Uniform Del:	25.8	20.8	6.6	37.7	38.0	29.6	37.9	36.1	14.7	27.4	26.6	19.9
IncremntDel:	2.2	0.1	0.1	0.7	2.9	0.8	6.1	2.9	0.2	1.6	2.3	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:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4
LOS by Move:	C	C+	A	D+	D	C	D	D	B	C	C	C+
HCM2kAvgQ:	10	3	2	1	5	5	5	5	4	8	9	8

****

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

****

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

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): 21.0
Optimal Cycle: 49 Level Of Service: C+

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound	
Movement:	L - T - R			L - T - R			L - T - R			L - T - R	
Control:	Protected			Protected			Split Phase			Split Phase	
Rights:	Include			Include			Include			Include	
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
Growth Adj:	1.00	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	380	459	15	197	2	4	4	5	222	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	380	459	15	197	2	4	4	5	222	6	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	1900	1900	1900	1900	1881	19	585	585	731	1715	46	139
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.24	0.01	0.10	0.10	0.01	0.01	0.01	0.13	0.13	0.13
Crit Moves:			****	****				****			****	
Green Time:	13.9	26.7	26.7	7.0	19.8	19.8	10.0	10.0	10.0	14.3	14.3	14.3
Volume/Cap:	0.01	0.52	0.63	0.08	0.37	0.37	0.05	0.05	0.05	0.63	0.63	0.63
Uniform Del:	22.6	16.7	17.7	28.6	20.1	20.1	25.9	25.9	25.9	25.5	25.5	25.5
IncremntDel:	0.0	0.7	1.8	0.2	0.4	0.4	0.1	0.1	0.1	3.4	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:	22.6	17.5	19.5	28.8	20.5	20.5	26.0	26.0	26.0	28.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	17.5	19.5	28.8	20.5	20.5	26.0	26.0	26.0	28.9	28.9	28.9
LOS by Move:	C+	B	B-	C	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	9	0	4	4	0	0	0	6	6	6

****

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

****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): 23.4
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Uvas Park Dr.							Miller Ave.					
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			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:PM Peak Hour													
Base Vol:	156	445	10	13	325	122	52	27	102	12	79	27	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	156	445	10	13	325	122	52	27	102	12	79	27	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	164	468	11	14	342	128	55	28	107	13	83	28	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	164	468	11	14	342	128	55	28	107	13	83	28	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	164	468	11	14	342	128	55	28	107	13	83	28	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.98	0.02	0.03	0.71	0.26	0.29	0.15	0.56	0.10	0.67	0.23	
Final Sat.:	532	563	13	17	431	162	142	74	279	47	309	106	
Capacity Analysis Module:													
Vol/Sat:	0.31	0.83	0.83	0.79	0.79	0.79	0.38	0.38	0.38	0.27	0.27	0.27	
Crit Moves:		****			****		****				****		
Delay/Veh:	12.3	31.3	31.3	26.2	26.2	26.2	13.2	13.2	13.2	12.2	12.2	12.2	
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	
AdjDel/Veh:	12.3	31.3	31.3	26.2	26.2	26.2	13.2	13.2	13.2	12.2	12.2	12.2	
LOS by Move:	B	D	D	D	D	D	B	B	B	B	B	B	
ApproachDel:		26.5			26.2			13.2			12.2		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		26.5			26.2			13.2			12.2		
LOS by Appr:		D			D			B			B		
AllWayAvgQ:	0.4	3.6	3.6	3.0	3.0	3.0	0.5	0.5	0.5	0.3	0.3	0.3	

****

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

****

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Average Delay (sec/veh): 6.6 Level Of Service: A

****

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module: AM Peak Hour												
Base Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0
PCE Module:												
AutoPCE:	113	0	429	0	0	0	0	274	98	404	193	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	113	0	429	0	0	0	0	274	98	404	193	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	274	710	404	113
MaxVolume:	1052	xxxxxx	982	1139
PedVolume:	0	0	0	0
AdjMaxVol:	1052	xxxxxx	982	1139
ApproachVol:	542	xxxxxx	372	597
ApproachV/C:	0.52	1.00	0.38	0.52
ApproachDel:	7.0	xxxxxx	5.9	6.6
ApproachLOS:	A	*	A	A
Queue:	3.0	xxxx	1.8	3.2

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

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 12 Average Delay (sec/veh): 29.6
Optimal Cycle: 49 Level Of Service: C

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
Approach:	North Bound			South Bound		East Bound			West Bound		
Movement:	L - T - R			L - T - R		L - T - R			L - T - R		
Control:	Protected			Protected		Split Phase			Split Phase		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1 0	0	0 0	1! 0	0
Volume Module:PM Peak Hour												
Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20
Growth Adj:	1.00	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	223	223	21	389	0	0	10	11	494	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	223	223	21	389	0	0	10	11	494	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	223	223	21	389	0	0	10	11	494	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	1900	1900	1900	1900	1900	0	0	905	995	1798	29	73
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.01	0.20	0.00	0.00	0.01	0.01	0.27	0.27	0.27
Crit Moves:	****				****			****			****	
Green Time:	7.0	16.9	16.9	11.8	21.8	0.0	0.0	10.0	10.0	29.2	29.2	29.2
Volume/Cap:	0.05	0.55	0.55	0.07	0.75	0.00	0.00	0.09	0.09	0.75	0.75	0.75
Uniform Del:	33.4	28.2	28.2	29.4	26.6	0.0	0.0	31.0	31.0	22.2	22.2	22.2
IncremntDel:	0.1	1.7	1.7	0.1	6.1	0.0	0.0	0.2	0.2	4.6	4.6	4.6
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	29.9	29.9	29.5	32.8	0.0	0.0	31.1	31.1	26.8	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	29.9	29.9	29.5	32.8	0.0	0.0	31.1	31.1	26.8	26.8	26.8
LOS by Move:	C-	C	C	C	C-	A	A	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	11	0	0	1	1	13	13	13

****

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

****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9009 Uvas Park / Miller

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): 19.5
Optimal Cycle: 0 Level Of Service: C

Street Name:	Uvas Park Dr.							Miller Ave.					
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			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:	AM Peak Hour												
Base Vol:	108	253	12	12	392	59	36	67	164	56	123	25	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	108	253	12	12	392	59	36	67	164	56	123	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	108	253	12	12	392	59	36	67	164	56	123	25	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	108	253	12	12	392	59	36	67	164	56	123	25	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	108	253	12	12	392	59	36	67	164	56	123	25	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.95	0.05	0.02	0.85	0.13	0.13	0.25	0.62	0.27	0.61	0.12	
Final Sat.:	472	484	23	15	485	73	69	128	314	128	282	57	
Capacity Analysis Module:													
Vol/Sat:	0.23	0.52	0.52	0.81	0.81	0.81	0.52	0.52	0.52	0.44	0.44	0.44	
Crit Moves:		****			****				****		****		
Delay/Veh:	12.0	15.9	15.9	28.1	28.1	28.1	15.1	15.1	15.1	14.2	14.2	14.2	
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	
AdjDel/Veh:	12.0	15.9	15.9	28.1	28.1	28.1	15.1	15.1	15.1	14.2	14.2	14.2	
LOS by Move:	B	C	C	D	D	D	C	C	C	B	B	B	
ApproachDel:		14.8			28.1			15.1			14.2		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		14.8			28.1			15.1			14.2		
LOS by Appr:		B			D			C			B		
AllWayAvgQ:	0.3	0.9	0.9	3.0	3.0	3.0	0.8	0.8	0.8	0.6	0.6	0.6	

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

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MITIG8 - Bkgnd+CPB PM Thu Apr 28, 2022 17:07:08 Page 1-1

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Average Delay (sec/veh): 6.9 Level Of Service: A

****

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:PM Peak Hour												
Base Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
PCE Module:												
AutoPCE:	28	0	297	0	0	0	0	180	24	467	297	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	28	0	297	0	0	0	0	180	24	467	297	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	180	792	467	28
MaxVolume:	1103	xxxxxx	948	1185
PedVolume:	0	0	0	0
AdjMaxVol:	1103	xxxxxx	948	1185
ApproachVol:	325	xxxxxx	204	764
ApproachV/C:	0.29	1.00	0.22	0.64
ApproachDel:	4.6	xxxxxx	4.8	8.4
ApproachLOS:	A	*	A	A
Queue:	1.2	xxxx	0.8	5.0

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Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study

D

APPENDIX

FEHR PEERS

Memorandum

Date: January 30, 2024

To: Cindy McCormick, and Sharon Goei, City of Gilroy

cc: Teri Wissler Adam, EMC Planning Group

From: Jing Yang, Elynor Zhou, and Franziska Church, Fehr & Peers

Subject: Peer Review of the 2022 Glen Loma Ranch Current Projected Buildout Traffic Study

SJ23-2256

This is an update of the December 13, 2023 version of this memorandum with corrections and providing clarifications to mitigation measures that are either still required or that are no longer necessary. The changes are summarized below:

a. Table 2, Intersection #1, clarifying that the outstanding mitigation requiring the eastbound left and westbound left turn lanes are no longer needed.
b. Table 2, Intersection #35, correcting the conclusion that the northbound left turn lane has not been constructed and that it is still required.

This memorandum summarizes Fehr & Peers' peer review comments on the following supplemental reports prepared for the Glen Loma Ranch Specific Plan project:

- Glen Loma Ranch – Current Projected Buildout, May 26, 2022
- Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIRwith Current Projected Buildout (CPB),June 7, 2022

After the original Glen Loma Ranch Specific Plan Traffic Impact Analysis was prepared in 2005 ("2005 Traffic Study"), the project was developed at lower density. The purpose of the peer review is to help inform which mitigation measures from the 2005 Traffic Study would still be required with the reduced development assumptions.

Project Understanding

Background

Glen Loma Ranch (GLR)is a 359.6-acre property located in the City of Gilroy, California. The site is bordered by Uvas Creek to the north, Santa Terea Boulevard to the west and south, and existing residential development to the east. The proposed development for GLRconsists primarily of residential use with other land uses including open space, commercial, office, etc. The 2005 Traffic Study by Higgins Associates included 1,690 dwelling units and 155,500 square feet of non-residential uses. It evaluated 23 intersections within the City of Gilroy and proposed intersection improvements to address deficiencies. The development was evaluated in three phases (Phase 1 to 3).

Since the 2005 Traffic Study, the project has built out at lower land use intensity than anticipated, and the Current Projected Buildout (CPB)includes 1,275 residential units, potentially 192 units at Olive Grove Apartments, a fire station, and 12,000 sf of non-residential uses (including office, restaurant, and commercial).

In 2022, Keith Higgins prepared a traffic study for the CPB (Glen Loma Ranch – Current Projected Buildout and Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIRwith Current Projected Buildout (CPB)).The 2022 CPB traffic study evaluated trip generation and assignment for the lower land use intensity and compared it with results for the Background Phase 1+2 and Buildout (Phase 1 to 3) scenarios from the 2005 Traffic Study. The 2022 CPB traffic study concluded that since the CPB generates substantially less traffic than anticipated for Phase 1+2 in the 2005 Traffic Study, the 2005 Background phase 1+2 mitigation measures will adequately mitigate the lower land use intensity of the CPB and none of the mitigation measures identified for Phase 3 are required.

Scope of Review

The purpose of this peer review is to confirm whether the mitigation measures for Phase 3 are still required with the reduced project descriptions of CPB. The peer review focuses on the 2022 CPB traffic study documented in the reports Glen Loma Ranch – Current Projected Buildout and Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIRwith Current Projected Buildout (CPB). The memos are enclosed as Attachment A and Attachment B. The approved 2005 Traffic Study and the supplemental studies from 2019 to 2021 were used as references in this review.

The peer review will cover the following intersections (numbering based on the 2005 Traffic Study) that have remaining mitigation measures. The intersections are also included in the 2022 CPB traffic study.

- #1 Santa Teresa Boulevard/Fitzgerald Avenue
- #3 Santa Teresa Boulevard/First Street
- #9 Uvas Park Drive/Miller Avenue
- #17 Thomas Road/Luchessa Avenue
- #19 Monterey Street/Luchessa Avenue

The scope of review includes:

- Trip generation assumptions
- Trip distribution and assignment
- Level of service calculations
- Comparison of study results with the previously prepared document
- Identification of project impacts in relation to the City's significance criteria and the reduced project
- Necessity of the transportation mitigation measures in the current context

Peer Review Findings

The following summarizes the key findings of our review of the 2022 CPB traffic study on reduced project descriptions in CPB.

Trip Generation

Most of the trip generation estimates are consistent with Institute of Transportation Engineers (ITE)trip generation rates. Trip generation rates from the ITETrip Generation Manual 10th Edition were applied to CPB land uses. Table 1 includes the peer review comments for each of the land uses in CPB listed in Attachment 1 of Glen Loma Ranch – Current Projected Buildout letter. In the CPB analysis, trip generation for residential land uses utilized the fitted curve equations whereas the trip generation for non-residential land uses used the average rates. Attachment C shows the comparison of trip generation for two non-residential land uses, general office and commercial, when fitted curve equations are used instead of average rates.

Table 1: Trip Generation Peer Review

CPB Land Use[1]	Size[1]	ITE Trip Generation Code[1]	Peer Review Comments
Single Family Homes	840 units	210 Single-Family Detached Housing (per unit)	Agree with trip generation estimate.
Townhomes	277 units	220 Multifamily Housing (Low-Rise) (per unit)	Agree with trip generation estimate.
Apartments	80 units	221 Multifamily Housing (Mid-Rise) (per unit)	Agree with trip generation estimate.
Senior Adult Housing - Attached	78 units	252 Senior Adult Housing - Attached (per unit)	Agree with trip generation estimate.
Fire Station	7,350 sq. ft.	575 Fire and Rescue Station (per 1,000 sq. ft.)	ITEonly provides PM peak hour rates and source for AM peak hour rates was not provided in the 2022 CPB traffic study. Based on engineering judgement, the number of AM peak hour trips included in the study is reasonable and no further refinement is needed.
General Office	4,000 sq. ft.	710 General Office (per 1,000 sq. ft.)	Fitted curve will result in higher trip generation estimates than average rates; but difference is negligible and would not change the conclusions of the results. See Attachment C.
Quality Restaurant	4,000 sq. ft.	931 Quality Restaurant (per 1,000 sq. ft.)	Agree with trip generation estimate.
Commercial	4,000 sq. ft.	820 Shopping Center (per 1,000 sq. ft.)	Fitted curve will result in higher trip generation estimates than average rates; however, average rates provide more reasonable estimates and no further refinements are needed. See Attachment C.
Olive Grove Apartments	192 units	221 Multifamily Housing (Mid-Rise) (per unit)	Agree with trip generation estimate.

Notes:

1. From Attachment 1 of Glen Loma Ranch – Current Projected Buildout, May 26, 2022.

Source: Keith Higgins, 2022; Fehr & Peers, 2023.

The 2022 CPB traffic study assumes no internal trip reduction between residential and non-residential uses under CPB. This results in a conservative estimate of trip generation. Even though our assessment of internalization and mode shift lead to less than 10% of trip reduction credit, the conservative approach of no reduction is reasonable.

Project Intersection Level of Service (LOS) Impacts & Mitigations

The 2022 CPB traffic study concluded that due to the substantial reduction in CPB traffic generation compared to the Background Phases 1+2 trips analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures. Since the LOS for the impacted intersections was not close to exceeding the LOS threshold, assigning the additional office trips from using fitted curve equations (25 trips in the morning peak hour) to the intersections is unlikely to result in a change of LOS grade. The trip assignment of the additional trips results in approximately 5 to 10 more trips in individual movements which will not trigger the impact threshold. Therefore, the remaining mitigation measures are not required and the 2022 CPB traffic study conclusion does not change. The remaining eight mitigation measures for the five impacted intersections are summarized in Table 2.

Table 2: Remaining Intersection Mitigations

Intersection	Mitigation No. [1]	Description of Mitigation Measures from 2005 TIA[1]	Status	2022 CPB Traffic Study Conclusion for CPB[2]	Peer Review Comments for CPB
#1 Santa Teresa Boulevard/ Fitzgerald Avenue	34	Signalize intersection Add eastbound left and westbound left turn lanes	Intersection signalized	The intersection has been signalized and no additional mitigation measures are needed for CPB	The outstanding mitigation requiring the eastbound left and westbound left turn lanes are no longer needed. The signalization mitigates the impact from CPB
#3 Santa Teresa Boulevard/First Street	37	Add second eastbound left and westbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
	44	Add one eastbound and westbound through lane	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
#9 Uvas Park Drive/Miller Avenue	35	Add a northbound left turn lane	No mitigation measures built	The mitigation measure is required for the CPB	The mitigation measure is required for the CPB
	36	Prepare a traffic management plan of the Miller Avenue section southwest of the intersection (within Christmas Hill Park)	No mitigation measures built	Not mentioned in the 2022 study but addressed in the Glen Loma Ranch Traffic Study Update, Gilroy, CA – Detailed Responses to Peer Review, February 16, 2021	No additional mitigation measures needed
	39	Signalize intersection Add northbound and southbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed
#17 Thomas Road/Luchessa Avenue	41	Add a second lane to the roundabout if the intersection is converted to a one-lane roundabout Widen Luchessa Avenue Bridge to four lanes	Intersection has been converted to roundabout	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed

Intersection	Mitigation No. [1]	Description of Mitigation Measures from 2005 TIA[1]	Status	2022 CPB Traffic Study Conclusion for CPB[2]	Peer Review Comments for CPB
#19 Monterey Street/Luchessa Avenue	43	Add second northbound and westbound left turn lanes	No mitigation measures built	The mitigation can be eliminated because is it not triggered by CPB	No additional mitigation measures needed

Notes:

1. From Addendum to the Certified Final EIR– Glen Loma Ranch Specific Plan SCN 2003042018 March 24, 2014.
2. From Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIRwith Current Projected Buildout (CPB), June 7, 2022.

Source: EMC Planning Group Inc., 2014; Keith Higgins, 2022; Fehr & Peers, 2023.

Attachment List

- Attachment A: Glen Loma Ranch – Current Projected Buildout, May 26, 2022
- Attachment B: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB), June 7, 2022
- Attachment C: Trip Generation Comparison Table for General Office and Commercial Land Uses

Attachment A: Glen Loma Ranch – Current Projected Buildout, May 26, 2022

Keith Higgins
Traffic Engineer

May 26, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Ave D143
Gilroy CA 95020

Re: Glen Loma Ranch – Current Projected Buildout

Dear Augie:

The original 2005 Glen Loma Ranch Specific Plan included a maximum of 1,690 dwelling units and 155,500 square feet of non-residential floor area. In connection with the original project approval, my previous firm, Higgins Associates, prepared the "Glen Loma Ranch Specific Plan Traffic Impact Report dated June 6, 2005 (2005 Traffic Study).

Tje project has built out at lower intensity than the maximum anticipated under the original EIR and Specific Plan approval, theCurrent Projected Buildout (CPB) for Glen Loma Ranch is as follows:

1. A maximum of 1,275 residential units on lands controlled by Filice/Christopher (953 units completed or under construction, Vesting Tentative Maps in process for an additional 252 units, and up to an additional 70 units, anticipated to be multi-family units located in the town center flex area).
2. A fire station in the town center flex area.
3. Commercial uses on lands controlled by Filice/Christopher in the Town Center that shall not exceed 12,000 square feet.
4. The potential for 192 multi-family housing units on the Olive Grove site that is owned by the Gilroy Unified School District.

This letter assesses whether the mitigations recommended for GLR Phases 1+2 in the original 2005 EIRwill be adequate for the CPB. First, it compares the trip generation anticipated from the CPB with the trip generation anticipated from GLR 1+2 in the 2005 Traffic Study. Second, a comparison is provided between the CPB and the GLR 1+2 AM and PM traffic assignments used to calculate levels of service and determine corresponding mitigation measures at the 2005 Traffic Study study intersections and street segments.

A. CPB Trip Generation

The CPB is projected to generate 11,762 daily trips, 864 AM peak hour trips and 1,123 PM peak hour trips. See **Attachment 1, Row 2b**.

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B. GLR 1+2 Trip Generation

The 2005 Traffic Study analyzed a development scenario referred to as the "Background Plus Project Phases 1 and 2 Traffic Conditions" (GLR 1+2) which included 1,005 dwelling units and 111,500 square feet of non-residential (primarily retail) floor area.

- Phase 1 was projected to generate 4,272 daily trips with 344 in the AM peak hour and 455 in the PM peak hour.
- Phase 2 was forecasted to generate 11,766 daily trips including 642 in the AM peak hour and 1,116 in the PM peak hour.
- Phases 1 and 2 were expected to generate a total of 16,038 daily trips, 986 AM peak hour trips and 1,571 PM peak hour trips.

The above are tabulated on Table 6, "Project Trip Generation," of the 2005 Traffic Study which is included herein as **Attachment 2**. The total GLR 1+2 is summarized in **Attachment 1, Row 3c**.

C. GLR 1+2 Trip Assignment

It is important to emphasize that no internal trip reduction between residential and retail uses within GLR was credited in the 2005 Traffic Study GLR 1+2 analysis. All GLR 1+2 residential and non-residential trips were assigned to and from locations external to the GLR as shown by Figure 14 of the 2005 Traffic Study, included herein as **Appendix A**. The corresponding trip assignments at the GLR gateway intersections are tabulated on **Attachment 3,** totalled on **Attachment 4** and summarized on **Attachment 1, Row 4**. The 2005 Traffic Study GLR 1+2 analysis was very conservative in not applying an internal trip reduction credit and using even higher volumes for the actual intersection level of service analysis on which mitigation recommendations were based.

D. Comparison of CPB with GLR 1+2 Trip Generation Estimates

Some important comparisons are:

- **Attachment 1, Row 5a**, the current CPB is expected to generate 4,276 less daily trips, 122 less AM peak hour trips and 448 less PM peak hour trips than the 2005 Traffic Study Phase 1+2 estimate.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 27%, 12% and 28%, respectively, below the GLR Phase 1+2 trip generation estimates, as indicated on **Attachment 1, Row 5b**.
- The CPB daily, AM peak hour and PM peak hour trip generation totals are about 17% and 30%, respectively, below the GLR Phase 1+2 AM and PM peak hour trip assignments, as indicated on **Attachment 1, Row 6b**.

The CPB will clearly generate substantially less traffic than anticipated for Phases 1+2 in the 2005 Traffic Study.

E. GLR Trip Reduction Effect on Traffic Volumes on Access Routes

The reduction in overall GLR trip generation is largely due to the reduction in commercial land uses in the Town Center, which is located in the central part of the GLR. As indicated on the "Percent of Total" column on **Attachment 2**:

- 78% of GLR traffic was expected to impact the Uvas Park Drive/Miller Avenue (15%), Santa Teresa Boulevard / Miller Avenue (20%) and Luchessa Avenue / Thomas Road (42%) intersections, which are the primary access routes to and from the Town Center.
- The current non-residential land uses in the Town Center are expected to generate a total of about 575 daily trips with 24 during the AM peak hour and 53 during the PM peak hour, as indicated on **Attachment 1, Row 1j**.
- This is a reduction of 7,250 daily trips, 303 AM peak hour trips and 662 PM peak hour trips from the 7,825 daily, 327 AM peak hour and 715 PM peak hour trips expected from the Town Center non-residential trips in GLR 1+2.

Again, all of the considerable GLR 1+2 non-residential trips were assumed to be external to the GLR, much of which were expected to impact the Luchessa Avenue bridge and the Miller Avenue crossing of Uvas Creek.

It is clear that the CPB will result in less traffic on the access routes including Thomas Road - Luchessa Avenue, Miller Avenue and Santa Teresa Boulevard north and south of the GLR than the volumes forecasted in the 2005 Traffic Study. The impacts from the CPB will be less than anticipated from GLR 1+2. The mitigations recommended in the 2005 Traffic Study for GLR 1+2 will therefore adequately mitigate the CPB impacts.

F. Current GLR Buildout Trip Generation Comparison with 2005 GLR Buildout

Finally, it should also be noted that:

- The full buildout of the original GLR was anticipated to generate about 24,294 net daily trips with 1,435 during the AM Peak Hour and 2,399 during the PM Peak Hour (**Attachment 1, Row 7c**).
- The CPB will generate less than one-half as much daily and more significant PM peak hour traffic as the original proposal (**Attachment 1, Rows 8 and 9**).

G. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the GLR 1+2 mitigation measures will adequately mitigate the CPB. No further traffic studies are required. No Phase 3 traffic improvements, including construction of the 10th Street bridge or the Luchessa Ave. bridge widening, are required for the Glen Loma Ranch CPB.

Glen Loma Group
May 26, 2022

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

TRIP GENERATION RATES	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR RATE	PM PEAK HOUR RATE
Single-Family Detached Housing (per unit)	210	8.77	**0.72**	**0.93**
Multifamily Housing (Low-Rise) (per unit)	220	7.41	**0.45**	**0.53**
Multifamily Housing (Mid-Rise) (per unit)	221	5.44	**0.36**	**0.44**
Senior Adult Housing - Attached (per unit)	252	3.69	**0.20**	**0.27**
General Office (per 1,000 sq. ft.)	710	9.74	**1.16**	**1.15**
Quality Restaurant (per 1,000 sq. ft.)	931	83.84	**0.73**	**7.80**
Shopping Center (per 1,000 sq. ft.)	820	37.75	**0.94**	**3.81**

CURRENT CPB TOTAL	PROJECT SIZE Residential	Commercial	Municipal/Office	DAILY TRIPS	AM PEAK HOUR TRIPS	PM PEAK HOUR TRIPS
1. CPB Without Olive Grove						
a. Single Family Homes	840 units			7,367	601	784
b. Townhomes	277 units			2,053	126	146
c. Apartments	80 units			435	29	35
d. Senior Adult Housing - Attached	78 units			288	15	21
e. Fire Station		0 sq. ft.	7,350 sq. ft.	50	12	2
f. General Office		4,000 sq. ft.	0 sq. ft.	39	5	5
g. Quality Restaurant		4,000 sq. ft.	0 sq. ft.	335	3	31
h. Commercial		4,000 sq. ft.	0 sq. ft.	151	4	15
i. **Subtotal**	**1,275 units**	**12,000 sq. ft.**	**7,350 sq. ft.**	**10,718**	**795**	**1,039**
j. **Town Center Non-Residential** (1e+f+g+h)				**575**	**24**	**53**
2. CPB With Olive Grove						
a. Olive Grove Apartments	192 units			1,044	69	84
b. Subtotal (1i + 2a)	**1,467 units**	**12,000 sq. ft.**	**7,350 sq. ft.**	**11,762**	**864**	**1,123**
3. 2005 TRAFFIC STUDY PHASES 1+2 *						
a. Phase 1	464 units	0 sq. ft.	0 sq. ft.	4,272	344	455
b. Phase 2	541 units	81,500 sq. ft.	30,000 sq. ft.	11,766	642	1,116
c. Phases 1+2 (3a + 3b)	**1,005 units**	**81,500 sq. ft.**	**30,000 sq. ft.**	**16,038**	**986**	**1,571**
d. Town Center Non-Residential Subtotal				**7,825**	**327**	**715**
4. Original Phases 1+2 Traffic Assignment per 2005 Traffic Study, Figure 14**					**1,037**	**1,605**
5. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Generation						
a. Net Numerical Difference (2b - 3c)				**-4,276**	**-122**	**-448**
b. Net Percent Difference (5a divided by 3c)				**-27%**	**-12%**	**-28%**
6. Net Difference Between CPB With Olive Grove and 2005 Traffic Study Trip Assignment						
a. Net Numerical Difference (2b - 4)					**-173**	**-482**
b. Net Percent Difference (6a divided by 4)					**-17%**	**-30%**
7. ORIGINAL GLR BUILDOUT *						
a. Phase 3 Only	685 units	46,500 sq. ft.	27,500 sq. ft.	10,955	608	1,095
b. Buildout (3c + 8a)	**1,690 units**	**128,000 sq. ft.**	**57,500 sq. ft.**	**26,993**	**1,594**	**2,666**
c. Net Buildout (7b minus 10% Internal Trips)				**24,294**	**1,435**	**2,399**
8. Net Difference Between CPB With Olive Grove and Original Buildout (2b - 7c)				**-12,532**	**-571**	**-1,276**
9. CPB as Percent of Original Buildout - With Olive Grove (2b divided by 8c)				**48%**	**60%**	**47%**

Notes:

1. Trip generation rates - Institute of Transportation Engineers (ITE) "Trip Generation Manual," 10th Edition, 2017.
2. Trip activity for all residential land uses utilize fitted curve equations. Cited trip rates are equivalent rates per housing unit.
3. CPB data cited from *Glen Loma Ranch Traffic Study for Remaining Traffic Mitigation Measures Per the Glen Loma Ranch Development Agreement Section 4.4.7,* Keith Higgins Traffic Engineer, May 19, 2019. Commercial uses represent current CPB max. size.
4. * - 2005 Traffic Study Trip Generation - "*Glen Loma Ranch Specific Plan Traffic Impact Report,"* Higgins Associates, June 6, 2005. See Attachment 2.
5. ** - 2005 Traffic Study Trip Assignment - "*Glen Loma Ranch Specific Plan Traffic Impact Report,"* Higgins Associates, June 6, 2005. See Attachments 3 and 4.

Table 6
Project Trip Generation

	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIP RATES	PEAK HOUR TRIP RATES & DISTRIBUTION: AM PEAK HOUR TOTAL PEAK HOUR	AM PEAK HOUR % OF Daily Trips	AM PEAK HOUR IN	AM PEAK HOUR OUT	PM PEAK HOUR TOTAL PEAK HOUR	PM PEAK HOUR % OF Daily Trips	PM PEAK HOUR IN	PM PEAK HOUR OUT
TRIP GENERATION RATES											
Single Family Detached Housing	210	793 Homes	9.57	0.75	8%	0.25	0.75	1.01	11%	0.63	0.37
Town Homes	231	570 Units	5.86	0.67	11%	0.25	0.75	0.78	13%	0.58	0.42
Apartments	220	177 Units	6.72	0.51	8%	0.20	0.80	0.62	9%	0.65	0.35
Senior Housing (Congregate Care Facility)[1]	251	150 Units	4.52	0.16	4%	0.45	0.55	0.25	5%	0.61	0.39
Total Number Housing Units		**1690 Units**									
General Retail - Specialty Retail	814	20,000 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
- Video Store	896	4,000 SF	175.00	0.00	0%	0.00	0.00	13.60	8%	0.46	0.54
- Bank	912	5,000 SF	246.49	12.34	5%	0.56	0.44	45.74	19%	0.50	0.50
Community Building	495	5,000 SF	114.00	1.62	1%	0.61	0.39	1.64	1%	0.29	0.71
Commercial/Service	SANDAG	25,000 SF	120.00	4.80	4%	0.60	0.40	12.00	10%	0.50	0.50
Restaurants - Quality	931	10,000 SF	89.95	0.81	1%	0.50	0.50	7.49	8%	0.67	0.33
- High Turnover	932	10,000 SF	127.15	11.52	9%	0.52	0.48	10.92	9%	0.61	0.39
Supermarket	850	34,000 SF	102.24	3.25	3%	0.61	0.39	10.45	10%	0.51	0.49
Offices	710	35,000 SF	11.01	1.55	14%	0.88	0.12	1.49	14%	0.17	0.83
Convenience Market (Northern Commercial)	852	3,000 SF	492.00	31.20	6%	0.50	0.50	34.57	7%	0.49	0.51
Specialty Retail (Northern Commercial)	814	4,500 SF	44.32	0.00	0%	0.00	0.00	2.71	6%	0.44	0.56
Total Town Center & Northern Commercial		**155,500 SF**									
Fire Station[2]		30,000 SF	50.00	12.00	24%	6.00	6.00	2.00	4%	1.00	1.00

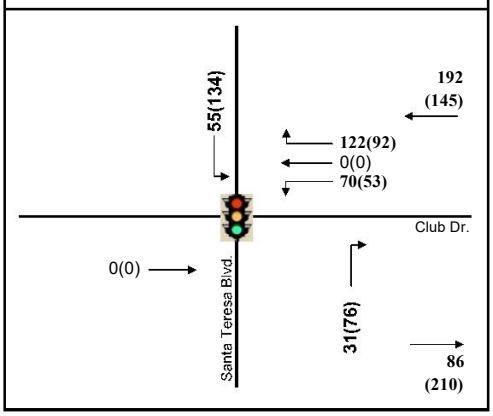
	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIPS	NUMBER OF TRIPS GENERATED: AM PEAK HOUR TOTAL PEAK HOUR	AM PEAK HOUR % OF Daily Trins	AM PEAK HOUR TRIPS IN	AM PEAK HOUR TRIPS OUT	PM PEAK HOUR TOTAL PEAK HOUR	PM PEAK HOUR % OF Daily Trins	PM PEAK HOUR TRIPS IN	PM PEAK HOUR TRIPS OUT
PROJECT TRIPS - PHASE 1 (2005 to 2010)											
Single Family Detached Housing	210	405 Homes	3,876	304	8%	76	228	409	11%	258	151
Town Homes	231	59 Units	396	40	10%	10	30	46	12%	27	19
TOTAL PROJECT TRIPS - PHASE I (Residential only)		**464 Units**	**4,272**	**344**	**8%**	**86**	**258**	**455**	**11%**	**285**	**170**
PROJECT TRIPS - PHASE 2 (2010 to 2014)											
Single Family Detached Housing	210	167 Homes	1,598	125	8%	31	94	169	11%	106	63
Town Homes	231	197 Units	1,154	100	9%	20	80	122	11%	79	43
Apartments.	220	177 Units	1,189	90	8%	18	72	110	9%	72	38
Total Trips Housing Units		**541 Units**	**3,941**	**315**	**8%**	**69**	**246**	**401**	**10%**	**257**	□□
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	2,500 SF	225	2	1%	1	1	19	8%	13	6
- High Turnover	932	2,500 SF	318	29	9%	15	14	27	8%	16	11
Supermarket	850	34,000 SF	3,476	111	3%	68	43	355	10%	181	174
Offices	710	12,500 SF	138	19	14%	17	2	19	14%	3	16
Convenience Market (Northern Commercial)	852	3,000 SF	1,476	94	6%	47	47	104	7%	51	53
Specialty Retail (Northern Commercial)	814	4,500 SF	199	0	0%	0	0	12	6%	5	7
Total Trips Town Center & Northern Commercial		**81,500 SF**	**7,775**	**315**	**4%**	**184**	**131**	**713**	**9%**	**356**	**357**
Fire Station[2]		30,000 SF	50	12	24%	6	6	2	4%	1	1
TOTAL PROJECT TRIPS - PHASE 2			**11,766**	**642**	**5%**	**259**	**383**	**1,116**	**9%**	**614**	**502**
PROJECT TRIPS - PHASE 3 (2014 to 2018)											
Single Family Detached Housing	210	221 Homes	2,115	166	8%	42	124	223	11%	140	83
Town Homes	231	314 Units	1,840	160	9%	32	128	195	11%	127	68
Senior Housing (Congregate Care Facility)[1]	252	150 Units	678	25	4%	11	14	37	5%	23	14
Total Trips Housing Units		**685 Units**	**4,633**	**351**	**8%**	**85**	**266**	**455**	**10%**	**290**	**165**
Community Building	495	5,000 SF	570	8	1%	5	3	8	1%	2	6
General Retail - Specialty Retail	814	10,000 SF	443	0	0%	0	0	27	6%	12	15
- Video Store	896	4,000 SF	700	0	0%	0	0	54	8%	25	29
- Bank	912	5,000 SF	1,232	62	5%	35	27	229	19%	115	114
Commercial/Service	SANDAG	12,500 SF	1,500	60	4%	36	24	150	10%	75	75
Restaurants - Quality	931	7,500 SF	675	6	1%	3	3	56	8%	38	18
- High Turnover	932	7,500 SF	954	86	9%	45	41	82	9%	50	32
Offices	710	22,500 SF	248	35	14%	31	4	34	14%	6	28
Total Trips Town Center & Northern Commercial		**74,000 SF**	**6,322**	**257**	**4%**	**155**	**102**	**640**	**10%**	**323**	**317**
TOTAL PROJECT TRIPS - PHASE 3			**10,955**	**608**	**6%**	**240**	**368**	**1,095**	**10%**	**613**	**482**
TOTAL PROJECT TRIPS - BUILDOUT			**26,993**	**1,594**	**6%**	**585**	**1,009**	**2,666**	**10%**	**1,512**	**1,154**
Internal Trips[3] (-10%)			2,699	159		59	101	267		151	115
TOTAL PRIMARY PROJECT BUILDOUTTRIPS		**1690 Units 155,500 SF**	**24,294**	**1,435**	**6%**	**526**	**908**	**2,399**	**10%**	**1,361**	**1,039**

Notes:

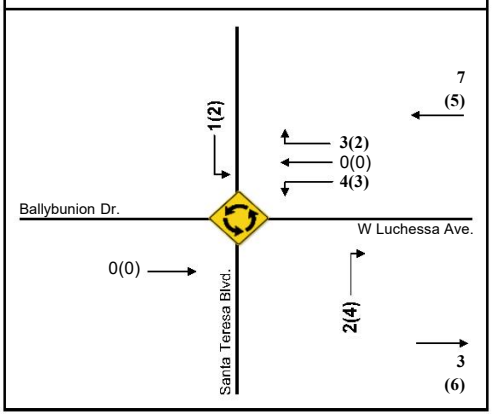
Trip gonora1ion rates □□□b!□□h□dby Institute ofTranspor□ation E□□□□□□□□,

**□□□□□□□□

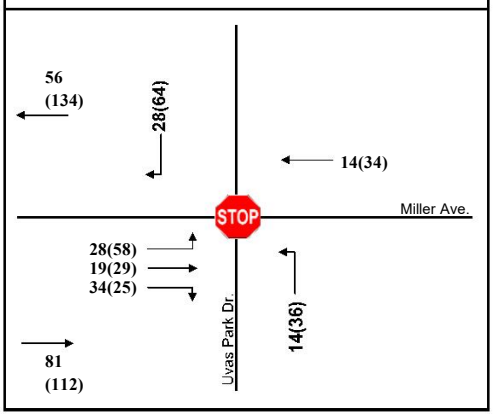
5. Santa Teresa Boulevard / Club Drive



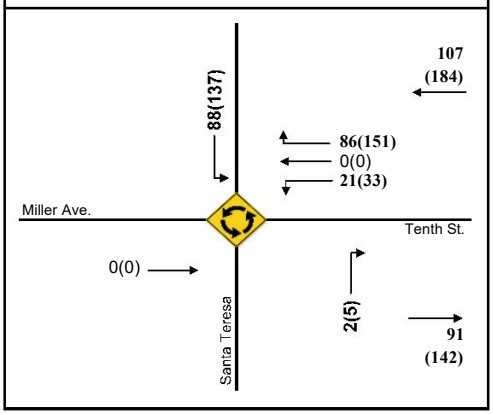
7. Santa Teresa Boulevard / Ballybunion Drive - West Luchessa Avenue



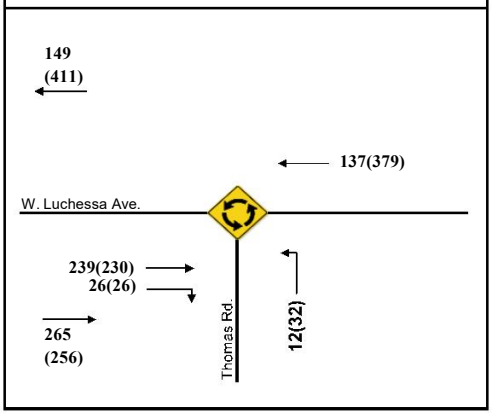
9. Miller Avenue / Uvas Park Drive



10. Santa Teresa Boulevard / Miller Avenue - Tenth Street



11. Thomas Road / West Luchessa Avenue

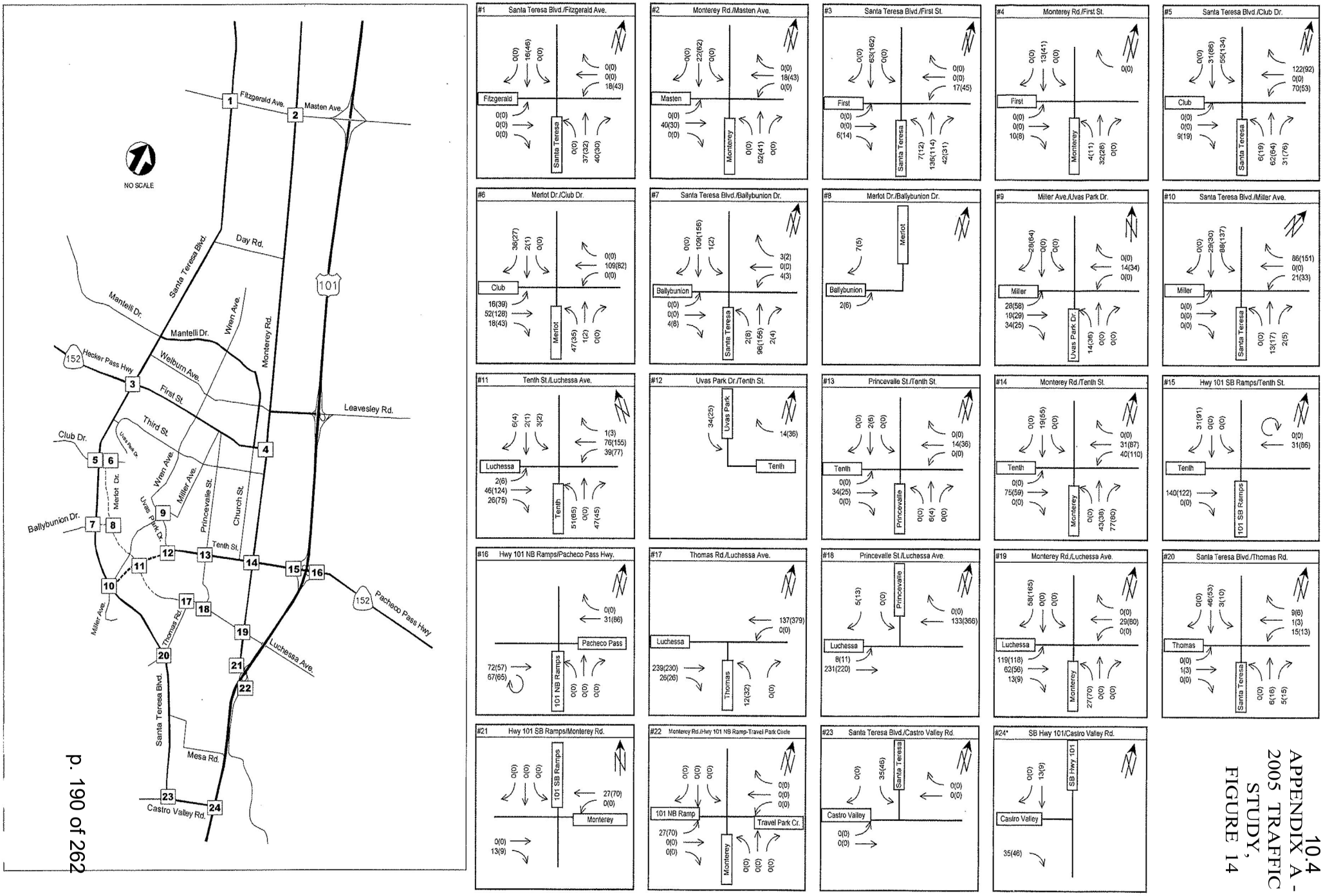


Attachment 3
Phase 1 and 2
Trip Assignment
AM & PM Peak Hour Volumes

Keith Higgins
Traffic Engineer

			AM Peak Hour			Percent	PM Peak Hour			Percent
			In	Out	Total	of Total	In	Out	Total	of Total
A. Figure 14 - Trip Assignment - Phase 1 + Phase 2										
Intersection										
No.	**Name**									
5	Santa Teresa /	Club	86	192	278	27%	210	145	355	22%
7	Santa Teresa /	Ballybunion	3	7	10	1%	6	5	11	1%
9	Uvas Park /	Miller	56	81	137	13%	134	112	246	15%
10	Santa Teresa /	Miller	91	107	198	19%	142	184	326	20%
11	Luchessa /	Thomas	149	265	414	40%	411	256	667	42%
	Total		385	652	1,037	100%	903	702	1,605	100%
B. Table 6 - Project Trip Generation Totals										
	GLR Phase 1		86	258	344		285	170	455	
	GLR Phase 2		259	383	642		614	502	1,116	
	Phases 1+2		345	641	986		899	672	1,571	
C. Trip Assignment Increase Above Trip Generation			40	11	51		4	30	34	
D. GLR1+2 Trip Assignment as Percent of GLR1+2 Trip			112%	102%	105%		100%	104%	102%	

Source: "*Glen Loma Ranch Specific Plan Traffic Impact Report,*" Higgins Associates, June 6, 2005 (2005 Traffic Study), Table 6 and Figure 14.



10.4 APPENDIX A - 2005 TRAFFIC STUDY, FIGURE 14

FIGURE 14
Project Trips - Phase 1 + Phase 2
AM & PM Peak Hour Volumes

he volumes at intersection #24 were only used for freeway weaving analysis.

XX (YY) = AM (PM)

Attachment B: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB), June 7, 2022

Keith Higgins
Traffic Engineer

June 7, 2022

Glen Loma Group
c/o Augie Dent
7888 Wren Avenue D143
Gilroy, CA 95020

Re: Glen Loma Ranch – Comparison of Intersection Mitigations in the 2005 EIR with Current Projected Buildout (CPB)

Dear Augie:

This letter is in response to a request by Jon Biggs, Gilroy Interim Planning Director, to analyze the effect of the reduced trip generation from the Glen Loma Ranch Current Projected Buildout (CPB) on project traffic distribution, assignment and traffic operations at the following intersections and streets with remaining mitigation measures.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 and 44)
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 and 39)
4. Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)
5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (Associated with Mitigation 41)
7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The locations of these intersections are shown on **Attachment A**. For reference, the original 2005 Project mitigations for these seven intersections are excerpted in **Attachment B.**

A. CPB Trip Generation Summary

My letter to you dated May 26, 2022 indicated that the CPB will generate about 11,762 daily trips with 864 in the AM peak hour and 1,123 in the PM peak hour. These are about 27% less daily trips and 17% less AM traffic and 30% less PM traffic than was anticipated for Glen Loma Ranch Phases 1+2 (Phases 1+2). The CPB is also expected to generate about 60% less AM peak hour traffic and 40% less PM peak hour traffic than the 24,294 daily, 1,435 AM and 2,399 PM trips anticipated for the original Glen Loma Ranch Buildout.

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T 408.201.2752 KEITH@KEITHHIGGINSTE.COM WWW.KEITHHIGGINSTE.COM

B. CPB Traffic Volume Forecasts

The CPB AM and PM peak hour trip assignments to the study intersections are illustrated on **Attachment C** using the same trip distribution and assignment assumptions used in the "Glen Loma Ranch Specific Plan Traffic Impact Report," June 6, 2005, prepared by my previous firm, Higgins Associates, (2005 Traffic Study). CPB volumes are added to the 2005 Traffic Study Background volumes, the base volumes for the analysis of Phases 1+2 impacts. The resulting CPB volumes are depicted on **Attachment D**.

C. Background Plus CPB Traffic Operations

Attachment E provides a summary table with Background plus Phases 1+2 (Phases 1+2) levels of service and recommended mitigation measures used as the basis for the mitigation measures described in **Attachment B**. It also tabulates levels of service and recommended mitigation measures with the lower CPB volumes. The results by intersection are as follows.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue (Mitigation 34)

The Santa Teresa Boulevard / Fitzgerald Avenue intersection had four-way stop control at the time when the 2005 Traffic Study was prepared. The mitigation included the installation of a traffic signal for Phases 1+2 traffic conditions. The traffic signal was installed many years ago. No additional mitigations were identified to accommodate Phases 1+2. The CPB will result in less traffic at this intersection, with slightly improved traffic operations compared to what was expected with Phases 1+2 impacts. No additional mitigations are required for the CPB.

2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) (Mitigations 37 & 44)

The Santa Teresa Boulevard / First Street (State Route 152) intersection was expected to operate at LOS C under Phases 1+2 conditions. CPB traffic operations will be slightly better than what was expected under the Phases 1 + 2 condition. Mitigations 37 and 44 were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

3. Study Intersection 9 – Miller Avenue / Uvas Park Drive (Mitigations 35 & 39)

Phases 1+2 mitigation at the Miller Avenue / Uvas Park Drive intersection included the installation of a northbound Uvas Park Drive left turn lane. This mitigation will be required for the CPB as well, although traffic volumes will be lower than expected with Phases 1+2. Mitigation 39 was identified for Phase 3 impacts and thus is not triggered at this intersection by the CPB.

4. Study Intersection 13 – Princevalle Street / Tenth Street (Mitigation 40)

The Princevalle Street / 10th St intersection was signalized in 2005. The mitigation at this intersection included adding left turn traffic signal phasing (left turn arrows) on all four intersection approaches to better accommodate the high amount of pedestrian traffic before and after school hours at Gilroy High School and Glen View

Elementary School. The left turn phasing was installed many years ago. No additional mitigation is required for the CPB at this intersection.

5. Study Intersection 17 – Thomas Road / Luchessa Avenue (Mitigation 41)

The mitigation at the Thomas Road / Luchessa Avenue intersection was the conversion of an all-way stop controlled channelized intersection to a one lane roundabout. This was constructed in 2015. It was adequate mitigation for Phases 1+2 and will adequately mitigate the lower volumes now anticipated for the CPB. No additional mitigation is required for the CPB at this intersection.

6. Study Intersection 18 – Princevalle Street / Luchessa Avenue (indirectly associated with Mitigation 41 and Luchessa Avenue bridge widening)

The Princevalle / Luchessa Avenue intersection had stop control and no eastbound Luchessa Avenue left turn lane in 2005. Mitigation was recommended to include a traffic signal and eastbound left turn lane, which were installed in 2016. This mitigation is adequate to accommodate Phases 1+2. It will operate better with the lower volume CPB. No additional mitigation is required for the CPB at this intersection.

7. Study Intersection 19 – Monterey Road / Luchessa Avenue (Mitigation 43)

The Monterey Road / Luchessa Avenue intersection was determined in the 2005 EIR to not require mitigation to accommodate Phases 1+2 impacts. The impacts for the CPB will be reduced from the impacts expected under Phases 1 + 2. It will therefore operate acceptably with no mitigation for the CPB. Mitigation 43 was identified for Phase 3 impacts and thus is not triggered at this intersection for the CPB.

D. Summary and Conclusion

Because the CPB trip generation and traffic assignments are substantially less than the original GLR 1+2 trip generation, the Phases 1+2 mitigation measures will adequately mitigate the CPB. The specific CPB mitigations at each study intersection are summarized below.

1. Study Intersection 1 – Santa Teresa Boulevard / Fitzgerald Avenue – No additional mitigations are required for the CPB.
2. Study Intersection 3 – Santa Teresa Boulevard / First Street (State Route 152) – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.
3. Study Intersection 9 – Miller Avenue / Uvas Park Drive – The existing mitigation measure to construct a northbound Uvas Park Drive left turn lane will be required for the CPB.
4. Study Intersection 13 – Princevalle Street / Tenth Street – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
5. Study Intersection 17 – Thomas Road / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.
6. Study Intersection 18 – Princevalle Street / Luchessa Avenue – Mitigation is complete. No additional mitigation is required by the CPB from what has already been installed.

Glen Loma Group
June 7, 2022

7. Study Intersection 19 – Monterey Road / Luchessa Avenue – Mitigations at this intersection were identified for Phase 3 impacts and thus are not triggered at this intersection by the CPB.

The major finding is that, due to the substantial reduction in CPB traffic generation compared to the GLR Phases 1+2 analyzed in the 2005 Traffic Study, the CPB does not trigger any Phase 3 mitigation measures.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith Higgins

Keith B. Higgins, PE, TE

Attachments

Attachment A, Sheet 1 of 2

INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES

Attachment A, Sheet 2 of 2

INTERSECTIONS AND STREETS WITH REMAINING GLEN LOMA RANCH SPECIFIC PLAN MITIGATION MEASURES

Attachment B

Transportation Mitigation Measures for the Subject Intersections from the Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan

This information is provided for reference only. **SCN 2003042018, Dated: March 24, 2014**

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project

34. Signalize the Santa Teresa Boulevard/Fitzgerald Avenue intersection and add eastbound and westbound left tum lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

    Note: MM 34 partially implemented – the signal was built at this location and is operational.

35. Add a northbound left tum lane to the Uvas Park Drive/Miller Avenue intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase II.

37. Add second eastbound and westbound left tum lanes to the Santa Teresa Boulevard/First Street intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

39. Signalize the Uvas Park Drive/Miller Avenue intersection and add northbound and southbound left-tum lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase Ill.

40. Convert the signal phasing at the Princevalle Street/Tenth Street intersection from permitted phasing to protected phasing.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

    Note: MM 40 has been implemented – the signal modification was installed at this location and is operational.

41. If the Thomas Road/Luchessa Avenue intersection was converted to a one lane modern roundabout, add a second lane to the roundabout and widen the Luchessa Avenue Bridge to four lanes. This would result in LOS A during both the AM and PM peak hours.

    OR
    If the Thomas Road/Luchessa Avenue intersection was signalized and a northbound right tum lane was added, add a second westbound left tum lane and westbound through lane and widen the Luchessa Avenue Bridge to four lanes.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

Attachment B

Transportation Mitigation Measures for the Subject Intersections
from the
Addendum to the Certified Final EIR – Glen Loma Ranch Specific Plan
SCN 2003042018, Dated: March 24, 2014

This information is provided for reference only.

3.8 Transportation/Traffic Mitigations for Subject Intersections – Full 2005 Project (continued)

42. Signalize the Princevalle Street/Luchessa Avenue intersection and add an eastbound left tum lane.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

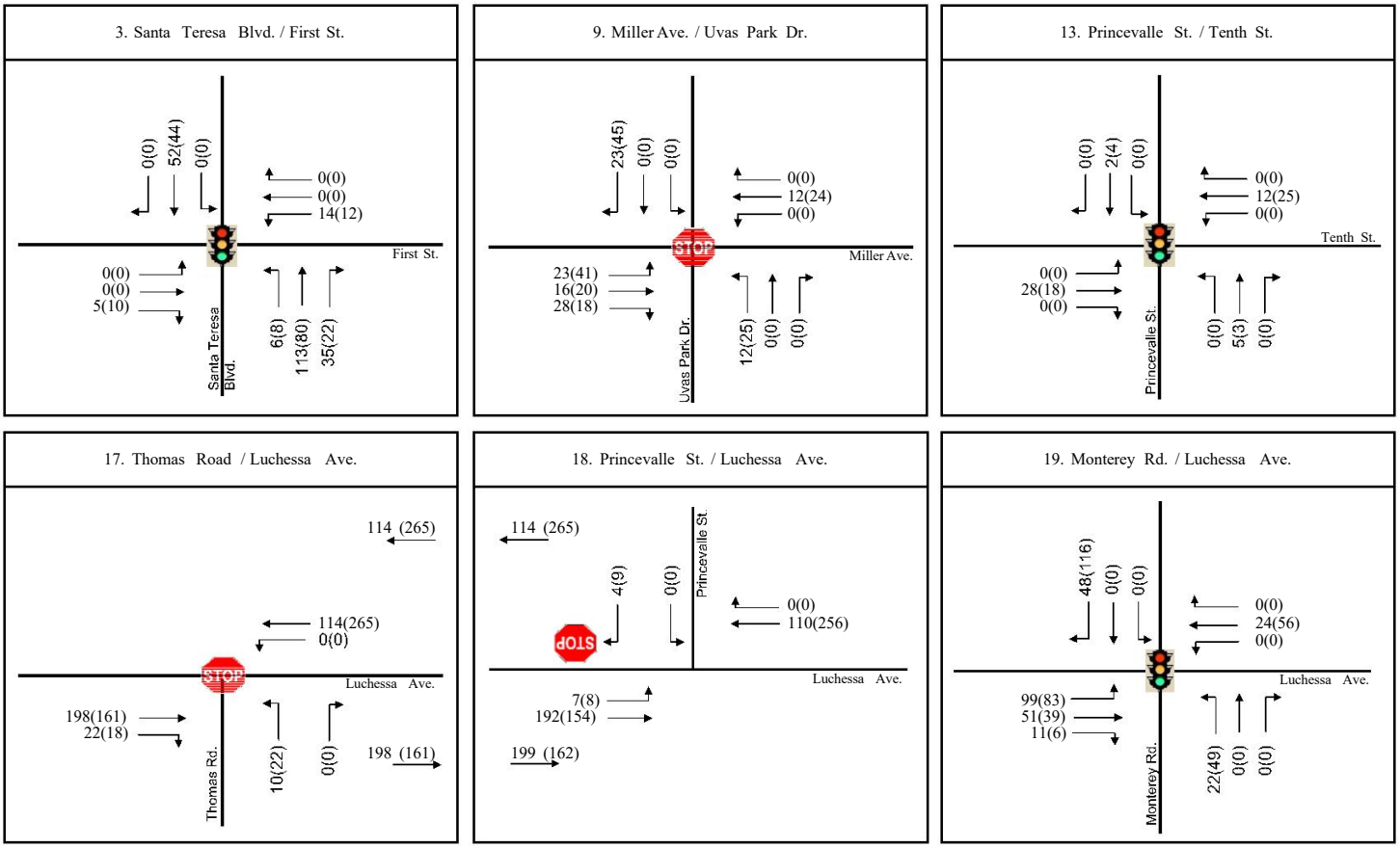
    Note: MM 42 complete – the project was built and is operational.

43. Add second northbound and westbound left tum lanes at the Monterey Street/Luchessa Avenue intersection.

    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.

44. Add an eastbound and westbound through lane on First Street at its intersection with Santa Teresa Boulevard.

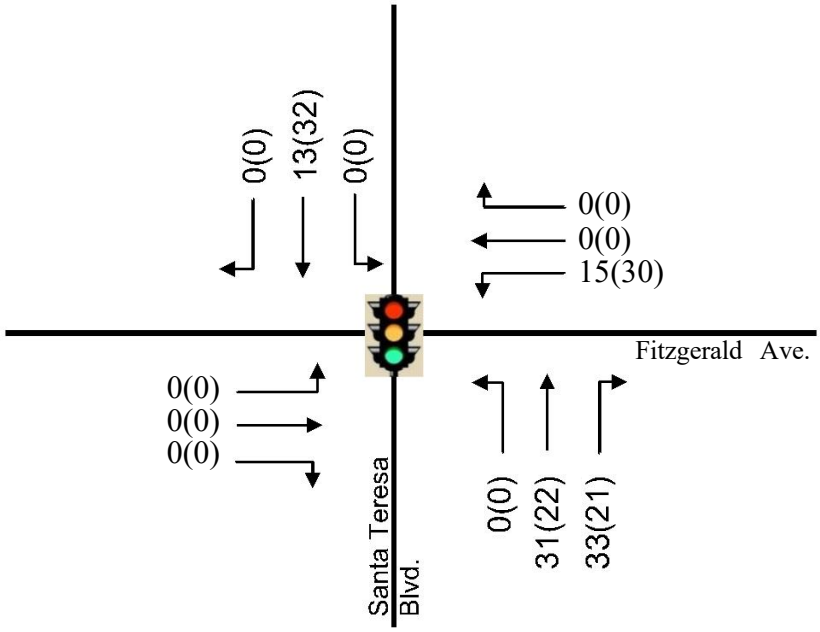
    The project proponent shall be responsible for paying for the design and implementation of this mitigation measure, prior to the issuance of the first building permit in Phase III.



Attachment C
Project Trip Assignment
Current Project Buildout
AM & PM Peak Hour Volumes
(Page 1 of 2)

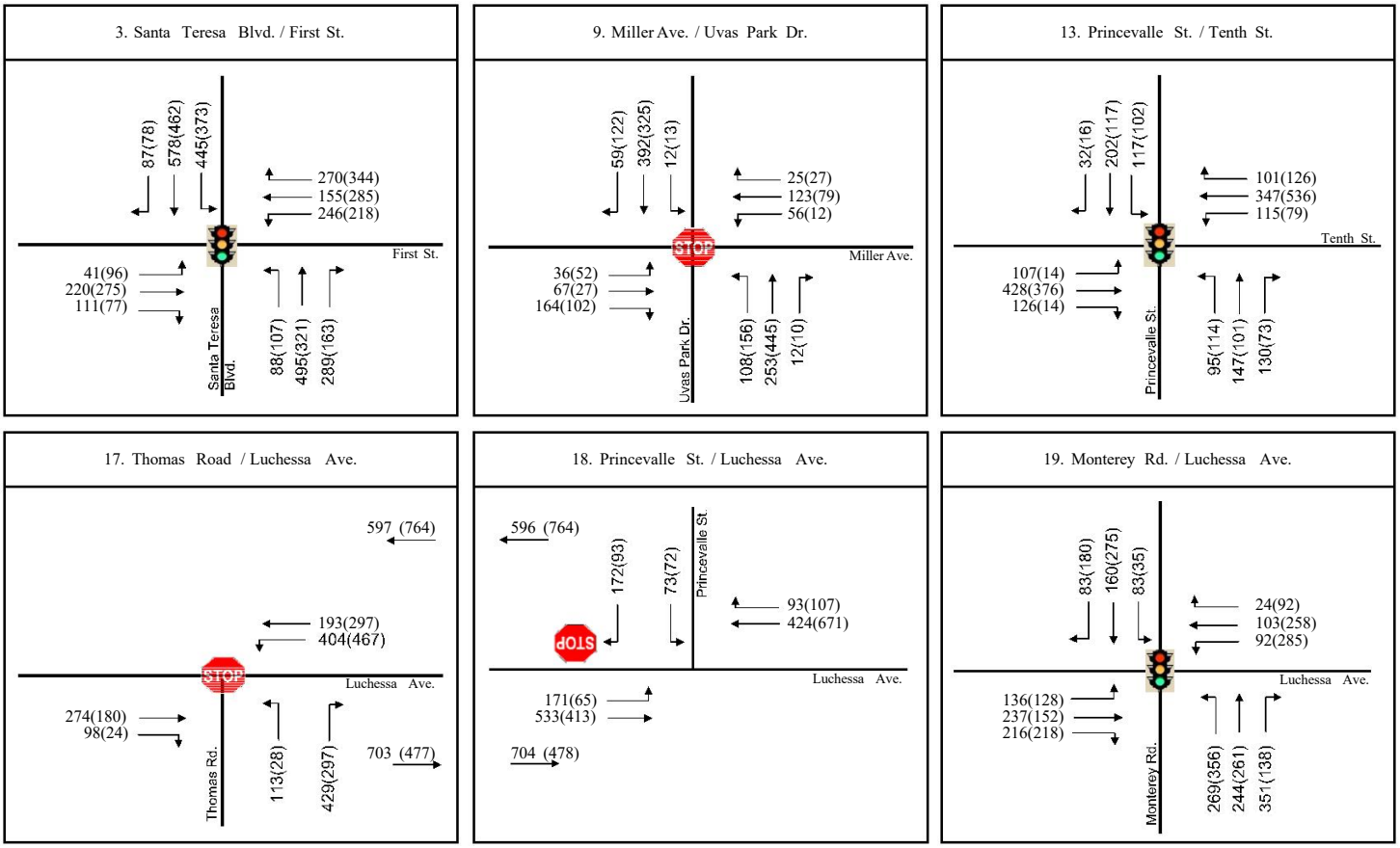
Keith Higgins
Traffic Engineer

1. Santa Teresa Blvd. / Fitzgerald Ave.



Attachment C
Project Trip Assignment
Current Project Buildout
AM & PM Peak Hour Volumes
(Page 2 of 2)

Keith Higgins
Traffic Engineer

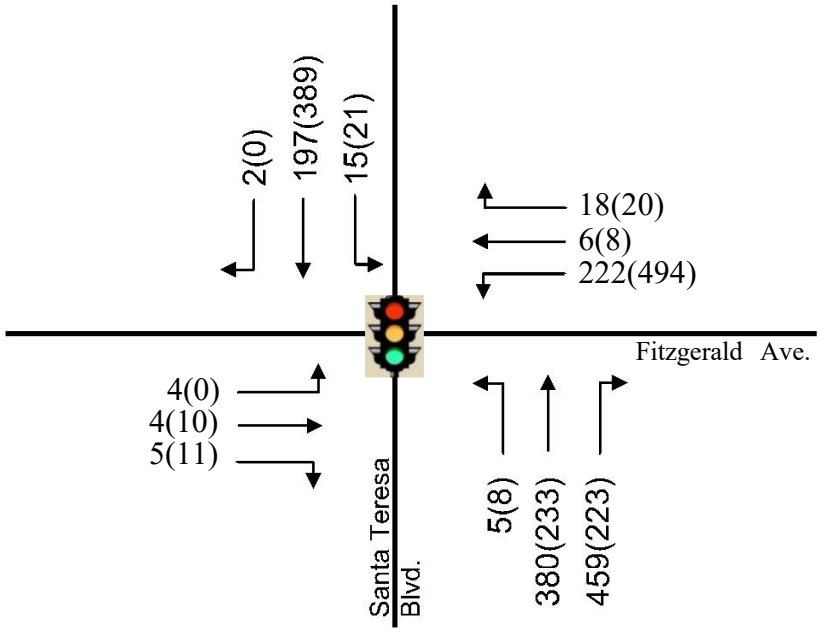


Attachment D

Background Plus Current Project Buildout
AM & PM Peak Hour Volumes
(Page 1 of 2)

Keith Higgins
Traffic Engineer

1. Santa Teresa Blvd. / Fitzgerald Ave.



Attachment D

Background Plus Current Project Buildout
AM & PM Peak Hour Volumes
(Page 2 of 2)

Keith Higgins
Traffic Engineer

Attachment E
Remaining Glen Loma Ranch Intersections
Levels of Service with GLR Phases 1+2 and CPB

Intersection	Level of Service Standard	2005 Intersection Control	Operations Type	Background + Phases 1+2 (2005 TIA) AM Del	AM LOS	PM Del	PM LOS	Background + CPB AM Del	AM LOS	PM Del	PM LOS
1 Santa Teresa Fitzgerald	County: LOSD City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	14.8	B	35.2	E	14.7	B	31.4	D
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			Delay and LOS With Mitigations	21.1	C+	30.5	C	21.0	C+	29.6	C
			GLR EIR Mitigation	Traffic Signal already installed. None Required.				N.A.			
			Recommended CPB Mitigation	N.A.				Traffic Signal already installed. None Required.			
3 Santa Teresa First	City: LOSC	Signal	Unmitigated Delay and LOS with Improvements in place in 2005	25.0	C	25.3	C	25.0	C	25.1	C
			Delay and LOS With Mitigations								
			GLR EIR Mitigation	None Required				N.A.			
			Recommended CPB Mitigation	N.A.				None Required			
9 Miller Uvas	City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	28.8	D	46.2	E	21.3	C	44.0	E
			Delay and LOS With NB Uvas Left Only	24.9	C	24.0	C	19.5	C	23.4	C
			GLR EIR Mitigation	Add NB Uvas Left Turn Lane				N.A.			
			Recommended CPB Mitigation	N.A.				Add NB Uvas Left Turn Lane			
13 Princevalle Tenth	City: LOSC	Traffic Signal with No Left Turn Phases	Unmitigated Delay and LOS with Improvements in place in 2005	10.1	B+	9.1	A	10.2	B+	9.2	A
			GLR EIR Mitigation	LT Phasing all 4 directions is already in place.				LT Phasing all 4 directions is already in place.			
			Recommended CPB Mitigation								
17 Thomas Luchessa	City: LOSC	All-Way Stop	Unmitigated Delay and LOS with Improvements in place in 2005	60.8	F	114.1	F	51.1	F	64.7	F
			Delay and LOS With Mitigations	*6.9*	*A*	*8.7*	*A*	*6.6*	*A*	*6.9*	*A*
			GLR EIR Mitigation	1-Lane Roundabout							
			Recommended CPB Mitigation					1-Lane Roundabout			
18 Princevalle Luchessa	City: LOSD	Princevalle Stop Sign	Unmitigated Delay and LOS with Improvements in place in 2005	28.4	D	34.9	D	25.0	D	25.8	D
			Improvements Already Implemented	Traffic Signal				Traffic Signal			
			GLR EIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			
19 Monterey Luchessa		Signal	Unmitigated Delay and LOS with Improvements in place in 2005	23.9	C	29.4	C	23.4	C	28.0	C
			GLR EIR Mitigation	None Required							
			Recommended CPB Mitigation					None Required			

Notes:
1. Delays under Background + Phases 1+2 were verified in analysis model, prior to use under Background + CPB, to either match exactly the values in 2005 report or to be no more than 1.0 seconds different.

Appendix 1
Level of Service Calculations

Bkgnd+Ph1+2 AM Wed May 4, 2022 14:25:17 Page 2-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 15.1
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
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		Stop Sign			Stop Sign		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0 1 0 1			1 0 0 1 0		0 0 1! 0 0			0 0 1! 0 0		
Volume Module: AM Peak Hour												
Base Vol:	5	386	465	15	201	2	4	4	5	225	6	18
Growth Adj:	1.00	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	386	465	15	201	2	4	4	5	225	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	386	465	15	201	2	4	4	5	225	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	386	465	15	201	2	4	4	5	225	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	386	465	15	201	2	4	4	5	225	6	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	578	631	720	508	546	5	156	156	195	509	14	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.65	0.03	0.37	0.37	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:			****			****		****			****	
Delay/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
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
AdjDel/Veh:	8.9	16.7	16.0	9.7	12.4	12.4	9.6	9.6	9.6	13.7	13.7	13.7
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:		16.3			12.2			9.6			13.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.3			12.2			9.6			13.7	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	0.0	1.5	1.7	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

****

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

****

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

****

Intersection #9003 Santa Teresa Blvd. / First St.

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 49 Level Of Service: C

****

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:	AM Peak Hour											
Base Vol:	89	518	295	445	590	87	41	220	112	249	155	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	518	295	445	590	87	41	220	112	249	155	270
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	518	148	445	590	44	41	220	56	249	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	518	148	445	590	44	41	220	56	249	155	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	518	148	445	590	44	41	220	56	249	155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.08	0.14	0.16	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:		****		****				****		****		
Green Time:	7.4	14.8	14.8	15.3	22.6	22.6	6.2	12.5	12.5	15.4	21.7	0.0
Volume/Cap:	0.48	0.65	0.40	0.65	0.48	0.08	0.26	0.65	0.18	0.65	0.26	0.00
Uniform Del:	29.5	25.2	23.8	24.9	19.0	16.4	29.7	26.7	24.4	24.8	18.1	0.0
IncremntDel:	2.0	1.8	0.7	2.1	0.3	0.1	0.9	4.3	0.3	3.8	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	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:	31.4	27.1	24.5	27.0	19.3	16.5	30.6	31.0	24.6	28.6	18.4	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

****

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

****

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.906
Loss Time (sec): 0 Average Delay (sec/veh): 28.8
Optimal Cycle: 0 Level Of Service: D

****

Street Name:	Uvas Park Dr.					Miller Ave.					
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		Stop Sign			Stop Sign		
Rights:	Include			Include		Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	110	253	12	12	392	64	41	70	170	56	125	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	253	12	12	392	64	41	70	170	56	125	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	266	13	13	413	67	43	74	179	59	132	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	266	13	13	413	67	43	74	179	59	132	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	266	13	13	413	67	43	74	179	59	132	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.84	0.14	0.15	0.25	0.60	0.27	0.61	0.12
Final Sat.:	148	341	16	14	455	74	70	119	289	118	263	53
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.91	0.91	0.91	0.62	0.62	0.62	0.50	0.50	0.50
Crit Moves:			****	****				****			****	
Delay/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
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
AdjDel/Veh:	27.3	27.3	27.3	41.5	41.5	41.5	18.7	18.7	18.7	16.5	16.5	16.5
LOS by Move:	D	D	D	E	E	E	C	C	C	C	C	C
ApproachDel:	27.3			41.5			18.7			16.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	27.3			41.5			18.7			16.5		
LOS by Appr:	D			E			C			C		
AllWayAvgQ:	2.4	2.4	2.4	4.8	4.8	4.8	1.2	1.2	1.2	0.7	0.7	0.7

****

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

****

Bkgnd+Ph1+2 AM Wed May 4, 2022 14:25:17 Page 5-1

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

****

Intersection #9013 Princevalle / Tenth

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 6 Average Delay (sec/veh): 10.1
Optimal Cycle: 23 Level Of Service: B+

****

Street Name:	Princevalle St.						Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:	AM Peak Hour											
Base Vol:	95	148	120	117	203	32	107	433	126	115	349	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	148	120	117	203	32	107	433	126	115	349	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	148	120	117	203	32	107	433	126	115	349	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	148	120	117	203	32	107	433	126	115	349	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:	95	148	120	117	203	32	107	433	126	115	349	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.55	0.45	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	994	806	1750	1555	245	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06
Crit Moves:		****						****				
Green Time:	21.3	21.3	21.3	21.3	21.3	21.3	32.7	32.7	32.7	32.7	32.7	32.7
Volume/Cap:	0.15	0.42	0.42	0.19	0.37	0.37	0.11	0.42	0.13	0.12	0.34	0.11
Uniform Del:	13.2	14.6	14.6	13.3	14.3	14.3	6.6	8.1	6.7	6.7	7.6	6.6
IncremntDel:	0.1	0.4	0.4	0.1	0.4	0.4	0.1	0.3	0.1	0.1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	15.1	15.1	13.5	14.7	14.7	6.7	8.3	6.8	6.7	7.8	6.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1

****

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

****

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Bkgnd+Ph1+2 AM Wed May 4, 2022 14:25:17 Page 6-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.133
Loss Time (sec): 0 Average Delay (sec/veh): 60.8
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Thomas Rd.					Luchessa Ave.					
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			Stop Sign			Stop Sign	
Rights:	Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0	0 0	0 0	0 0	1 0	1	0 1	0 0	0
Volume Module:AM Peak Hour											
Base Vol:	115	0	431	0	0	0	0	315	102	405	216	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:	115	0	431	0	0	0	0	315	102	405	216	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:	115	0	431	0	0	0	0	315	102	405	216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	431	0	0	0	0	315	102	405	216	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:	115	0	431	0	0	0	0	315	102	405	216	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.65	0.35	0.00
Final Sat.:	126	0	471	0	0	0	0	490	542	357	191	0
Capacity Analysis Module:												
Vol/Sat:	0.91	xxxx	0.91	xxxx	xxxx	xxxx	xxxx	0.64	0.19	1.13	1.13	xxxx
Crit Moves:			****					****			****	
Delay/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	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
AdjDel/Veh:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	21.5	10.7	104.7	105	0.0
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*
ApproachDel:	42.8			xxxxxx				18.9			104.7	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	42.8			xxxxxx				18.9			104.7	
LOS by Appr:	E			*				C			F	
AllWayAvgQ:	5.6	5.6	5.6	0.0	0.0	0.0	0.0	1.6	0.2	14.5	14.5	14.5

****

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

****

Bkgnd+Ph1+2 AM Wed May 4, 2022 14:25:17 Page 7-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #9018 Princevalle / Luchessa

****

Average Delay (sec/veh): 5.6 Worst Case Level Of Service: D[28.4]

****

Street Name:	Princevalle St.								Luchessa Ave.							
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				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module: AM Peak Hour																				
Base Vol:	0		0		0	74		0		173	172		573		0	0		448		94
Growth Adj:	1.00		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	74		0		173	172		573		0	0		448		94
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	74		0		173	172		573		0	0		448		94
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	74		0		173	172		573		0	0		448		94
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		xxxxx	6.4		xxxx		6.2	4.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx		xxxx		xxxxx	3.5		xxxx		3.3	2.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	1412		xxxx		495	542		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	154		xxxx		579	1037		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	132		xxxx		579	1037		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		xxxx	0.56		xxxx		0.30	0.17		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	2.8		xxxx		1.2	0.6		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	62.5		xxxx		13.9	9.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	F		*		B	A		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.6		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	9.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	A		*		*	*		*		*
ApproachDel:	xxxxxx					28.4					xxxxxx					xxxxxx				
ApproachLOS:	*					D					*					*				

****

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

****

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

****

Intersection #9019 Monterey / Luchessa

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: 37 Level Of Service: C

****

Street Name:	Monterey Rd.					Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:	AM Peak Hour											
Base Vol:	256	245	351	83	161	93	156	249	220	92	108	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	245	351	83	161	93	156	249	220	92	108	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	245	351	83	161	93	156	249	220	92	108	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	245	351	83	161	93	156	249	220	92	108	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	245	351	83	161	93	156	249	220	92	108	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1473	327
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.20	0.05	0.04	0.05	0.09	0.13	0.13	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	31.2	30.5	41.3	9.8	9.0	29.8	20.7	27.0	58.2	10.8	17.1	26.8
Volume/Cap:	0.42	0.19	0.44	0.44	0.42	0.16	0.39	0.44	0.19	0.44	0.39	0.25
Uniform Del:	22.5	21.1	16.5	37.6	38.0	21.3	29.3	25.4	6.4	36.8	31.9	23.9
IncremntDel:	0.5	0.1	0.4	1.6	0.8	0.1	0.6	0.5	0.1	1.5	0.7	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:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	21.1	16.9	39.2	38.8	21.4	29.9	25.9	6.5	38.2	32.6	24.2
LOS by Move:	C+	C+	B	D	D+	C+	C	C	A	D+	C-	C
HCM2kAvgQ:	6	2	7	3	3	2	4	6	3	3	4	3

****

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

****

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.980
Loss Time (sec): 12 Average Delay (sec/veh): 36.2
Optimal Cycle: 0 Level Of Service: E

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:PM Peak Hour												
Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20
Growth Adj:	1.00	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	244	231	21	403	0	0	10	11	507	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	244	231	21	403	0	0	10	11	507	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	244	231	21	403	0	0	10	11	507	8	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	452	485	535	460	492	0	0	202	223	517	8	20
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.43	0.05	0.82	xxxx	xxxx	0.05	0.05	0.98	0.98	0.98
Crit Moves:		****			****			****			****	
Delay/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5
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
AdjDel/Veh:	10.7	17.0	14.1	10.8	34.0	0.0	0.0	11.1	11.1	58.5	58.5	58.5
LOS by Move:	B	C	B	B	D	*	*	B	B	F	F	F
ApproachDel:		15.5			32.9			11.1			58.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.5			32.9			11.1			58.5	
LOS by Appr:		C			D			B			F	
AllWayAvgQ:	0.0	0.9	0.7	0.0	3.3	3.3	0.0	0.0	0.0	7.4	7.4	7.4

****

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

****

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

****

Intersection #9003 Santa Teresa Blvd. / First St.

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 44 Level Of Service: C

****

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:	PM Peak Hour											
Base Vol:	111	356	171	373	481	78	96	275	80	223	285	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	356	171	373	481	78	96	275	80	223	285	344
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	356	86	373	481	39	96	275	40	223	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	356	86	373	481	39	96	275	40	223	285	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:	111	356	86	373	481	39	96	275	40	223	285	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.05	0.12	0.13	0.02	0.05	0.14	0.02	0.13	0.15	0.00
Crit Moves:		****		****				****		****		
Green Time:	8.5	11.2	11.2	14.2	16.9	16.9	8.7	17.3	17.3	15.3	23.9	0.0
Volume/Cap:	0.52	0.58	0.30	0.58	0.52	0.09	0.44	0.58	0.09	0.58	0.44	0.00
Uniform Del:	28.9	27.2	25.9	25.2	23.0	20.6	28.4	23.2	20.3	24.5	17.9	0.0
IncremntDel:	2.4	1.5	0.6	1.4	0.6	0.1	1.4	1.9	0.1	2.3	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	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:	31.2	28.7	26.6	26.6	23.6	20.7	29.8	25.1	20.4	26.9	18.4	0.0
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A
HCM2kAvgQ:	3	5	2	5	5	1	3	6	1	6	5	0

****

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

****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.056
Loss Time (sec): 0 Average Delay (sec/veh): 46.2
Optimal Cycle: 0 Level Of Service: E

****

Street Name:	Uvas Park Dr.					Miller Ave.					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	168	445	10	13	325	141	91	35	109	12	90	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	445	10	13	325	141	91	35	109	12	90	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	445	10	13	325	141	91	35	109	12	90	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.71	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21
Final Sat.:	159	422	9	16	396	172	189	73	227	41	311	93
Capacity Analysis Module:												
Vol/Sat:	1.06	1.06	1.06	0.82	0.82	0.82	0.48	0.48	0.48	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
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
AdjDel/Veh:	76.9	76.9	76.9	30.1	30.1	30.1	15.7	15.7	15.7	13.2	13.2	13.2
LOS by Move:	F	F	F	D	D	D	C	C	C	B	B	B
ApproachDel:		76.9			30.1			15.7			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		76.9			30.1			15.7			13.2	
LOS by Appr:		F			D			C			B	
AllWayAvgQ:	11.1	11.1	11.1	3.4	3.4	3.4	0.8	0.8	0.8	0.3	0.3	0.3

****

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

****

Bkgnd+Ph1+2 PM Wed May 4, 2022 14:30:43 Page 5-1

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

****

Intersection #9013 Princevalle / Tenth

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 6 Average Delay (sec/veh): 9.1
Optimal Cycle: 23 Level Of Service: A

****

Street Name:	Princevalle St.					Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	114	101	73	102	119	16	14	383	14	79	548	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	101	73	102	119	16	14	383	14	79	548	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	101	73	102	119	16	14	383	14	79	548	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	101	73	102	119	16	14	383	14	79	548	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	101	73	102	119	16	14	383	14	79	548	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1045	755	1750	1587	213	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.08	0.08	0.01	0.20	0.01	0.05	0.29	0.07
Crit Moves:		****									****	
Green Time:	13.6	13.6	13.6	13.6	13.6	13.6	40.4	40.4	40.4	40.4	40.4	40.4
Volume/Cap:	0.29	0.43	0.43	0.26	0.33	0.33	0.01	0.30	0.01	0.07	0.43	0.11
Uniform Del:	19.2	19.9	19.9	19.1	19.4	19.4	3.2	4.0	3.2	3.3	4.5	3.4
IncremntDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	20.6	20.6	19.4	19.9	19.9	3.2	4.1	3.2	3.4	4.7	3.5
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1

****

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

****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.348
Loss Time (sec): 0 Average Delay (sec/veh): 114.1
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Thomas Rd.					Luchessa Ave.					
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			Stop Sign			Stop Sign	
Rights:	Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0 0	0 0	0 0	0 0	1 0	1 0	1 0	0 0	0
Volume Module:PM Peak Hour												
Base Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.00	0.89	0.00	0.00	0.00	0.00	1.00	1.00	0.53	0.47	0.00
Final Sat.:	71	0	553	0	0	0	0	561	630	346	305	0
Capacity Analysis Module:												
Vol/Sat:	0.54	xxxx	0.54	xxxx	xxxx	xxxx	xxxx	0.44	0.05	1.35	1.35	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	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
AdjDel/Veh:	14.9	0.0	14.9	0.0	0.0	0.0	0.0	13.7	8.6	184.3	184	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	14.9			xxxxxx				13.2			184.3	
Delay Adj:	1.00			xxxxx				1.00			1.00	
ApprAdjDel:	14.9			xxxxxx				13.2			184.3	
LOS by Appr:	B			*				B			F	
AllWayAvgQ:	1.1	1.1	1.1	0.0	0.0	0.0	0.0	0.7	0.1	31.8	31.8	31.8

****

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

****

Bkgnd+Ph1+2 PM Wed May 4, 2022 14:30:43 Page 7-1

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #9018 Princevalle / Luchessa

****

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[34.9]

****

Street Name:	Princevalle St.								Luchessa Ave.							
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				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:																				
Base Vol:	0		0		0	72		0		97	67		478		0	0		780		107
Growth Adj:	1.00		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	72		0		97	67		478		0	0		780		107
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	72		0		97	67		478		0	0		780		107
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	72		0		97	67		478		0	0		780		107
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		xxxxx	6.4		xxxx		6.2	4.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx		xxxx		xxxxx	3.5		xxxx		3.3	2.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	1446		xxxx		834	887		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	147		xxxx		371	772		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	137		xxxx		371	772		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		xxxx	0.53		xxxx		0.26	0.09		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	2.5		xxxx		1.0	0.3		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	57.6		xxxx		18.1	10.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	F		*		C	B		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.3		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	10.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	B		*		*	*		*		*
ApproachDel:	xxxxxx					34.9					xxxxxx					xxxxxx				
ApproachLOS:	*					D					*					*				

****

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

****

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

****

Intersection #9019 Monterey / Luchessa

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 56 Level Of Service: C

****

Street Name:	Monterey Rd.					Luchessa Ave.					
Approach:	North Bound			South Bound		East Bound			West Bound		
Movement:	L - T - R			L - T - R		L - T - R			L - T - R		
Control:	Protected			Protected		Protected			Protected		
Rights:	Ovl			Ovl		Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module: PM Peak Hour												
Base Vol:	377	261	138	35	275	229	164	170	220	285	282	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	261	138	35	275	229	164	170	220	285	282	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	261	138	35	275	229	164	170	220	285	282	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	261	138	35	275	229	164	170	220	285	282	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	261	138	35	275	229	164	170	220	285	282	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1357	443
Capacity Analysis Module:												
Vol/Sat:	0.22	0.07	0.08	0.02	0.07	0.13	0.09	0.09	0.13	0.16	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	28.5	29.5	55.3	8.6	9.6	22.0	12.4	14.2	42.7	25.8	27.5	36.1
Volume/Cap:	0.68	0.21	0.13	0.21	0.68	0.54	0.68	0.57	0.27	0.57	0.68	0.52
Uniform Del:	26.8	21.8	7.3	37.6	38.7	29.6	36.9	35.1	14.2	27.4	27.4	20.4
IncremntDel:	3.4	0.1	0.1	0.6	4.7	1.3	7.6	2.6	0.2	1.6	3.4	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:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	21.9	7.3	38.2	43.4	30.9	44.6	37.7	14.4	28.9	30.8	21.0
LOS by Move:	C	C+	A	D+	D	C	D	D+	B	C	C	C+
HCM2kAvgQ:	11	3	2	1	5	7	6	5	4	8	11	9

****

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

****

MITIG8 - Bkgnd+Ph1+2 AM Wed May 11, 2022 11:33:25 Page 1-1

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

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 12 Average Delay (sec/veh): 21.1
Optimal Cycle: 49 Level Of Service: C+

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
Approach:	North Bound			South Bound		East Bound			West Bound		
Movement:	L - T - R			L - T - R		L - T - R			L - T - R		
Control:	Protected			Protected		Split Phase			Split Phase		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	386	465	15	201	2	4	4	5	225	6	18
Growth Adj:	1.00	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	386	465	15	201	2	4	4	5	225	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	386	465	15	201	2	4	4	5	225	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	386	465	15	201	2	4	4	5	225	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	386	465	15	201	2	4	4	5	225	6	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	1900	1900	1900	1900	1881	19	585	585	731	1717	46	137
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.24	0.01	0.11	0.11	0.01	0.01	0.01	0.13	0.13	0.13
Crit Moves:			****	****				****			****	
Green Time:	13.9	26.7	26.7	7.0	19.8	19.8	10.0	10.0	10.0	14.3	14.3	14.3
Volume/Cap:	0.01	0.53	0.64	0.08	0.38	0.38	0.05	0.05	0.05	0.64	0.64	0.64
Uniform Del:	22.6	16.8	17.7	28.6	20.1	20.1	25.9	25.9	25.9	25.5	25.5	25.5
IncremntDel:	0.0	0.8	2.0	0.2	0.4	0.4	0.1	0.1	0.1	3.6	3.6	3.6
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:	22.6	17.6	19.7	28.8	20.6	20.6	26.0	26.0	26.0	29.1	29.1	29.1
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:	22.6	17.6	19.7	28.8	20.6	20.6	26.0	26.0	26.0	29.1	29.1	29.1
LOS by Move:	C+	B	B-	C	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	9	0	4	4	0	0	0	6	6	6

****

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

****

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MITIG8 - Bkgnd+Ph1+2 AM Thu May 26, 2022 12:14:09 Page 1-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 0 Average Delay (sec/veh): 24.9
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Uvas Park Dr.							Miller Ave.					
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			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:	AM Peak Hour												
Base Vol:	110	253	12	12	392	64	41	70	170	56	125	25	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	110	253	12	12	392	64	41	70	170	56	125	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
PHF Volume:	116	266	13	13	413	67	43	74	179	59	132	26	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	116	266	13	13	413	67	43	74	179	59	132	26	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	116	266	13	13	413	67	43	74	179	59	132	26	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.95	0.05	0.02	0.84	0.14	0.15	0.25	0.60	0.27	0.61	0.12	
Final Sat.:	449	459	22	14	461	75	72	124	301	123	275	55	
Capacity Analysis Module:													
Vol/Sat:	0.26	0.58	0.58	0.89	0.89	0.89	0.60	0.60	0.60	0.48	0.48	0.48	
Crit Moves:		****			****			****			****		
Delay/Veh:	12.8	18.2	18.2	39.9	39.9	39.9	17.9	17.9	17.9	15.8	15.8	15.8	
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	
AdjDel/Veh:	12.8	18.2	18.2	39.9	39.9	39.9	17.9	17.9	17.9	15.8	15.8	15.8	
LOS by Move:	B	C	C	E	E	E	C	C	C	C	C	C	
ApproachDel:		16.6			39.9			17.9			15.8		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		16.6			39.9			17.9			15.8		
LOS by Appr:		C			E			C			C		
AllWayAvgQ:	0.3	1.1	1.1	4.7	4.7	4.7	1.1	1.1	1.1	0.7	0.7	0.7	

****

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

****

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MITIG8 - Bkgnd+Ph1+2 AM Thu May 26, 2022 12:24:00 Page 1-1

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Average Delay (sec/veh): 6.9 Level Of Service: A

****

Street Name:	Thomas Rd.					Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound	
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module: AM Peak Hour												
Base Vol:	115	0	429	0	0	0	0	315	102	404	216	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:	115	0	429	0	0	0	0	315	102	404	216	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:	115	0	429	0	0	0	0	315	102	404	216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	429	0	0	0	0	315	102	404	216	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:	115	0	429	0	0	0	0	315	102	404	216	0
PCE Module:												
AutoPCE:	115	0	429	0	0	0	0	315	102	404	216	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	115	0	429	0	0	0	0	315	102	404	216	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	315	735	404	115
MaxVolume:	1030	xxxxxx	982	1138
PedVolume:	0	0	0	0
AdjMaxVol:	1030	xxxxxx	982	1138
ApproachVol:	544	xxxxxx	417	620
ApproachV/C:	0.53	1.00	0.42	0.54
ApproachDel:	7.3	xxxxxx	6.3	6.9
ApproachLOS:	A	*	A	A
Queue:	3.2	xxxx	2.1	3.4

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MITIG8 - Bkgnd+Ph1+2 PM Wed May 11, 2022 11:35:24 Page 1-1

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

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): 30.5
Optimal Cycle: 49 Level Of Service: C

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
Approach:	North Bound			South Bound		East Bound			West Bound		
Movement:	L - T - R			L - T - R		L - T - R			L - T - R		
Control:	Protected			Protected		Split Phase			Split Phase		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:PM Peak Hour												
Base Vol:	8	244	231	21	403	0	0	10	11	507	8	20
Growth Adj:	1.00	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	244	231	21	403	0	0	10	11	507	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	244	231	21	403	0	0	10	11	507	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	244	231	21	403	0	0	10	11	507	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	244	231	21	403	0	0	10	11	507	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	1900	1900	1900	1900	1900	0	0	905	995	1801	28	71
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.01	0.21	0.00	0.00	0.01	0.01	0.28	0.28	0.28
Crit Moves:	****				****			****			****	
Green Time:	7.0	17.2	17.2	11.7	21.9	0.0	0.0	10.0	10.0	29.1	29.1	29.1
Volume/Cap:	0.05	0.60	0.57	0.08	0.77	0.00	0.00	0.09	0.09	0.77	0.77	0.77
Uniform Del:	33.4	28.3	28.1	29.5	26.8	0.0	0.0	31.0	31.0	22.5	22.5	22.5
IncremntDel:	0.1	2.4	1.8	0.1	7.1	0.0	0.0	0.2	0.2	5.5	5.5	5.5
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	30.7	29.9	29.6	33.9	0.0	0.0	31.1	31.1	28.0	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	30.7	29.9	29.6	33.9	0.0	0.0	31.1	31.1	28.0	28.0	28.0
LOS by Move:	C-	C	C	C	C-	A	A	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	11	0	0	1	1	14	14	14

****

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

****

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MITIG8 - Bkgnd+Ph1+2 PM Thu May 26, 2022 12:16:21 Page 1-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 0 Average Delay (sec/veh): 24.0
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Uvas Park Dr.					Miller Ave.					
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			Stop Sign			Stop Sign	
Rights:	Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:PM Peak Hour												
Base Vol:	168	445	10	13	325	141	91	35	109	12	90	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	445	10	13	325	141	91	35	109	12	90	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	445	10	13	325	141	91	35	109	12	90	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	445	10	13	325	141	91	35	109	12	90	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	445	10	13	325	141	91	35	109	12	90	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	0.03	0.68	0.29	0.39	0.15	0.46	0.09	0.70	0.21
Final Sat.:	512	541	12	16	399	173	189	73	226	42	311	93
Capacity Analysis Module:												
Vol/Sat:	0.33	0.82	0.82	0.81	0.81	0.81	0.48	0.48	0.48	0.29	0.29	0.29
Crit Moves:		****			****			****			****	
Delay/Veh:	12.9	31.2	31.2	28.6	28.6	28.6	15.0	15.0	15.0	12.7	12.7	12.7
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
AdjDel/Veh:	12.9	31.2	31.2	28.6	28.6	28.6	15.0	15.0	15.0	12.7	12.7	12.7
LOS by Move:	B	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:		26.3			28.6			15.0			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.3			28.6			15.0			12.7	
LOS by Appr:		D			D			B			B	
AllWayAvgQ:	0.5	3.4	3.4	3.2	3.2	3.2	0.7	0.7	0.7	0.3	0.3	0.3

****

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

****

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MITIG8 - Bkgnd+Ph1+2 PM Thu May 26, 2022 12:26:49 Page 1-1

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Average Delay (sec/veh): 8.8 Level Of Service: A

****

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:PM Peak Hour												
Base Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	297	0	0	0	0	249	32	467	411	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:	38	0	297	0	0	0	0	249	32	467	411	0
PCE Module:												
AutoPCE:	38	0	297	0	0	0	0	249	32	467	411	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	38	0	297	0	0	0	0	249	32	467	411	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	249	916	467	38
MaxVolume:	1066	xxxxxx	948	1179
PedVolume:	0	0	0	0
AdjMaxVol:	1066	xxxxxx	948	1179
ApproachVol:	335	xxxxxx	281	878
ApproachV/C:	0.31	1.00	0.30	0.74
ApproachDel:	4.9	xxxxxx	5.4	11.3
ApproachLOS:	A	*	A	B
Queue:	1.4	xxxx	1.2	7.3

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Bkgnd+CPB AM Wed May 4, 2022 14:48:04 Page 2-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 12 Average Delay (sec/veh): 14.7
Optimal Cycle: 0 Level Of Service: B

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: AM Peak Hour												
Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
Growth Adj:	1.00	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	380	459	15	197	2	4	4	5	222	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	380	459	15	197	2	4	4	5	222	6	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	581	633	722	510	548	6	157	157	196	509	14	41
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.64	0.03	0.36	0.36	0.03	0.03	0.03	0.44	0.44	0.44
Crit Moves:			****		****			****		****		
Delay/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
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
AdjDel/Veh:	8.9	16.2	15.6	9.7	12.3	12.3	9.5	9.5	9.5	13.5	13.5	13.5
LOS by Move:	A	C	C	A	B	B	A	A	A	B	B	B
ApproachDel:		15.8			12.1			9.5			13.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.8			12.1			9.5			13.5	
LOS by Appr:		C			B			A			B	
AllWayAvgQ:	0.0	1.4	1.6	0.0	0.5	0.5	0.0	0.0	0.0	0.7	0.7	0.7

****

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

****

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

****

Intersection #9003 Santa Teresa Blvd. / First St.

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 48 Level Of Service: C

****

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:	AM Peak Hour											
Base Vol:	88	495	289	445	578	87	41	220	111	246	155	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	495	289	445	578	87	41	220	111	246	155	270
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	88	495	145	445	578	44	41	220	56	246	155	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	495	145	445	578	44	41	220	56	246	155	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	88	495	145	445	578	44	41	220	56	246	155	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.14	0.15	0.02	0.02	0.12	0.03	0.14	0.08	0.00
Crit Moves:		****		****				****		****		
Green Time:	7.4	14.3	14.3	15.5	22.4	22.4	6.3	12.7	12.7	15.4	21.9	0.0
Volume/Cap:	0.47	0.64	0.40	0.64	0.47	0.08	0.26	0.64	0.17	0.64	0.26	0.00
Uniform Del:	29.5	25.5	24.1	24.7	19.1	16.6	29.7	26.5	24.2	24.7	18.0	0.0
IncremntDel:	1.9	1.8	0.7	2.0	0.3	0.1	0.9	3.9	0.3	3.5	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	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:	31.4	27.2	24.9	26.7	19.4	16.6	30.6	30.4	24.5	28.3	18.2	0.0
LOS by Move:	C	C	C	C	B-	B	C	C	C	C	B-	A
HCM2kAvgQ:	3	6	3	6	5	1	1	6	1	6	3	0

****

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

****

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 Average Delay (sec/veh): 21.3
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Uvas Park Dr.					Miller Ave.					
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		Stop Sign			Stop Sign		
Rights:	Include			Include		Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	108	253	12	12	392	59	36	67	164	56	123	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	253	12	12	392	59	36	67	164	56	123	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	253	12	12	392	59	36	67	164	56	123	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	253	12	12	392	59	36	67	164	56	123	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	253	12	12	392	59	36	67	164	56	123	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.68	0.03	0.02	0.85	0.13	0.13	0.25	0.62	0.27	0.61	0.12
Final Sat.:	155	364	17	15	484	73	67	124	304	123	271	55
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.81	0.81	0.81	0.54	0.54	0.54	0.45	0.45	0.45
Crit Moves:		****			****		****				****	
Delay/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
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
AdjDel/Veh:	21.0	21.0	21.0	28.0	28.0	28.0	15.4	15.4	15.4	14.5	14.5	14.5
LOS by Move:	C	C	C	D	D	D	C	C	C	B	B	B
ApproachDel:		21.0			28.0			15.4			14.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.0			28.0			15.4			14.5	
LOS by Appr:		C			D			C			B	
AllWayAvgQ:	1.7	1.7	1.7	3.0	3.0	3.0	0.8	0.8	0.8	0.6	0.6	0.6

****

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

****

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

****

Intersection #9013 Princevalle / Tenth

****

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 6 Average Delay (sec/veh): 10.2
Optimal Cycle: 23 Level Of Service: B+

****

Street Name:	Princevalle St.								Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1		
Volume Module:	AM Peak Hour													
Base Vol:	95	147	130	117	202	32	107	428	126	115	347	101		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	95	147	130	117	202	32	107	428	126	115	347	101		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	95	147	130	117	202	32	107	428	126	115	347	101		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	95	147	130	117	202	32	107	428	126	115	347	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:	95	147	130	117	202	32	107	428	126	115	347	101		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92		
Lanes:	1.00	0.53	0.47	1.00	0.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00		
Final Sat.:	1750	955	845	1750	1554	246	1750	1900	1750	1750	1900	1750		
Capacity Analysis Module:														
Vol/Sat:	0.05	0.15	0.15	0.07	0.13	0.13	0.06	0.23	0.07	0.07	0.18	0.06		
Crit Moves:		****						****						
Green Time:	21.9	21.9	21.9	21.9	21.9	21.9	32.1	32.1	32.1	32.1	32.1	32.1		
Volume/Cap:	0.15	0.42	0.42	0.18	0.36	0.36	0.11	0.42	0.13	0.12	0.34	0.11		
Uniform Del:	12.8	14.3	14.3	13.0	13.9	13.9	6.9	8.4	7.0	7.0	7.9	6.9		
IncremntDel:	0.1	0.4	0.4	0.1	0.3	0.3	0.1	0.3	0.1	0.1	0.2	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:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	12.9	14.7	14.7	13.1	14.2	14.2	7.0	8.7	7.1	7.0	8.1	6.9		
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A		
HCM2kAvgQ:	1	4	4	2	4	4	1	5	1	1	4	1		

****

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

****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.071
Loss Time (sec): 0 Average Delay (sec/veh): 51.1
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Thomas Rd.							Luchessa Ave.					
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			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	1	0
	1	0	1	0	1	0	1	0	0	0			
Volume Module: AM Peak Hour													
Base Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.21	0.00	0.79	0.00	0.00	0.00	0.00	1.00	1.00	0.68	0.32	0.00	
Final Sat.:	126	0	478	0	0	0	0	491	543	377	180	0	
Capacity Analysis Module:													
Vol/Sat:	0.90	xxxx	0.90	xxxx	xxxx	xxxx	xxxx	0.56	0.18	1.07	1.07	xxxx	
Crit Moves:	****							****			****		
Delay/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	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	
AdjDel/Veh:	39.4	0.0	39.4	0.0	0.0	0.0	0.0	18.2	10.6	83.4	83.4	0.0	
LOS by Move:	E	*	E	*	*	*	*	C	B	F	F	*	
ApproachDel:	39.4			xxxxxx				16.2			83.4		
Delay Adj:	1.00			xxxxx				1.00			1.00		
ApprAdjDel:	39.4			xxxxxx				16.2			83.4		
LOS by Appr:	E			*				C			F		
AllWayAvgQ:	5.1	5.1	5.1	0.0	0.0	0.0	0.0	1.1	0.2	11.4	11.4	11.4	

****

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

****

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #9018 Princevalle / Luchessa

****

Average Delay (sec/veh): 5.2 Worst Case Level Of Service: D[25.0]

****

Street Name:	Princevalle St.								Luchessa Ave.							
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				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:AM Peak Hour																				
Base Vol:	0		0		0	73		0		172	171		533		0	0		424		93
Growth Adj:	1.00		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	73		0		172	171		533		0	0		424		93
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		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	73		0		172	171		533		0	0		424		93
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	73		0		172	171		533		0	0		424		93
Critical Gap Module:																				
Critical Gp:xxxxx	xxxx		xxxxx			6.4	xxxx		6.2		4.1	xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:xxxxx	xxxx		xxxxx			3.5	xxxx		3.3		2.2	xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	1346	xxxx		471		517	xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	169	xxxx		597		1059	xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	146	xxxx		597		1059	xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		xxxx	0.50	xxxx		0.29		0.16	xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	2.4	xxxx		1.2		0.6	xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:xxxxx	xxxx		xxxxx			52.4	xxxx		13.4		9.1	xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	F	*		B		A	*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		0.6	xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:xxxxx	xxxx		xxxxx			xxxxx	xxxx		xxxxx		9.1	xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	A	*		*	*		*		*
ApproachDel:	xxxxxx					25.0					xxxxxx					xxxxxx				
ApproachLOS:	*					D					*					*				

****

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

****

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

****

Intersection #9019 Monterey / Luchessa

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): 23.4
Optimal Cycle: 37 Level Of Service: C

****

Street Name:	Monterey Rd.					Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	0 1	0
Volume Module:	AM Peak Hour											
Base Vol:	269	244	351	83	106	83	136	267	216	92	103	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	244	351	83	106	83	136	267	216	92	103	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	244	351	83	106	83	136	267	216	92	103	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	244	351	83	106	83	136	267	216	92	103	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	244	351	83	106	83	136	267	216	92	103	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1460	340
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.20	0.05	0.03	0.05	0.08	0.14	0.12	0.05	0.07	0.07
Crit Moves:			****	****				****		****		
Green Time:	33.2	29.7	40.3	9.5	6.0	26.3	20.3	28.2	61.4	10.6	18.4	28.0
Volume/Cap:	0.42	0.19	0.45	0.45	0.42	0.16	0.34	0.45	0.18	0.45	0.34	0.23
Uniform Del:	21.2	21.6	17.2	37.8	40.3	23.6	29.2	24.7	5.2	37.0	30.6	23.0
IncremntDel:	0.4	0.1	0.4	1.7	1.1	0.1	0.5	0.5	0.1	1.6	0.6	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:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.7	17.6	39.5	41.4	23.8	29.8	25.2	5.3	38.6	31.2	23.2
LOS by Move:	C+	C+	B	D	D	C	C	C	A	D+	C	C
HCM2kAvgQ:	6	2	7	3	2	2	4	6	2	3	3	3

****

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

****

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): 31.4
Optimal Cycle: 0 Level Of Service: D

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
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		Stop Sign			Stop Sign		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	4	4	4	10	10	10
Lanes:	1 0 1 0 1			1 0 0 1 0		0 0 0 1 0			0 0 1! 0 0		
Volume Module:PM Peak Hour												
Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20
Growth Adj:	1.00	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	223	223	21	389	0	0	10	11	494	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	223	223	21	389	0	0	10	11	494	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	223	223	21	389	0	0	10	11	494	8	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	454	487	538	464	497	0	0	206	226	524	8	21
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.41	0.05	0.78	xxxx	xxxx	0.05	0.05	0.94	0.94	0.94
Crit Moves:		****			****			****		****		
Delay/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
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
AdjDel/Veh:	10.5	15.5	13.4	10.6	29.5	0.0	0.0	10.8	10.8	49.4	49.4	49.4
LOS by Move:	B	C	B	B	D	*	*	B	B	E	E	E
ApproachDel:		14.4			28.5			10.8			49.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			28.5			10.8			49.4	
LOS by Appr:		B			D			B			E	
AllWayAvgQ:	0.0	0.8	0.6	0.0	2.7	2.7	0.0	0.0	0.0	6.1	6.1	6.1

****

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

****

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

Intersection #9003 Santa Teresa Blvd. / First St.

Cycle (sec): 70 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 43 Level Of Service: C

Street Name:	Santa Teresa Blvd.						First St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	2 0	2 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	107	321	163	373	462	78	96	275	77	218	285	344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	321	163	373	462	78	96	275	77	218	285	344
User Adj:	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.50	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	321	82	373	462	39	96	275	39	218	285	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	321	82	373	462	39	96	275	39	218	285	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:	107	321	82	373	462	39	96	275	39	218	285	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.05	0.12	0.12	0.02	0.05	0.14	0.02	0.12	0.15	0.00
Crit Moves:		****		****				****		****		
Green Time:	8.3	10.4	10.4	14.5	16.6	16.6	8.9	17.8	17.8	15.3	24.2	0.0
Volume/Cap:	0.51	0.57	0.31	0.57	0.51	0.09	0.43	0.57	0.09	0.57	0.43	0.00
Uniform Del:	28.9	27.7	26.6	24.9	23.2	20.8	28.3	22.8	19.9	24.4	17.6	0.0
IncremntDel:	2.2	1.4	0.7	1.2	0.5	0.1	1.4	1.6	0.1	2.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	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:	31.1	29.1	27.3	26.1	23.7	20.9	29.6	24.4	20.0	26.5	18.1	0.0
LOS by Move:	C	C	C	C	C	C+	C	C	C+	C	B-	A
HCM2kAvgQ:	3	4	2	5	5	1	3	6	1	5	5	0

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.044
Loss Time (sec): 0 Average Delay (sec/veh): 44.0
Optimal Cycle: 0 Level Of Service: E

****

Street Name:	Uvas Park Dr.					Miller Ave.					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0	0 0 1!	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	156	445	10	13	325	122	52	27	102	12	79	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	445	10	13	325	122	52	27	102	12	79	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	468	11	14	342	128	55	28	107	13	83	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	468	11	14	342	128	55	28	107	13	83	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	468	11	14	342	128	55	28	107	13	83	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.73	0.02	0.03	0.71	0.26	0.29	0.15	0.56	0.10	0.67	0.23
Final Sat.:	157	449	10	17	429	161	142	74	279	47	309	106
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.80	0.80	0.80	0.38	0.38	0.38	0.27	0.27	0.27
Crit Moves:	****				****		****					****
Delay/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
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
AdjDel/Veh:	71.7	71.7	71.7	27.3	27.3	27.3	13.7	13.7	13.7	12.6	12.6	12.6
LOS by Move:	F	F	F	D	D	D	B	B	B	B	B	B
ApproachDel:	71.7			27.3			13.7			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	71.7			27.3			13.7			12.6		
LOS by Appr:	F			D			B			B		
AllWayAvgQ:	10.8	10.8	10.8	3.1	3.1	3.1	0.5	0.5	0.5	0.3	0.3	0.3

****

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

****

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

Intersection #9013 Princevalle / Tenth

Cycle (sec): 60 Critical Vol./Cap.(X): 0.421
Loss Time (sec): 6 Average Delay (sec/veh): 9.2
Optimal Cycle: 23 Level Of Service: A

Street Name:	Princevalle St.					Tenth St.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:	PM Peak Hour											
Base Vol:	114	101	73	102	117	16	14	375	14	79	536	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	101	73	102	117	16	14	375	14	79	536	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	101	73	102	117	16	14	375	14	79	536	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	101	73	102	117	16	14	375	14	79	536	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	101	73	102	117	16	14	375	14	79	536	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	0.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1045	755	1750	1583	217	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.10	0.06	0.07	0.07	0.01	0.20	0.01	0.05	0.28	0.07
Crit Moves:		****									****	
Green Time:	13.8	13.8	13.8	13.8	13.8	13.8	40.2	40.2	40.2	40.2	40.2	40.2
Volume/Cap:	0.28	0.42	0.42	0.25	0.32	0.32	0.01	0.29	0.01	0.07	0.42	0.11
Uniform Del:	19.0	19.7	19.7	18.9	19.2	19.2	3.3	4.1	3.3	3.4	4.5	3.5
IncremntDel:	0.4	0.7	0.7	0.3	0.5	0.5	0.0	0.1	0.0	0.0	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	20.4	20.4	19.2	19.7	19.7	3.3	4.2	3.3	3.4	4.8	3.6
LOS by Move:	B-	C+	C+	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	2	2	2	0	3	0	1	5	1

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

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 0 Average Delay (sec/veh): 64.7
Optimal Cycle: 0 Level Of Service: F

****

Street Name:	Thomas Rd.					Luchessa Ave.					
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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.00	0.91	0.00	0.00	0.00	0.00	1.00	1.00	0.61	0.39	0.00
Final Sat.:	55	0	588	0	0	0	0	565	635	410	261	0
Capacity Analysis Module:												
Vol/Sat:	0.51	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	0.32	0.04	1.14	1.14	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	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
AdjDel/Veh:	13.9	0.0	13.9	0.0	0.0	0.0	0.0	11.7	8.4	100.5	100	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	13.9			xxxxxx				11.3		100.5		
Delay Adj:	1.00			xxxxx				1.00		1.00		
ApprAdjDel:	13.9			xxxxxx				11.3		100.5		
LOS by Appr:	B			*				B		F		
AllWayAvgQ:	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.4	0.0	17.2	17.2	17.2

****

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

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

****

Intersection #9018 Princevalle / Luchessa

****

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: D[25.8]

****

Street Name:	Princevalle St.								Luchessa Ave.							
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				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	1	0
Volume Module:PM Peak Hour																				
Base Vol:	0		0		0	72		0		93	65		413		0	0		671		107
Growth Adj:	1.00		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	72		0		93	65		413		0	0		671		107
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	72		0		93	65		413		0	0		671		107
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	72		0		93	65		413		0	0		671		107
Critical Gap Module:																				
Critical Gp:	xxxxx		xxxx		xxxxx	6.4		xxxx		6.2	4.1		xxxx		xxxxx	xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx		xxxx		xxxxx	3.5		xxxx		3.3	2.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx		xxxx		xxxxx	1268		xxxx		725	778		xxxx		xxxxx	xxxx		xxxx		xxxxx
Potent Cap.:	xxxx		xxxx		xxxxx	188		xxxx		429	848		xxxx		xxxxx	xxxx		xxxx		xxxxx
Move Cap.:	xxxx		xxxx		xxxxx	177		xxxx		429	848		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	xxxx		xxxx		xxxx	0.41		xxxx		0.22	0.08		xxxx		xxxx	xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	1.8		xxxx		0.8	0.2		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	38.8		xxxx		15.7	9.6		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*		*		*	E		*		C	A		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	0.2		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	9.6		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		*		*	*		*		*	A		*		*	*		*		*
ApproachDel:	xxxxxx					25.8					xxxxxx					xxxxxx				
ApproachLOS:	*					D					*					*				

****

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

****

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

****

Intersection #9019 Monterey / Luchessa

****

Cycle (sec): 90 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): 28.0
Optimal Cycle: 50 Level Of Service: C

****

Street Name:	Monterey Rd.					Luchessa Ave.					
Approach:	North Bound			South Bound		East Bound			West Bound		
Movement:	L - T - R			L - T - R		L - T - R			L - T - R		
Control:	Protected			Protected		Protected			Protected		
Rights:	Ovl			Ovl		Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module: PM Peak Hour												
Base Vol:	356	281	138	35	275	180	128	152	218	285	258	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	281	138	35	275	180	128	152	218	285	258	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	356	281	138	35	275	180	128	152	218	285	258	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	281	138	35	275	180	128	152	218	285	258	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	356	281	138	35	275	180	128	152	218	285	258	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.74	0.26
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1327	473
Capacity Analysis Module:												
Vol/Sat:	0.20	0.07	0.08	0.02	0.07	0.10	0.07	0.08	0.12	0.16	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	29.2	31.2	56.9	8.4	10.4	20.9	10.5	12.7	41.9	25.8	27.9	36.3
Volume/Cap:	0.63	0.21	0.12	0.21	0.63	0.44	0.63	0.57	0.27	0.57	0.63	0.48
Uniform Del:	25.8	20.8	6.6	37.7	38.0	29.6	37.9	36.1	14.7	27.4	26.6	19.9
IncremntDel:	2.2	0.1	0.1	0.7	2.9	0.8	6.1	2.9	0.2	1.6	2.3	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:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.0	20.9	6.7	38.4	40.8	30.4	43.9	39.0	14.9	28.9	28.8	20.4
LOS by Move:	C	C+	A	D+	D	C	D	D	B	C	C	C+
HCM2kAvgQ:	10	3	2	1	5	5	5	5	4	8	9	8

****

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

****

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

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 70 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): 21.0
Optimal Cycle: 49 Level Of Service: C+

****

Street Name:	Santa Teresa Blvd						Fitzgerald Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:AM Peak Hour												
Base Vol:	5	380	459	15	197	2	4	4	5	222	6	18
Growth Adj:	1.00	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	380	459	15	197	2	4	4	5	222	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	380	459	15	197	2	4	4	5	222	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	380	459	15	197	2	4	4	5	222	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	380	459	15	197	2	4	4	5	222	6	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.31	0.31	0.38	0.91	0.02	0.07
Final Sat.:	1900	1900	1900	1900	1881	19	585	585	731	1715	46	139
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.24	0.01	0.10	0.10	0.01	0.01	0.01	0.13	0.13	0.13
Crit Moves:			****	****				****			****	
Green Time:	13.9	26.7	26.7	7.0	19.8	19.8	10.0	10.0	10.0	14.3	14.3	14.3
Volume/Cap:	0.01	0.52	0.63	0.08	0.37	0.37	0.05	0.05	0.05	0.63	0.63	0.63
Uniform Del:	22.6	16.7	17.7	28.6	20.1	20.1	25.9	25.9	25.9	25.5	25.5	25.5
IncremntDel:	0.0	0.7	1.8	0.2	0.4	0.4	0.1	0.1	0.1	3.4	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:	22.6	17.5	19.5	28.8	20.5	20.5	26.0	26.0	26.0	28.9	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	17.5	19.5	28.8	20.5	20.5	26.0	26.0	26.0	28.9	28.9	28.9
LOS by Move:	C+	B	B-	C	C+	C+	C	C	C	C	C	C
HCM2kAvgQ:	0	7	9	0	4	4	0	0	0	6	6	6

****

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

****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): 23.4
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Uvas Park Dr.					Miller Ave.					
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			Stop Sign			Stop Sign	
Rights:	Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0	1 0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module: PM Peak Hour												
Base Vol:	156	445	10	13	325	122	52	27	102	12	79	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	445	10	13	325	122	52	27	102	12	79	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	468	11	14	342	128	55	28	107	13	83	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	468	11	14	342	128	55	28	107	13	83	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	468	11	14	342	128	55	28	107	13	83	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.98	0.02	0.03	0.71	0.26	0.29	0.15	0.56	0.10	0.67	0.23
Final Sat.:	532	563	13	17	431	162	142	74	279	47	309	106
Capacity Analysis Module:												
Vol/Sat:	0.31	0.83	0.83	0.79	0.79	0.79	0.38	0.38	0.38	0.27	0.27	0.27
Crit Moves:		****			****		****				****	
Delay/Veh:	12.3	31.3	31.3	26.2	26.2	26.2	13.2	13.2	13.2	12.2	12.2	12.2
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
AdjDel/Veh:	12.3	31.3	31.3	26.2	26.2	26.2	13.2	13.2	13.2	12.2	12.2	12.2
LOS by Move:	B	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:		26.5			26.2			13.2			12.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.5			26.2			13.2			12.2	
LOS by Appr:		D			D			B			B	
AllWayAvgQ:	0.4	3.6	3.6	3.0	3.0	3.0	0.5	0.5	0.5	0.3	0.3	0.3

****

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

****

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Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Average Delay (sec/veh): 6.6 Level Of Service: A

****

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module: AM Peak Hour												
Base Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	429	0	0	0	0	274	98	404	193	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:	113	0	429	0	0	0	0	274	98	404	193	0
PCE Module:												
AutoPCE:	113	0	429	0	0	0	0	274	98	404	193	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	113	0	429	0	0	0	0	274	98	404	193	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	274	710	404	113
MaxVolume:	1052	xxxxxx	982	1139
PedVolume:	0	0	0	0
AdjMaxVol:	1052	xxxxxx	982	1139
ApproachVol:	542	xxxxxx	372	597
ApproachV/C:	0.52	1.00	0.38	0.52
ApproachDel:	7.0	xxxxxx	5.9	6.6
ApproachLOS:	A	*	A	A
Queue:	3.0	xxxx	1.8	3.2

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

****

Intersection #9001 Santa Teresa / Fitzgerald

****

Cycle (sec): 80 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 12 Average Delay (sec/veh): 29.6
Optimal Cycle: 49 Level Of Service: C

****

Street Name:	Santa Teresa Blvd					Fitzgerald Ave					
Approach:	North Bound			South Bound		East Bound			West Bound		
Movement:	L - T - R			L - T - R		L - T - R			L - T - R		
Control:	Protected			Protected		Split Phase			Split Phase		
Rights:	Include			Include		Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	0 1	0	0 0	0 1	0	0 0	1! 0	0
Volume Module:PM Peak Hour												
Base Vol:	8	223	223	21	389	0	0	10	11	494	8	20
Growth Adj:	1.00	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	223	223	21	389	0	0	10	11	494	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	223	223	21	389	0	0	10	11	494	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	223	223	21	389	0	0	10	11	494	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	223	223	21	389	0	0	10	11	494	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.48	0.52	0.95	0.01	0.04
Final Sat.:	1900	1900	1900	1900	1900	0	0	905	995	1798	29	73
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.01	0.20	0.00	0.00	0.01	0.01	0.27	0.27	0.27
Crit Moves:	****				****			****			****	
Green Time:	7.0	16.9	16.9	11.8	21.8	0.0	0.0	10.0	10.0	29.2	29.2	29.2
Volume/Cap:	0.05	0.55	0.55	0.07	0.75	0.00	0.00	0.09	0.09	0.75	0.75	0.75
Uniform Del:	33.4	28.2	28.2	29.4	26.6	0.0	0.0	31.0	31.0	22.2	22.2	22.2
IncremntDel:	0.1	1.7	1.7	0.1	6.1	0.0	0.0	0.2	0.2	4.6	4.6	4.6
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.6	29.9	29.9	29.5	32.8	0.0	0.0	31.1	31.1	26.8	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	29.9	29.9	29.5	32.8	0.0	0.0	31.1	31.1	26.8	26.8	26.8
LOS by Move:	C-	C	C	C	C-	A	A	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	11	0	0	1	1	13	13	13

****

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

****

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

****

Intersection #9009 Uvas Park / Miller

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): 19.5
Optimal Cycle: 0 Level Of Service: C

****

Street Name:	Uvas Park Dr.							Miller Ave.					
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			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:	AM Peak Hour												
Base Vol:	108	253	12	12	392	59	36	67	164	56	123	25	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	108	253	12	12	392	59	36	67	164	56	123	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	108	253	12	12	392	59	36	67	164	56	123	25	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	108	253	12	12	392	59	36	67	164	56	123	25	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	108	253	12	12	392	59	36	67	164	56	123	25	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.95	0.05	0.02	0.85	0.13	0.13	0.25	0.62	0.27	0.61	0.12	
Final Sat.:	472	484	23	15	485	73	69	128	314	128	282	57	
Capacity Analysis Module:													
Vol/Sat:	0.23	0.52	0.52	0.81	0.81	0.81	0.52	0.52	0.52	0.44	0.44	0.44	
Crit Moves:		****			****				****		****		
Delay/Veh:	12.0	15.9	15.9	28.1	28.1	28.1	15.1	15.1	15.1	14.2	14.2	14.2	
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	
AdjDel/Veh:	12.0	15.9	15.9	28.1	28.1	28.1	15.1	15.1	15.1	14.2	14.2	14.2	
LOS by Move:	B	C	C	D	D	D	C	C	C	B	B	B	
ApproachDel:		14.8			28.1			15.1			14.2		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		14.8			28.1			15.1			14.2		
LOS by Appr:		B			D			C			B		
AllWayAvgQ:	0.3	0.9	0.9	3.0	3.0	3.0	0.8	0.8	0.8	0.6	0.6	0.6	

****

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

****

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MITIG8 - Bkgnd+CPB PM Thu Apr 28, 2022 17:07:08 Page 1-1

Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

****

Intersection #9017 Thomas / Luchessa

****

Average Delay (sec/veh): 6.9 Level Of Service: A

****

Street Name:	Thomas Rd.						Luchessa Ave.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Yield Sign			Yield Sign			Yield Sign			Yield Sign		
Lanes:	1			0			1			1		
Volume Module:PM Peak Hour												
Base Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	297	0	0	0	0	180	24	467	297	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:	28	0	297	0	0	0	0	180	24	467	297	0
PCE Module:												
AutoPCE:	28	0	297	0	0	0	0	180	24	467	297	0
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	28	0	297	0	0	0	0	180	24	467	297	0

Delay Module: >> Time Period: 0.25 hours <<

CircVolume:	180	792	467	28
MaxVolume:	1103	xxxxxx	948	1185
PedVolume:	0	0	0	0
AdjMaxVol:	1103	xxxxxx	948	1185
ApproachVol:	325	xxxxxx	204	764
ApproachV/C:	0.29	1.00	0.22	0.64
ApproachDel:	4.6	xxxxxx	4.8	8.4
ApproachLOS:	A	*	A	A
Queue:	1.2	xxxx	0.8	5.0

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Attachment C: Trip Generation Comparison Table for General Office and Commercial Land Uses

Trip Generation Comparison Table for General Office and Commercial Land Uses

CPB Land Use	Size	ITE Code	Trip Generation[1]		
			Daily	AM Peak Hour	PM Peak Hour
Fitted Curve Estimate					
General Office [A]	4,000 sq. ft	710	47	30	5
Commercial [B]	4,000 sq. ft	820	674	154	50
2022 CPB Traffic Study Estimate[2]					
General Office [C]			39	5	5
Commercial [D]			151	4	15
Difference					
General Office [E]= [A]- [C]			8	25	0
Commercial [F]= [B]- [D]			523	150	35

Notes:

1. Use Institute of Transportation Engineers (ITE)Trip Generation Manual 10th Edition rates.
2. From Attachment 1 of *Glen Loma Ranch – Current Projected Buildout*, May 26, 2022. Average rates are used for non-residential land use.

Source: Fehr & Peers, 2023.

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY APPROVING THE FOURTH OPERATING MEMORANDUM TO THE GLEN LOMA RANCH DEVELOPMENT AGREEMENT

WHEREAS, the Glen Loma Ranch Development (the "Project") involves a 359.6-acre property located in the western rolling foothills of Gilroy between Santa Teresa Boulevard and Uvas Creek; and

WHEREAS, on November 7, 2005, the City of Gilroy adopted the Glen Loma Ranch Specific Plan (Resolution 2005-82); and

WHEREAS, on November 7, 2005, the City of Gilroy adopted and certified an Environmental Impact Report (EIR) and a Mitigation Monitoring Program for the Specific Plan (Resolution 2005-81); and

WHEREAS, on November 21, 2005, the City of Gilroy approved a Development Agreement setting forth certain rights and responsibilities of the City and the Developer ("Glen Loma Ranch") with regard to the Project that is the subject of the Specific Plan; and

WHEREAS, on May 19, 2014, the City of Gilroy City Council adopted an addendum to the certified EIR (Addendum #1), modifying Mitigation Measures #4, #23, #31, and deleting Mitigation Measures #32, and #42 (Resolution 2014-19); and

WHEREAS, Pursuant to Section 3.13 of the Development Agreement, the City and Glen Loma Ranch may enter into operating memoranda to make necessary clarifications and minor modifications to the Development Agreement; and

WHEREAS, Pursuant to Section 3.13 of the Development Agreement, the City Attorney is authorized to make the determination when such clarifications or minor modifications may be effectuated by means of an operating memorandum or whether a formal amendment to the Development Agreement is necessary, and such clarifications or minor modifications that do not increase the density or intensity of use or maximum height, bulk, size or architectural style of proposed buildings within the project may be effectuated by operating memoranda; and

WHEREAS, on June 21, 2017, the First Operating Memorandum was executed, modifying Section 4.4.1.1 of the Development Agreement; and

WHEREAS, on October 5, 2018, the Second Operating Memorandum was executed, modifying Section 4.4.1.2 of the Development Agreement; and

WHEREAS, on June 21, 2022, the Third Operating Memorandum was executed, modifying Section 4.4.1.1 of the Development Agreement; and

WHEREAS, the City of Gilroy and Glen Loma Ranch now desire to execute a Fourth Operating Memorandum, which is attached hereto as Exhibit A and incorporated herein by this reference; and

WHEREAS, The City Attorney has determined, ant the Council hereby concurs that the subject matter of the Fourth Operating Memorandum is appropriate for an operating memorandum; and

WHEREAS, City has prepared Addendum #2 ("Addendum") to the EIR, which concluded that because the Project has been built out at lower land use intensity than anticipated in the 2005 Glen Loma Ranch Specific Plan Traffic Impact Report, EIR Mitigation Measure 34 has been satisfied through the installed signalization and EIR Mitigation Measures 36, 37, 39, 41, 43, and 44 are not required and no new mitigation measures are required, provided that buildout of the Project does not exceed in total 1467 residential units and 12,000 square feet of commercial space (the "Current Projected Buildout"); and

WHEREAS, the Addendum is the appropriate CEQA document for the City Council's consideration of this Fourth Operating Memorandum pursuant to CEQA Guidelines Sec. 15164, because it furnishes clarification to the obligations of Glen Loma Ranch and the City under the Development Agreement, and none of the conditions that would require preparation of a subsequent EIR as listed in CEQA Guidelines Sec. 15162 apply; and

WHEREAS, if the Current Projected Buildout assumptions change, additional environmental review and CEQA compliance will be required at the expense of the applicant.

NOW, THEREFORE, BE IT RESOLVED, **THAT:**

1) The Fourth Operating Memorandum to the Glen Loma Development Agreement is hereby approved.

2) The City Administrator is authorized to execute the Fourth Operating Memorandum and to take all actions necessary or convenient to carry out its terms.

PASSED AND ADOPTED this 7th day of October 2024 by the following roll call vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED:

_____
Marie Blankley, Mayor

ATTEST:

_____

Beth Minor, Interim City Clerk

CERTIFICATE OF THE CLERK

I, **BETH MINOR**, Interim City Clerk of the City of Gilroy, do hereby certify that the attached **Resolution No. 2024-XX** is an original resolution, or true and correct copy of a City Resolution, duly adopted by the Council of the City of Gilroy at a Regular Meeting of said held on Council held **Monday, Date**, with a quorum present.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the City of Gilroy this **Date**.

_____

Beth Minor

Interim City Clerk of the City of Gilroy

(Seal)

EXHIBIT A

FOURTH OPERATING MEMORANDUM TO

DEVELOPMENT AGREEMENT – GLEN LOMA RANCH

WHEREAS, this Fourth Operating Memorandum to Development Agreement – Glen Loma Ranch ("**Fourth Operating Memorandum**") City of Gilroy (**"City"**), Glen Loma Corporation (**"Developer")**, and the owners of Glen Loma Ranch (**"Owners,"** Owners together with Developer are referred to as "**GLR")**, entered into a Development Agreement dated November 21, 2005 (the "**Development Agreement**") for the development of the Glen Loma Ranch Project, an area composed of approximately 359 acres of land (of which approximately 185 acres will be developed) northeast of Santa Teresa Boulevard and southwest of Uvas Creek, including, among other things, open space, a trail system, parks, a fire station, residential neighborhoods, senior housing, and commercial uses (the "**Approved Project**");

WHEREAS, the Approved Project is described in detail in the Glen Loma Ranch Specific Plan ("**Specific Plan**"), as revised on May 19, 2014 by Ordinance No. 2014-07201, for which a full environmental impact report (the "**EIR**") was prepared and certified by the City;

WHEREAS, GLR had been processing a subdivision map which was submitted to the City on September 9, 2020 as TM 20-05 for three neighborhoods within the Approved Project and Specific Plan commonly known as Canyon Creek, Rocky Knoll, and Malvasia II;

WHEREAS, on September 11, 2024, GLR applied for a Tentative Subdivision Map, proposing single-family attached homes only and no commercial uses or parcel, in the Town Center Flex neighborhood, which as conditioned are in conformance with the Specific Plan ("**TM 24-02**") and do not require a Specific Plan amendment;

WHEREAS, on September 25, 2024, GLR applied for a new Tentative Subdivision Map to replace Tentative Map application TM 20-05, proposing single-family detached homes only and no townhomes in the Canyon Creek, Rocky Knoll, and Malvasia II neighborhoods, which, as conditioned are in conformance with the Specific Plan (**TM 24-03**) and do not require a Specific Plan amendment;

WHEREAS, Parcel Q on the Final Map entitled "Tract 10472 Town Center" filed in Book 932 of Maps at Pages 55-61, Santa Clara County Records is intended to be dedicated to the City by GLR under Sections 4.4.1 and 4.4.1.2 of the Development Agreement for the City's construction and operation of a fire station at Glen Loma Ranch (the "**Fire Station Parcel**");

WHEREAS, GLR has previously expended $673,472 for: (i) the architectural and civil design of the fire station, (ii) the HCP fee payment covering the development of the fire station parcel, and (iii) the construction of the street frontage improvements for the Fire Station Parcel;

WHEREAS, upon completion of development of the improvements associated with TM 24-02 and TM 24-03, GLR will have completed all development contemplated in the Specific Plan on lands owned by GLR;

WHEREAS, City and Developer/Owners entered into a Third Operating Memorandum to the Development Agreement, which modified Section 4.4.1.1 of the Development Agreement by requiring GLR to pay the City the amount of $2,336,791.00 in lieu of constructing the McCutchin Creek Park, and GLR has made that payment to the City;

WHEREAS, City has prepared Addendum #2 ("**Addendum**") to the EIR (draft provided by City on September 25, 2024), which concluded that because the Approved Project has been built out at lower land use intensity than anticipated in the 2005 Glen Loma Ranch Specific Plan Traffic Impact Report, EIR Mitigation Measure 34 has been satisfied through the installed signalization and EIR Mitigation Measures 36, 37, 39, 41, 43, and 44 are not required and no new mitigation measures are required, provided that buildout of the Project does not exceed in total 1467 residential units and 12,000 square feet of commercial space (the "**Current Projected Buildout**"), as reflected in the revised Exhibit D, attached;

WHEREAS, the Addendum is the appropriate CEQA document for the City Council's consideration of this Fourth Operating Memorandum pursuant to CEQA Guidelines Section 15164, because it furnishes clarification to the obligations of GLR and the City under the Development Agreement, and none of the conditions that would require preparation of a subsequent EIR as listed in CEQA Guidelines section 15162 apply;

WHEREAS, the Addendum will also be used as the appropriate CEQA documentation for consideration of the Tentative Maps TM 24-02 and TM 24-03;

WHEREAS, since 2020 the City and GLR have been negotiating in good faith to resolve matters set forth in this Fourth Operating Memorandum with the understanding that GLR would forego all Traffic Impact Fee reimbursements and any other City reimbursements to discharge any obligations of GLR under the Development Agreement. Developer and Owners agreed that any such funds received from the City would be held in a separate account at Morgan Stanley and could not be withdrawn by Developer and Owners without the consent of the City unless the Development Agreement terminates. All funds held in the Morgan Stanley account shall be used to pay the City the amounts described in this Fourth Operating Memorandum as and when required herein.

WHEREAS Section 3.13 of the Development Agreement anticipates minor refinements and clarifications with respect to the obligations of City and GLR where such minor refinements and clarifications may be effectuated through operating memoranda approved by City and GLR, which, after execution, become a part of the Development Agreement;

WHEREAS, the City and GLR have had numerous meetings to discuss certain changes regarding the implementation of the Approved Project which are mutually desirable in order to implement the goals and funding for the fire station at Glen Loma Ranch;

WHEREAS, the City and GLR now desire to document such minor refinements and clarifications to the Development Agreement through this Fourth Operating Memorandum as

permitted by Section 3.13 of the Development Agreement, and the City Attorney has determined that the use of an Operating Memorandum is appropriate.

NOW, THEREFORE, CITY AND GLR agree as follows:

1) In lieu of the requirement contained in Section 4.4.1.2 and 4.4.1.3 of the Development Agreement for GLR to develop and construct a fire station as set forth therein, the City and GLR shall proceed as follows:

   a) GLR shall cause the total amount of $7,200,000.00 ("**Funding Obligation**") to be paid to the City as described herein. The Funding Obligation is comprised of a combination of cash and GLR foregoing and assigning to the City the Traffic Impact Fee ("**TIF**") reimbursement policy amounts. The Funding Obligation total is $7,200,000 and will be executed in a series of **Funding Obligation Steps** as described in Section 1(a) ($1,589,243), Section 1(b) ($1,000,000), Section 1(c) ($3,610,757) and Section 1(d) ($1,000,000) of this Fourth Operating Memorandum. Subject to the terms of this Fourth Operating Memorandum, GLC will convey the Fire Station Parcel and forego, release and pay funds to the City as follows:

TIF Identified Reimbursements ("**TIF Reimbursements**")

Seg. 18a	$237,526.00
Seg. 19a	$199,386.00
Seg. 22a	$598,636.00
Int 29	$ 10,789.00

Cash Payment $542,906.00 ("**SCVWD Reimbursement**")

The above TIF Reimbursements and SCVWD Reimbursement totaling $1,589,243 shall be assigned and paid, respectively, to the City, and GLR shall convey the Fire Station parcel to the City upon the occurrence of item (i) below, and the receipt by GLR from the City of items (ii) through (v), below (the "**Written Confirmation Documents**"):

(i) The Addendum as described above is approved by the City Council as part of the approval of this Fourth Operating Memorandum by the City Council.

(ii) City written confirmation to the terms set forth in Item g), below related to the Uvas Park Drive/Miller Avenue intersection.

(iii) City written confirmation that construction of a Zone 2 water tank contemplated in TM 13-08, Condition of Approval No. 80 shall not be required.

(iv) City written confirmation that commercial uses will not be required in the Town Center Flex area.

(v) City written confirmation that TM 24-03 containing only single-family detached homes and TM 24-02 containing only single-family attached homes are both consistent with the Specific Plan.

b) GLR shall pay to the City $1,000,000.00 upon Final Approval by the City Council of the Tentative Map TM 24-03 as hereinafter described.

c) GLR shall pay the City $3,610,757 upon recordation of a Final Map relative to TM 24-03.

d) GLR shall pay the City $1,000,000 upon the earlier to occur of (1) Final Approval by the City Council of the Tentative Map TM 24-02 or (2) June 2, 2025 (provided that the City and City Staff do not cause delays which result in delaying approvals beyond June 2, 2025).

e) The term "**Final Approval**" means, individually and collectively as to any City approval related to the Approved Project, (i) all statutory periods to challenge the City approvals of this Operating Memorandum, the Addendum and any tentative or final subdivision maps pertaining to the Approved Project have expired without the filing of any legal challenge, and (ii) if any challenge to the City approvals of this Operating Memorandum, the Addendum or any tentative or final subdivision maps pertaining to the Approved Project has been filed, then such challenge has been resolved by settlement, judgment, or dismissed with prejudice prior to the date that the Development Agreement terminates.

f) The payment/performance method for each of the above four **Funding Obligation Steps** in Items 1) a) through d) shall be as follows:

(i) First **Funding Obligation Step** in Item 1(a)**:**

The City shall establish an escrow account with a mutually agreeable escrow/title company (such as, for example, Chicago Title or Old Republic Title, "**Escrow Holder**"). The parties shall deposit into the Escrow the following: 1) GLR: A fully executed assignment of the TIF Reimbursements (the "Assignment"); cash in the amount of the SCVWD Reimbursement; and the fully executed grant deed (the "**Deed**") in recordable form to the Fire Station Parcel and accompanying signed right-of-entry documents granting entry on the Fire Station Parcel to GLR for the purposes of boundary conform grading and related activities ("**Right-of-Entry**"); 2) City: the Written Confirmation Documents and the signed Right-of-Entry documents. This Fourth Operating Memorandum shall constitute joint escrow instructions (but the parties shall execute such further instructions or other documents required by the Escrow Holder). When all materials mentioned herein have been duly deposited into Escrow, and the City Council has approved the Addendum as part of its approval of this Fourth Operating Memorandum and Escrow Holder is prepared to issue a policy of title insurance showing title to the Fire Station Parcel vested in the name of the City free and clear of any and all monetary liens (property taxes and assessments shall be prorated) and

encumbrances save for the Development Agreement, Right-of-Entry agreement, and easements of record (the "**Title Policy**"), then escrow shall close. Escrow Holder shall then release to City: the Assignment of the TIF Reimbursements to City, and cash in the amount of the SCVWD Reimbursement. Escrow Holder shall release to GLR the above referenced Right-of-Entry documents and the Written Confirmation Documents. The Escrow Holder shall record the Deed and issue to City the Title Policy in the amount of not less than the fair market value of the Fire Station Parcel. Escrow costs shall be split in the manner customary in Santa Clara County. With respect to the dedication of the Fire Station Parcel, City agrees to cooperate with GLR and to sign gift tax forms (prepared by GLR) as may be requested by GLR from time to time.

(ii) Remaining **Funding Obligation Steps** in Items 1(b) thru 1(d):

For each remaining **Funding Obligation Step**, a separate escrow subfile shall be opened with Escrow Holder. This Fourth Operating Memorandum shall constitute joint escrow instructions with respect to each such escrow file (but the parties shall execute such further instructions or other documents required by the Escrow Holder). Escrow costs for these subfiles shall be split between the parties. The escrow for each of these three funding obligations shall be handled as follows:

(A) Item 1(b). No later than ten calendar days prior to the date set for City Council consideration of Tentative Map TM 24-03, GLR shall deposit into Escrow the cash sum of $1,000,000. Interest on said funds shall accrue to the benefit of GLR. Immediately upon Final Approval of the Tentative Map TM 24-03, said cash sum shall be paid to the City.

(B) Item 1(c). No later than ten calendar days prior to the date set for City Council consideration of the first final map relative to the Tentative Map TM 24-03, GLR shall deposit into Escrow the cash sum of $3,610,757. Interest on said funds shall accrue to the benefit of GLR. Immediately upon recordation of said final map, the cash sum shall be paid to the City. GLR expressly waives any and all rights it might have under the Subdivision Map Act or other law that would require City to approve or record said final map, unless said cash sum is paid in full to the City as required herein.

(C) Item 1(d). No later than ten calendar days prior to the date set for City Council consideration of the Tentative Map TM 24-02 (and in any event not later than May 21, 2025), GLR shall deposit into Escrow the cash sum of $1,000,000. Interest on said funds shall accrue to the benefit of GLR. Immediately upon Final Approval of the Tentative Map TM 24-02 (or on

June 2, 2025, whichever occurs first subject to Paragraph (1)(d) above), said cash sum shall be paid to the City.

g) The City desires that the levee trail at the Uvas Park Drive/Miller Avenue intersection be realigned to cross at the intersection crosswalk location (the "**Requested Improvements**"). GLR agrees to include the Requested Improvements with the intersection improvement design they are required to complete per Mitigation Measure #35, subject to the following:

   i. The City will be the applicant for the application to the Santa Clara Valley Water District and will use its influence in forwarding the processing of all necessary approvals and permits for the Requested Improvements including with the Santa Clara Valley Water District and the US Army Corps of Engineers (collectively, "**Necessary Approvals**").

   ii. The timing for the construction of the intersection and the Requested Improvements shall be per the revised Exhibit D, attached.

   iii. If the Necessary Approvals are not obtained by the City in time to comply with the required triggering event in Exhibit D, then GLR will be allowed to construct the intersection without the Requested Improvements and will make a cash payment to the City equivalent to the bid amount for constructing the Requested Improvements.

2) In conformance with Sections 3.3, 3.7, and 14.11 of the Development Agreement and to achieve the mutual goal of the City and GLR to implement this Fourth Operating Memorandum, the City will accept submittals of, and commence with expeditious plan checking of the final maps, improvement plans and all accompanying documents prior to approval of the respective tentative maps, to cause the improvement plans and final map to be ready for City Council action.

3) The City and GLR will cooperate concerning the interface between the TM 24-02 neighborhood and the Fire Station parcel at their common boundary lines. Grading design for the residential areas adjacent to the Fire Station Parcel boundaries will accommodate the improvements shown on Sheet C1 of the "Glen Loma Ranch Fire Station Planning Review Package" prepared for the City by RRM Design Group dated March 12, 2020 ("**RRM Plan**"). Retaining walls of up to five feet in height, integral with the required masonry boundary wall and conform slopes will be allowed at the common boundary lines to accommodate the RRM Plan and will be constructed by GLR with the residential construction. The City and GLR will execute Right-of-Entry documents granting entry on the Fire Station Parcel to GLR for the purposes of constructing the improvements.

4) The City and GLR acknowledge and agree that upon performance of GLR's obligations under this Fourth Operating Memorandum, GLR has performed and fully satisfied each and every obligation required under the Development Agreement including, but not limited to, the Fire Station, parks, trails, and all other items listed in Exhibits D and G to the Development Agreement. Assuming such full performance by GLR, City shall have the sole responsibility for construction of the 10th Street Bridge and the Fire Station, and

accordingly, Sections 4.4.1.2 (Fire Station) and 4.4.6 (Tenth Street Bridge) of the Development Agreement are hereby modified as provided herein.

5) Attached hereto and made a part hereof is ATTACHMENT A, which is a new Exhibit D to the Development Agreement ("**Revised Exhibit D**"). The original Exhibit D to the Development Agreement is hereby deleted and replaced with Revised Exhibit D.

6) Attached hereto and made a part hereof is ATTACHMENT B, which is a new Exhibit G to the Development Agreement ("**Revised Exhibit G**"). The existing Exhibit G to the Development Agreement is hereby deleted and replaced with Revised Exhibit G.

7) As provided in Section 2.2 of the Development Agreement, GLR and the City hereby agree that GLR and the City shall take all reasonably necessary actions to process an amendment to the Development Agreement which shall extend the Development Agreement for a period of three years on terms and with conditions consistent with this Fourth Operating Memorandum ("**DA Extension**"). The DA Extension shall be processed and approved prior to or coincidentally with either Tentative Map TM 24-03 or the Tentative Map TM 24-02, whichever tentative map is approved first.

8) City and GLR acknowledge and agree that unless specifically modified by this Fourth Operating Memorandum, all the terms and conditions of the Development Agreement remain in full force and effect including, without limitation, Section 3.7 of the Development Agreement (Timing of Development). In the event of any conflict or inconsistency between the terms of this Fourth Operating Memorandum and the Development Agreement, the terms of this Fourth Operating Memorandum shall control and prevail.

9) It is the mutual intent of the parties that the actions contemplated herein be completed as soon as reasonably possible. To achieve that goal, the City, City staff, and GLR will act in good faith in accordance with the Development Agreement and use their best efforts to expedite all procedures and approvals. Neither party is obligated to take any of the actions described herein unless/until the conditions for the respective action as described herein has been fulfilled. GLR and the City acknowledge and agree that payments agreed to by GLR in this Fourth Operating Memorandum are in consideration for and subject to the City's performance of its obligations as described herein and subject to GLR obtaining the Final Approvals as described herein.

After review of these minor revisions and clarifications, the City Council finds that these minor revisions and clarifications are consistent with the Glen Loma Ranch Specific Plan and the Development Agreement, do not increase the density or intensity of use of the Property, do not

After review of these minor revisions and clarifications, the City Council finds that these minor revisions and clarifications are consistent with the Glen Loma Ranch Specific Plan and the Development Agreement, do not increase the density or intensity of use of the Property, do not increase the anticipated disturbed areas within the Specific Plan, and therefore the use of an Operating Memorandum is appropriate.

The parties execute this Fourth Operating Memorandum as of _____, 2024.

CITY:
City of Gilroy,
a California municipal corporation

By: _____
City Administrator

DEVELOPER:
Glen Loma Corporation,
a California corporation

By: _____
John M. Filice, Jr.,
President

OWNERS:

Filice Family Estate,
a California limited partnership
by its General Partner, Cugini Calabria LLC
a California limited liability company

By: _____
John M. Filice, Jr.
Manager

The Christopher Family Partnership,
a California limited partnership

By: _____
General Partner

D Christopher & Sons LLC,
a California limited liability company

By: _____
William A. Christopher,
Manager

Christopher Ranch LLC,
a California limited liability company

By: _____
William A. Christopher,
Manager

ATTACHMENT A - REVISED EXHIBIT 'D"
FOURTH OPERATING MEMORANDUM
GLEN LOMA RANCH DEVELOPMENT AGREEMENT

REVISED EXHIBIT 'D'
LIST OF PUBLIC IMPROVEMENTS

Public Improvement	Mitigation Measure	Phase of Improvement	Earliest Anticipated Year of Improvement	Reimbursable	Triggering Event for the Improvement
Castro Valley/U.S. 101 Intersection (fair share contribution only)	#29	Phase 1	2006	No	Payment with the issuance of the first Ph. 1 building permit
Monterey Rd./Masten Avenue (1)	#30	Phase 1	2006	Yes	Owner's Responsibility is the payment of Impact Fees, only
Santa Teresa Blvd./Miller Avenue (1)	#31	Phase 1	2006	Yes	Operational prior to the issuance of the first building permit in either the Petite Sarah or The Grove Neighborhoods.
Monterey Rd./10th Street Signal Modification	#32	Phase 1	2006	No	Construction to commence with the first Ph. 1 building permit
Thomas Road/Luchessa Avenue Intersection	#33	Phase 1	2006	Yes	Construction to commence with the first Ph. 1 building permit
Princevalle/Luchessa Ave. Intersection Signal (2)	#42	Phase 1	2006	Yes	Concurrent with the Luchessa/Thomas intersection, above
16.3 Acre City Park Site	N/A	Phase 1	2008	No	Commence construction with the grading of the Mataro Neighborhood
Santa Teresa Blvd./ Ballybunion Drive Intersection	#38	Phase 2	2008	Yes	Operational prior to the issuance of the first building permit for Phase 2
Santa Teresa Blvd./Fitzgerald Ave. Signalization	#34	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)
Fire Station #4	N/A	Construction is City's Responsibility	Unknown	No	Owner payment schedule per Operating Memorandum No. 4
3.0 Acre City Park	N/A	Construction is City's Responsibility	Unknown	No	Owner payment schedule per Operating Memorandum No. 3
Add left turn lane from Uvas Park Drive onto Miller Avenue	35	Phase 2	2025	Yes	Operational prior to the issuance of the last building permit for the Filice Family/Christoper owned lands
Santa Teresa Blvd. / First Street Intersection First Street - East of Santa Teresa Blvd. Segment	#37 #44	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)
Signalize the Uvas Park Drive/Miller Ave. Intersection and add northbound and southbound left-turn lanes	#39	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)
Thomas/West Luchessa Intersection Improvement and the W. Luchessa Ave. Bridge Widening	#41	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)
Monterey Road/Luchessa Avenue	#43	See Triggering Event	Unknown	Yes	If Buildout exceeds 1467 Units + 12,000 s.f. commercial, then the need and timing will be determined through further analysis per CEQA requirements. (2)
10th Street/Luchessa Ave. Intersection	N/A	Phase 2	2011	Yes	Built with surrounding street improvements
Uvas Park Drive/10th Street Intersection	N/A	Construction is City's Responsibility	Unknown	Yes	Owner's Responsibility is the payment of Impact Fees, only
10th Street Bridge	N/A	Construction is City's Responsibility	Unknown	Yes	Owner's Responsibility is the payment of Impact Fees, only

NOTES:

1. Although the Mitigation Measures for these items require that the improvements be installed only prior to Phase-3, the Developer has agreed to move this improvement forward as part of the Development Agreement

2. Section 4.4.7 of the Development Agreement provides for the traffic study update to be completed prior to the issuance of the building permit for the 1001st residential unit, which has been completed and the resulting changes that are documented in Addendum No. 2 to the Final Certified EIR for the Glen Loma Ranch

ATTACHMENT B - REVISED EXHIBIT "G"
FOURTH OPERATING MEMORANDUM
GLEN LOMA RANCH DEVELOPMENT AGREEMENT
Parks and Fire Station

Public Facility Development Summary

Site/Description	Size	Site	Offsite	Total Cost
Cydney Casper Park (previously Glen Loma Ranch Park) 3.3± Acre public park including: picnic area; playground; and trail to project northerly boundary (Loma Trail) plus: • Loma Trail (originally part of old GLR park) • The ½ street costs for extending Charles Lux Drive from Cimino Street to Greenfield Drive; and • A gravel walking path in Christmas Hill park on City/County property, including connection to future 10th Street near the new storm water basin; • A Class 1 loop trail connected to the Santa Teresa Trail at McCutchin Creek thru new park; • The purchase of two motorized trail bikes with related radio and emergency equipment, to be given to the police department for their use in patrolling the GLR open spaces and trails.	3.3 ± ac. Park	$2,097,009	$441,916	$2,538,925
McCutchin Park (Previously Montonico Park) 4.8 ± acre park with playground, Class 1 trail within the Park, and playfields, etc.	4.8 ± ac. Park	~~$1,345,694~~	~~$262,500~~	~~$1,608,194~~
		PAYMENTS AND OBLIGATIONS WILL BE PER THE THIRD OPERATING MEMORANDUM TO THE GLR DEVELOPMENT AGREEMENT. *CITY WILL DESIGN & CONSTURUCT THE PARK*		
Fire Station Site Sunrise Fire Station #3 site plan utilized for cost projections.	1.5± ac. Site within Glen Loma Town Center	~~$4,175,772~~	~~$262,500~~	~~$4,438,272~~
		PAYMENTS AND OBLIGATIONS WILL BE PER THE FOURTH OPERATING MEMORANDUM TO THE GLR DEVELOPMENT AGREEMENT. *CITY WILL DESIGN & CONSTRUCT FIRE STATION*		
Cost Totals		**~~$7,613,501~~**	**~~$971,890~~**	**~~$8,585,391~~**

Notes:

1. The costs may vary between "Site" and "Offsite" for each item, however the "Total Cost" shall be the cost cap per Section 4.4.1.3, adjusted per Note 2, below.

The above cost caps are in Nov. 2005 dollars and are subject to a CCI adjustment per Section 4.4.1.3 of this Development Agreement.

RESOLUTION NO. 2024-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GILROY AMENDING THE BUDGET FOR THE CITY OF GILROY FOR 2024-2025 TO APPROPRIATE FUNDS IN CAPITAL PROJECTS AND THE TRAFFIC IMPACT FUNDS

WHEREAS, the City Administrator prepared and submitted to the City Council a budget for the City of Gilroy for Fiscal Years 2023-2024 and 2024-2025, and the City Council carefully examined, considered and adopted the same on June 5, 2023; and

WHEREAS, City Staff has prepared and submitted to the City Council proposed amendments to the budget for Fiscal Year 2024-2025 for the City of Gilroy in the staff report dated October 7, 2024, Glen Loma EIR Addendum and Development Agreement Operating Memorandum.

NOW, THEREFORE, BE IT RESOLVED THAT the revenue appropriations for Fiscal Year 2024-2025 in Fund 400 – Capital Projects Fund shall be increased by $7,200,000, and the expenditure appropriations for Fiscal Year 2024-2025 in Fund 425 – Traffic Impact Fund shall be increased by $1,046,337 to be transferred out to the Capital Projects Fund (400).

PASSED AND ADOPTED this 7th day of October 2024 by the following roll call vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

APPROVED:

_____

Marie Blankley, Mayor

ATTEST:

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Beth Minor, Interim City Clerk