CITY OF
HAYWARD
HEART OF THE BAY

Planning Commission

April 5, 2012

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CITY OF HAYWARD
777 B STREET, HAYWARD, CA 94541-5007
(510) 583-4205 / www.hayward-ca.gov
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AGENDA
SPECIAL HAYWARD PLANNING COMMISSION MEETING
Thursday, April 05, 2012 , AT 7:00 PM
COUNCIL CHAMBERS

MEMBERS OF THE AUDIENCE WISHING TO ADDRESS THE PLANNING COMMISSION:
Obtain a speaker's identification card, fill in the requested information, and give the card to the Commission Secretary. The Secretary will give the card to the Commission Chair who will call on you when the item in which you are interested is being considered. When your name is called, walk to the rostrum, state your name and address for the record and proceed with your comments. The Chair may, at the beginning of the hearing, limit testimony to three (3) minutes per individual and five (5) minutes per an individual representing a group of citizens for organization. Speakers are expected to honor the allotted time.

ROLL CALL

SALUTE TO FLAG

PUBLIC COMMENT: (The PUBLIC COMMENTS section provides an opportunity to address the Planning Commission on items not listed on the agenda. The Commission welcomes your comments and requests that speakers present their remarks in a respectful manner, within established time limits and focus on issues which directly affect the City or are within the jurisdiction of the City. As the Commission is prohibited by State law from discussing items not listed on the agenda, your item will be taken under consideration and may be referred to staff for further action.)

ACTION ITEMS: (The Commission will permit comment as each item is called for Public Hearing. Please submit a speaker card to the Secretary if you wish to speak on a public hearing item.)

PUBLIC HEARINGS: For agenda item No. 1 the decision of the Planning Commission is final unless appealed. The appeal period is 10 days from the date of the decision. If appealed, a public hearing will be scheduled before the City Council for final decision.

1. Appeal of Planning Director's Determination that a Proposed Walmart Market Grocery Store at the 34,000-Square-Foot Building Formerly Occupied by Circuit City is a Permitted Use Consistent with Conditional Use Permit No.PL 2004-0039. The 5.14-acre site is located at 2480 Whipple Road, in an Industrial (I) Zoning District.

   Staff Report
   Attachment I - PC Report 03-25-04
   Attachment II - PC Minutes 03-25-04
   Attachment III - Mitigated Neg Dec

Assistance will be provided to persons requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Persons needing accommodation should contact Sonja Dal Bianco 48 hours in advance of the meeting at (510) 583-4204, or by using the TDD line for those with speech and hearing disabilities at (510) 247-3340.

Attachment IV - CC Report 04-20-04
Attachment V - CC Minutes 04-20-04
Attachment VI - Resolution No. 04-053
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Attachment XX - Area & Zoning Map

COMMISSION REPORTS:

2. Oral Report on Planning and Zoning Matters

3. Commissioners' Announcements, Referrals

APPROVAL OF MINUTES

January 26, 2012
March 8, 2012

ADJOURNMENT

PLEASE TAKE NOTICE that if you file a lawsuit challenging any final decision on any public hearing item listed in this agenda, the issues in the lawsuit may be limited to the issues which were raised at the City's public hearing or presented in writing to the City Clerk at or before the public hearing. **PLEASE TAKE FURTHER NOTICE** that the City Council has adopted Resolution No. 87-181 C.S., which imposes the 90 day deadline set forth in Code of Civil Procedure section 1094.6 for filing of any lawsuit challenging final action on an agenda item which is subject to Code of Civil Procedure section 1094.5.

NOTE: Materials related to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the Permit Center, first floor at the above address. Copies of staff reports for agenda items are available from the Commission Secretary and on the City's website the Friday before the meeting.

CITY OF HAYWARD
HEART OF THE BAY

DATE: April 5, 2012

TO: Planning Commission

FROM: Development Services Director

SUBJECT: Appeal of Planning Director's determination that a proposed Walmart Market Grocery Store at the 34,000-square-foot Building Formerly Occupied by Circuit City is a Permitted Use Consistent with Conditional Use Permit No.PL 2004-0039; the 5.14-acre site is located at 2480 Whipple Road, in an Industrial (I) Zoning District

RECOMMENDATION

Staff recommends that the Planning Commission adopts the attached findings determining that the proposed market is categorically exempt from environmental analysis pursuant to Section 15301 (Existing Facilities) of the California Environmental Quality Act guidelines and upholding the Planning Director's approval of the proposed Walmart Market as a permitted use that is consistent with Conditional Use Permit No. PL 2004-0039.

BACKGROUND

The 5.14-acre retail center site, located at the intersection of Whipple Road and Industrial Boulevard, is in the Industrial (I) Zoning District at the southern gateway to Hayward (Attachment XX). The Zoning Ordinance specifically recognizes this site as a prime location for regional or sub-regional retailers due to its location at the junction of two arterial roadways (Industrial and Whipple), access to I-880, and high visibility. Commercial retail development is allowed in the Industrial District on minimum four-acre parcels visible from the freeway, with the approval of a conditional use permit and subject to the following criteria: "Sale of retail goods with a regional or sub-regional marketing base, including but not limited to discount retail or warehouse retail, on a minimum 4-acre parcel which is visible from Interstate 880 or State Highway 92."

History of Relevant Zoning Ordinance Provisions – The Zoning Ordinance does not define "regional" or "sub-regional" uses or marketing base. Staff has conducted extensive research on the Zoning Ordinance related to the Industrial Zoning District language that is applicable to this site. In summary, the current provisions quoted above regarding the regional or sub-regional criteria were developed with comprehensive Zoning Text Changes in 1995 and 1999. Minutes and staff reports from the July 28, 1994 Planning Commission meeting, the December 20, 1994 City Council meeting, the September 10, 1998 Planning Commission work session, the September 15, 1998 City Council work session, the April 1, 1999 Planning Commission work session, the April 4, 1999 City Council work session, the July 15, 1999 Planning Commission

meeting, and the July 29, 1999 City Council meeting do not indicate the intent or definition of "regional" or "sub-regional". The 1995 revisions developed the current language, with the exception of the minimum lot size criterion. The 1999 Code revisions reduced the minimum lot size from eight to four acres, which resulted in the language that exists today. The September 15, 1998 City Council work session staff report contains the following language: "Staff has reviewed the potential for this type of development and has determined that reducing the minimum acreage to four would provide more opportunities for this type of [retail] development along Hayward's freeway frontages in the Industrial District."

Summary of 2004 Action Regarding the Retail Center and Former Circuit City Building - On March 25, 2004, the Planning Commission unanimously approved a conditional use permit and adopted a related environmental document (Mitigated Negative Declaration) to accommodate construction of a retail center on the approximately five-acre site, to include a 34,000-square-foot regional retail building (Circuit City) with two retail shops buildings of 5,100 and 6,000 square feet. The staff report (Attachment I), meeting minutes (Attachment II), and Mitigated Negative Declaration/Initial Study (Attachment III), and are included as attachments to this report. A Union City resident of the adjacent mobilehome park who attended the 2004 Planning Commission hearing subsequently appealed the Planning Commission's approval of this project to the City Council, citing concerns with potential traffic impacts.

The City Council unanimously denied the appeal and approved the conditional use permit on April 20, 2004. The staff report (Attachment IV), meeting minutes (Attachment V), and associated City Council Resolution (Attachment VI) are attached to this report. The minutes reflect discussion that occurred during the meeting regarding traffic concerns. The conditions of approval associated with the City Council's approval of the conditional use permit are included as Attachment VII to this report, and relate primarily to construction and building/site design issues. Note especially condition #13 related to the accessory "shop" uses on the site, which will be discussed later in this report.

Proposed Walmart Market – The Circuit City store closed in approximately 2009. The space formerly occupied by Circuit City is the major tenant space at the center, and has been vacant since Circuit City left. Building permit applications and plans for tenant improvements at the former Circuit City building for a proposed, unidentified grocery store were submitted on March 23, 2011. In response, the City's Planning Director issued a letter on May 27, 2011 (Attachment VIII), requesting that the proposed grocery store proponent be identified, and that a business plan for the store be provided, which would allow a determination to be made regarding whether the proposed use would be consistent with the Zoning Ordinance land use provisions and existing conditional use permit. In response to the May 27, 2011 letter, a letter dated December 14, 2011 from Walmart's legal counsel was submitted (Attachment IX), as was a letter dated December 21, 2011 from the property owner's legal counsel (Attachment X), which requested issuance of the building permits and provided reasons for such request. The two attached letters describe the negative impacts on the retail center and accessory businesses in the center associated with the vacancy of the *Circuit City* building.

The Planning Director subsequently issued a letter dated January 19, 2012 (Attachment XI), approving the proposed Walmart market and determining that such use would serve a regional or sub-regional marketing base and would be consistent with the conditional use permit approved in 2004 for the center. This decision was appealed on February 3, 2012, by John Nunes of United

Food and Commercial Workers Local Union 5 and Desirae Schmidt, a resident of the unincorporated Cherryland area (Attachment XII). The appellants contend that the Director's approval "is not consistent with the original conditional use permit (Conditional Use Permit Number PL-2004-0039) or the City of Hayward Zoning Code/Ordinance for the former Circuit City building located at 2480 Whipple Road, and therefore not an allowed use."

The appeal is the subject of the scheduled public hearing before the Planning Commission.

DISCUSSION

Walmart Market Description – In line with growing trends that see an increase in the number of smaller markets, versus mega superstores, Walmart is expanding its smaller market concept into west coast territories. With markets averaging 42,000 square feet, this business model envisions stores that are about one-fifth the size of a Walmart Supercenter. First opened in 1998, there are now 168 Walmart Markets, each employing about 95 associates. There are no Walmart Markets currently on the west coast, though several are proposed, including stores in Pleasanton and Dublin in the Bay area. The Pleasanton Walmart store is proposed in a former Nob Hill market space and was recently approved by the Planning Director there. An appeal to that decision was denied by the Pleasanton Planning Commission on March 19, 2012. The first Walmart Markets along the west coast are anticipated to open this summer in Beaverton, Oregon, and in Bellevue, Washington.

As stated in Attachment IX, the proposed market at the Whipple Road center will sell approximately 24,000 different products, including a wide range of grocery, pharmaceuticals, health and wellness items, and frequently purchased general merchandise consumables. The products sold at a typical Walmart Market include fresh produce, deli foods, meat and dairy products, bakery items, frozen foods, canned and package goods, dry goods and staples, condiments and spices, health and beauty aids, pet supplies, stationery and paper goods, and household supplies. The market will also offer free "site to store" service where customers can order Walmart Market products, as well as Walmart general retail products, from their homes and pick up their items in the Walmart Market store (http://www.walmart.com/cp/Site-to-Store/538452?adid=15000000000000006858130). This service increases the market's retail base and range of services, which are not typically offered at a grocery store or supermarket.

The Planning Director determined that the proposed use is consistent with the previously-approved use permit for the retail center. In deciding whether to uphold the decision of the Planning Director, the Planning Commission should consider the following:

1. Does the proposed market meet the Zoning Ordinance criterion requiring "sale of retail goods with a regional or sub-regional marketing base"?
2. Is the proposed use consistent with Conditional Use Permit PL-2004-0039 that was approved in 2004 for the retail center?

Determination that the Proposed Market Would Serve a Regional or Sub-Regional Marketing Base – As indicated previously in this report and in Attachment XI, the Zoning Ordinance does not define regional or sub-regional serving uses. To determine whether the proposed use would be considered as serving a regional or sub-regional market, the Planning Director considered the following:

1. As indicated on pages 2 and 3 of Attachment IX, the proposed Walmart Market store will provide a full range of grocery products, as well as pharmaceutical and general merchandise products, which will serve not only the immediate surrounding neighborhood in Hayward and Union City, but also customers in the general area and those commuting along Interstate 880. Also, the store will provide a 'site to store' service that will allow customers to order Walmart products on-line and pick them up at the store, a feature not typically offered in grocery stores, or in neighborhood markets.

2. The existing conditional use permit approved for this retail center in 2004 contains a condition (#13) that describes the uses allowed in the satellite shops in the center as follows:

   "The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are listed in Section 10-1.1315(a)(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses."

Retail uses listed in Zoning Ordinance Section 10-1.1315(a)(5) (Central Business District) include antique store, appliance store, art and art supplies store, bakery, bicycle shop, bookstore, camera store, card shop, carpet/drapery store, clothing store, coffee/espresso shop, delicatessen, fabric store, floral shop, furniture store, garden supplies store, gift shop, hardware store, jewelry store, locksmith shop, music store, nursery (plant), paint/wallpaper store, pet grooming shop, pet store, plumbing and heating store, restaurant (where not abutting a residential district or property and no bar), sporting goods store, stationary store, **supermarket**, theater (Small Motion Picture or Live Performance only), toy store, variety store, and video sales and rental store.

Given that condition #13 identifies such listed uses, including supermarkets, by reference to the Central Business District, as being potentially considered to have a regional or sub-regional marketing base, it is appropriate to consider the proposed 34,000 square foot market store and business model as also serving a regional or sub-regional marketing base, especially given the "site to store" service offered.

Also, the California Planning Roundtable[1] defines regional as "[p]ertaining to activities or economics at a scale greater than that of a single jurisdiction, and affecting a broad geographic

[1] The California Planning Roundtable (CPR) is an organization of experienced planning professionals who are members of the American Planning Association (APA). Membership is balanced between the public and private sectors, and between Northern and Southern California. The mission of the Roundtable is to provide a forum for prominent planners to exercise creativity and leadership in promoting understanding of California's critical public policy issues, and recommending action.

area." Given the site location, the size of the proposed store that is larger than a local neighborhood convenience market (typically less than 5,000 square feet), and the "site to store" feature offered, staff is of the opinion that the use would meet the Zoning Ordinance criterion of serving a regional or sub-regional marketing base.

Determination that the Proposed Use is Consistent with the Existing Conditional Use Permit - Conditional use permits typically "run with the land" and a new use permit is not normally required when a new tenant occupies a space, provided a determination is made that the new use is consistent with the previous use. In accordance with Section 10-1.3210(a) of the Zoning Ordinance, if the proposed expansion or remodeling are minor in nature and will not materially alter the character or appearance of the property or area, then further use permit approval is not required. The applicant's proposed tenant improvements meet both these criteria.

Also, the proposed grocery store is consistent with the previous *Circuit City* use in terms of impacts, and the conditions of approval of the existing conditional use permit would still be valid and applicable (see discussion below regarding potential traffic impacts) without the need for further modification.

Findings to support the Planning Director's decision and staff recommendation are included as Attachment XIII to this report.

Environmental Review – There is no reasonable possibility that the proposed grocery store will have a significant effect on the environment; therefore, the project is exempt from California Environmental Quality Act (CEQA) review, pursuant to Section 15301 of the CEQA Guidelines (Existing Facilities).

Staff has analyzed the potential impacts associated with the proposed market, which includes tenant improvements to an existing building, and has determined that the Mitigated Negative Declaration (MND) adopted in 2004 by the City Council associated with the retail center and the former Circuit City store addresses such potential impacts (see Attachment III, Mitigated Negative Declaration, Initial Study, and Mitigation Monitoring and Reporting Program) without the need for further environmental review. The MND identified potential impacts and imposed mitigation measures related to air quality, geology/soils, and transportation/traffic. Regarding air quality, the proposed project does not trigger the Bay Area Air Quality Management District's 2011 Guidelines screening thresholds for air quality impact analysis. Geology/soils impacts were addressed with mitigation measures regarding constriction of the center's buildings.

Regarding traffic impacts, the City's Transportation Manager has analyzed the potential impacts of traffic associated with the market and determined that such impacts would be insignificant regarding levels of service of surrounding intersections and that the traffic study prepared for the 2004 Mitigated Negative Declaration is applicable to this project without the need for further traffic analysis or mitigation (see memo, Attachment XIV). The attached memo indicates that the proposed market would be expected to generate an additional 213 PM peak hour trips above the development with the *Circuit City* store. Such analysis indicates that the I-880/Industrial Parkway SW/Whipple Road intersection would experience an additional delay of 1.2 seconds in the PM peak hour (not 4.2 seconds (typo) as noted in the attached memo), the Whipple Road intersection at the entrances to Target and this center would experience a delay of 0.6 seconds,

and the Wiegman Road intersection on Whipple Road would experience no additional delays, and that such delays would allow the intersections to continue to operate at level of service D or better. The memo further indicates that, "…none of the intersections fell below an LOS (level of service) D with the proposed grocery store so we can conclude that the grocery store, as proposed, will not cause traffic to increase to any extent that would warrant an additional study. Hence, the previous traffic study is still valid." The 2004 traffic study is included as Attachment XV to this report.

PUBLIC CONTACT

Staff sent 43 notices of the Planning Director's January 19, 2012 approval decision to the project proponents, interested parties, and property owners and tenants within 300 feet of the project parcel boundaries on January 20, 2012 (see Notice of Decision, Attachment XVI). In response to the appeal of the Planning Director's decision filed on February 3, 2012, staff sent 51 notices of this public hearing to the appellants, project proponents, interested parties, and property owners and tenants within 300 feet of the project parcel boundaries on March 23, 2012 (see Notice of Hearing, Attachment XVII).

Additionally, staff has received a number of e-mails and correspondence regarding the proposed market. Attachment XVIII includes copies of correspondence in support of the project, including correspondence from owners of businesses within the retail center and adjacent to it, and Attachment XIX includes correspondence against the proposed market. Most correspondence in support of the proposed market cite the benefits the market would bring in terms of jobs and benefits of a market to the area, while those that express opposition indicate negative impacts of Walmart on other markets in the area.

NEXT STEPS

The Planning Commission's decision is subject to appeal by any interested party or call-up by a Council member to the City Council. Should the Commission render a decision on the appeal, such action will be subject to a 10-day appeal/call-up period. Should the Commission make a determination at this hearing, the appeal/call-up period will expire at 5:00 pm on Monday, April 16.

Prepared and Approved by:

David Rizk, AICP, Development Services Director

Attachments

Attachment I:	March 25, 2004 Planning Commission staff report
Attachment II:	March 25, 2004 Planning Commission meeting minutes
Attachment III:	2004 Mitigated Negative Declaration/Initial Study/Mitigation Monitoring and Reporting Program for the Circuit City Retail Center
Attachment IV:	April 20, 2004 City Council staff report
Attachment V:	April 20, 2004 City Council meeting minutes
Attachment VI:	City Council Resolution 04-053
Attachment VII:	Conditional Use Permit No. 2004-0039 Conditions of Approval
Attachment VIII:	May 27, 2011 letter from Planning Director David Rizk to Daniel H. Temkin, Hayward 880, LLC
Attachment IX:	December 14, 2011 letter from Judy Davidoff of Sheppard, Mullin, Richter & Hampton, LLP, representing Wal-Mart Stores, Inc.
Attachment X:	December 21, 2011 letter from Kristina Lawson of Manatt, Phelps & Phillips, LLP, representing property owner Hayward 880, LLC
Attachment XI:	January 19, 2012 determination letter from Planning Director David Rizk to Daniel H. Temkin, Hayward 880, LLC
Attachment XII:	February 3, 2012 appeal letter from John Nunes and Desirae Schmidt
Attachment XIII:	Findings
Attachment XIV:	January 6, 2012 memorandum from Hayward Transportation Manager Don Frascinella
Attachment XV:	March 3, 2004 Revised Draft Traffic Impact Study by Kimley-Horn and Associates, Inc., titled, “Electronic Superstore and Retail Center City of Hayward, CA”
Attachment XVI:	Notice of January 19, 2012 Planning Director decision
Attachment XVII:	Notice of April 5, 2012 Planning Commission public hearing
Attachment XVIII:	Correspondence received from the public in support of the project
Attachment XIX:	Correspondence received from the public in opposition to the project
Attachment XX:	Zoning Area Map

CITY OF HAYWARD
AGENDA REPORT

Meeting Date 03/25/04
Agenda Item 3

To: Planning Commission

From: Richard Patenaude, Principal Planner

Subject: PL-2004-0039 Use Permit – Jim Towslee for PacLand/Batavia Holdings (Applicant) / Frank J. Warn, Inc. (Owner) – Request for a Retail Center to Accommodate a 34,000-Square-Foot Regional Retail Building (Circuit City) with Two Retail Shops Buildings of 5,100 and 6,000 Square Feet, on Approximately 5 Acres – *The Project Is Located at 2480 Whipple Road Easterly of the Intersection with Industrial Parkway Southwest and I-880*

RECOMMENDATION:

Staff recommends that the Planning Commission adopt the Mitigated Negative Declaration, and approve the Use Permit Application subject to the attached findings and conditions of approval.

DISCUSSION:

This project is a request for a use permit to accommodate construction of a retail center on approximately 5 acres, including a 34,000-square-foot regional retail building (Circuit City) with two retail shops buildings of 5,100 and 6,000 square feet. For comparison of size, the *Costco Business Center* at West A Street and Hathaway Avenue contains 105,000 square feet, *The Home Depot* at Hesperian Boulevard and Sueirro Street contains 107,920 square feet with an accessory 23,928-square-foot garden center, and *Target*, across Whipple Road, contains 126,000 square feet with an accessory 7,886-square-foot garden center and an 8,000-square-foot retail pad.

The site is occupied by the Crescent Truck terminal facility. It is covered with asphalt paving and a total of 28,000 square feet of building. These improvements would be demolished to accommodate the proposed project. The site is bordered on the north by a Union 76 gas and service station, and by Whipple Road. Shurgard Storage Center is located easterly of the site. Amaral Court, in Union City, forms the southerly border and serves as access to Central Park West Mobilehome Park. The northbound I-880 off-ramp to Whipple Road forms the westerly border.

The site is located within the "I" District at the southern gateway to Hayward; it is designated as "Industrial Corridor" on the General Policies Plan Map. The Zoning Ordinance specifically recognizes this site as a prime location for regional or sub-regional retailers due to its location at the junction of two arterial roadways, access to the Nimitz Freeway (I-880), and high visibility.

Commercial retail development of this nature is allowed in the "I" District on minimum 4-acre parcels visible from the freeway with the Planning Commission's approval of a Conditional Use Permit.

The intent of the Conditional Use Permit is to allow retail sales with a regional or sub-regional marketing base within the Industrial District. While it could be difficult for the applicant to provide tenants in the smaller shop spaces that would be considered regional or subregional in nature, a list of approved uses is recommended as a condition of approval to retain as much consistency as possible with the intent of the Zoning Ordinance. Tenants could include restaurants, party supply stores, mattress stores, shoe stores, electronics retailers, bike shops, florists fitness equipment stores and other similar retail commercial uses, as well as banks, barber and beauty shops, and copying/reproduction facilities (such as Kinko's). Such uses would be supportive of the primary Circuit City store. Other personal services, administrative and professional offices/services, service commercial uses and automobile related uses would be prohibited.

Site Plan

The *Circuit City* building is proposed at the southerly portion of the site with the storefront facing Whipple Road; the loading area would be at the rear of the building. The smaller retail shops building (5100 square feet) is attached to the *Circuit City* building, with the storefronts also facing Whipple Road. The larger retail shops building (6,000 square feet) is located at the northerly portion of the property at the Whipple Road entrance.

Access to the site is provided from two driveways from Whipple Road: the primary driveway would be opposite the realigned primary driveway for Target. This driveway would be signal controlled. A secondary driveway to the west would access a small parking lot serving the forward retail shops building and, from there, the main parking lot. The project has adequate on-site circulation. Furthermore, the parking supply is adequate and meets the City's code requirements.

Pedestrian access to Circuit City and the ancillary shops is provided from Whipple Road by way of a dedicated walkway through the parking lot. As conditioned, this walkway would be demarcated with decorative pavement. The site is served by AC Transit Route 210 from South Hayward BART Station and by Union City Transit Routes 2 and 3 from Union City BART Station. The bus stop would have to be relocated between the driveways and a new shelter would be added.

Architecture and Landscaping

This site is at a primary entrance to the City, and this location will be the most prominent as northbound vehicles exit the Nimitz Freeway (I-880) to access the industrial corridor of Hayward. The City's Design Guidelines call for an "image zone" at major intersections to create a strong sense of entry for the project and, in this case, the City. The City Council Commercial Center Improvement Committee (CCCCIC), at its meeting of February 23, 2004, recommended that all elevations be highly articulated.

The buildings are designed in a classical architectural theme with strong detailing and a variety of textures that complement surrounding industrial and retail uses alike; all sides developed attractively. *Dark-tan*-colored split-face concrete block is proposed for the base of the building walls with a stucco surface above. A raised parapet and metal awning emphasize the main entry. The entry and other raised accent wall areas are of a stucco surface painted "Circuit City gold." The dark-tan-colored cornice and base details highlight the building. Columns establish a rhythm and break up the long horizontal building lines. The applicant responded well to the comments of the CCCCIC in arriving at the proposed architectural treatment.

A detailed landscape and irrigation plan will be prepared by a licensed landscape architect and submitted for review and approval by the Landscape Architect. A combination of vertical-growth landscaping and vine-covered trellises would be provided to soften the visual impact of building mass. A similar landscape treatment may be seen along the freeway-side of *Wal-Mart* on the westerly side of I-880, and on *The Home Depot* and *Target* to the north of the project. The parking lot contains adequate landscape islands and the perimeter of the site will be screened with landscape materials, especially along the freeway off-ramp.

As conditioned, a detailed sign program, subject to approval by the Planning Director, will also be required prior to the approval and installation of any individual signs. It is anticipated that, for the Circuit City store, there will be a wall sign on each street-facing elevation, a monument sign at the primary street entrance, and a freeway-oriented sign at the southerly end of the property adjacent to I-880. As conditioned, the red sign disc would be opaque and only the letters would be illuminated. The individual shops would be provided sign area over each storefront.

The applicant proposes that the chain-link fencing on the southerly and westerly property lines be replaced with a 6-foot-high wooden privacy fence. Staff recommends that the section of fence along Amaral Court, facing the mobilehome park, and along the southwesterly line (I-880), be replaced with masonry wall with detailing to match the Circuit City building. Furthermore, the fence along the easterly property line (Shurgard), as conditioned, would be replaced with a tubular steel fence supported by decorative pilasters also with matching detailing. The chain-link fence along the boundary with the gas station would be removed. CalTrans maintains chain-link fencing along the freeway off-ramp. The applicant proposes, if approved by CalTrans, to replace it with new vinyl-coated chain-link fencing; landscaping would form the needed buffer screening along the freeway.

External Traffic

A Traffic Impact Analysis was prepared by Kimley-Horn and Associates, Inc. According to that report, none of the study intersections would operate at unacceptable levels (worse than LOS D) with the project in either the existing plus project or the cumulative plus project conditions. The City of Hayward has established a level of service ("LOS") policy to maintain LOS D or better at all signalized intersections (General Plan, Circulation Element, January 2002). However, this finding was made based upon the following assumptions: 1) the Target driveway would be modified to align with the project's primary driveway; 2) the intersection of the aligned driveways and Whipple Road would be signalized; and 3) the movements at the Shurgard driveway would be limited to right-in/right-out only. With LOS D, congestion becomes noticeable with some unfavorable progression through the intersection and long cycle lengths; vehicles may experience delays between 25 and 40 seconds.

Environmental Review

The project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Checklist was prepared for the project. Issues with potentially significant impacts discussed in the checklist were in regard to air quality, geologic/seismic, and traffic/circulation. It was determined that the proposed project, as conditioned to include the recommended mitigation measures, would not result in significant effects on the environment.

Public Hearing Notice

On March 5, 2004, a Notice of Public Hearing and Notice of Preparation of the Mitigated Negative Declaration was mailed to every property owner and occupant within 300 feet of the property as noted on the latest assessor's records, to the City of Union City, and to all parties having previously expressed an interest in this project. The only response received was from the operator of the gas station in support of the project.

Conclusion

Circuit City's proposal for a regional-based retail center is consistent with the City's goals and policies for development on this site and provides an anchor at Hayward's southern gateway. The proposed center will provide additional retail/service options in the City of Hayward. The architecture, building materials and signage are consistent with the design theme for this area of the City while remaining compatible with the industrial nature of the corridor. With the proposed conditions of approval, staff recommends that the Planning Commission approve this project.

Prepared by:

Richard E. Patenaude, AICP
Principal Planner

Recommended by:

Dyana Anderly, AICP
Planning Manager

Attachments:

A. Area Map
B. Findings for Approval
C. Conditions of Approval
D. Mitigated Negative Declaration/Environmental Checklist/Mitigation Monitoring Plan
   Plans

Chairperson Zermeño reopened the public hearing 8:45 p.m.

Satish Narayan maintained that this property has been in bankruptcy twice because of the second anchor. This has been on going for the past 3 years. He said he appreciated what the Commission was trying to do. However, this is still a neighborhood shopping center.

The hearing was re-closed at 8:47 p.m.

The motion passed unanimously.

Chairperson Zermeño reminded everyone that they had 10 days to appeal.

3. **Use Permit Application No. PL-2004-0039 – Jim Towslee/PacLand Batavia Holdings (Applicant) / Frank J. Warn, Inc. (Owner)** – Request for a Retail Center to Accommodate a 34,000-Square-Foot Regional Retail Building (Circuit City) with Two Retail Shops Buildings of 5,100 and 6,000 Square Feet on Approximately 5 Acres – The Project is Located at 2480 Whipple Road Easterly of the Intersection with Industrial Parkway Southwest and I-880

Principal Planner Patenaude described the site and its location noting that the site is presently occupied by Crescent Truck Terminal. The Circuit City driveway would line up with a realigned Target driveway where a signal light would be installed. One feature of the proposal will be good pedestrian circulation pattern through the parking lot to the store. Two smaller shop areas would be located on the site as well. Changes were made to the design from suggestions of both staff and the City Council Commercial Shopping Center Committee. At this point, Staff recommended approval of the application. He noted that the same conditions for uses for the accessory shops at the Target center would also apply to this center. Condition 31 was reworded with connections to adjacent properties. The Planning Manager from Union City sent a letter of concern regarding the traffic in this area. However, the traffic study shows no impacts on surrounding areas.

Commissioner Halliday said she was pleased with the pedestrian access throughout the center but one of the maps has it in a different location. She said the new map is much better. She also asked about condition 31 regarding a sign on the Shurgard driveway prohibiting left-hand turns onto Whipple Road.

Principal Planner Patenaude said staff had talked with the City Attorney and the City cannot require this applicant to erect signs on Shurgard property. The City of Hayward can require the signs if it is deemed to be a problem. The main concern is for Shurgard to get into and out of their property.

Commissioner Bogue commented on the under grounding of wires along Whipple Road as well

as the size of the trash enclosure area. He noted the differences between what was under consideration versus the previous proposal to the Shopping Center Committee.

Principal Planner Patenaude said the waste disposal would determine the area needed.

Commissioner Fraas asked about the Union City letter. She commented that the traffic study seemed to address those question. Her second question was about the Target wetlands area.

Principal Planner Patenaude commented that there would be no issue regarding the wetlands since the drive way would be moved farther away.

Commissioner Thnay noted that there is no median in this section. To do it properly, a median at this intersection would protect the pedestrians and might be clearer. A non-raised median indicates that cars can go anywhere. Because it is so close to the off ramp, trying to turn into this lane might back up traffic. The right turn deceleration lane is necessary and should be considered. Safety is an issues to consider. He added that there is also no bike rack.

Commissioner Bogue asked whether a right turn lane would take property from the service station.

Principal Planner Patenaude said it would only be the width of the project itself. He said this is not the final design of the intersection because of no agreement had been reached with Target. It might include a median and other safety factors. The traffic study said there would be no impact on adjacent intersections.

Chairperson Zermeño asked about a freeway sign to be nice and visible. He asked about the two billboards and would they remain in the way of the circulation in the driveway.

Principal Planner Patenaude said that although the billboard looks like it is in the way, it has a single-pole support. Staff was hoping they would be gone but they cannot be removed.

Chairperson Zermeño asked about a median for pedestrian and bicycle traffic as well as the size of this store versus the Hesperian store.

The public hearing opened at 9:16 p.m.

Jim Towslee for PacLand, complimented the professional staff at the City Of Hayward. He commented on the terrific visibility and challenging access at this site. They will need the traffic signal to make it a reality. Already they have an agreement in principal with Target as to the driveways and the signal light. He appreciated the great feedback from the subcommittee. He described the design as a pretty nice presentation. There are 93 conditions of approval. He asked whether on the Circuit City sign, 15 d., the perimeter white circle could be illuminated as well as the name. Condition 30, property owners shall mean "on-site" property owners. He said this is a great opportunity to co-anchor with Target. They are complimentary to each other. As to condition 31, they understand intra-party approvals but need to negotiate business terms. He said they applaud staff with their flexibility and see this as very positive. Condition 22., take down the fence at the gas station. He said they would

cooperate with the station but since the fence is on their side of the property, they do not have the right to do so. Condition 20, they have no problem with, but why go to this expense, if Shurgard redevelops into retail they will not want this expensive fence. They would not want an open fence if they do not redevelop. He suggested they be allowed to install a site obscuring, solid fence that might be temporary. Condition 21 as well, with Caltrans existing sound wall which is about halfway across their southern boundary. It seems to be an expensive redundancy. Building on the Caltrans Right of Way. They suggest putting up a nicer fence than what is presently there. They thought they were in great shape except for the traffic study. They are trying to get this on-line by the end of the year. He felt that they dealt with pedestrian safety on site. With a signal light you can have a crosswalk. He added that they would stipulate bike racks. As to the billboard, it is under a long-term lease, so they cannot make them go away.

Commissioner Sacks asked about condition 21 regarding fences.

Principal Planner Patenaude said staff would address all the fence conditions. As to condition number 20, we do not know when there might be redevelopment at the property. Temporary can be a long time, staff did not ask for a solid fence but for an attractive fence which would be cheaper. Also it has landscaping to screen the Shurgard doors. Wood fencing is not appropriate on any commercial projects. The southern part, condition #21, along Amaral Court, the immediate property is vacant right now. The fence will block noise levels to protect the residents of the mobile home park. On the southwest, staff will agree to no replacement of the fence along the off-ramp, also the parking lot with the landscaping will not be unattractive, vehicles will be able to see into the parking lot. Condition #22, the chain link fence sits atop a retaining wall, it functions as the property line. The chain link appears to be of the same era and construction as the rest of the chain link and barbed wire. They are wanting to see that removed.

Mr. Towslee said they do not disagree, they also want the chain link fence removed as well, they would like to work with their neighbor since it might not be appropriate for them to just go in and remove it. As to the mobile home residents, they will have a reduction in noise as opposed to the freeway and the present truck terminal today. They also cannot ask Caltrans to replace the fence. Erecting a fence will be a graffiti magnet and they do not want that as the backside of their store. They do not want to look at Shurgard. He said they would agree to a chain link with vinyl slats. Although these are small nuances, they add up to $100,000. They intend to spend $10 million more, so they are asking for consideration of those thoughts.

Thomas Almond, gas station owner, talked about the project. He said he just came from work. Circuit City could be very good for this area. When the Target Store came in, the street was redesigned and the traffic flow is better than he has ever seen it. Makes it easy to get in and out. Traffic congestion is relieved. He thought bike lanes on Whipple Road would be hazardous. Parking in front of the service station is now a red curb. Traffic is slowed because of the left hand turns into Target and the right turns into his service station. The light will

make it better it will slow traffic down even more. He said a median would kill his business. Using the design of Mission and A is going to make it a great place. He commented that the chain link fence between their properties was put up by Crescent trucks and is on their property. He said he would like to see all the fencing go away. He said they have plans to modernize their service station. It is a gateway to Hayward.

Chairperson Zermeño asked whether he knew who owns the property near the service station, which is still an eyesore. Mr. Almond did not.

Commissioner Fraas clarified that Mr. Almond had no objection to removing the chain link fence.

Mr. Almond said it is an ugly fence, he would have no objection to removing it. The way it's laid out, the City has done a good job.

Gloria New-Semore, speaking for the Central Parkwest mobile homeowner's association, said they only received the notice a week and a half ago. She presented a petition from a cross section of people of the community who oppose having the center there. She said the sentiments of the residents in the area is not to have this. They were concerned about the traffic in the area.

Commissioner Halliday asked about the fence and what their major objection would be to the whole project.

Ms. New-Semore responded that this is a 5-acre project, but there is a whole lot more going on. She said they do not need more empty buildings. The fence should be a shared expense.

Commissioner Fraas asked her about the traffic problems. She then asked her about the present truck line.

Ms. New-Semore said that Crescent truck line is not a problem.

Commissioner Sacks asked about the closeness of the fence to the mobile home park.

Ms. New-Semore described a present fence that lacked maintenance.

The public hearing was closed at 10:08 p.m.

Principal Planner Patenaude clarified that the applicant had also mentioned condition 15.d., including the outline for sign, staff would agree, condition 30 refers to onsite arrangements. Access in 31 will be okay. Regarding the boundary there is a street right-of-way between the mobile home and this property. The zoning ordinance calls for masonry on commercial properties. There was no call for a variance for other type of materials. They would like to see no fencing between these properties but Suregurd needs the safety and insurance of their property. Regarding the fencing on the southwest along I 880, there are a number of other situations in the City of Hayward along BART and other properties, staff usually requires vine pockets to grow and cover up the outside wall. There have not been issues with property

owners having the right to maintain those.

Commissioner Bogue moved, seconded by Commissioner Fraas, to approve the staff recommendation as well as modifying conditions 20., allow them to modify the existing chain link fence on the eastern property line with repairs, replacement and black slats for sight obscuring capability; condition 22, applicant to remove and replace the existing fence with the neighboring owner's permission; 31, current from staff; condition 30, on-site; 15 d. to include the circular outline lighting.

Commissioner Fraas indicated that she would support no change in Condition 21 since it is the current design standard so he said he did not see any reason to change it.

Commissioner Thnay asked about condition 21, staff mentioned the redwood tree instead of masonry wall.

Principal Planner Patenaude said the auto auction has a buffer landscaping of redwood trees.

Commissioner Thnay asked what it would accomplish on the 880 side for a masonry wall to be erected.

Principal Planner Patenaude said the standard on commercial properties is to require masonry walls.

Commissioner Sacks said it could be a safety issue.

Commissioner Thnay said he understood the issue of the intersection. To raise the intention of the median is for the frontage of this project area, adjacent to left hand pocket into Target and the right into this business. He asked what would prevent people to make a left hand turn out of the business. He asked staff to take this into consideration. It would add a bit of buffer, prevent cars from making a left turn, and be a safer path for pedestrians.

Chairperson Zermeño said he would support the motion.

Commissioner Bogue said the elevations of the building are much improved from the previous showing to the council. This is really a great improvement.

Commissioner Halliday thanked Ms. New-Semore for coming and apologized for shortness of notice. She commented that there should be an earlier notification of residents. However, she would support the motion. She commented that she was surprised that this property was in Hayward. She admitted that she usually avoids the area because of the traffic patterns in the area.

The motion passed unanimously.

Chairperson Zermeño said anyone who wanted to appeal had 10 days in which to do so.

ADDITIONAL MATTERS

4. Oral Report on Planning and Zoning Matters
5.

Principal Planner Patenaude commented that since this was Commissioner Halliday's last meeting, a resolution had been prepared for members to sign. The hope is she might come back to receive the resolution at a future date.

He then announced a scheduled meeting for April 8.

5. Commissioners' Announcements, Referrals

Chairperson Zermeño congratulated the other commissioners for running a fine, clean campaign in their bid for City Council, and he particularly added his congratulations to Commissioner Halliday for winning the race.

Commissioner Sacks reported on her pleasure in seeing the various projects formerly approved by the Commission including the Chevron station at Grove, the home at Main and Hotel, the clinic on Mission at Tennyson opened and doing business with the apartment above. She added that she had not seen one project they had approved that she did not like.

Commissioner Halliday said that as this was her last meeting, she would miss the members a lot. This has been an excellent group who are fantastic to work with. She said she is proud of the work they have done. Thanks to staff and everyone. Congratulations to the other candidates in the Council race. This campaign addressed the issues and was civil.

Chairperson Zermeño announced a conference in Riverside on "Healthy Cities and Smart Growth."

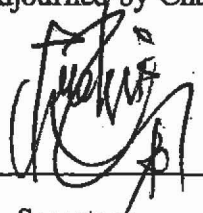
APPROVAL OF MINUTES

- January 22, 2004 Approved
- February 5, 2004 Approved

ADJOURNMENT

The meeting was adjourned by Chairperson Zermeño at 10:32 p.m.

APPROVED:



Christopher Thnay, Secretary

DEPARTMENT OF
COMMUNITY AND ECONOMIC DEVELOPMENT
Planning Division

MITIGATED NEGATIVE DECLARATION

Notice is hereby given that the City of Hayward finds that no significant effect on the environment as prescribed by the California Environmental Quality Act of 1970, as amended will occur for the following proposed project:

I. *PROJECT DESCRIPTION*:

USE PERMIT PL-2004-0039 – JIM TOWSLEE FOR PACLAND (APPLICANT) / FRANK J. WARN, INC. (OWNER). Use Permit application to construct a Commercial Retail Center consisting of a retail building of approximately 28,000 square feet for a proposed Circuit City store, with two additional buildings for retail uses of approximately 5,100 and 6,000 square feet, on an approximately 5-acre site at 2480 Whipple Road.

II. *FINDING PROJECT WILL NOT SIGNIFICANTLY AFFECT ENVIRONMENT*:

The proposed project, as conditioned, will have no significant effect on the area's resources, cumulative or otherwise.

III. *FINDINGS SUPPORTING DECLARATION*:

1. The project application has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project, with the recommended mitigation measures, could not result in significant effects on the environment.

2. The project is in conformance with the General Policies Plan Map designation of Industrial Corridor. It has been determined that regional commercial centers may be compatible on lands of 4 acres or greater with direct freeway access, such as the proposed project is located on a 5-acre parcel with access to I-880 (Nimitz Freeway).

3. The project is in conformance with the intent and purpose of the Zoning Ordinance designation of Industrial (I) as proposed.

4. The project will not affect population projections, induce substantial growth or displace existing housing.

5. The project site is not located within a "State of California Earthquake Fault Zone." Construction related to this project will be required to comply with the Uniform Building Code standards to minimize seismic risk due to ground-shaking and liquefaction.

6. No endangered, threatened or rare species are known to inhabit the project site.

7. A requirement to reduce dust generation and exhaust emissions during construction, and the facilitation of traffic flow by traffic signal management, will reduce air quality impacts to a level of insignificance.

8. The project provides a signalized intersection for entry to both this project and the Target store opposite Whipple Road. Intersections will continue to operate at LOS D or better.

9. Construction related to this project would be designed to perform to applicable codes, and, therefore, would not be in conflict with adopted energy conservation plans.

10. The Fire Department will require appropriate measures to reduce any release of hazardous materials below an acceptable level of risk.

11. The project will have no effect on government services or utilities.

12. The project shall comply with the Hayward Design Guidelines, the Landscape Beautification Plan and all other applicable performance standards.

13. No known archaeological or paleontological resources exist on the project site.

IV. *PERSON WHO PREPARED INITIAL STUDY*:

Richard E. Patenaude, AICP, Principal Planner

Dated: March 5, 2004

V. *COPY OF INITIAL STUDY IS ATTACHED*

For additional information, please contact the City of Hayward Planning Division, 777 B Street, Hayward, CA 94541-5007 or telephone (510) 583-4213

DISTRIBUTION/POSTING

- Provide copies to project applicants and all organizations and individuals requesting it in writing.
- Provide a copy to the Alameda County Clerk's Office.
- Reference in all public hearing notices to be distributed 20 days in advance of initial public hearing and/or published once in Daily Review 20 days prior to hearing.
- Project file.
- Post immediately upon receipt at the City Clerk's Office, the Main City Hall bulletin board, and in all City library branches, and do not remove until the date after the public hearing.

Environmental Checklist Form

1. Project title: *PL-2004-0039 Use Permit*

2. *Lead agency name and address: City of Hayward Planning Division*

3. *Contact person and phone number: Richard Patenaude, AICP, Principal Planner, 510-583-4213*

4. Project location: *2480 Whipple Road, easterly of the intersection with Industrial Parkway Southwest/I-880*

5. Project sponsor's name and address:
Jim Towslee, PacLand, 1144 Eastlake Ave. E, Seattle, WA 98109

6. General plan designation: *Industrial Corridor* 7. Zoning: *Industrial (I)*

8. Description of project: *Use Permit application to construct a Commercial Retail Center consisting of a retail building of approximately 28,000 square feet for a proposed Circuit City store, with two additional buildings for retail uses of approximately 5,100 and 6,000 square feet, on an approximately 5-acre site.*

The site is currently developed as a truck terminal (Crescent), and is surrounded by a 6-foot chain-link fence. All related buildings will be removed/demolished to accommodate the proposed development.

The proposed Circuit City building will be located at the southerly portion of the site, with the storefront facing Whipple Road and the loading area facing I-880. One retail shops building is located adjacent, and attached to, the Circuit City store. Another retail shops building is located at the northerly portion of the site at Whipple Road.

Access to the site is provided from two driveways on Whipple Road. The primary driveway, opposite a proposed relocated driveway for Target, will be controlled by a traffic signal.

The buildings will be 42.5 feet in height and of concrete masonry units. It is designed in a classical architectural theme with strong detailing and a variety of textures that complement surrounding industrial and retail uses.

The project provides extensive landscape throughout the site. A combination of vertical-growth landscaping and vine-covered trellises will be provided along all elevations of both buildings to soften the visual impact of building mass.

A lighting plan has been prepared which proposes light poles in the main planters in the parking lot and wall-mounted fixtures across the wall surfaces of the buildings in order to illuminate the site.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:
North: *Industrial (Unocal 76 Gasoline Station, adjacent, and Target store, opposite Whipple Road)*
South: *Residential (Central Park West Mobilehome Park in Union City)*
East: *Industrial (Shurgard Self-Storage facility)*
West: *Transportation (Interstate 880 freeway)*

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)
None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☒ Geology /Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature — 3/5/04 Date

Richard E. Patenaude — Printed Name

City of Hayward — Agency

ENVIRONMENTAL ISSUES:

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The development of the site may result in a negligible increase in light and glare generated from building and parking lot lighting, but will not have an adverse impact on surrounding areas. Under the proposed lighting plan, the height of the light poles will be 38-45 feet. The project will have a less than significant impact due to created light or glare.

The project is located in an area zoned for industrial and commercial uses. The site is surrounded by both industrial and commercial uses. Substantial efforts have been made to ensure the project design is consistent with the surrounding uses. The Circuit City building is designed in a classical architectural theme with strong detailing and a variety of textures that complement surrounding industrial and retail uses alike. The architectural style was specifically chosen as one appropriate to the use and location of the project. The materials and design depict and convey an industrial use which is consistent with its location and intended function. The shops buildings architecture will complement this architectural style.

The project provides extensive landscape throughout the site. A combination of vertical-growth landscaping and vine-covered trellises will be provided along all elevations of both buildings to soften the visual impact of building mass. Additional planters have been added to provide a tree for every six parking spaces.

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

III. **AIR QUALITY** -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐

See comments and Mitigation Measures for b) below.

The Bay Area Air Quality Management District ("BAAQMD") has established thresholds for determining the significance of potential air quality impacts. When operating, emissions from project related vehicle trips are not expected to reach a level that would violate these thresholds or contribute significantly to an existing or projected air quality violation.

There are five major air pollutants for which ambient air quality standards have been set by both Federal and State agencies: photochemical oxidants (ozone), carbon monoxide (CO), total suspended particulates (TSP), nitrogen dioxide (NO2), and sulphur dioxide (SO2). The ambient concentrations of these pollutants are continually measured by a network of monitoring stations maintained by the BAAQMD.

Approval of the project will result in short term air quality impacts related to grading and construction and on-going air quality impacts related to increased auto-trips and congestion. The short term impacts will include dust generated by clearing and grading activities, exhaust emissions from gas- and diesel powered construction equipment, and vehicular emissions associated with the commuting of construction, and it is likely that the State's particulate standard may be temporarily exceeded in surrounding areas. However, these impacts would be similar to impacts generated by similar retail development projects in the City.

Mitigation Measure: To mitigate the identified air quality impacts, the following measures should be incorporate into the project:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

1) Dust generated on the project site shall be controlled by watering all exposed areas at least twice daily during excavation, and especially during clearing and grading operations. Additional watering on windy or hot days is required to reduce dust emissions;
2) Cover stockpiles of sand, soil and similar materials with a tarp. Cover trucks hauling dirt or debris to avoid spillage;
3) Paving shall be completed as soon as is practicable to reduce the time that bare surfaces and soils are exposed. In areas where construction is delayed for an extended period of time, the ground shall be revegetated to minimize the generation of dust;
4) Street sweeping shall be conducted to control dust and dirt tracked from the project site; and
5) Designate a person to oversee the implementation of the dust control program.

Implementation of the above-stated mitigation measures will reduce the air quality impacts to a non-significant level.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐

See comments and Mitigation Measures for c) above.

d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

The project would not involve emissions of toxic air contaminants or potential accidental release of hazardous air materials. There are no sources of toxic air contaminants or potential sources of accidental releases of acutely hazardous air materials within the immediate project vicinity.

If uncontrolled, dust generated by project grading activities could cause adverse health effects and nuisance concerns at downwind locations. However, the conditions of approval of required grading permits would include measures, such as watering of exposed earth, which would minimize construction-related dust emissions, as set forth above.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

The project would not involve activities that generate objectionable odors. In addition, the City Zoning Ordinance requires that industrial uses comply with regulations of the BAAQMD, which restrict the generation of objectionable odors.

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *The property is currently developed with a truck terminal. It was concluded that there are no federally-listed plants or animals on the site.*	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? *See comments to a) above.*	☐	☐	☐	☒
b) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? *No archaeological resources are known to exist at the project site.*	☐	☐	☒	☐
If previously unknown resources are encountered during grading activities, this could result in a potentially significant impact. The project will adopt standard mitigation measures in connection with potential archaeological resources.				

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
Any cultural remains exposed or discovered during the course of project work will be treated as an inadvertent discovery and procedures specified at 36 CFR §800.13 will be followed. Any Native American Graves Protection and Repatriation Act related discoveries made during the course of landscape modification will be handled with reference to a "Plan of Action" which will be developed. Any Native American cultural resources concerns involving traditional cultural properties or sacred sites will be duly considered prior to ground disturbance.				
Implementation of these mitigation measures will ensure that the project has a less than significant impact related to cultural resources. The project will have a less than significant impact related to cultural resources.				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
No paleontological resources are known to exist at the project site.				
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
The active Hayward, San Andreas, and Calaveras faults are located approximately 2.2 miles northeast, 16 miles southwest, and 14 miles northeast of the site, respectively. The project site is not within an Alquist-Priolo Earthquake Fault Zone, and no active shear zones are known to exist at the site.				
Although it is likely that the site will be subjected to a major earthquake during the life of the proposed structure, no active faults are believed to exist within the project site. Therefore, during such an event it is unlikely that surface rupture due to faulting or severe ground shaking will occur at the site. Moreover, based on the thickness of the potentially liquefiable sand layer, the thickness of the unliquefiable layer of the sand layer, and the maximum ground horizontal acceleration, ground rupture is not anticipated at the site. The proposed structures will be designed in accordance with applicable seismic provisions of the building codes. For a code				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact

equivalent lateral force design, the procedures from the 1997 Uniform Building Code will be used.

The project will not result in or expose people to potential impacts due to fault rupture.

ii) Strong seismic ground shaking? ☐ ☒ ☐ ☐

According to the Geotechnical Investigation Report, historically the area has been subject to intense seismic activity. The site will likely be subjected to strong ground shaking from a major earthquake on the Hayward, San Andreas or Calaveras faults or other active faults in the Bay Area.

Mitigation Measure: The proposed project will be built to the most recent Uniform Building Code regulations.

The project, with incorporated mitigation measures, will not result in or expose people to potential impacts due to seismic ground shaking.
(See also comments under VI.a.i)

iii) Seismic-related ground failure, including liquefaction? ☐ ☒ ☐ ☐

Ground shaking can be expected at the site during a moderate to severe earthquake, which is common to virtually all development in the general region. Potentially liquefiable material was encountered beneath the proposed structures in the site, which may result in settlement should a significant earthquake occur in the Bay Area.

Mitigation Measure: Soil improvement techniques, such as geogrid reinforcement or lime treatment of the near surface soils, will be utilized and will significantly reduce the total settlement due to potentially liquefiable material.

A shallow foundation system with special subgrade preparation, as set forth in the Geotechnical Investigation Report, will be implemented as appropriate in order to reduce total and differential settlement due to the soft soils, and due to possible liquefaction.

The project, with incorporated mitigation measures, will not result in or expose people to potential impacts due to seismic ground failure, including liquefaction.

iv) Landslides? ☐ ☐ ☐ ☒

The site is on relatively level land. The site and surrounding area does not contain steep slopes and is relatively devoid of topographic changes. The project will not result in or expose people to potential

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
impacts involving landslides or mudflows				
b) Result in substantial soil erosion or the loss of topsoil? *Grading at the site for the Circuit City building will include an average of 3 feet of fill. The proposed construction will not increase the amount of impervious surface area on-site. Due to the fact that the site is relatively flat with existing drainage and the developed nature of the site and surrounding environment, site soil modifications are not expected to result in potentially significant impacts.* *Placement of fill at the site will create settlement. However, since the buildings will be supported on a stiff foundation system, the impact of settlement due to fill placement should not significantly affect the differential settlement estimated for building loads.* *The project will have less than significant impacts due to erosion, changes in topography or unstable soil conditions from excavation, grading or fill.*	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? *See comments and Mitigation Measures to a) and b) above.*	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? *Moderate to highly expansive surficial clayey soils are present at the site. Because of the presence of these soils, continuous footings will be used around the perimeter of the buildings. In order to reduce the impact of these soils on floor slabs, the floor slabs will be underlain by 6 inches of capillary break material over 12 inches of "non-expansive imported" fill, and beneath exterior flatwork and pavement areas, will be moisture conditioned. The project will have less than significant impacts due to expansive soils.* *(See also comments under VI.a.i and Vi.a.iii.)*	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
of hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
VIII. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
The proposed construction will not increase the amount of impervious surface area on-site. The Master Drainage Plan for this area, which was prepared by Alameda County Flood Control District, provides for collection of storm water runoff from this site in an existing underground storm drain system The underground storm drain system proposed for this project will connect to the existing system in accordance with Alameda County Flood Control District standards.				
In accordance with the requirements of the Alameda County Flood Control District, the on-site storm drain system will be oversized to provide onsite detention to limit post project flows to the original estimated storm water discharges anticipated by Alameda County's master drainage plan. It is anticipated that the total volume of runoff from the site will not exceed current volumes. However, with the onsite pipe detention system, the runoff rate will be metered to levels consistent with the Alameda County Storm Drain System.				
The project is not expected to result in potentially significant impacts due to changes in absorption rates, drainage patterns, or the rate and amount of surface runoff.				
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
The project will result in the discharge of urban runoff into existing Alameda County Flood Control District facilities, which ultimately discharge into surface waters. The runoff from the site will be treated with underground vaults incorporating continuous deflective separation technology or other liquids/solids/oils separation technology to remove sediments and oil from site runoff. The project is not expected to result in potentially significant impacts with incorporation of these underground treatment facilities.				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
According to Flood Insurance Rate Maps published by the Federal Emergency Management Agency, the site is located in Flood Zone C. Flood Zone C consists of areas of minimal flooding.				
In addition, the finished floor of the proposed structures will be raised above elevated 9.0, which is the maximum local flood plain water surface elevation anticipated by Alameda Flood Control District. The project will not result in exposure of people or property to hazards such as flooding.				

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community? *The project would not divide the established community in the project area.*	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? *The project site is surrounded by industrial and commercial development. The City has determined that retail and industrial uses are compatible in the area. The project is compatible with existing land uses in the vicinity. Substantial architectural efforts have been made to develop a design which is consistent with the retail/industrial mix in the community. The project will not be incompatible with existing land use in the vicinity*	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XI. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? *Due to the project's location on Whipple Road, construction activities and future noise levels generated by the operation of the project are not anticipated to increase over existing noise levels.*	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? *The project would not induce substantial growth.*	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? *The project would not displace existing housing.*	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIII. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection? *The proposed project would have no effect upon, or result in only a minimal need for new or altered government services in fire and police protection, maintenance of public facilities, including roads, and in other government services. Because the proposed project is a commercial development, it would have no effect on schools.*	☐	☐	☐	☒
Police protection? *See comment under XIII.a.*	☐	☐	☐	☒
Schools?	☐	☐	☐	☒

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
See comment under XIII.a.				
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
XIV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XV. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☒	☐	☐

A Traffic Impact Analysis was prepared by Kimley-Horn and Associates, Inc. According to that report, none of the study intersections would operate at unacceptable (worse than LOS D) with the project in either the existing plus project or the cumulative plus project conditions. However, this finding was made based upon the following assumptions: 1) modification of the Target driveway to align with the project's primary driveway; 2) signalization of the intersection of the aligned driveways/Whipple Road; and 3) limiting the movements of the Shurgard driveway to right-in/right-out only.

The City of Hayward has established a level of service ("LOS") policy to maintain LOS D or better at all signalized intersections (General Plan, Circulation Element, January 2002). One exception to this standard is that LOS E is acceptable in certain conditions due to costs of mitigation or when there would be other unacceptable impacts.

The City has a high priority funded project to widen Industrial Parkway SW from a two-lane roadway to a four-lane roadway from just north of Whipple Road to the Home Depot Driveway. The improvements were incorporated into the Existing and Cumulative analyses.

Mitigation Measures: 1) realign the Target driveway opposite the project driveway with the correct striping to accommodate a traffic signal; 2) signalize the intersection of the primary driveway/Target

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
driveway/Whipple Road; and 3) restrict the movements at the Shurgard driveway to right-in/right-out only.				
Direct access to the Project site will be provided by two driveways on Whipple Road: a primary driveway aligned with the Target driveway, and a secondary driveway serving the "Shops B" building.				
The project has adequate on-site circulation. Further the parking supply is adequate and meets the City's code requirements. The project, with incorporated mitigation measures, will not result in increased vehicle trips or traffic congestion.				
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? *See response to a) above.*	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity? *The City of Hayward Parking Ordinance requires the Project to provide 4 parking spaces per 1,000 square feet of retail building space and 1 per 1,000 for warehouse space. As a result, 170 parking spaces are required for the Project. The site plan provides 205 parking spaces. Therefore, the proposed Project meets the City's code requirement for parking.*	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
XVI. **UTILITIES AND SERVICE SYSTEMS** - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could	☐	☐	☒	☐

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*
cause significant environmental effects? *The project will connect to the existing Alameda County Flood control District Storm Drain System in Wiegman Road. In accordance with the requirements of the Alameda County Flood Control District, the on-site storm drain system will be oversized to provide onsite detention to limit post-Project flows to the original estimated storm water discharges anticipated by Alameda County's master drainage plan. The project will not result in a significant need for new systems or supplies, or substantial alterations to the existing storm water drainage.* *(See also comments under VIII. Water.)*				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste? *See comment under XVI.c.*	☐	☐	☐	☒

XVII. MANDATORY FINDINGS OF SIGNIFICANCE –

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

MITIGATION MONITORING PROGRAM
CIRCUIT CITY CENTER
Use Permit No. PL-2004-0039
2480 Whipple Road

1. *AESTHETICS* – No mitigation required

2. *AGRICULTURAL RESOURCES* – No mitigation required

3. *AIR QUALITY*

   Mitigation Measure: Reduce intermittent air pollutants during construction phase
   Implementation Responsibility: Developer
   Verification Responsibility: City Building Division
   Monitoring Schedule during Plan Review: N/A
   Monitoring Schedule during Construction/Implementation: On-going during construction

4. *BIOLOGICAL RESOURCES* – No mitigation required

5. *CULTURAL RESOURCES* – No mitigation required

6. *GEOLOGY / SOILS*

   Mitigation Measure: Submit final grading plan and comply with UBC
   Implementation Responsibility: Developer
   Verification Responsibility: City Building Division
   Monitoring Schedule during Plan Review: Prior to approval of building permit
   Monitoring Schedule during Construction/Implementation: On-going during construction and prior to issuance of certificate of occupancy

7. *HAZARDS & HAZARDOUS MATERIALS* – No mitigation required

8. *HYDROLOGY / WATER QUALITY* – No mitigation required

9. *LAND USE / PLANNING* – No mitigation required

10. *MINERAL RESOURCES* – No mitigation required

11. *NOISE* – No mitigation required

12. *POPULATION / HOUSING* – No mitigation required

13. *PUBLIC SERVICES* – No mitigation required

14. *RECREATION* – No mitigation required

15. *TRANSPORTATION / TRAFFIC*

Mitigation Measure: Align Target driveway with project driveway and signalize new intersection
Implementation Responsibility: Developer
Verification Responsibility: City Engineering Division
Monitoring Schedule during Plan Review: N/A
Monitoring Schedule during Construction/Implementation: Condition of Approval – Prior to opening of store to the public

16. *UTILITIES / SERVICE SYSTEMS* – No mitigation required

CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 04/20/04
AGENDA ITEM 3
WORK SESSION ITEM ____

TO: Mayor and City Council

FROM: Director of Community and Economic Development

SUBJECT: Appeal of Planning Commission Approval of PL-2004-0039 Use Permit – PacLand/Batavia Holdings (Applicant) / Frank J. Warn, Inc. (Owner) – Request for a Retail Center to Accommodate a Regional Retail Building (Circuit City) with Two Retail Shops Buildings – The Project Is Located at 2480 Whipple Road

RECOMMENDATION:

It is recommended that the City Council adopt the attached resolution denying the appeal and upholding the Planning Commission approval, subject to the attached conditions of approval.

DISCUSSION:

On March 25, 2004, the Planning Commission unanimously approved the use permit to accommodate construction of a retail center on approximately 5 acres, including a 34,000-square-foot regional retail building (Circuit City) with two retail shops buildings of 5,100 and 6,000 square feet. The site is occupied by the Crescent Truck terminal facility, which would be demolished to accommodate the proposed project.

The site is located within the Industrial (I) District at the southern gateway to Hayward. The Zoning Ordinance specifically recognizes this site as a prime location for regional or sub-regional retailers due to its location at the junction of two arterial roadways, access to the Nimitz Freeway (I-880), and high visibility. Commercial retail development of this nature is allowed in the I District on minimum 4-acre parcels visible from the freeway with the Planning Commission's approval of a Conditional Use Permit.

The buildings are designed in a classical architectural theme with strong detailing and a variety of textures that complement surrounding industrial and retail uses alike; all sides are developed attractively. The City Council Commercial Center Improvement Committee (CCCCIC), at its meeting of February 23, 2004, recommended that all elevations be highly articulated. The applicant responded well to the comments of the CCCCIC in arriving at the approved architectural treatment.

Access to the site is provided from two driveways from Whipple Road. The primary driveway would be opposite a realigned primary driveway for Target and would be signal controlled. The new traffic signal would benefit customers and employees of both the Target and the proposed Circuit City developments, and provide for a safer environment in general for vehicles traveling on Whipple Road. A secondary driveway to the west would access a small parking lot serving the forward retail

shops building and, from there, the main parking lot. The project has adequate on-site circulation and the parking supply exceeds the City's code requirements.

Appeal

Gloria New, a Union City resident of the adjacent Central Park West Mobilehome Park, appealed the Planning Commission's approval of this project. The letter of appeal does not state any specific grounds for the appeal; however, Ms New expressed concern, while addressing the Planning Commission during its hearing of this project, that Whipple Road traffic is already negatively impacted. At the hearing, Ms New presented a petition, signed primarily by Union City residents, opposing the project due to traffic concerns. No other members of the public addressed the Commission on this matter.

The City of Union City submitted a letter (attached) citing concerns regarding the cumulative traffic impact of this project and asking for a number of design measures for the entry intersection. Staff believes that the conditions of approval are adequate in addressing the concerns of Union City staff in that the anticipated intersection design would include a tie-in between the new signal and the adjacent signals, and would provide left-turn pockets to serve the Target and Circuit City driveways; however, staff believes that the intersection would work efficiently without deceleration and acceleration lanes for the right-turn movements as suggested by Union City staff. A median barrier may be included in the design easterly of the intersection, but an earlier agreement with the gas station would require maintenance of the two-way left turn lane to the west; it has worked well since the installation of improvements with the Target project. Although the Union Landing project in Union City has impacted the intersection of Whipple Road/Industrial Parkway SW/I-880, several improvements have been made by the City of Hayward to alleviate traffic impacts. With the Target project, additional lanes were added and signal modifications were made; the City later improved the northbound freeway off-ramp and added a signal at Whipple and Wiegman Roads.

A Traffic Impact Analysis was prepared by Kimley-Horn and Associates, Inc. According to that report, none of the study intersections would operate at unacceptable levels (worse than LOS D) with the project. The City of Hayward has established a level of service ("LOS") policy to maintain LOS D or better at all signalized intersections (General Plan, Circulation Element, January 2002). With LOS D, congestion becomes noticeable with some unfavorable progression through the intersection and long cycle lengths; vehicles may experience delays between 25 and 40 seconds. Furthermore, residents of Central Park West Mobilehome Park have access by several points to both Whipple and Alvarado-Niles Roads. In addition, while no residences directly abut the project, an 8-foot-high masonry wall would shield the project's loading dock activities from the mobilehome park.

Circuit City's proposal is consistent with the City's goals and policies for development and will provide additional retail/service options in the City of Hayward. In consideration of its attractive design and the cooperative solution in mitigating traffic impacts, staff recommends that the City Council deny the appeal and uphold the Planning Commission's approval of this project.

Prepared by:

Richard E. Patenaude, AICP
Principal Planner

Recommended by:

Sylvia Ehrenthal
Director of Community and Economic Development

Approved by:

Jesús Armas, City Manager

Attachments:

Exhibit A.	Letter of Appeal/Letter from City of Union City
Exhibit B.	Planning Commission Report and Minutes of March 25, 2004
	Plans
	Draft Resolution

4/13/04

4-2-04
Attachment IV
04/05/04 17:02 CLK

Nayward City Council

Our Business community and residents have gotten together a petition to show our concern ~~to~~ regarding the new strip & shop retail center located approximently 100' from the intersection of Industrial Blvd, and Whipple Rd. ~~that~~ Also the ~~off~~ and on ramps to I-880, After ~~speaking~~ to the planning Commission on the 24th we have a ~~request to delay~~ schedule time with your council.

Some interesting ~~views~~ have been expressed about a new location with easy access, and parking that would work well for the business and residental community as well.

The existing business in the area have been low key and work well with the flow of things for that location. They also operate during normal business hours.

Our citys have developed very conserately over the years making well planned ~~improvements~~ improvements which all your efforts of pretty much the whole county, & must reflect well to our State.

Sincerely

Gloria Neer
Central Park West Mobile Home Community
2551 Mifflin Ave
Union City Ca.
94587

EXHIBIT A

34009 ALVARADO-NILES ROAD
UNION CITY, CALIFORNIA 94587
(510) 471-3232

March 24, 2004

Mr. Richard Patenaude, AICP
Principal Planner
City of Hayward
777 B Street
Hayward, CA 94541-5007

Dear Mr. Patenaude:

Thank you for the staff report and Mitigated Negative Declaration for the 45,100 square foot retail commercial center proposed at 2480 Whipple Road near Industrial Parkway. On previously proposed retail projects in this area, Union City staff has expressed through correspondences (June 16, 2000, August 31, 2000 and October 11, 2000) concerns regarding the intensification of land use and the inadequate traffic mitigations on Whipple Road, at the Whipple Road/Industrial Parkway intersection and the Whipple Road/Dyer Street intersection in Union City. The city of Hayward is now contemplating approval of an additional 45,100 square feet of retail in this area, and we believe that the mitigations proposed are not adequate to address the increase in traffic volume and traffic conflicts that exist on Whipple Road near the Industrial Parkway intersection. While we recognize Hayward's interest in redeveloping the underutilized lands in this area, we believe that adequate conditions of approval and appropriate future traffic planning have not been incorporated.

Whipple Road is a truck route and a primary east/west connector for Union City. It also provides access to the Central Bay Industrial Park in Union City and to the Hayward's industrial park off of Huntwood Avenue. Over time, truck traffic and auto traffic is expected to increase with the intensification of land uses. At this time, there is no engineered plan to illustrate the new signalized intersection on Whipple Road for the proposed retail center and Target. There is also no site plan that indicates how this project will interface with Whipple Road and the very nearby Industrial Parkway intersection, which is already heavily congested. With this in mind Union City staff has following comments:

1. An engineered plan should be prepared to adequately analyze the traffic circulation issues in this area before this project is considered for approval. The plan should include existing and proposed development and should cover the area from I-880 to Wiegman Road. The plan should show the proposed intersection, turning movements at the intersection, and the possible widening of Whipple Road to accommodate retail development along the south side.

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All-America City
5 1999

2. The retail center should provide a deceleration lane and an acceleration lane so that through traffic on Whipple Road is not impeded. As you know, traffic backs up onto I-880 Whipple Road off-ramp because there is inadequate capacity at the intersection. Planning for future roadway improvements and accommodating the right in/right out traffic movements of this development would be prudent.

3. Shops B should be setback from Whipple Road to accommodate this additional lane on the south side of Whipple Road as discussed above. As part of the project approvals the applicant should be required to dedicate land along the frontage of Whipple Road to accommodate future widening.

4. The proposed signalized intersection is less than 400 feet to the Whipple Road/Industrial Parkway intersection. This distance is less than the recommended minimum. As such, the new signal should be tied to the existing signal at Whipple Road and Industrial Parkway.

5. The existing and planned condition on Whipple Road includes a center, two-way left turn lane. This is a dangerous condition, especially in this highly congested area on Whipple Road adjacent to I-880. As part of the new intersection, median barriers should be installed in Whipple Road as a condition of this project to clearly delineate left turn lanes into Target and the proposed retail center. Other businesses on Whipple Road would need to be provided access to the signalized intersections or have right in/right out driveways only.

As a neighboring City, we are directly impacted by the increasing congestion in this area that is caused by the land use intensification adjacent to the Whipple Road/Industrial Parkway intersection. Approval of this project with the proposed mitigations in the draft Negative Declaration would be inadequate to address the impacts that additional commercial development will have on this highly congested portion of Whipple Road. Nor would these mitigations accommodate additional growth in the immediate area.

As we have stated in previous letters, we recognize there are constraints to the development in this area. Union City staff also recognizes the city of Hayward's desire to capture retail opportunities for the community. However, additional mitigation measures are needed to resolve the traffic impacts that will be generated by this project.

Sincerely,

Joan Malloy
Planning Manager

Cc: Mark Leonard, Community Development Director
Larry Cheeves, Public Works Director
Roxy Carmichael-Hart, Senior Transportation Planner; City of Hayward

MINUTES OF MEETING OF THE CITY COUNCIL OF THE CITY OF HAYWARD
City Council Chambers
777 B Street, Hayward, CA 94541
Tuesday, April 20, 2004, 8:00 p.m.

HEARINGS

3. Appeal of Planning Commission Approval of PL-2004-0039 Use Permit – PacLand/Batavia Holdings (Applicant) / Frank J. Warn, Inc. (Owner) – Request for a Retail Center to Accommodate a Regional Retail Building (Circuit City) with Two Retail Shops Buildings – The Project Is Located at 2480 Whipple Road

Staff report submitted by Principal Planner Patenaude, dated April 20, 2004, was filed.

Council Member Halliday announced that she served on the Planning Commission when this project was considered and noted that she was willing to consider the project again with an unbiased opinion. Mayor Cooper asked the owner, developer, as well as the appellant, if they agreed with Council Member Halliday's comments. With their consent, she remained on the dais.

Principal Planner Patenaude stated that the Planning Commission unanimously approved the Circuit City development. He stated that the property site is currently a trucking facility. He displayed the view from the Target parking lot, outlined the elevations, square footage and accesses to the site. He also highlighted several of the conditions of approval.

In response to Council Member Henson's question, Public Works Director Butler reported that staff had completed a traffic study. He reviewed the improvements that were completed to provide for the Target development. He outlined the traffic improvements that were implemented and the levels of service throughout the day.

Council Member Henson commented that the City has responded to the concerns of the Planning Manager of Union City and asked staff to explain Condition # 5.

Public Works Butler stated that a double left turn currently exists and will continue to exist. There are similar configurations within other areas of the City, which have worked successfully.

Council Member Dowling asked if consideration was made to include a condition for trash and litter pickup, in particular if a food business is included in the project.

Principal Planner Patenaude responded that such provisions are a part of the Zoning Ordinance, but a condition can be included for this project.

In consideration of the adjacent mobile home park residents, Council Member Dowling asked if there were conditions to restrict deliveries to Circuit City to certain hours and asked if there will be night deliveries.

Principal Planner Patenaude stated that the applicant could answer that specific question. He reported that an 8-foot, solid wall will be installed adjacent to the neighboring mobile homes.

Jim Towlsee, representing the applicant, stated that there will be deliveries between 6:00 a.m. and 10:00 p.m., which he stated is less of an impact than the current situation on the property.

Council Member Quirk asked if there were any plans to close the Circuit City at Hesperian and Winton.

Jim Towslee stated that he was not familiar with the project, but noted that in comparison to older stores, this will be a new prototype store that will be somewhat larger than existing stores and rather similar to a Best Buy Store.

Council Member Jimenez asked who will be responsible for the installation of the traffic signal as that is a large cost. Public Works Director Butler replied that it would be the responsibility of the developer.

Council Member Ward referred to the letter from the City of Union City Planning Manager and asked for further clarification related to the intersection for entering the freeway.

Public Works Director Butler stated that there are no plans to widen Whipple Road. He reported that there are a number of improvements as a result of this project that will enhance the current improvements that were completed when Target was developed.

Council Member Ward asked about the elevations and the landscaping plan.

Principal Planner Patenaude showed the north elevation of the main building with the color schemes and the logo sign. He described the parking lot with having more trees in the medians, a pedestrian path that will be a treated, dedicated walkway leading to AC transit stops.

Mayor Cooper opened the public hearing at 8:58 p.m.

Gloria Neu stated that she resides in Union City and appealed the Planning Commission decision. She commented on the number of businesses already in the area that are heavily impacting traffic. She stated that this project interferes with the existing school bus system on Amaral Court. She referred to a petition that was previously submitted. She suggested a larger setback for this developer. In her opinion, this was an overwhelming project.

Principal Planner Patenaude reiterated that there will be no access from this project to Amaral Court and there will be a solid masonry wall between the project and the mobile home property line.

Patricia Foster stated that she lives just a few homes nearest the freeway wall. She reiterated concerns and asked that there be limited access through the back end for delivery trucks. She commented on the congestion and impacts of traffic on her neighborhood. When asked by Council Member Henson what usage would please the neighborhood, she stated that no additional commercial businesses should be permitted.

Discussion ensued with Council asking questions to the appellant regarding the appeal, including whether there was involvement with the planning of the Union Landing development and the Dyer intersection.

Joan Malloy, Union City Planning Manager, reported that she was representing the City Council and City Manager of Union City to express their concerns about the traffic generation and traffic planning at this development. She cited the letter previously submitted. She stated that she would be interested in reviewing an engineered plan that demonstrates how these traffic improvements will actually serve the area. She expressed concern about the left-hand turn lanes across the medians that do not exist. Also she was at issue with the right turn in and right turn outs of the project. Perhaps the City should consider acquiring or having dedicated land to accommodate a future lane in that area. She noted that this is a heavily traveled truck route and is a primary route used by both cities. The intersection seems to be overburdened at this time and backups occur on the 880 freeway during peak hours in the evenings. As this area develops, she hoped the City would consider additional mitigations to this project in concern for future development.

Council Member Ward asked Ms. Malloy if she was involved in the Dyer project. He strongly felt that most of the traffic in this vicinity is from the Union Landing facility. He did not see a reason for the City to acquire additional land for improving traffic that is largely caused by that shopping center. He suggested that both communities participate in the acquisition for any future traffic mitigation improvements.

Jim Towslee, holding the traffic study, stated that this study was scoped, in consultation with City staff and prepared by local professional engineers who also prepared the traffic study for Target. He emphasized that is the only evidence that states that the traffic situation is not degraded with the implementation of this project and the proposed mitigations. He reported that Circuit City is paying for the mitigations and recognizes the need for the traffic signal. Target will cooperate for the improvements. He noted that the Planning Commission imposed the masonry wall as a condition of approval for the project. The current truck facility has more truck usage than what is planned for this project. He indicated that there was disappointment with the appeal, but was confident that the project has met the burden of appeal. He reported that marketing efforts for additional tenants were limited due to the appeal, but there are no plans for a drive-through eatery and the size may not accommodate a restaurant. He noted that there is strong interest from national coffee companies.

Greg Warn, property and business owner of Crescent Truck Company stated that his family had this business for many years with over 100 trucks going in and out all day. He has worked with the developer on the driveways and urged approval of the project. When asked by Council Member Henson where he will be moving, he stated that their trucks will be parked at the See's Candy plant in South San Francisco.

Thomas M. Almond, 76 Service Station owner, clarified some comments made by others. He stated that the intersection was widened with improvements that included red curbs and a turn lane that allows for entrance into his station. He pointed out that there are three lanes towards Dyer Street. He emphasized that he has two clean-ups twice a day. He commented on the improvements that will enhance the area once Crescent leaves. He reported that he would be improving his station in the next year or so. He spoke highly in favor of the project.

Jason Moreno spoke in opposition to the project and urged citizens to consider other options.

Mayor Cooper closed the public hearing at 9:32 p.m.

Council Member Henson moved to deny the appeal and uphold the Planning Commission's approval with the attached conditions of approval as the City has performed its due diligence in addressing the needs for traffic mitigations. He thanked all who spoke. He confirmed that he did not see any reason to overturn the Planning Commission's decision.

Council Member Dowling seconded the motion and stated that he appreciated the neighbors coming, but urged them to consider the fact that this is becoming a more commercial area. This industrial area will have a lot less truck activity with this development. He reiterated that the mobile home neighborhood will not be impacted by traffic from this development.

It was moved by Council Member Henson, seconded by Council Member Dowling, and unanimously carried to adopt the following:

> Resolution 04-053, "Resolution Denying the Appeal and Upholding the Planning Commission's Approval of Use Permit PL-2004-0039"

4. Appeal of Conditions of Approval Imposed by the Planning Commission Approval of Administrative Use Permit - Application No. 2003-0576 to Allow Truck and Bus Driving School – Moe Janda (Applicant/Owner) – The Property is Located at 2977 Baumberg Street, in an Industrial District

> Staff report submitted by Principal Planner Patenaude, dated April 20, 2004, was filed.

Council Member Halliday stated that she was serving on the Planning Commission when this matter was considered. She was confident that she could evaluate and act on it in an unbiased manner solely on the evidence and testimony presented to Council. With the applicant's consent, she remained on the dais.

Principal Planner Patenaude made the staff report, noting that the operation is a truck driving school since 2001 without the required use permit. He described the operations of the business that includes classroom instruction. He noted that the current property is not paved on Baumberg Street. He reiterated the conditions of approval that require replacement of the modular building with a permanent one that meets the City's design guidelines, new landscaping and fencing, and the required street improvements to bring in utilities to be completed in 90 days.

HAYWARD CITY COUNCIL

RESOLUTION NO. 04-053

Introduced by Mayor Henson

RESOLUTION DENYING THE APPEAL AND UPHOLDING THE PLANNING COMMISSION'S APPROVAL OF USE PERMIT PL-2004-0039

WHEREAS, on March 25, 2004, the Planning Commission unanimously approved Use Permit PL-2004-0039 of PacLand/Batavia Holdings (Applicant) and Frank J. Warn, Inc. (Owner) to accommodate construction of a retail center (Circuit City) with two retail shops, located at 2480 Whipple Road within the Industrial (I) District at the southern gateway to Hayward; and

WHEREAS, Gloria Neu, a Union City resident of the adjacent Central Park West Mobilehome Park, appealed the Planning Commission's approval in a letter dated April 2, 2004, and expressed concern at the Planning Commission hearing of this project that traffic on Whipple Road is already negatively impacted; and

WHEREAS, a Traffic Impact Analysis was prepared by Kimely-Horn and Associates, Inc., which indicated that none of the intersections would operate at unacceptable levels; and

WHEREAS, a Mitigated Negative Declaration has been prepared and processed pursuant to the requirements of the California Environmental Quality Act; and

WHEREAS, the City Council of the City of Hayward hereby finds and determines:

1. The project application has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project, with the recommended mitigation measures, could not result in significant effects on the environment.

2. The project is in conformance with the General Policies Plan Map designation of Industrial Corridor. It has been determined that regional and subregional retail uses may be compatible on lands within the Industrial Corridor, which also have direct access to major transportation routes. The subject property is located proximate to the Nimitz Freeway (Route I-880).

3. The project is in conformance with the intent and purpose of the Zoning Ordinance designation of Industrial (I) as proposed. Such district permits regional and subregional retail uses provided that such use complies with the General Policies Plan and that such uses are located on properties in excess of 4 acres. The subject property contains approximately 5 acres.

4. The development, as conditioned, will provide a use that will be in conformity with applicable performance standards, will be appropriate in size, location and overall planning for the purpose intended, will create an environment of sustained desirability and stability through the design and development standards, and will have no substantial adverse effect upon surrounding commercial and industrial development in that the proposed use permitted at this location. The project shall comply with the Hayward Design Guidelines, the Landscape Beautification Plan and all other applicable performance standards.

5. The surrounding streets and utilities, with the required modifications, are adequate to serve the development.

6. The project will not affect the population projections, induce substantial growth or displace existing housing.

7. The project site is not located within a "State of California Earthquake Fault Zone." Construction related to this project will be required to comply with the Uniform Building Code standards to minimize seismic risk due to ground-shaking.

8. No endangered, threatened or rare species are known to inhabit this project site.

9. A requirement to reduce dust generation and exhaust emissions during construction will reduce air quality impacts to a level of insignificance.

10. The mitigation measures required for the project, as recommended by the traffic impact analysis will reduce the traffic impacts to a level of insignificance.

11. Construction related to this project will be designed to perform to applicable codes, and, therefore, would not be in conflict with adopted energy conservation plans.

12. The Fire Department will require appropriate measures to reduce any release of hazardous materials below and acceptable level or risk.

13. The project will have no effect on government service or utilities.

14. No known archaeological or paleontological resources exist on the project site.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hayward that the appeal of the Planning Commission's approval of Use Permit Application No. PL-2004-0039, regarding the request for a retail center to accommodate a regional retail building with two retail shops buildings, is denied, and the Planning Commission's adoption of the Mitigated Negative Declaration and Mitigation Monitoring Program and approval of the project is upheld, subject to the attached conditions of approval.

IN COUNCIL, HAYWARD, CALIFORNIA April 20 , 2004

ADOPTED BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: Jimenez, Quirk, Halliday, Ward, Dowling, Henson
MAYOR: Cooper

NOES: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ATTEST: Angela Reyes
City Clerk of the City of Hayward

APPROVED AS TO FORM:

City Attorney of the City of Hayward

CONDITIONS OF APPROVAL
Use Permit No. PL-2004-0039
2480 Whipple Road
Jim Towslee for PacLand/Batavia Holdings (Applicant)
Frank J. Warn, Inc. (Owner)
(as amended by the City Council 4/20/04)

Planning Division

1. Use Permit No. PL-2004-0039 to accommodate construction of a commercial retail center consisting of a 34,000-square-foot regional retail building with two retail buildings of 5,100 and 6,000 square feet, shall be constructed according to these conditions of approval and the plans approved by the Planning Commission on March 25, 2004.

2. This approval is void one year after the effective date of approval unless prior to that time an extension is approved. Any modification to this permit shall require review and approval by the Planning Director. A request for a one-year extension-of-time, approval of which is not guaranteed, must be submitted to the Planning Division at least 30 days prior March 25, 2005.

3. If a building permit is issued for construction of improvements authorized by the site plan review approval, the site plan review approval shall be void two years after issuance of the building permit, or three years after approval of the application, whichever is later, unless the construction authorized by the building permit has been substantially completed or substantial sums have been expended in reliance upon the site plan review approval.

4. Unless otherwise required, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the Planning Director prior to final inspection and occupancy of any structures.

5. The permittee shall assume the defense of and shall pay on behalf of and hold harmless the City, its officers, employees, volunteers and agents from and against any or all loss, liability, expense, claim costs, suits and damages of every kind, nature and description directly or indirectly arising from the performance and action of this permit.

6. Violation of these conditions is cause for revocation of permit, after a public hearing before the duly authorized review body.

7. No outside storage of material, crates, boxes, etc. shall be permitted anywhere on site, except within the trash enclosure area as permitted by fire codes and within areas designated for outdoor display of merchandise for sale. No material shall be stacked higher than the height of the trash enclosure screen wall and gate.

8. Tenant management shall take reasonable necessary steps to assure the orderly conduct of employees, patrons and visitors on the premises to the degree that surrounding commercial uses would not be bothered and that loitering is not permitted.

9. Sidewalks and parking lots must be kept free of litter and debris and to minimize the amount of wind-blown debris into surrounding properties and streets. If pressure washed, debris must be

trapped and collected to prevent entry to the storm drain system. No cleaning agent may be discharged to the storm drain. If any cleaning agent or degreaser is used, washwater shall be collected and discharged to the sanitary sewer. Discharges to the sanitary sewer are subject to the review, approval, and conditions of the City wastewater treatment plant.

10. A minimum of two trash receptacles shall be placed at each customer entry to the primary building; one receptacle shall be placed at each customer entry in the "Shops" buildings. Trash receptacles shall be the same decorative, pre-cast concrete type with a self-closing metal lid.

11. No vending machines shall be displayed outside the building, except for newspaper racks.

12. The applicant, owner(s) and/or tenants shall maintain in good repair all building exteriors, walls, lighting, trash enclosure, drainage facilities, driveways and parking areas. The premises shall be kept clean. Any graffiti painted on the property shall be painted out or removed within seven days of occurrence.

13. The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are listed in Section 10-1.1315a.(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses.

Design

14. All roof mechanical equipment and any satellite dish shall be fully screened from the freeway and from ground-level view within 150 feet of the property.

15. Prior to occupancy and the installation of any signs, the applicant shall submit a Sign Permit Application to the Planning Director for review and approval, subject to the following:
    a. compliance with the City of Hayward Sign Regulations;
    b. the sign program may include one freeway-oriented sign and one monument sign;
    c. the base and framing of any freestanding/monument sign shall reflect the architectural design, colors and materials of the building, and shall consist of pilasters on each side with a raised center panel to mimic the entry section of the Circuit City store;
    d. only the letters, and the exterior ring, in the sign for the major tenant may be illuminated;
    e. wall signs for tenants in the "Shops" buildings shall use individual channel letters;
    f. directional signs shall not exceed 6 sq.ft. in area per face and 3 feet in height; and
    g. the applicant/business operators shall not display any illegal banner signs, portable signs, inflatable signs, or other illegal signs on the property.

16. Exterior lighting for the establishment shall be maintained which is adequate for the illumination and protection of the premises but does not exceed a light level that provides glare to motorists, nor spills onto nearby properties, or up into the sky. The fixtures shall be designed to keep the light from spilling onto adjacent properties. Within the parking lot, the

minimum requirement is 1-foot candle of light across the entire surface. Luminaires shall be of a design that complements the architectural style of the building and the landscaping in developing a quality image of the City of Hayward and shall be approved by the Planning Director. The maximum height of the luminaires shall be no greater than the height of the structures unless otherwise permitted by the Planning Director. The lighting, and its related photometric, plan shall be reviewed and approved by the Planning Director.

17. The design of the metal awnings shall be appropriate to the mass of the building as determined by the Planning Director; details shall be submitted for approval prior to submittal of an application for building permit.

18. The pedestrian walkway between the "Shops B" building and the Circuit City building shall be delineated continuously by decorative paving subject to approval by the Planning Director. The portions of the walkway that cross vehicular drives shall be differentiated from the dedicated walkway, but the materials and colors of the various segments shall be coordinated.

19. The pedestrian "plazas" in front of the Circuit City store and the "Shops A" building shall architectural features, such as low walls, or landscape features to form a visual "barrier" between the vehicular and pedestrian areas.

20. The chain-link fence along the easterly property line (Shurgard) shall be replaced with a new chain-link fence with slats, subject to approval by the Planning Director.

21. The chain-link fence along the southerly and southwesterly property lines (Amaral Court and I-880) shall be replaced with a solid masonry wall with detailing to match the buildings, subject to approval by the Planning Director.

22. The chain-link fence between the project and the gas station shall be removed.

23. Changes in building color require the approval of the Planning Director.

Landscaping

24. The applicant shall submit detailed landscaping and irrigation plans prepared by a licensed landscape architect for review and approval by the City. Landscaping and irrigation plans shall comply with the City's Water Efficient Landscape Ordinance and the following requirements:
    a. Parking areas shall include a minimum of one 15-gallon parking lot tree for every six parking stalls. The minimum dimension of any new tree well or landscape median shall be five feet, measured from back of curb.
    b. Parking areas shall be buffered from the street and freeway with shrubs; their type and spacing shall create a continuous 30-inch high screen within two years.
    c. All blank building façades, at the discretion of the Planning Director, shall be softened with a combination of vertical-growth landscape materials and vines on decorative trellises.
    d. Above ground utilities (e.g. gas or electric meters, backflow devices) shall be screened from public view with shrubs.
    e. Where any landscaped area adjoins driveways or parking areas, Class B Portland Cement concrete curbs shall be constructed to a height of six inches above the adjacent finished pavement.

f. Street trees, low shrubs and groundcover shall be planted along Whipple Road. Trees shall be minimum 24-inch box planted 40 feet apart according to City Standard Detail SD-122.
g. Evergreen trees shall be planted every 20 feet along all interior property lines. Trees shall be minimum 15-gallon.

25. Landscaping shall be installed and a Certificate of Substantial Completion and an Irrigation Schedule shall be submitted prior to issuance of a Certificate of Occupancy.

26. Landscaping shall be maintained in a healthy, weed-free condition at all times and shall be designed with efficient irrigation practices to reduce runoff, promote surface filtration, and minimize the use of fertilizers and pesticides, which can contribute to runoff pollution. The owner's representative shall inspect the landscaping on a monthly basis and any dead or dying plants (plants that exhibit over 30% dieback) shall be replaced within ten days of the inspection. Trees shall not be severely pruned, topped or pollarded. Any trees that are pruned in this manner shall be replaced with a tree species selected by, and size determined by the City Landscape Architect, within the timeframe established by the City and pursuant to the Municipal Code.

Parking/Driveways

27. All parking stalls and maneuvering areas shall meet the minimum standards of the City Parking Ordinance. The parking areas shall be paved with either Portland cement or asphalt concrete and the area shall be striped to designate the parking stalls. The Planning Director shall approve the design of the driveway, curbing and materials to be used. Aisles, approach lanes, drive-through lanes and maneuvering areas shall be marked and maintained with directional arrows and striping to control traffic flow.

28. Vehicular circulation areas shall be signed as a fire lane and posted for no parking except within designated parking stalls and pick-up areas.

29. The primary Whipple Road driveway entry, between the property line and the first cross aisle, shall be enhanced with decorative pavement such as colored, stamped concrete (bomanite or equivalent), brick, concrete interlocking pavers, or other approved materials. The secondary driveway shall be so enhanced between the property line and the first parking space. The Planning Director shall approve the location, design and materials utilized.

30. A reciprocal, permanent and non-exclusive access and parking agreement shall be entered into between all project property owners/tenants and recorded prior to issuance of any building permit. Such agreement shall include the installation and maintenance of lighting and landscaping. The City Attorney shall approve such agreement.

31. The property owner(s) shall provide for vehicular access connections into parking and circulation areas on the adjacent properties, as shown on Exhibit A, to reduce the need for multiple street access points.

Building Division

32. The project plans shall include storm water measures for the operation and maintenance of the project for the review and approval of the City Engineer prior to occupancy. The project plan shall identify Best Management Practices (BMPS) appropriate to the uses conducted on-site to effectively prohibit the entry of pollutants into stormwater runoff. Prior to issuance of a building permit, a drainage plan shall be submitted that meets the approval of the Planning Director, and shall include the following:
    a. That all storm water is conveyed into City of Hayward or Alameda County Flood Control District facilities.
    b. Structural controls such as a CDS unit with oil absorbent material, a Vortechs system or other approved devices per applicant's discretion which accomplish the same shall be installed to intercept and treat storm water prior to discharging to the storm drain system. The design, location, and a maintenance schedule shall be submitted to the City Engineer for review and approval prior to the issuance of a building permit.
    c. Erosion control measures to prevent soil, dirt and debris from entering the storm drain system during construction, in accordance with the regulations outlined in the ABAG Erosion and Sediment Control Handbook.
    d. The labeling of all on-site storm drain inlets in the shopping center with "No Dumping - Drains to Bay," using approved methods approved by the City.
    e. The cleaning of all storm drains in the shopping center at least once a year immediately prior to the rainy season (October 15th). The City Engineer may require additional cleaning.
    f. No storm water shall be discharged to the sanitary sewer without a Wastewater Discharge Permit, which will be issued only if there is no feasible alternative. This means that if washing takes place in the trash area, the wash water shall be discharged to the sanitary sewer. If this area is covered and protected from storm water runoff, a permit is not necessary.
    g. Drains in any wash or process area shall not discharge to the storm drain system. Drains should connect to an approved collection system. The collection system is subject to the review and approval of the City Engineer prior to the issuance of a building permit.
    h. Truck loading docks shall be constructed so to prevent run-off of drainage from outside the dock; and to minimize the discharge of dock area flows to the storm drain.

33. The National Pollution Discharge Elimination System (NPDES) standards shall be met. A Notice of Intent permit is required from the Regional Water Quality Control Board prior to the start of any grading. The applicant shall submit a construction Best Management Practice (BMP) program for review and approval by the City prior to the issuance of any building or grading permits. These BMPs shall be implemented by the general contractor and all subcontractors and suppliers of material and equipment. Construction site cleanup and control of construction debris shall also be addressed in this program. The applicant is responsible for ensuring that all contractors are aware of all storm water quality measures and implement such measures. Failure to comply with the approved construction BMPs will result in the issuance of correction notices, citations or a project stop work order. The NPDES program shall include the following items:
    a. Gather all construction debris on a regular basis and place them in a dumpster or other container, which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to storm water pollution.

b. Remove all dirt, gravel, rubbish, refuse and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.
c. Broom sweep the sidewalk and public street pavement adjoining the project site on a daily basis. Caked on mud or dirt shall be scraped from these areas before sweeping.
d. Install filter materials (such as sandbags, filter fabric, etc.) at the storm drain inlet nearest the downstream side of the project site prior to: 1) start of the rainy season (October 1 5), 2) site dewatering activities, or 3) street washing activities, 4) saw cutting asphalt or concrete, in order to retain any debris or dirt flowing into the City storm drain system as necessary. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding. Dispose of filter particles in the trash.
e. Create a contained and covered area on the site for the storage of bags of cement, paints, flammables, oils, fertilizers, pesticides or any other materials used on the project site that have the potential for being discharged to the storm drain system through being windblown or in the event of a material spill.
f. Never clean machinery, tools, brushes, etc. or rinse containers into a street, gutter, storm drain or stream.
g. Ensure that concrete/gunite supply trucks or concrete/plasters finishing operations do not discharge washwater into street gutters or drains.

34. Water Pollution Source Control requirements shall include but not be limited to the following:
    a. No polluted waters from HVAC units shall be discharged to the storm drain via roof drains. Uncontaminated condensate is acceptable for storm drain discharge.
    b. All wastewater and washing operations shall be discharged to the sanitary sewer and not the storm drain, including mat cleaning and any washing of the trash area.
    c. The sanitary sewer discharge from this facility shall be in compliance with all wastewater discharge regulations, prohibitions and limitations to discharge, including the 300-milligram per liter oil and grease limit. A monitoring structure (SD309) shall be constructed on the sewer lateral for each building.
    d. Materials, gasoline spill, oil spill, heavy stains, radiator fluid, litter, etc. shall be picked-up by dry methods and sweeping so as not to pollute stormwater runoff.
    e. All discharges and connections shall require approval from Water Pollution Source Control.

Utilities

35. Prior to issuance of a building permit, the developer shall submit gallon per minute demand to determine proper meter size.

36. Install Reduced Pressure Backflow Prevention Assembly per City of Hayward Standard Detail 202 on all domestic & irrigation water meters. All water meters shall have remote radio read capability.

37. Installation of a separate irrigation meter to avoid sanitary sewer charges on water used for landscape purposes is recommended.

38. Only Water Distribution Personnel shall perform operation of valves on the Hayward Water System.

39. Provide keys/access code/automatic gate opener to utilities for all meters enclosed by a fence/gate per Hayward Municipal Code 11-2.02.1.

40. Water service shall be made available subject to standard conditions and fees in effect at time of application. Allow 4-6 weeks from time of application to installation of water services.

41. Sanitary connections for the new retail building shall be subject to the review, approval, and conditions of the City wastewater treatment plant. Sanitary sewer main shall always end with a manhole.

42. All water mains shall be looped.

43. Any water or sewer services that cross CalTrans right-of-way will require a CalTrans permit.

44. Water mains and sanitary sewer mains shall have a minimum separation of 10 feet.

Public Safety

Access

45. Prior to start of combustible construction, an all-weather access road shall be installed for the development.

46. Design and engineering of the site access roads shall meet Fire Code requirements and shall be capable of sustaining 50,000 lb. gross vehicle weight (GVW).

47. Curbs shall be painted red at driveway entrances and along all landscape islands that are in the driveable path. Fire lane signage shall be installed throughout the parking lot in locations approved by the Fire Department. Signage shall meet Hayward Fire Department Standards.

48. Fire Department lock boxes shall be installed on each building in locations approved by the Fire Department.

Water Supply

49. Provide civil engineered (site improvement/grading/utility) drawings to the Fire Department for review and approvals.

50. Provide fire flow calculations for each on-site fire hydrant. Fire flows shall meet a minimum of 2,500 gallons per minute (gpm) at 20 PSI (50% allowance has been granted for automatic fire sprinkler systems within each building).

51. Type of fire hydrant(s) shall be double steamers, equipped with 2 - 4 ½" outlets and 1 - 2 ½" outlet.

52. On-site fire hydrants are allowed to share the same fire service laterals serving the fire sprinkler systems for each building, but shall be installed independent of the fire service laterals so that they remain operational when a fire sprinkler system is shut-down for service and/or repair.

53. On-site fire hydrants shall be installed in accordance to NFPA 14 Standards and Hayward Fire Department Standards.

54. On-site fire hydrants shall be maintained as a private fire hydrant system and it shall be the responsibility of the property owner to keep accurate service and maintenance records.

55. Crash posts may be required at each fire hydrant to prevent any potential impact damage from moving vehicles and/or equipment.

Building Construction

56. The development (each building) will require the proper submission of plans and permits to the City of Hayward.

57. Building construction shall be in accordance with the California Building Code (CBC) and applicable City Ordinances and Standards.

58. Building addressing shall be established for each building within the property. Address numbers shall be installed on each building in locations approved by the Fire Department.

Fire Protection

59. Each building shall be fully protected with an automatic fire sprinkler system designed and installed per NFPA 13 Standards. If there is no known tenant, sprinkler system densities shall meet Fire Department Standards with a minimum of .33gpm/3,750 sq.ft.

60. Each building shall have a dedicated underground fire service line designed and installed per NFPA 24 Standards. Underground fire service lines shall also meet City of Hayward Fire Department Standards (Detail #204) for installation of check valve, fire department connection (FDC) and post indicator valve (PIV).

61. Portable fire extinguishers shall be installed within each building (once a tenant is established).

62. Fire sprinkler system(s) shall be provided with central station monitoring for waterflow activity.

63. Each building shall have an exterior audible alarm device and an interior audible alarm device installed as part of the fire sprinkler system, which will activate upon any waterflow alarm.

64. Building address shall be installed in an approved location on the structure. Minimum size of numbers shall be 6" on contrasting background, visible and legible from the street.

65. There shall be no use and/or storage of any hazardous materials within each building unless reviewed and approved by the Fire Department.

66. Each tenant shall be required to obtain a City of Hayward business license prior to occupancy. At that time, if there are any hazards listed on the business license application for the proposed use, the Fire Department will impose additional requirements as needed.

Hazardous Materials

67. Prior to issuance of a building permit, provide and submit a completed Hayward Fire Department Chemical Inventory Worksheet Packet for each proposed building.

68. Prior to issuance of a building permit, submit copies of the Phase I Environmental Site Assessment with recommendations to the Hazardous Materials Coordinator, Hugh Murphy (510) 583-4924.

69. The current Crescent Trucking facility did not conduct the required facility closure in coordination with the Hayward Fire Department. Prior to issuance of a building permit, complete this requirement to ensure the proper handling and disposal of hazardous materials/waste(s) as well as other closure requirements for the facility.

Solid Waste

70. The owner(s) and/or tenants shall participate in the City's recycling program. The applicant shall clearly indicate the proposed location and dimensions of each enclosure, indicating whether the trash and recyclables will be compacted. The applicant must also indicate the number and type of refuse and recycling containers that will be used. The space and available capacity provided for the storage of trash must be the same size as that provided for recyclables. The procedure that must be followed regarding sorting and collection of recyclables is provided for in Section 3.2.02 of the Franchise Agreement.

71. A 6-inch wide curb or parking bumpers must be provided along the interior perimeter of trash enclosure walls to protect them from damage by the dumpster. A 6-inch wide parking bumper, at least 3 foot long, should also be placed between the refuse dumpster(s) and the recycling containers.

72. A minimum space of 12 inches must be maintained between the dumpster(s) and the walls of any trash enclosure and the recycling carts/dumpster to allow for maneuvering the dumpster(s). A drain to the sanitary sewer should be provided beneath the refuse dumpster(s) wherever wet waste, such as food waste, is generated and wherever can washing areas are located.

73. If any equipment/trash enclosure is gated, the gates and hinges must be flush with the enclosure wall. It is important to ensure that the gates open straight out and that the hinges and that the gate be flush with the enclosure wall, in order to allow adequate maneuverability of the equipment/dumpster in and out of the enclosure to service it. All trash enclosures shall be covered.

74. The applicant must ensure that there is adequate space for a garbage truck to service each dumpster. A 40-foot turning radius is adequate for garbage trucks.

75. The applicant is required to submit for review by the Solid Waste Manager an on-site recycling plan, which would be implemented during the entire demolition and construction phases. The plan must:
    a. Show the anticipated start and completion dates of the project.
    b. Estimate the quantities of construction and demolition waste that will be generated by the project.
    c. Estimate the quantities of material that will be recycled and identify the facilities that will be used.

76. The applicant must ensure that construction and demolition debris is removed from the site by a licensed contractor as an incidental part of a total construction, remodeling, or demolition service offered by that contractor, rather than as a separately contracted or subcontracted hauling service using debris boxes, or is directly loaded onto a fixed body vehicle and hauled directly to a disposal facility that holds all applicable permits.

77. The applicant shall provide for adequate on-site storage capacity for recyclables within the buildings, including storage space for containers to store paper, glass/plastic/metal beverage containers, and other recyclables where these materials are generated.

78. The applicant shall ensure that the specifications of any compactor meet the approval of Waste Management.

79. The applicant must contact the City's franchised hauler, Waste Management of Alameda County, at 537-5500 to arrange for delivery of containers with sufficient capacity to store construction and demolition materials to be landfilled.

Engineering/Transportation Division

80. Developer must obtain an agreement from Target for the realignment of Target's main driveway on Whipple Road to line up with the Circuit City driveway. The design of the intersection caused by the alignment of the two driveways with Whipple Road shall be approved by the City Engineer. Changes to the Target site shall be approved by the Planning Director and plans shall include revised landscape plans. Improvement plans shall be approved prior to issuance of any grading permit. Improvements requirements due to this realignment shall be installed prior to occupancy of the project.

81. The developer shall design and install a traffic signal at the intersection of the aligned Circuit City/Target driveways with Whipple Road. The signal design shall include a timing plan for coordination and interconnection with the proximate signal(s) and shall be subject to approval by the City Engineer.

82. A preliminary soils report shall be submitted for review and approval of the City Engineer prior to the issuance of a building permit.

83. The applicant shall provide appropriate signage at project entrances and exits. Signage shall meet City standards. The applicant shall install "Right Turn Only" signs at the secondary, unsignalized, exit at Whipple Road.

84. All overhead utility lines along Whipple Road shall be placed underground.

85. Install a double-steamer fire hydrant on Whipple Road.

86. Install a standard street light on Whipple Road.

87. Remove and replace the cracked sidewalk along the Whipple Road frontage.

88. The applicant shall pay the appropriate Supplemental Building Construction & Improvement Tax prior to receipt of a certificate of occupancy.

89. Prior to commencement of any clearing, grading or excavation, the developer shall submit evidence to the City that a Notice of Intent (NOI) has been submitted to the State Water Resources Control Board.

90. The design of the drainage system shall be reviewed and approved by the Alameda County Flood Control District. The Hydrology & Hydraulics Criteria Summary, Alameda Flood Control & Water Conservation District, latest edition, shall be used to determine the storm drainage runoff.

91. Prior to the issuance of a grading permit and/or beginning of construction activity, the developer's engineer shall complete the Development Building Application Form Information, namely 1) Impervious Material Form and 2) Operation & Maintenance Information Form.

92. The developer/owner shall prepare a Maintenance Agreement for stormwater BMPs (available from Engineering & Transportation Division), and the Maintenance Agreement shall be recorded with the Alameda County Recorder's Office to ensure that the maintenance is bound to the property in perpetuity.

93. The applicant shall relocate the adjacent AC Transit/Union City Transit bus stop such that it can be placed along the Whipple Road frontage. The applicant shall pay for all relocation costs.

CITY OF
HAYWARD
HEART OF THE BAY

May 27, 2011

Daniel Temkin
Hayward 880 LLC
1809 Seventh Ave, Ste. 1002
Seattle, WA 98101

Subject: Proposed Supermarket at 2480 Whipple Road in Hayward, California
(Building Permit Applications BI-2011-0885/0989/0990)

Dear Mr. Temkin:

The purpose of this letter is to advise you of the status of the above-referenced applications and to request additional information necessary to determine the consistency of the proposed use with the previously-issued conditional use permit and Zoning regulations.

The current applications are on hold until I receive the following information:

1. Identification of the supermarket name and operator; and
2. A business plan that describes the supermarket's business model, including the type and variety of products, the way the products will be displayed and sold and the intended customer base.

Upon receipt of such information, I will determine if the proposed supermarket is an allowed use or not. If I determine it is an allowed use, I will also determine if a modification of the existing conditional use permit, approved in 2004 for a Circuit City store, is required. Any such modification would need Planning Commission approval. A significant factor to consider in making this determination of consistency is the specific nature and type of proposed use, and whether it is a use that would be expected to draw from the region or sub-region, as compared to the surrounding neighborhoods. Another factor to be considered relates to traffic, given that supermarkets typically generate more traffic than an electronics store.

As you know, the Hayward City Council approved a conditional use permit in 2004 to allow development of a shopping center that included a Circuit City store as the anchor tenant. In approving such center and the Circuit City store, the City Council (on appeal from the Planning Commission's decision), determined the center and the Circuit City store were consistent with Zoning Ordinance provisions which conditionally allow retail

Development Services Department
777 B Street, Hayward, CA 94541-5007
Tel: 510/583-4234 Fax: 510/583-3650 TDD: 510/247-3340 Website: www.hayward-ca.gov

goods with a 'regional or sub-regional marketing base, including but not limited to discount retail or warehouse retail, on a minimum four-acre parcel which is visible from Interstate 880 or State Highway 92.' The requested information is necessary to reconcile the proposed supermarket use with these key provisions in the Zoning regulations.

The land use issue needs to be resolved prior to building permits being issued. Whatever land use determination I make will be appealable.

Please provide the requested information as soon as possible. Should you have any questions, please contact me at david.rizk@hayward-ca.gov or at 510-583-4004

Sincerely,

David Rizk, AICP
Development Services Director

Cc: Richard Patenaude, Planning Manager
Glen Martinez, Building Official

SHEPPARD MULLIN
SHEPPARD MULLIN RICHTER & HAMPTON LLP
ATTORNEYS AT LAW

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Writer's Direct Line: 415-774-2993
jdavidoff@sheppardmullin.com

Our Matter Number: 15CM-162462

December 14, 2011

VIA CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. David Rizk, AICP
Development Services Director
City of Hayward
777 B Street
Hayward, CA 94541

Re: Proposed Supermarket at 2480 Whipple Road in Hayward, California (Building Permit Applications BI-2011-0885/0989/0990)

Dear Mr. Rizk:

This firm represents Wal-Mart Stores, Inc., the proposed supermarket tenant for the former Circuit City building located at 2480 Whipple Road. The Hayward Building Division received an application for building permits for interior tenant improvements on March 23, 2011. As of the date of this letter, the pending application has cleared all departments with the exception of the Planning Division.

Your May 27, 2011 letter to Mr. Daniel Temkin, the managing member of Hayward 880, LLC and property owner, advised Mr. Temkin that the building permit application was on hold pending the receipt of the following information:

1. Identification of the supermarket name and operator; and

2. A business plan that describes the supermarket's business model, including the type and variety of products, the way the products will be displayed and sold and the intended customer base.

We request that the application hold be released immediately, as this proposed use is consistent with zoning requirements.

The stated reason for the request for additional information was to enable City staff to more fully evaluate the consistency of the proposed supermarket use with the previously-issued retail commercial conditional use permit and applicable zoning regulations. Specifically, the building

is located in the Industrial (I) zoning district. Pursuant to Hayward Municipal Code section 10-1.1620(b)(6)(b), in the Industrial (I) zoning district the following retail commercial uses are permitted upon approval of a conditional use permit:

> Sale of retail goods with a regional or sub-regional marketing base, including but not limited to discount retail or warehouse retail, on a minimum 4-acre parcel which is visible from Interstate 880 or State Highway 92.

In approving the Conditional Use Permit for the Circuit City and adjacent retail shops (Use Permit No. PL-2004-0039), the City of Hayward expressly determined that the Circuit City use would constitute the "sale of retail goods with a regional or sub-regional market base."

While we believe the building permit application was complete when filed last March, this letter, which includes the business plan for a Walmart Market at 2480 Whipple Road, is a formal, good faith response to the City's request for additional information. As set forth in below, this information demonstrates that the proposed supermarket use at this location is consistent with the terms of the existing Conditional Use Permit and the applicable Industrial (I) zoning district requirements.

I. Identification of the Supermarket Name, Operator and Business Plan.

Wal-Mart Stores, Inc. proposes to operate a Walmart market store, at 2480 Whipple Road, which is distinctive from other Walmart stores in the region as it will feature a full grocery department. Walmart is an international retailer and a Fortune 50 company.

The Walmart Market at 2480 Whipple Road will occupy the entire 34,000 square foot Circuit City building and will sell approximately 24,000 different products including a wide range of grocery, pharmaceuticals, health and wellness items, and frequently purchased general merchandise consumables.

The products sold at a Walmart Market include fresh produce, deli foods, meat and dairy products, bakery items, frozen foods, canned and package goods, dry goods and staples, condiments and spices, health and beauty aids, pet supplies, stationery and paper goods, and household supplies.

Walmart will offer products at its famous Every Day Low Prices at Walmart Market. Walmart Market will attract customers in need of groceries, pharmaceuticals, and general merchandise at affordable prices. Due to the location of the Circuit City building, Walmart Market will reach neighborhoods within the cities of Hayward and Union City, people employed in the Hayward industrial corridor, visitors to the industrial corridor, and Bay Area residents and tourists traveling I-880 in need of groceries. Additionally, Walmart is a store of the community through ongoing charitable giving, which in 2010 donated more than $21.9 million from Walmart stores, the Walmart Foundation and Sam's Clubs in California communities they serve.

Further, by offering Site to Store at this location, customers can order Walmart Market products, as well as Walmart general retail products, from their homes and pick up their items in the Walmart Market store. This is a free service that allows customers to ship an online order to any Walmart store in the contiguous United States. With site to store, regional customers will have convenient in-store access to tens of thousands of items. This further increases Walmart's retail base and range of services.

It is our understanding that the Planning Division expressed concern that the proposed supermarket tenant would be a local entity, incapable of drawing a "regional or sub-regional marketing base" to the site. This is clearly not the case in this regional or sub-regional location, as demonstrated by the City's previous interest in the Ranch 99 grocery store in this location (See Exhibit "A"). The proposed Walmart Market at 2480 Whipple Road will be a successful operation in Hayward, capable of attracting regional customers from both within the City of Hayward and outside of City limits. The fact that this site is adjacent to I-880 and is clearly visible from the freeway further supports that it will be able to draw a large customer base.

II. 2480 Whipple Road Can Only Service a Regional or Sub-Regional Marketing Base.

2480 Whipple Road is located at the gateway to the City of Hayward within the Industrial zoning district. The project site is almost entirely surrounded by commercial and industrial uses. By its very location, the site can only serve a "regional or sub-regional marketing base", because 1) it has a regional/sub-regional trade area; 2) the site is primarily accessed by freeway traffic and major arterials; 3) the proximity of the site to the City of Union City will draw customers from beyond the Hayward City limits. The Agenda Report prepared in connection with Use Permit No. PL-2004-0039 confirms the regional draw of the location "at the junction of two arterial roadways, access to the Nimitz Freeway (I-880), and high visibility."

III. A Supermarket is within the City's Previous Interpretations of "Regional or Sub-Regional Marketing Base".

The City has interpretations of this provision in prior approvals, including Use Permit No. PL-2004-0039 which authorizes the existing commercial retail center (formerly occupied by Circuit City) and governs the project site. Condition 13 of PL-2004-0039 concerns the smaller "Shops" buildings developed as part of the shopping center. The Circuit City building sets a precedent as to how the City has interpreted "regional or sub-regional marketing base" uses in the past.

Condition 13 specifically states:

> The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are listed in Section 10-1.1315a.(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the

> determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses.

The Central Business District, which encompasses Southland Mall, specifically lists "supermarkets" as a permitted use. (Hayward Municipal Code § 10-1.1315a(5)) Furthermore, the Southland Mall, until recently, has always had a grocery store use. Accordingly, if all of the uses listed in the Central Business District – Retail Commercial Uses are permitted in the "Shops" building, then it is also logical to conclude that all of the uses listed in the Central Business District – Retail Commercial Uses, which includes supermarkets, would also be allowed in the former Circuit City building. The goods and services provided by Walmart Market clearly fall within the definition of a supermarket, and as such, Walmart's use of the building would comply with the City's previous interpretation of a "regional or sub-regional marketing base."

Based on prior communications from the City regarding this site, the City has gone one step further by affirmatively acknowledging that a supermarket use would be appropriate for the former Circuit Building. In November 2009, Sean Brooks, the Hayward Economic Development Manager met with Deborah Perry, Hayward 880 LLC's broker, regarding a potential tenant for the Circuit City building. Ms. Perry memorialized that conversation in an email attached as Exhibit "A" which specifically stated:

> Sean,
>
> It was good to talk to you today about the interest of Ranch 99 as a possible tenant for the Circuit City Hayward. I have attached our flyer and would be happy to meet with you to discuss further. We would be happy to arrange a tour of the property let us know.
>
> Deborah

The City did not raise any concerns that the supermarket use did not satisfy the Industrial zoning requirements. The City's previous actions and words regarding the project site leave little doubt that the City itself concurs that a supermarket would serve a "regional or sub-regional market base" and would be a permitted use at this location. An opposite determination would appear to be directed at this particular *user*, rather than the *use* itself.

IV. Conclusion.

A Walmart Market at 2480 Whipple Road serves a "regional or sub-regional marketing base" as discussed in detail above, due to its proximity to Interstate 880, distance from surrounding residential neighborhoods, proximity to neighboring cities, and accessibility. Furthermore, as seen in the business plan, it would provide goods and services to residents of the City of Hayward that are currently missing for southern Hayward neighborhoods. In addition, a supermarket use is consistent with prior City interpretations of a regional or sub-regional marketing base. Finally, it is also consistent with Hayward's land use policy, as it promotes infill development and preserves environmental resources.

Accordingly, since the use is consistent with both the existing site entitlements and the underlying zoning regulations, we request the Planning Division to sign off on the pending building permits, so they can be issued immediately.

We appreciate your response. Walmart looks forward to joining the Hayward community offering access for customers to fresh grocery items at affordable prices, bringing jobs, adding to the tax base, and supporting local non-profit organizations through ongoing charitable giving.

Very truly yours,

Judy V. Davidoff

Judy V. Davidoff

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

W02-WEST:5JVD1\403683878.9

cc: Jason Sheridan, Wal-Mart Stores, Inc.
George Bacso, Esq., Wal-Mart Stores, Inc.
Deborah Herron, Wal-Mart Stores, Inc.
Daniel H. Temkin

EXHIBIT "A"

From: "Perry, Deborah (WNC)" <DPerry@colliersparrish.com>
Date: November 12, 2009 4:55:47 PM PST
To: sean.brooks@hayward-ca.gov
Cc: "Sechser, John (WNC)" <JSechser@colliersparrish.com>, "King, Linda (WNC)" <LKing@colliersparrish.com>, "Daniel H. Temkin" <dan@temkinproperty.com>
Subject: FW: Whipple - Circuit City building Ranch 99

Sean:

It was good to talk to you today about the interest of Ranch 99 as a possible tenant for the Circuit City Hayward. I have attached our flyer and would be happy to meet with you to discuss further. We would be happy to arrange a tour of the property let us know.

Deborah

Deborah Perry
Senior Vice President
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1850 Mt. Diablo Blvd., Suite 200
Walnut Creek, CA 94596
Main (925) 279-5561
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manatt
manatt | phelps | phillips

Kristina Lawson
Manatt, Phelps & Phillips, LLP
Direct Dial: (415) 291-7555
E-mail: KLawson@manatt.com

December 21, 2011

Client-Matter: 45528-030

VIA E-MAIL (DAVID.RIZK@HAYWARD-CA.GOV)

Mr. David Rizk, AICP
Development Services Director
City of Hayward
777 B Street
Hayward, CA 94541

Re: Vacant, Former Circuit City Site - 2480 Whipple Road, Hayward, CA

Dear Mr. Rizk:

As you know, this office represents Daniel Temkin and Hayward 880, LLC in connection with land use and entitlement matters for the distressed shopping center located at 2480 Whipple Road in Hayward. Approximately nine months ago, on March 23, 2011, Hayward 880, LLC filed a formal application for a building permit (Building Permit applications BI-2011-0885/0989/0990) to allow tenant improvements to be constructed for a new supermarket in the now vacant, former Circuit City site at 2480 Whipple Road. Following a legally concerning and extremely costly series of City-initiated actions targeted specifically at our clients' shopping center, including a proposed moratorium on supermarkets, we understand that the City will finally be proceeding with a review of the consistency of the proposed supermarket use with the previously-issued retail commercial conditional use permit for the site. We further understand that the pending building permit application has cleared all departments with the exception of the Planning Division. The purpose of this letter is to again request that you immediately issue Planning Division clearance to avoid any further economic harm to the City or our clients.

As we have previously explained to the City, both in writing and at various public hearings and individual meetings with staff, the proposed supermarket use is fully consistent with both Use Permit No. PL-2004-0039 and the underlying zoning regulations. We refer you specifically to our previous correspondence of April 26, 2011 and May 3, 2011 regarding this matter, which correspondence we incorporate herein by reference, wherein we note that Hayward 880, LLC has vested rights under the existing use permit which cannot be modified or revoked. Within this past week, counsel for Wal-Mart Stores, Inc., the proposed supermarket tenant, reached exactly the same conclusion and requested the Planning Division to immediately sign off on the pending building permits, so construction can promptly commence and the shopping center can be retenanted. (See December 14, 2011 Letter from Judy Davidoff to David Rizk.)

Unfortunately, at this point the urgency of the situation at the 2480 Whipple Road shopping center cannot be understated. Our clients have been heavily subsidizing the entire shopping center for nearly three years while working to first identify an anchor tenant consistent with the existing site entitlements, and then spending almost 9 months to date processing a building permit application for the proposed tenant. As Dan explained to you in person on December 6, the outstanding debt on the property is almost $3 million *more* than the appraised value of the property. The existing income from the remaining tenants, which collectively occupy less than 13% of the shopping center, covers only a fraction of the debt service and operating expenses for the shopping center. The proposed anchor tenant, whose supermarket use is fully consistent with the existing conditional use permit and underlying zoning regulations, is the last chance for the shopping center. There is no back-up tenant, and our clients have had no serious interest in the anchor tenant space beyond the pending supermarket proposal.

Most commercial property owners would have already walked away from this type of non-performing investment property. However, because our clients are a family partnership that takes great pride in all of its properties, our clients have been impeccably maintaining the 2480 Whipple Road shopping center since Circuit City went out of business. Hayward 880, LLC has maintained landscaping, cleaned graffiti and has gone to great expense to remove abandoned vehicles and furniture that are routinely dumped at the property due to the lack of activity at the almost vacant center. Our clients have reduced or waived rents in order to encourage the shop tenants to remain at the property. Unfortunately, four out of the eight shop tenants have gone out of business already, and it is unlikely the remaining four can survive without an anchor tenant to activate the center.

As you know, vacant, blighted space invites criminal activity. Three of the four remaining businesses at 2480 Whipple Road have been robbed. Wingstop, which is a quick format restaurant owned by a local franchisee and is the sole remaining tenant in the back building, has been robbed at gunpoint at least twice in 2011. Again, this property is very close to reaching a point of no return.

We have explained in great detail why the proposed supermarket use fully complies with the exiting conditional use permit and underlying site zoning. From a purely legal perspective, it is clear that the proposed use is in full compliance with the law. From a practical, economic perspective, the proposed supermarket use also makes perfect sense. A new supermarket at the City's southern gateway will:

- Offer more shopping options to the City's residents;
- Provide goods at significant value;
- Revitalize the shopping center and neighborhood;
- Create over 100 new jobs;

- Generate sales and property tax revenues for the City; and
- Bring a business to the City that has a strong record of giving back to local communities.

Interestingly, about half of the vacant Circuit City stores in the greater Bay Area have been leased by supermarkets. In fact, supermarkets and other grocery uses have been one of the most active segments of retailing while few other retailers have been expanding into new spaces. In these challenging economic times, the proposed Walmart Market provides a great economic opportunity to the City of Hayward.

* * *

Both Dan and Hayward 880, LLC have appreciated the opportunity to do business in Hayward, and thank you for your willingness to meet and discuss the exigency of the situation. With the numerous letters and legal analyses already in the record, we believe you have sufficient information with which to make your determination. We look forward to hearing from you in the near future.

Best wishes for a happy holiday season.

Very truly yours,

Kristina Lawson

KXL:kl

cc: Daniel H. Temkin

301189656.1

CITY OF
HAYWARD
HEART OF THE BAY

January 19, 2012

Daniel H. Temkin
Hayward 880, LLC
1809 Seventh Avenue, Suite #1002
Seattle, WA 98101

Re: Proposed Walmart Market Grocery Store at 2480 Whipple Road in Hayward, California
Conditional Use Permit Number PL-2004-0039

Dear Mr. Temkin:

Related to building permit applications numbers BI-2011-0885/0989/0990, this letter serves to inform you that as Planning Director, I have determined that the proposed Walmart Market grocery store at the former 34,000 square foot *Circuit City* building at 2480 Whipple Road is an allowed use at this 5.14–acre site located in an Industrial Zoning District, and is consistent with the existing conditional use permit associated with that retail center (Conditional Use Permit Number PL-2004-0039). Per Hayward Municipal Code Sections 10-1.3245 and 10-1.2845(f), my determination is subject to appeal to the Planning Commission or call-up to City Council by a Council member, either of which must be filed in writing within the 15-day appeal period by February 3, 5:00 pm. The following discussion identifies the reasoning for my determination.

As you know, building permit applications for tenant improvements at the former *Circuit City* building for a proposed, unidentified grocery store was filed on March 23, 2011. Before building permits can be issued, it must be determined that the proposed grocery story is an allowed land use in accordance with the City's Zoning Ordinance provisions.

In response to the building permit applications submittal, I issued a letter on May 27, 2011 requesting that the proposed grocery store proponent be identified, and that a business plan for the store be provided, which would allow me to determine whether the proposed use would be consistent with the Zoning Ordinance land use provisions and existing conditional use permit. The Zoning Ordinance states that retail commercial uses are allowed as conditional uses in the Industrial District subject to the following criteria: "Sale of retail goods with a regional or sub-regional marketing base, including but not limited to discount retail or warehouse retail, on a minimum 4-acre parcel which is visible from Interstate 880 or State Highway 92."

In response to my May 27, 2011 letter, a letter dated December 14, 2011 from Walmart's representative was submitted (copy attached), as was a letter dated December 21, 2011 from your representative (copy attached), which request issuance of the building permits and provide reasons for such request. The letters describe the negative impacts on the retail center and accessory businesses in the center the vacancy of the *Circuit City* building has caused. *Circuit City* was the major anchor tenant for the center, and closed in 2009.

DEVELOPMENT SERVICES DEPARTMENT
777 B STREET, HAYWARD, CA 94541-5007
TEL: 510/583-4234 • FAX: 510/583-3649 • TDD: 510/247-3340 • WEBSITE: www.hayward-ca.gov

Determination that the Proposed Market Would Serve a Regional or Sub-Regional Marketing Base

The Zoning Ordinance does not define regional or sub-regional serving uses. To determine whether the proposed use would be considered as serving a regional or sub-regional market, I took the following into account:

1. As indicated in the attached letter from Walmart's representative, the proposed Walmart Market store will provide a full range of grocery products, as well as pharmaceutical and general merchandise products, which will serve not only the immediate surrounding neighborhood in Hayward and Union City, but also customers in the general area and those commuting along Interstate 880. Also, the store will provide a 'site to store' service that will allow customers to order Walmart products on-line and pick them up at the store, a feature not typically offered in grocery stores, or in neighborhood markets.
2. The existing conditional use permit approved for this retail center in 2004 contains a condition (#13) that describes the uses allowed in the satellite shops in the center as follows:

   "The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are limited in Section 10-1.1315(a)(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses."

   Given the condition language that identifies such listed uses, including supermarkets by reference to the Central Business District, as being considered as having a regional or sub-regional marketing base, it is appropriate to consider the proposed 34,000 square foot market store and business model as also serving a regional or sub-regional marketing base.

Determination that the Proposed Use is Consistent with the Existing Conditional Use Permit

Conditional use permits typically "run with the land" and a new use permit is not normally required when a new tenant occupies a space, provided a determination is made that the new use is consistent with the previous use. In accordance with Section 10-1.3210(a) of the Zoning Ordinance, the proposed tenant improvements are minor in nature and will not materially alter the character or appearance of the property or area, and therefore, further use permit approval is not required.

Also, the proposed grocery store is consistent with the previous *Circuit City* use in terms of impacts, and the conditions of approval of the existing conditional use permit would still be valid and applicable. Related to traffic, Public Works Department staff have reviewed the traffic study performed for the *Circuit City* use and retail center in 2004 and advised that the proposed grocery store would be expected to generate an additional 213 PM peak hour trips above the development with the *Circuit City* store.

Such analysis indicates that the I-880/Industrial Parkway SW/Whipple Road intersection would experience an additional delay of 4.2 seconds in the PM peak hour, the Whipple Road intersection at the entrances to Target and this center would experience a delay of 0.6 seconds, and the Wiegman Road intersection on Whipple Road would experience no additional delays, and that such delays would allow the intersections to continue to operate at level of service D or better.

Finally, the proposed change in the type of use would not cause any environmental impact requiring additional CEQA review.

For the forgoing reasons, the proposed Walmart grocery store at 2480 Whipple Road is a use with a regional or sub-regional marketing base and, thus, consistent with Conditional Use Permit No. PL-2004-0039. As stated previously, my determination is subject to appeal or to Council member call-up, either of which would need to be filed in writing by 5:00 pm, February 3, 2012. If no appeal or call-up is received, City staff will be in position to issue the building permits.

Sincerely,

David Rizk, AICP
Development Services Director/Planning Director

Enclosures

December 14, 2011 Letter from Judy V. Davidoff, Sheppard, Mullin, Richter & Hampton, LLP
December 21, 2011 Letter from Kristina Lawson, Manatt, Phelps & Phillips, LLP

cc: Judy Davidoff
Kristina Lawson

February 3, 2012

By Hand Delivery

Community Development Department
Attn: Appeals
City of Hayward
777 B Street
Hayward, CA 94541-3340

Re: Appeal to Hayward Planning Commission of the Approval of the Application for Proposed Walmart Market Grocery Store at 2480 Whipple Road in Hayward, California; Building Application Numbers BI-2011-0885/0989/0990; Conditional Use Permit Number PL-2004-0039

To Whom It May Concern:

Hayward City resident Desirae Schmidt, joined by United Food & Commercial Workers Local 5 and its members who live and/or work in the City of Hayward, hereby appeal the above-referenced action by the Development Services Director/Planning Director. A check in to cover the appeal fees is enclosed.

The basis for the aforementioned appeal, but not limited to, is that the approval is not consistent with the original conditional use permit (Conditional Use Permit Number PL-2004-0039) or the City of Hayward Zoning Code/Ordinance for the former Circuit City building located at 2480 Whipple Road, and therefore not an allowed use.

If you have any questions please feel free to call.

Very truly yours.

John Nunes
United Food & Commercial Workers Local 5
28870 Mission Blvd.
Hayward, CA 94544
(510) 583-8410

Desirae Schmidt
256 Willow Ave.
Hayward, CA 94541

CITY OF HAYWARD
PLANNING DIVISION

Proposed Walmart Market
2480 Whipple Road
April 5, 2012

Appeal of Planning Director's determination that a proposed Walmart Market Grocery Store at the 34,000-square-foot Building Formerly Occupied by Circuit City is a Permitted Use Consistent with Conditional Use Permit No. PL-2004-0039; the 5.14-acre site is located at 2480 Whipple Road, in an Industrial (I) Zoning District

FINDINGS FOR APPROVAL

CEQA Determination

1. The proposed project is exempt from CEQA review pursuant to Section 15301 (Existing Facilities) of the CEQA Guidelines. The project proposes tenant improvements to an existing retail building to allow a Walmart Market in a shopping center that was approved in 2004, pursuant to Conditional Use Permit No. PL 2004-0039. As part of the 2004 approval process, an Initial Study, Mitigated Negative Declaration and Mitigation Monitoring Reporting Program were prepared and adopted. The Planning Commission has considered potential impacts associated with the proposed market and has determined that the Mitigated Negative Declaration adopted in 2004 by the City Council addresses any potential impacts without the need for further environmental review.

2. The 2004 Mitigated Negative Declaration identified potential impacts and imposed mitigation measures related to air quality, geology/soils, and transportation/traffic. With respect to air quality, the proposed project does not trigger the Bay Area Air Quality Management District's 2011 Guidelines screening thresholds for air quality impact analysis. Geology/soils impacts were addressed with mitigation measures regarding construction of the center's buildings.

3. Regarding traffic impacts, the City's Transportation Manager analyzed the potential impacts of traffic associated with the proposed market and determined that such impacts would be insignificant. The levels of service of surrounding intersections will continue at current levels. The proposed market is expected to generate an additional 213 PM peak hour trips. The analysis indicates that the I-880/Industrial Parkway SW/Whipple Road intersection will experience an additional delay of 1.2 seconds in the PM peak hour, the Whipple Road intersection at the entrances to Target and this center will experience a delay of 0.6 seconds, and the Wiegman Road intersection on Whipple Road will experience no additional delays. These delays would allow the intersections to continue to operate at level of service D or better. None of the intersections fall below a LOS (level of service) D with the proposed grocery store so the grocery store, as proposed, will not cause traffic to increase to any extent that would warrant an additional study. The traffic study prepared for the 2004 Mitigated Negative Declaration is applicable to this project without the need for further traffic analysis or mitigation.

Regional and/or Sub-regional Use Determination

4. The proposed Walmart Market qualifies as a regional and/or sub-regional use within the meaning of the Zoning Ordinance. The store will provide a full range of grocery products, as well as pharmaceutical and general merchandise products, which will serve not only the immediate surrounding neighborhood in Hayward and Union City, but also customers in the general area and those commuting along Interstate 880. Also, the store will provide a 'site to store' service that will allow customers to order Walmart products on-line and pick them up at the store, a feature not typically offered in grocery stores, or in neighborhood markets. In addition, the existing conditional use permit approved for this retail center in 2004 contains a condition (#13) that describes the uses allowed in the satellite shops in the center as follows:

   > "The uses permitted in the "Shops" buildings shall be limited to those Retail Commercial Uses that have a regional/sub-regional marketing base and are listed in Section 10-1.1315(a)(5) (Central Business District – Retail Commercial Uses). Other approved uses are banks, barber or beauty shops, and copying and mailing facilities. Other similar uses may be approved by the Planning Director with the determination that they support a regional/sub-regional marketing base. Prohibited uses include industrial uses, administrative and professional offices/services (except banks), automobile related uses, personal services (except barber or beauty shops), service commercial uses (except copying and mailing facilities), and residential uses."

5. Retail uses listed in Zoning Ordinance Section 10-1.1315(a)(5) (Central Business District) include, among many other uses, supermarkets. Given that condition #13 identifies supermarkets and other uses by reference to the Central Business District as being potentially considered to have a regional or sub-regional marketing base, it is appropriate to consider the proposed 34,000 square foot market store and business model as also serving a regional or sub-regional marketing base, especially given the "site to store" service offered.

6. The California Planning Roundtable defines regional as "[p]ertaining to activities or economics at a scale greater than that of a single jurisdiction, and affecting a broad geographic area." Given the site location, the size of the proposed store, which is larger than a local neighborhood convenience market (typically less than 5,000 square feet), and the "site to store" feature offered, the proposed use meets the Zoning Ordinance criterion of serving a regional or sub-regional marketing base.

Consistency with Conditional Use Permit No. PL 2004-0039

7. Conditional use permits typically "run with the land" and a new use permit is not normally required when a new tenant occupies an existing space, provided a determination is made that the new use is consistent with the previous use. In accordance with Section 10-1.3210(a) of the Zoning Ordinance, if the proposed expansion or remodel are minor in nature and will not materially alter the character or appearance of the property or area, then further use permit approval is not required. The applicant's proposed tenant improvements meet both these criteria. The proposed grocery store is consistent with the previous *Circuit City* use in terms of impacts, and the conditions of approval of Conditional Use Permit No. PL 2004-0039 are valid and applicable to the proposed project without the need for modification.

CITY OF
HAYWARD
HEART OF THE BAY

TO: David Rizk, Director of Development Services

THROUGH: Morad Fakhrai, Director of Public Works / City Engineer MF

FROM: Don Frascinella, Transportation Manager

DATE: January 6, 2012

SUBJECT: Potential Traffic Impacts from Development of a Grocery Store on the old Circuit City site

In response to your request to determine whether the traffic study prepared for the Circuit City site on Whipple Road could be used to assess the traffic impacts from conversion of this use to a grocery store, my staff has performed a rudimentary traffic analysis.

We have analyzed the impact of the proposed small grocery store development on three intersections on Whipple Road: Industrial Parkway SW/I-880, Target, and Wiegman, for the PM peak hour.

Using the old Circuit City traffic study as a guide, we factored in the difference in trip generation, which was about 213 trips. Using a trip distribution of 80% from the east and 5% elsewhere, we were able to determine that the maximum increase in delay was 0.6 seconds at the Target traffic signal and 4.2 seconds at the Industrial/I-880 signal. There was no change in delay at Wiegman.

Consequently, none of the intersections fell below an LOS/D with the proposed grocery store so we can conclude that the grocery store, as proposed, will not cause traffic to increase to any extent that would warrant an additional study. Hence, the previous traffic study is still valid.

DF/dv

Chron

DEPARTMENT OF PUBLIC WORKS
ENGINEERING & TRANSPORTATION DIVISION
777 B STREET, HAYWARD, CA 94541-5007
TEL: 510/583-4730 • FAX: 510/583-3620 • TDD: 510/247-3340

Circuit City
New

Attachment XV

Electronic Superstore and Retail Center City of Hayward, CA

Revised Draft Traffic Impact Study

Prepared for: Batavia Holdings, L.L.C.

Prepared by:

Kimley-Horn and Associates, Inc.
Tel No: 925-543-0840
Fax No: 925-543-0839

March 3, 2004

Revised Draft Traffic Impact Study

ELECTRONIC SUPERSTORE AND RETAIL CENTER – CITY OF HAYWARD, CA

3 March 2004

Prepared for:

Batavia Holdings, L.L.C.

Prepared by:

Kimley-Horn and Associates, Inc.

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APPENDIX

INTRODUCTION

Kimley-Horn and Associates, Inc was retained by Batavia Holdings, L.L.C. to prepare a traffic impact study (TIS) for a retail shopping center development proposed to be located in Hayward, CA near the intersection of Whipple Road and Industrial Parkway SW. It is proposed that the site be developed with a single tenant retail building and two smaller retail stores. The single tenant building is anticipated for an electronics superstore and the two smaller buildings are planned for specialty retail uses.

The site is located on the present site of an intermodal trucking facility and adjacent to an existing Union 76 gas station and Shurgard mini-storage facility, and across the street from a Target store.

When constructed, the retail center will displace the trucking facility and improve the existing driveway access to Whipple Road. It is proposed that the access for this project be relocated directly across from the Target Driveway on Whipple Road.

This traffic study was prepared based on discussions with, and criteria set forth by, the City of Hayward and is consistent with the recently approved TIS for the Target Store (Hayward Retail Center). The purpose of this study is to address the traffic and transportation effects of the proposed retail development on the surrounding street system.

Study Methodology

Development Conditions

The traffic study was based on the following development conditions:

- Existing Conditions – Based on current traffic counts, existing roadway geometry, and existing development conditions.
- Existing Plus Project Traffic Conditions – Based on existing traffic volumes and traffic generated by the proposed project. Includes roadway improvements anticipated to be completed before or the same time as the project.
- Cumulative Long-Term Conditions Without Project – Based on 2025 traffic forecast data without the project. Includes roadway improvements anticipated to be completed by the year 2025.
- Cumulative Long-Term Conditions With Project – Based on 2025 traffic forecast data with the project. Includes roadway improvements anticipated to be completed by the year 2025 and any project-related improvements,

Cumulative includes approved but not built projects.

Operating Conditions and Criteria

Operating conditions experienced by drivers are described in terms of Level of Service (LOS), which is a qualitative measure of factors such as delay, speed, travel time, freedom to maneuver, and driving comfort and convenience. Levels of service are represented by a letter scale from LOS A to LOS F, with LOS A representing the best performance and LOS F representing the poorest performance. LOS D or better was used as the criteria for satisfactory operation at intersections within the study area; however, poorer levels of service may be permitted in locations due to costs of mitigations or other unacceptable impacts.[1]

Table 1 relates the operational characteristics associated with each level of service category for both signalized and unsignalized intersections. Table 1 delay thresholds are based on the 1994 Highway Capacity Manual methodology as per the City of Hayward's Requirements for Traffic Studies.

Table 1 – Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 5	≤ 5
B	Stable traffic. Traffic flows smoothly with few delays.	> 5– 15	> 5 – 10
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 15 – 25	> 10 – 20
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 25 – 40	> 20 – 30
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 40 – 60	> 30 – 45
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 60	> 45

Source: Transportation Research Board, *Highway Capacity Manual 1994*, National Research Council, 1994.

Traffic analyses were completed using Traffix and Synchro software. Traffix was used to determine intersection level of service at all intersections and Synchro was used to evaluate vehicle queuing and optimize traffic signal timing. Both software platforms are based on the methodology of the *Highway Capacity Manual*.

[1] City of Hayward Transportation/Development Section, Requirements for Traffic Studies, May 2003.

Land Use, Site, and Study Area Boundaries

The project is proposed to be located on approximately 4.9 acres in Hayward, CA. The area as shown in **Figure 1** is located south of Whipple Road and just east of the Interstate 880 freeway.

Existing and Proposed Site Uses

As noted previously, the site is currently used for a truck terminal that will be replaced by the proposed retail center. It is adjacent to an existing gas station, mini-storage facility and across the street from a Target store.

Figure 2 shows the proposed layout of the retail center project. As seen in the figure, Shops B (6,000 square feet) is located near the Whipple Road site frontage. Shops A (4,400 square feet) and the Major Retail building (33,862 square feet) are located near the rear of the property.

Existing and Proposed Uses in Vicinity of Site

Land areas adjacent to the site are identified in the Hayward General Plan as industrial; however, many of the nearest uses are currently used for retail and commercial purposes. Immediately west of I-880 is used for intense retail development.

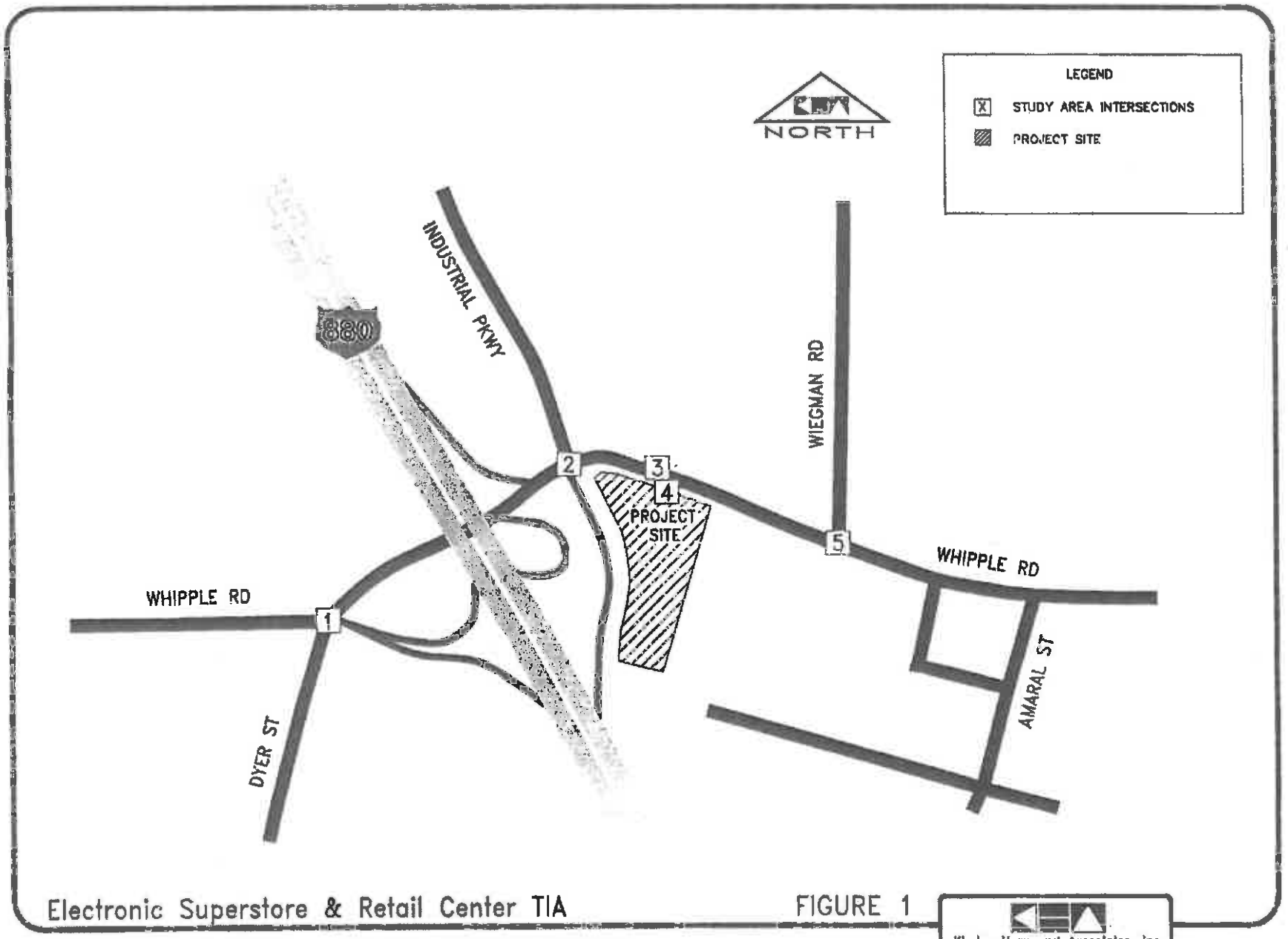
Site Access

Primary access to the site is proposed from a new driveway on Whipple Road across from the existing Target driveway. A secondary access is also proposed between an existing Union 76 driveway and the primary project driveway. The secondary driveway primarily serves the Shops B building and its small parking lot.

Intersections Included in Analysis

The proposed project will generate new vehicular trips that will impact the nearby street network. To assess changes in traffic conditions associated with the project, the following major intersections, illustrated in **Figure 1**, were evaluated in this traffic study:

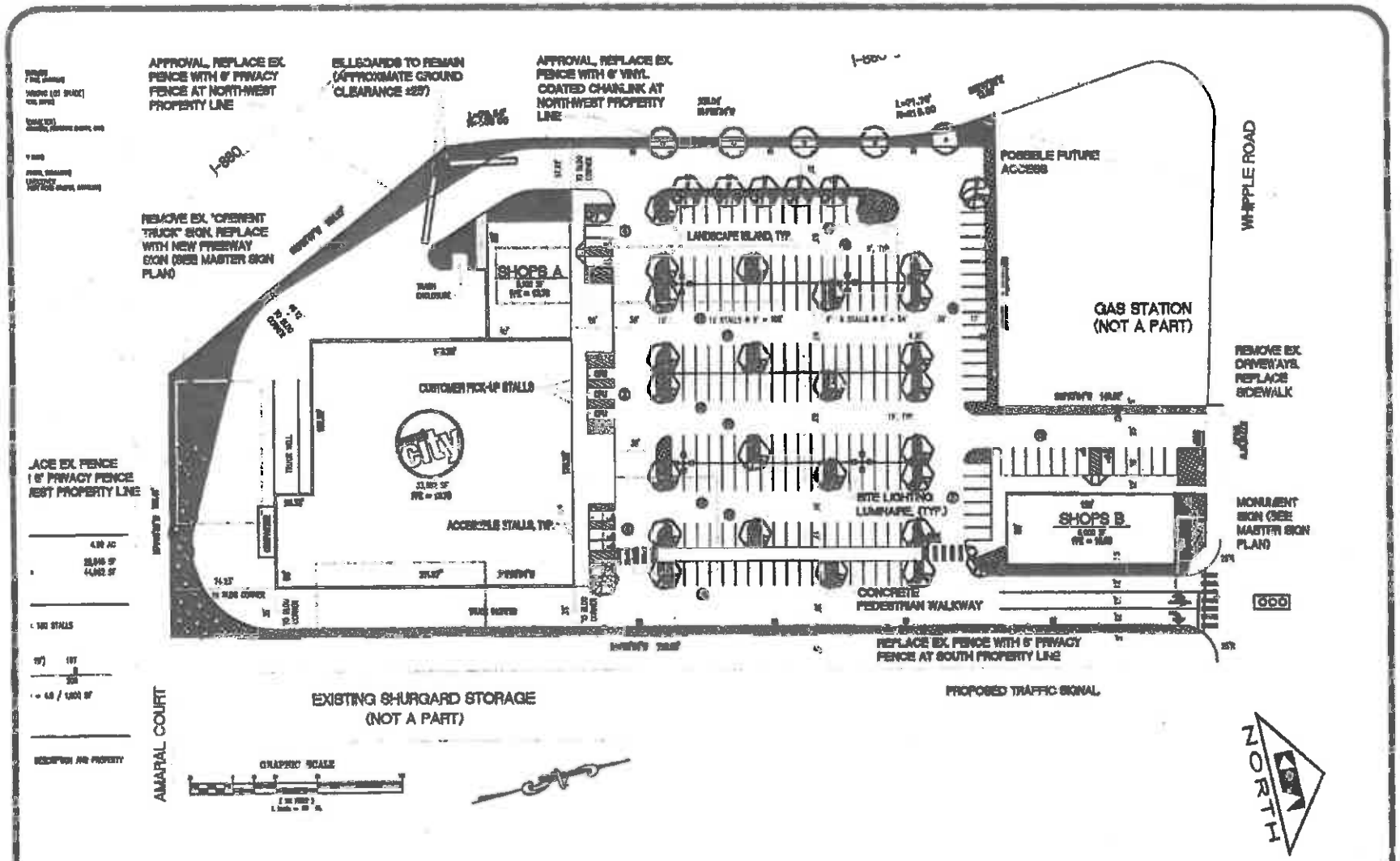
1. Whipple Road/Dyer Street/SB I-880 Ramps
2. Whipple Road/Industrial Parkway SW/NB I-880 Ramps
3. Whipple Road/Target Driveway/Future Main Project
4. Whipple Road/Existing Shurgard Driveway
5. Whipple Road/Wiegman Road



Electronic Superstore & Retail Center TIA FIGURE 1

PROJECT LOCATION + STUDY INTERSECTIONS

Kimley-Horn and Associates, Inc.



Electronic Superstore & Retail Center TIA

FIGURE 2

PROPOSED PROJECT SITE PLAN

Kimley-Horn and Associates, Inc.

EXISTING CONDITIONS

Existing Lane Geometry and Traffic Control

Existing intersection lane configurations and traffic control at study intersections are illustrated in **Figure 3**. Traffic signals are located at:

- Whipple Road/Dyer Street/SB I-880 Ramps
- Whipple Road/Industrial Parkway SW/NB I-880 Ramps
- Whipple Road/Wiegman Road

Other intersections are controlled by stop signs on the minor street approaches.

Existing Traffic Turning Movement Volumes

Weekday intersection turning movement volumes were collected at project study area intersections on 15 January 2004 and are shown in **Figure 4**. Volumes were collected during the AM and PM peak periods of the day. Traffic volume data sheets are available in the **Appendix**.

Existing Pedestrian and Bicycle Facilities

There are sidewalks on both sides of Whipple Road near the project site, including along the site frontage.

There are currently no bikeway facilities on Whipple Road at the study intersections and none are planned according to the Hayward Bicycle Master Plan; however, a Class II bike lane is planned for Industrial Parkway SW in the future.

Existing Transit Service

Union City Transit operates several bus routes along Whipple near the project site. Routes include Route 2, Route 3, and Route 5. Routes near the project site provide convenient transit connections to many areas of Union City. Union City Transit is Union City's own bus system operating within the city limits. Routes are coordinated with BART trains, AC Transit, and the Dumbarton Express to areas outside of the City. Main transfer points are at the Union City BART station and Alvarado & Dyer. In addition, Alameda County Transit operates Route 210 that provides a connection from the South Hayward BART station and travels along Fremont Boulevard to Ohlone College.

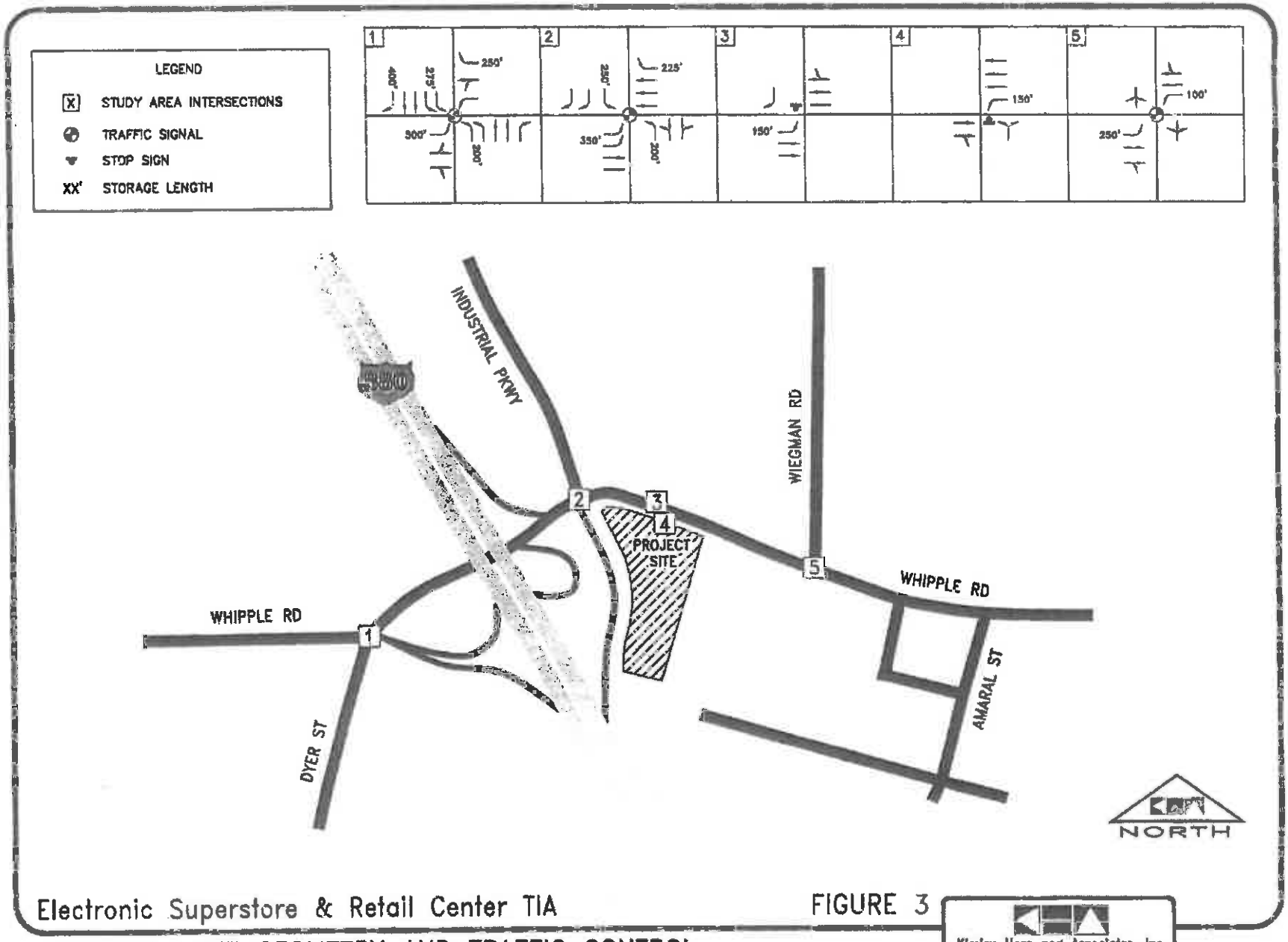


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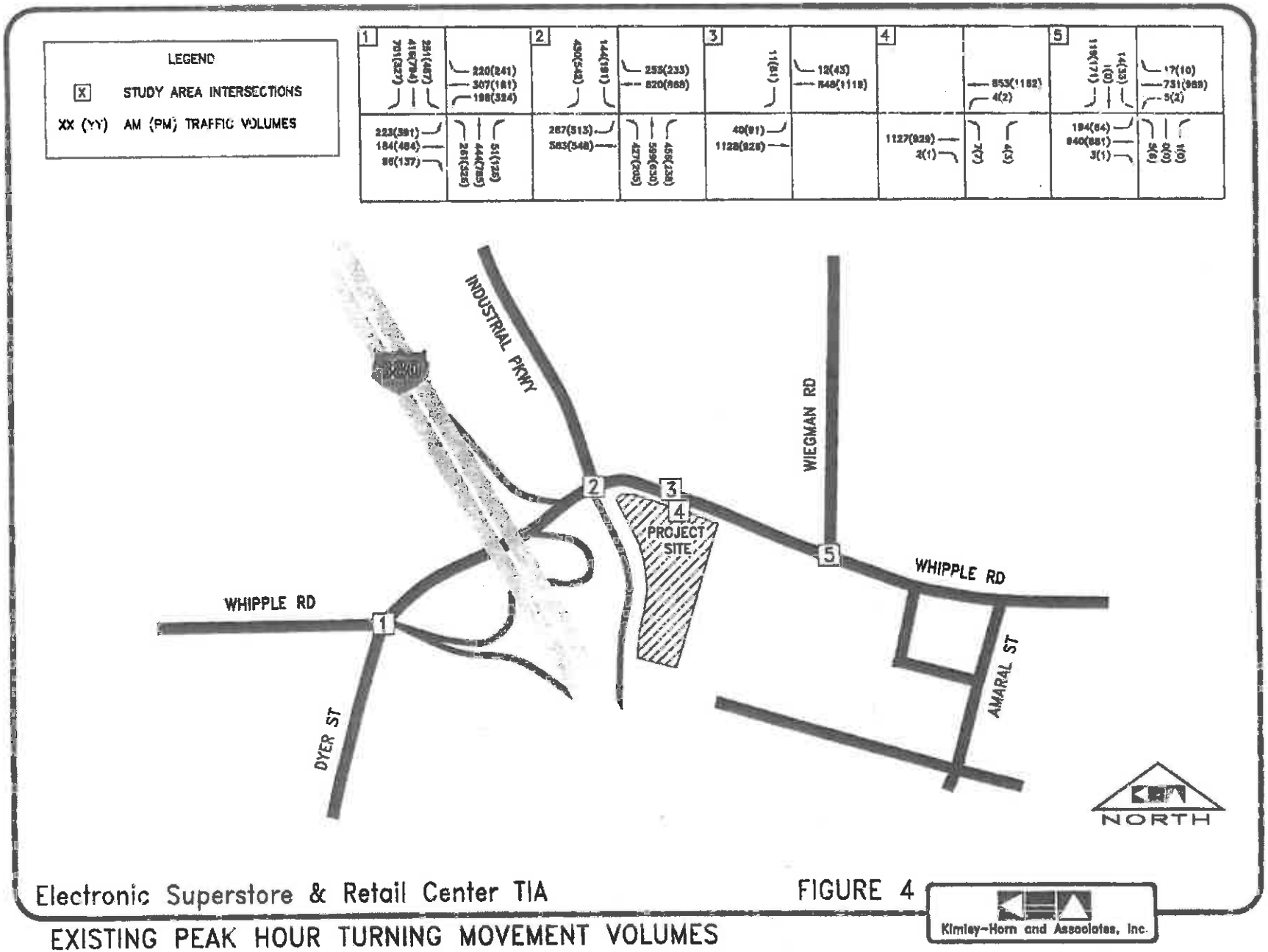
FIGURE 3

EXISTING LANE GEOMETRY AND TRAFFIC CONTROL

Kimley-Horn and Associates, Inc.



Electronic Superstore & Retail Center TIA

FIGURE 4

EXISTING PEAK HOUR TURNING MOVEMENT VOLUMES

Kimley-Horn and Associates, Inc.

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES

Trip generation for development projects is based on rates contained the Institute of Transportation Engineer's publication *Trip Generation, 7th Edition*. This manual is a standard reference used by jurisdictions throughout the country and is based on actual trip generation studies at numerous locations in areas of various populations.

Project Trip Generation

Trip generation rates for the retail stores were based on square feet of gross floor area as the independent variable. The Major Retail building was evaluated as Electronic Superstore, ITE Land Use Code 863 and Shops A and Shops B were evaluated as Specialty Retail, ITE Land Use Code 814.

Although the retail uses are expected to create a specific number of vehicle trips, many of the trips will already be on the road and will likely stop as they pass by the site. Thus, a portion of the retail center trips will be attracted from Whipple Road as they pass from their origin to their ultimate destination. These will not be new vehicle trips but are considered to be pass-by trips.

A pass-by reduction was applied to the project trip generation to determine the net new trips expected to be produced by the retail center. Pass-by factors were derived from the Institute of Transportation Engineers *Trip Generation Handbook*. It should be noted that no pass-by rates are currently available for specialty retail uses and only one study detailing pass-by rates was available for electronics superstore. To be conservative, a pass-by rate was applied only to the electronics superstore use and was adjusted downward to 34 percent (instead of 40 percent) which is consistent with conventional shopping center pass-by rates. It is likely that pass-by traffic may also occur for the specialty retail uses; however, because no empirical data was readily available, no additional pass-by reductions were assumed to assure a reasonable yet conservative analysis of impacts.

Furthermore, because the project is proposed to displace an existing truck terminal, trips generated by the truck facility were calculated and removed from the background traffic volumes.

Table 2 summarizes the results of the trip generation analysis, and the pass-by and truck terminal reductions for the site. Additional trip generation calculations are included in the **Appendix**.

Table 2 – Site Trip Generation

LAND USE	Trips						
	Daily*	AM Peak Hour			PM Peak Hour		
	Total	Entering	Exiting	Total	Entering	Exiting	Total
Major Retail (33,862 s.f.)	1525	22	15	37	75	77	152
Shops A (4,400 s.f.)	195	3	2	5	5	7	12
Shops B (6,000 s.f.)	266	4	2	6	7	9	16
Subtotal	1986	29	19	48	87	93	180
Major Retail Pass-by Reduction	N/A	N/A	N/A	N/A	26	26	51
Trucking Company Reduction	412	15	23	38	15	18	34
Net New Vehicle Trips	1574	14	-4	10	46	49	95

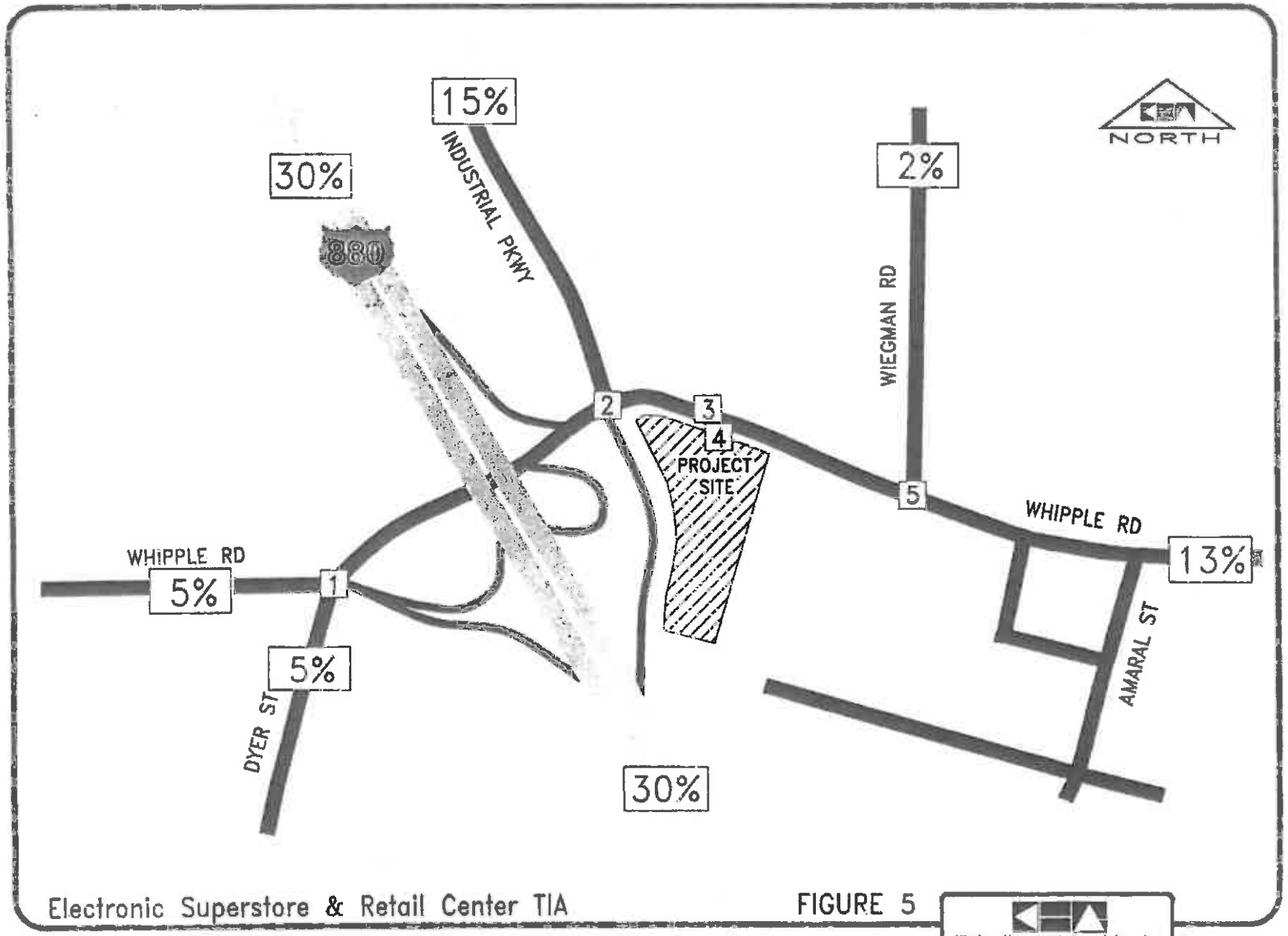
* Note: Daily and AM pass-by reduction factors were not calculated for the project site; however, daily and AM trips for the site are expected to be lower.

As seen in **Table 2** the project will generate approximately 10 net new AM trips and 95 PM peak hour trips. The relatively low trip generation for the project site is a result of the removal of the existing trucking facility and the 34 percent pass-by trip assumption.

Project Trip Distribution and Assignment

A project distribution was developed based on existing traffic patterns, the distribution assumed in the previous Hayward Retail Center (Target) traffic impact study, and traffic forecast data from the city's traffic model. **Figure 5** shows the traffic distribution assumed in this traffic report.

Based on the assumed trip distribution, new vehicle trips generated by the retail center's traffic were assigned to the street network as shown in **Figure 6**. **Figure 7** shows the pass-by trips expected at the project driveways and **Figure 8** indicates the assumed trip reduction for displacement of the existing trucking facility on the project site. **Figure 9** shows the combined net new project trips associated with the retail center project.

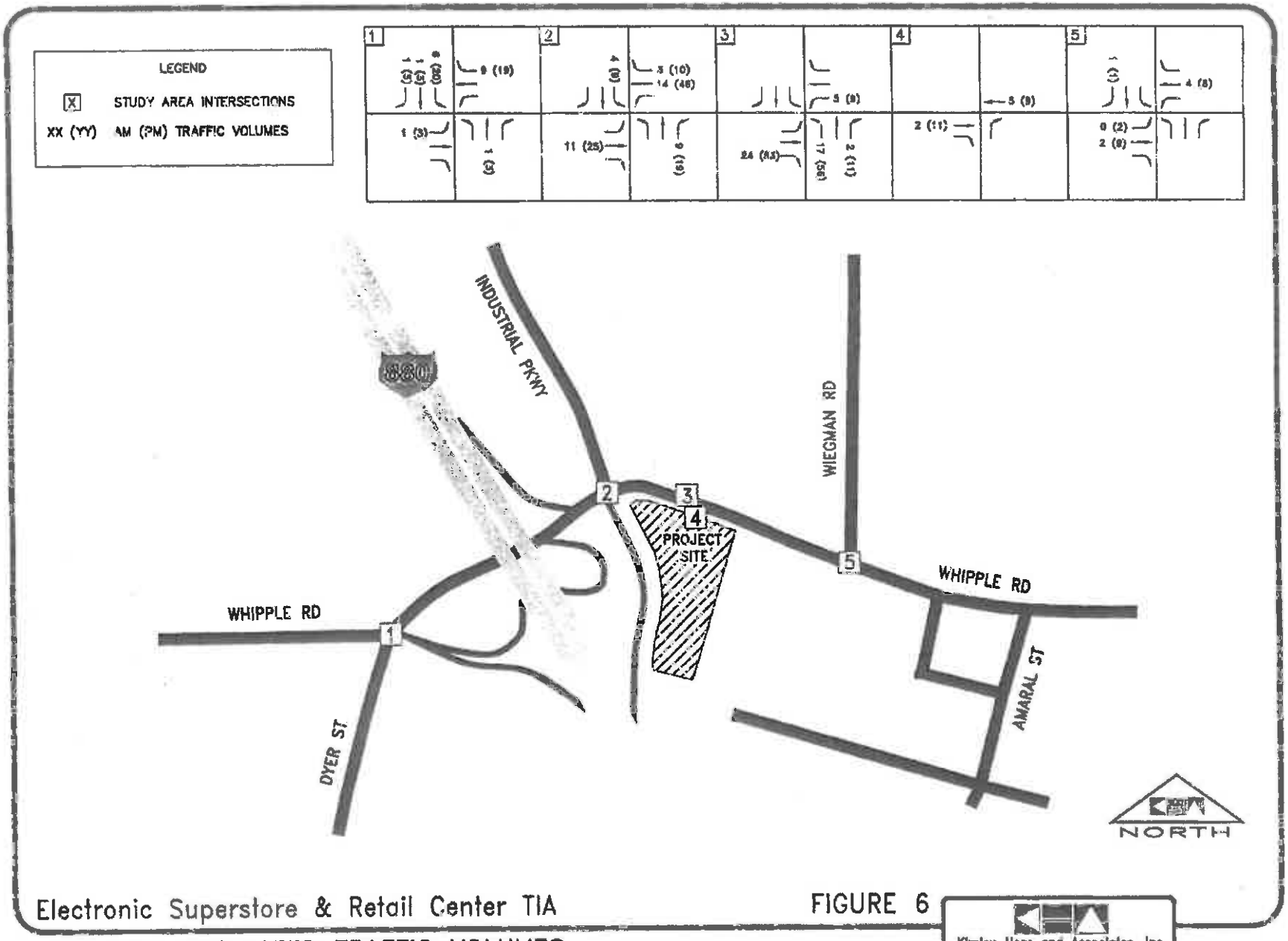


Electronic Superstore & Retail Center TIA

FIGURE 5

PROJECT TRIP DISTRIBUTION

Kimley-Horn and Associates, Inc.

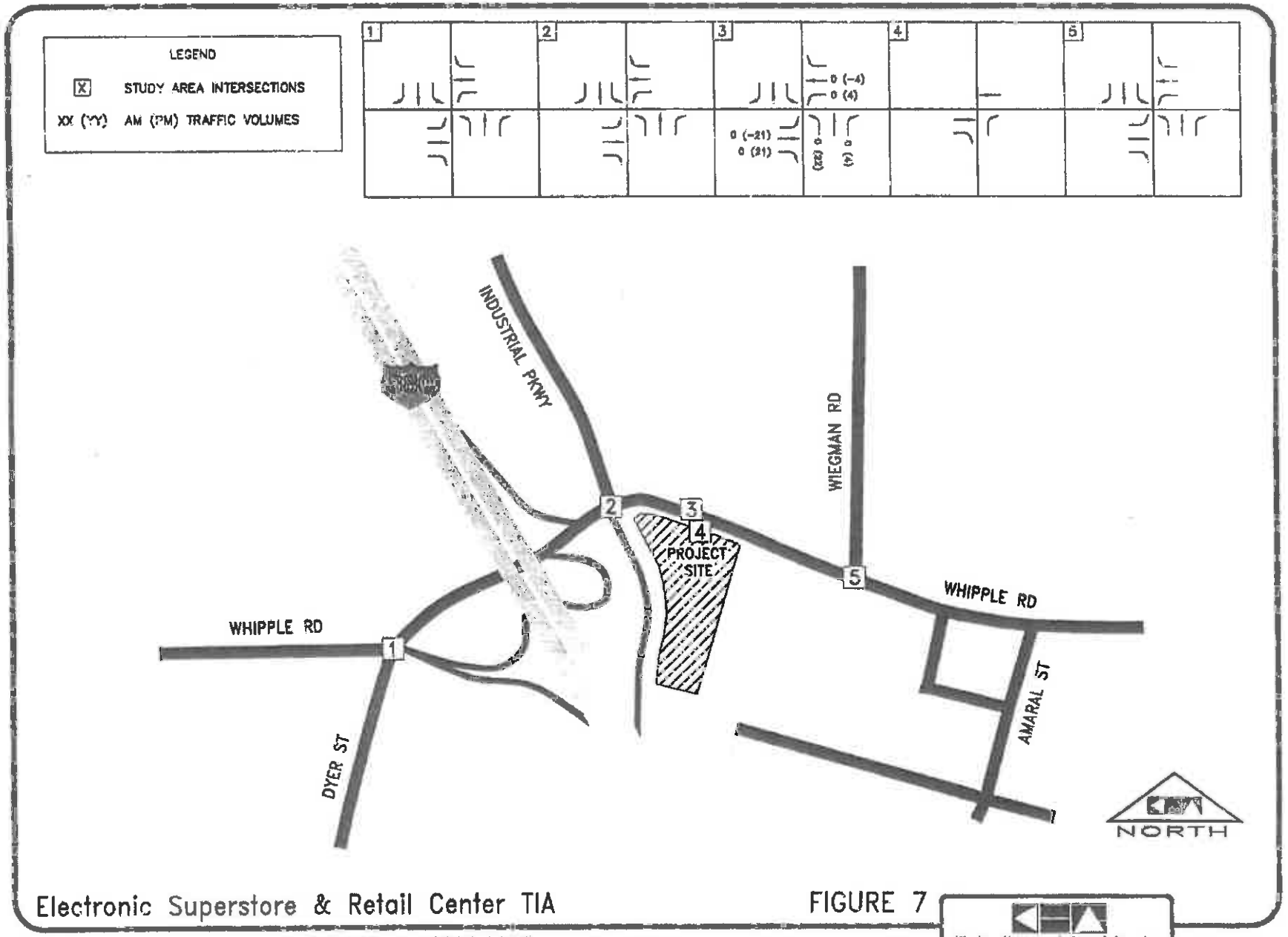


Electronic Superstore & Retail Center TIA

FIGURE 6

PROJECT GENERATED TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

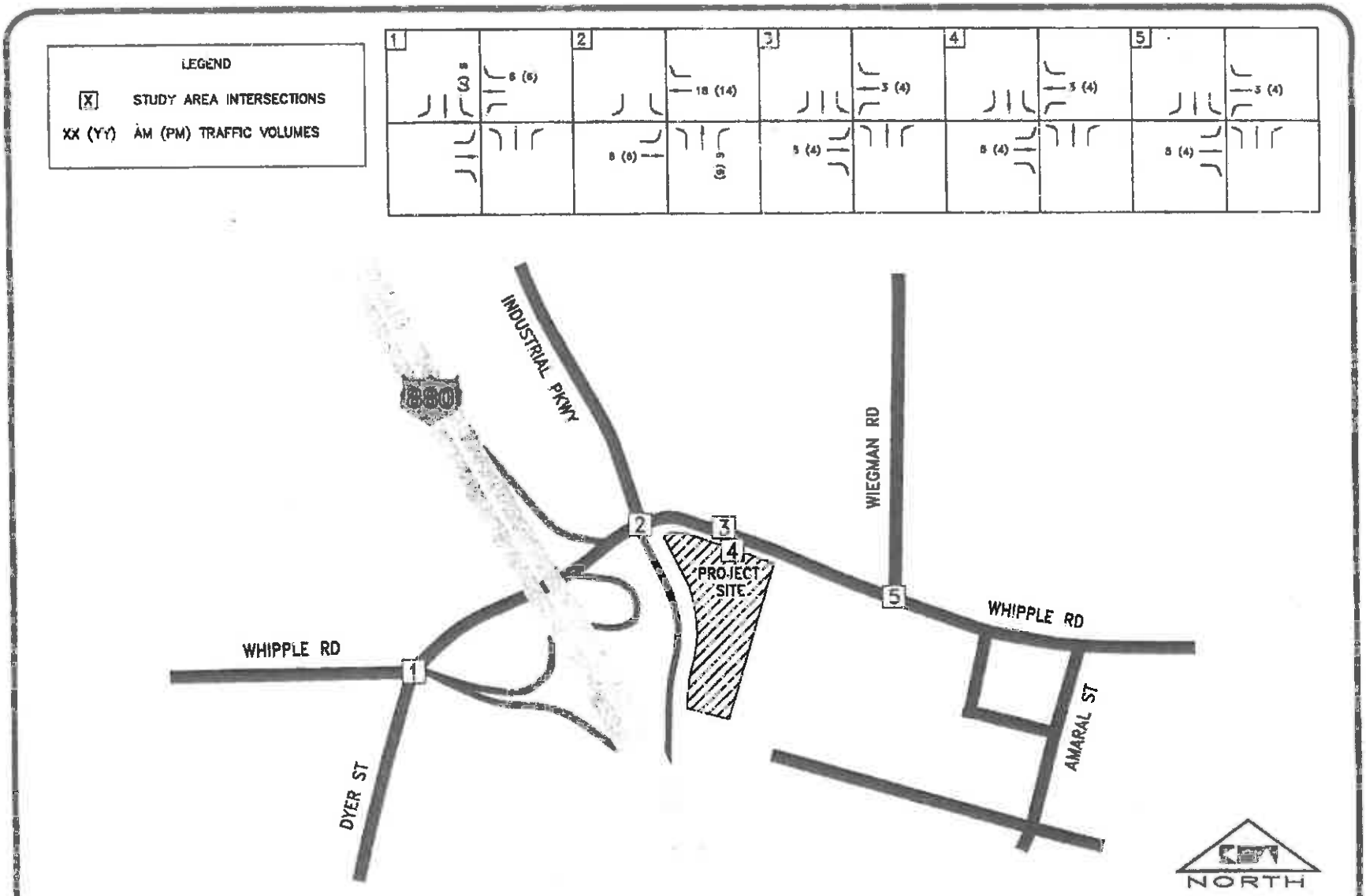


Electronic Superstore & Retail Center TIA

FIGURE 7

PROJECT PASS-BY TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

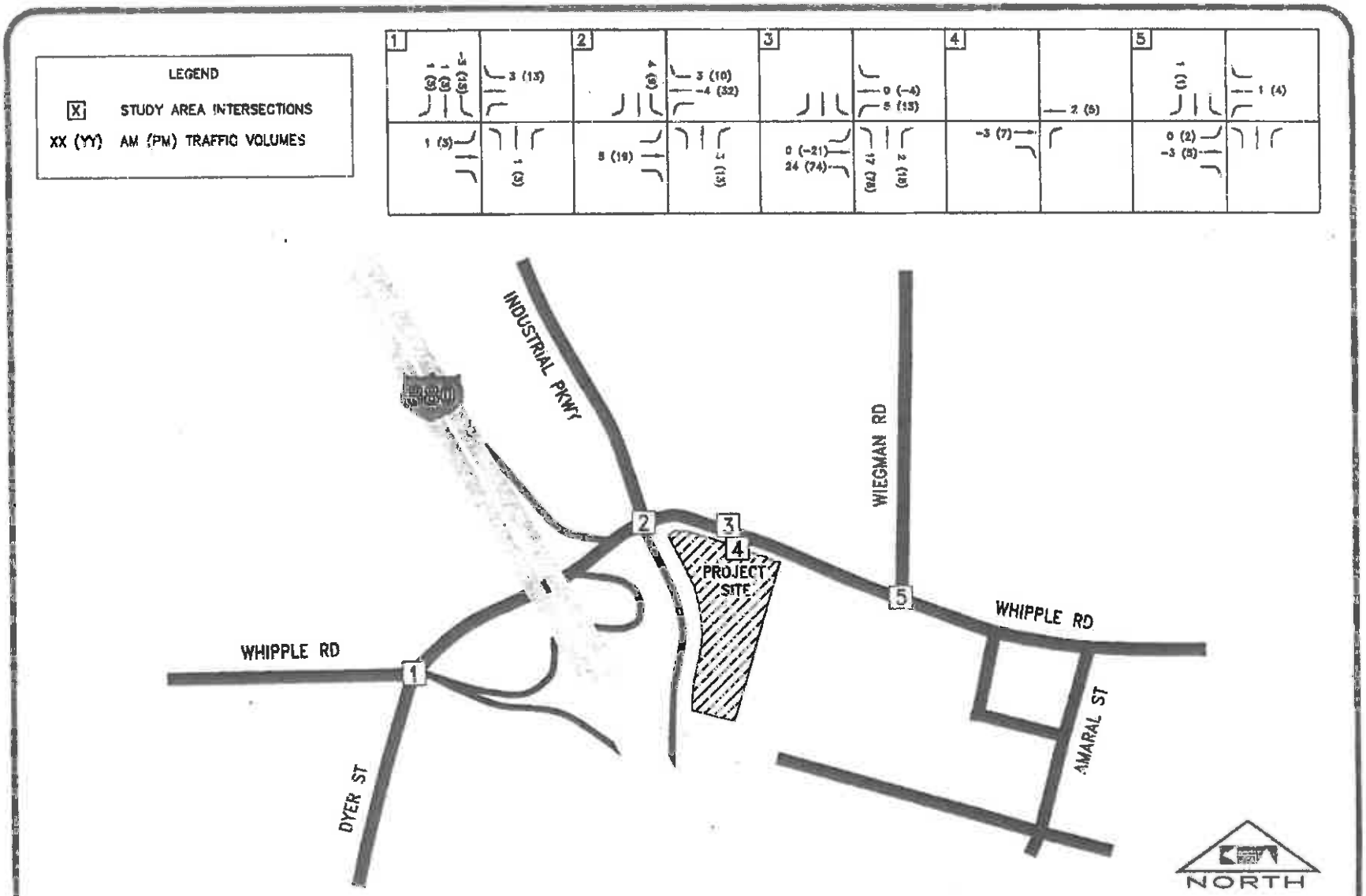


Electronic Superstore & Retail Center TIA

FIGURE 8

TRUCK TERMINAL TRAFFIC

Kimley-Horn and Associates, Inc.



Electronic Superstore & Retail Center TIA

FIGURE 9

NET NEW TRIPS (PROJECT + PASS-BY - TRUCK TERMINAL)

Kimley-Horn and Associates, Inc.

NEAR-TERM CONDITIONS

Near-Term Lane Configurations and Traffic Control

Figure 10 illustrates the roadway geometry and traffic control expected to be in place at the time that the retail center project is constructed. **Figure 10** assumes that the project access will be combined with the Target **access** and will function as a signalized intersection.

Near-Term Existing Plus Project Traffic Volumes

Near-term existing traffic volumes were combined with net new vehicle trips expected to be generated by the retail center project and are shown in **Figure 11**. To be conservative, all retail center project volumes were assigned to the main driveway for the analysis. Because a traffic signal at the project driveway could permit left turns from the Target site, new left turn Target volumes were estimated and added to the figure.

Traffic Signal Warrant Analysis

Kimley-Horn checked the Near-Term Existing Plus Project Traffic Volumes at the unsignalized Whipple Road/Target Driveway/Main Project/Shurgard access against the park hour warrant in the 1996 Caltrans Traffic Manual. Traffic signal Warrant #11 – Peak Hour Volume Warrant is satisfied when traffic volumes on the major and minor approaches exceed thresholds for one hour of the day. The warrant applies to traffic conditions during a one hour peak that are sufficiently high such that minor street traffic experiences excessive delay in entering and crossing the street.

Results of the analysis indicate that Warrant #11 will be satisfied at the time the retail center project is constructed.

Other warrants such as for minimum vehicle volumes, interruption of continuous traffic, accident history, school areas, and traffic progression were not evaluated due to insufficient data at the time this report was prepared. It is likely that other warrants are also satisfied. A copy of the warrant analysis summary is included in the **Appendix**.

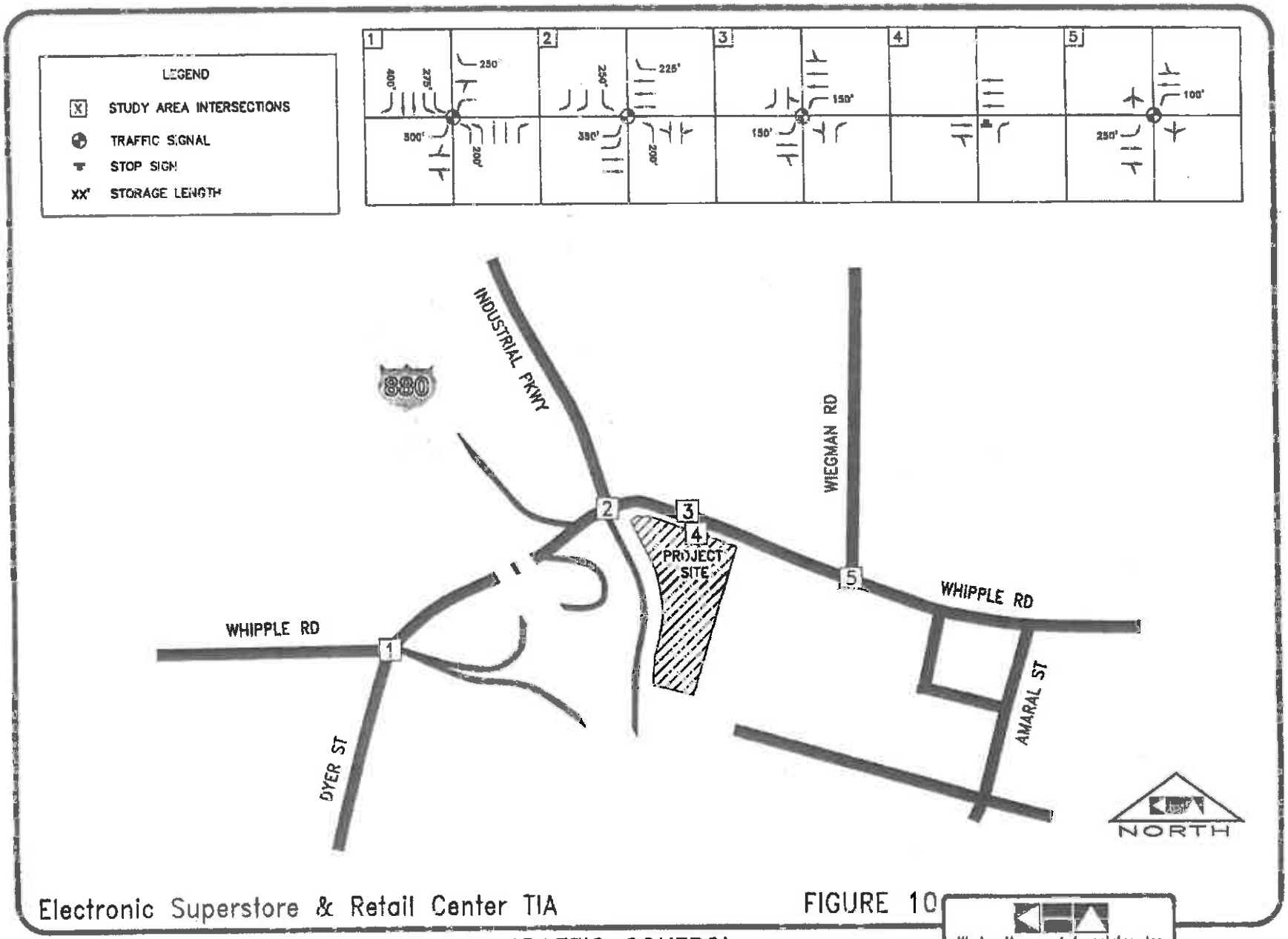


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FIGURE 10

NEAR-TERM LANE GEOMETRY AND TRAFFIC CONTROL

Kimley-Horn and Associates, Inc.

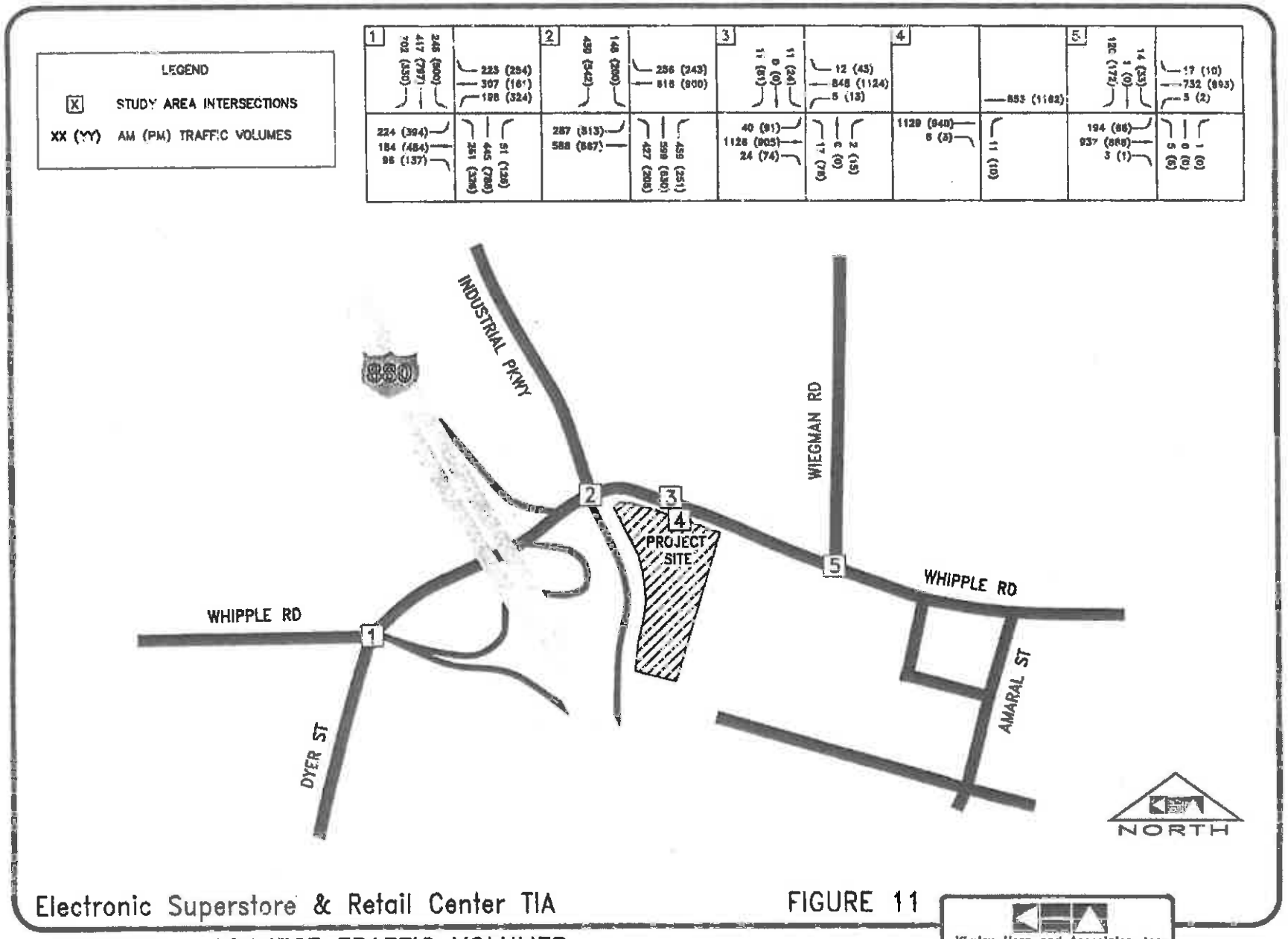

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FIGURE 11

EXISTING + PROJECT TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

NEAR-TERM LOS CONDITIONS AND IMPACTS

Traffic operations were evaluated under the following near-term development conditions:

- Existing traffic conditions
- Existing conditions plus project

Results of the analysis are presented in **Table 3**. Additional detail is provided in the **Appendix**.

Table 3 - Existing and Near-Term Level of Service Summary Table

	Scenario	Existing		Existing + Project	
	Peak Period	**AM**	**PM**	**AM**	**PM**
Signalized Intersections					
1	Whipple Road / Dyer St / SB I-880 Ramps	C	C	C	D
2	Whipple Road / Industrial Parkway / NB I-880 Ramps	C	C	C	C
3	Whipple Road / Target Driveway / Project Driveway	–	–	A	B
5	Whipple Road / Wiegman Road	B	B	B	B
Two-Way Stop Controlled Intersections					
3	Whipple Road / Target Driveway	C	C	–	–
4	Whipple Road / Shurgard Driveway	F	F	B	A

Existing Traffic Conditions

As seen in the table, existing study area intersections operate at Level of Service (LOS) C or better under existing conditions, with the exception of the Shurgard driveway, which operates at LOS F in the AM and PM peak hours. This is a very low volume approach, nevertheless left turns out of the site are unable to find sufficient gaps in the Whipple Road traffic flow and thus experience significant delay.

Existing Traffic Conditions With Project

Level of service under this condition represents the addition of the new retail center trips to existing traffic volumes. The results show that all intersections will operate at LOS D or better. It should be noted that level of service decreases from LOS C to LOS D (which is still considered acceptable) at the Whipple Road/Dyer St/SB I-880 Ramps intersection with the addition of project traffic. A review of the results from the Traffix

analysis indicates that increases in average delay at the study intersections is no greater than 0.5 seconds per vehicle.

In addition, it should be recognized that the retail site will displace the existing intermodal trucking facility that has AM trip generation similar to the AM trip generation of the proposed retail site. In effect, the trips roughly offset each other in the AM. This results in negligible increases in delay and at one intersection a small decrease in delay when comparing the existing with the existing plus project condition. Under the PM condition, the trucking facility trip generation is much lower that the retail site so the increase in delay between existing and existing plus project condition is greater.

Furthermore, it should be noted that the improved operation of the Shurgard access is a result of the assumption that this driveway will be effectively limited to a right in/out movements only, by the proximity of the new traffic signal. Left turning movements at this existing driveway would conflict with the queuing at the new traffic signal. We understand that the project proponents have been in contact w/ Shurgard about the possibility of sharing access onto Whipple Road. If a cross access can be negotiated between these private parties, the city should support it.

LONG-TERM CONDITIONS

Long-Term Lane Geometry and Traffic Control

No additional roadway improvements are currently identified in the Hayward General Plan within the project study area by the year 2025. **Figure 12** illustrates the intersection geometry and traffic control assumed in the long-term analysis with the project. Evaluation of long-term cumulative conditions without the project was analyzed assuming existing traffic control and lane geometry as shown in **Figure 3**.

Long-Term Cumulative Forecast (No Project)

Additional development in the vicinity of the project is expected to occur in the future and represents a cumulative growth in background traffic. The city instructed Kimley-Horn to generate a cumulative forecast by including anticipated traffic from approved nearby projects (that are not constructed and occupied) to existing traffic volumes. This methodology is the same as followed with the traffic study prepared for the Target store.

The Cities of Hayward and Union City were contacted to determine other development projects in the vicinity of the proposed project vicinity. Hayward did not have any projects but Union City identified several projects anticipated at Union Landing.

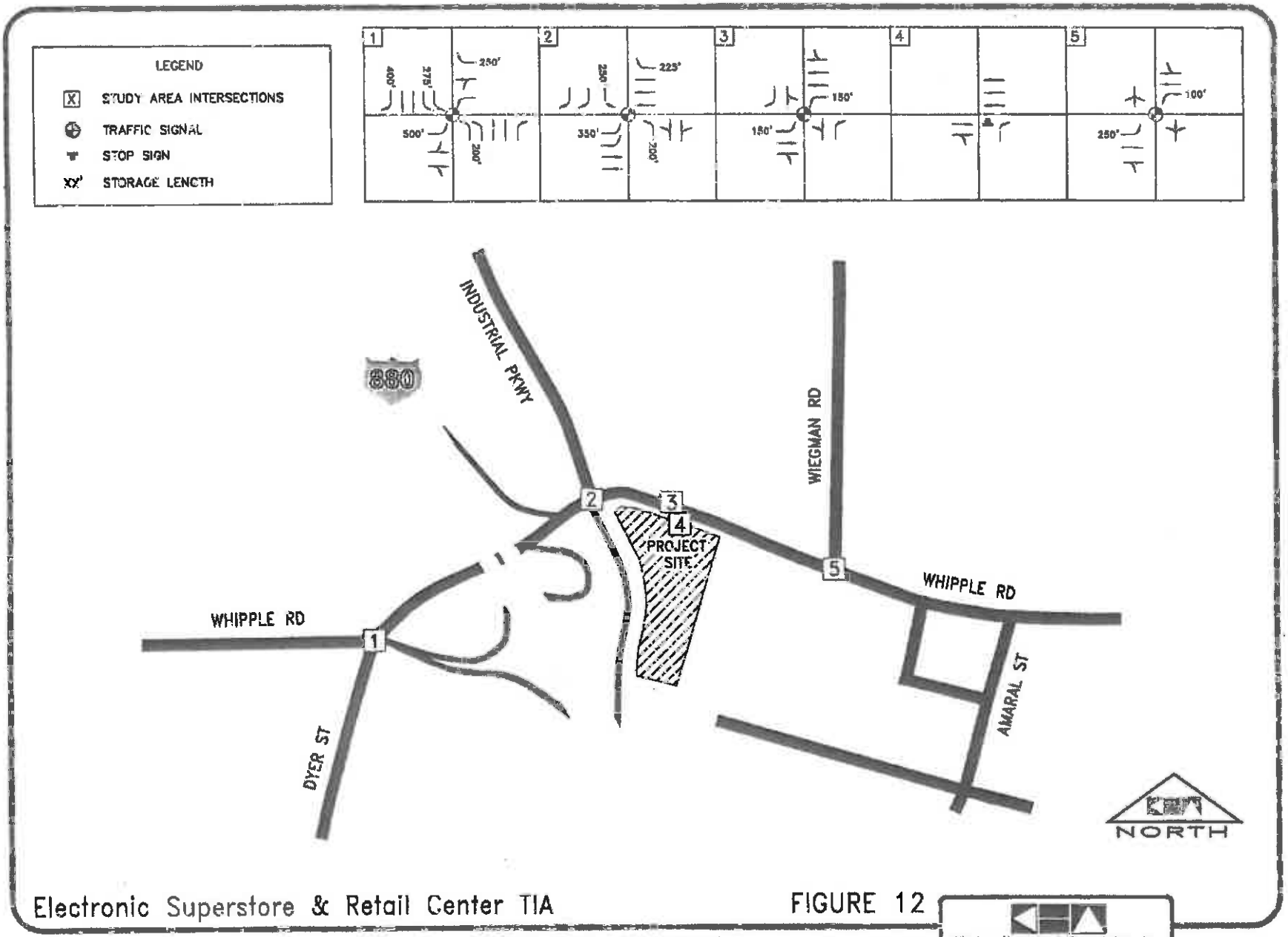

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FIGURE 12

LONG TERM LANE GEOMETRY AND TRAFFIC CONTROL

Kimley-Horn and Associates, Inc.

Union Landing is located in the southwest corner of the Whipple Road/Dyer Street/SB I-880 Ramps. Based on discussions with Union City staff there is a planned 30,000 square foot expansion of a Wal-Mart store and 64,980 for other undefined shopping center uses. All other development projects previously identified in the Target report have been completed. ITE Trip Generation was used to determine the traffic generated by the cumulative uses. Additional information is included in the **Appendix**. Trips were assigned using the same distribution as in the Target study. Trips from other development projects at Union Landing are shown in **Figure 13**.

Kimley-Horn combined trips from other development project with existing traffic volumes to generate the cumulative forecast for AM and PM (without the proposed project). **Figure 14** shows the cumulative intersection volumes as calculated by Kimley-Horn.

Long-Term Cumulative Forecast Plus Project Traffic Volumes

Net new project trips were added to the cumulative forecast to determine a cumulative plus project condition. **Figure 15** illustrates turning movement volumes at the study intersections under this development scenario.

Traffic Signal Warrant Analysis

No additional warrant analyses were prepared for the long-term conditions.

LONG-TERM LOS CONDITIONS AND IMPACTS

Traffic operations were evaluated under the following long-term development conditions.

- Cumulative long-term conditions without the project
- Cumulative long-term conditions plus the retail center project

Results of the analyses are summarized in **Table 4**. Additional detail is included in the **Appendix**.

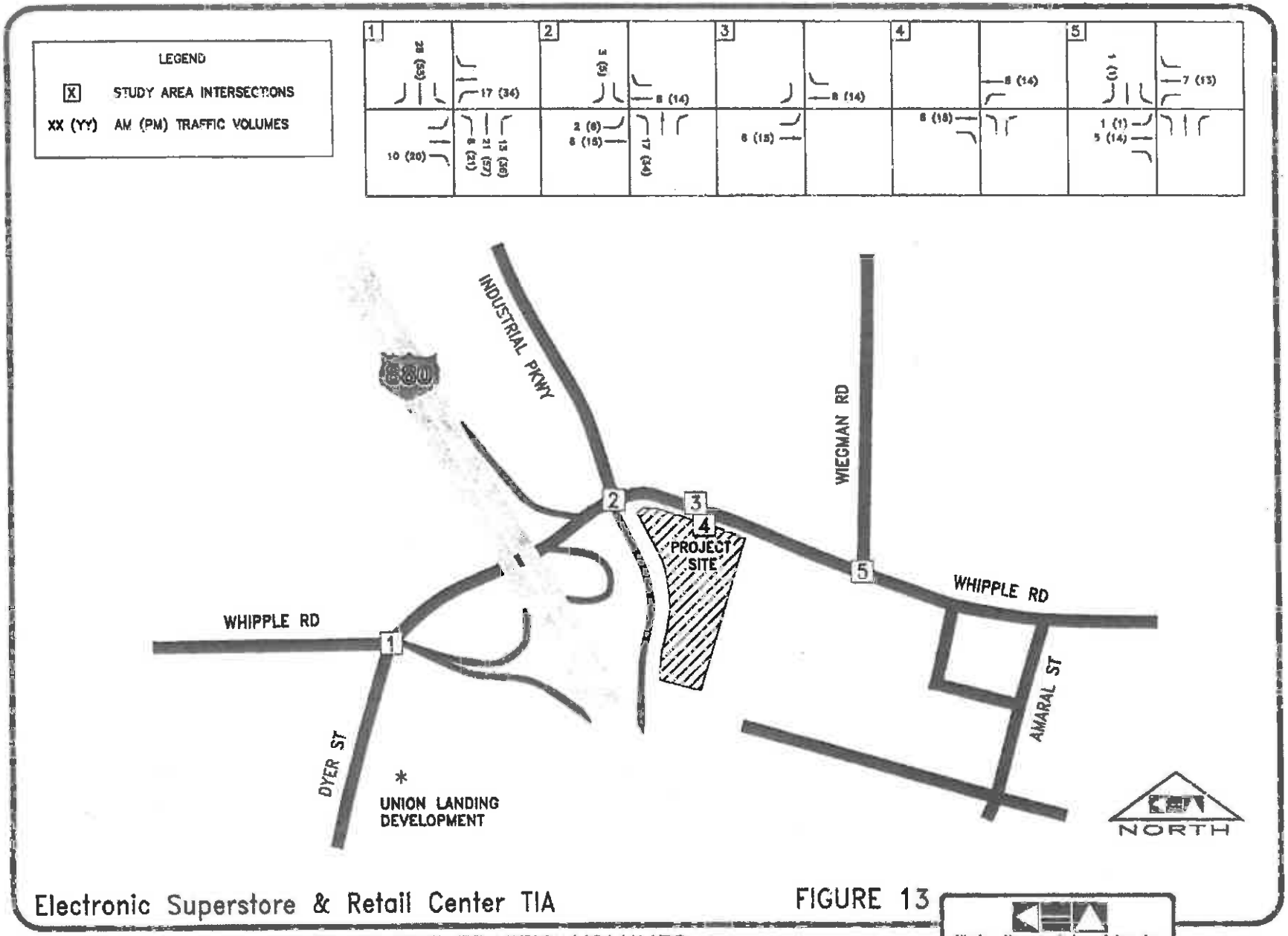

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FIGURE 13

UNION LANDING DEVELOPMENT TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

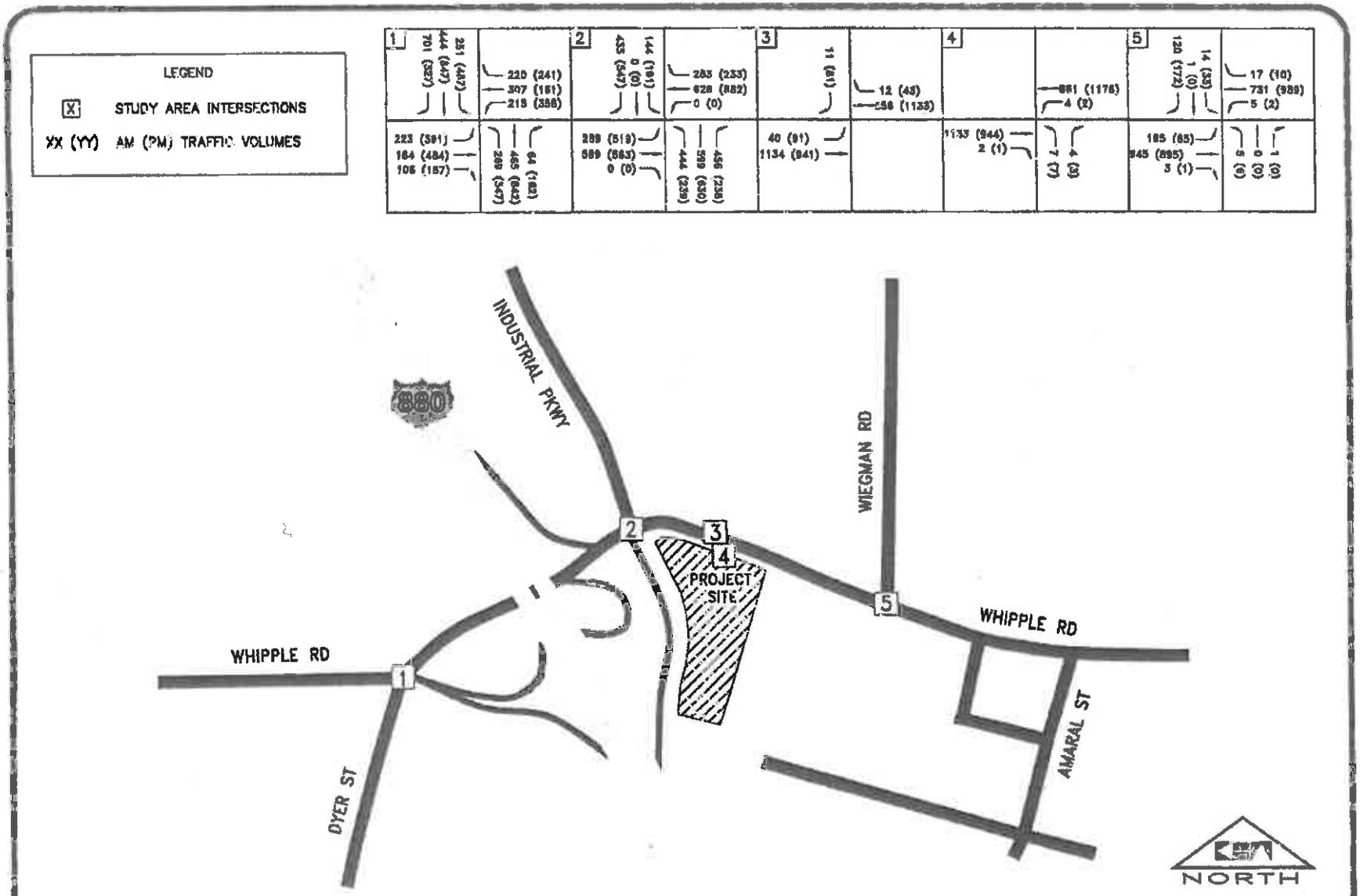

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FIGURE 14

LONG-TERM CUMULATIVE TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

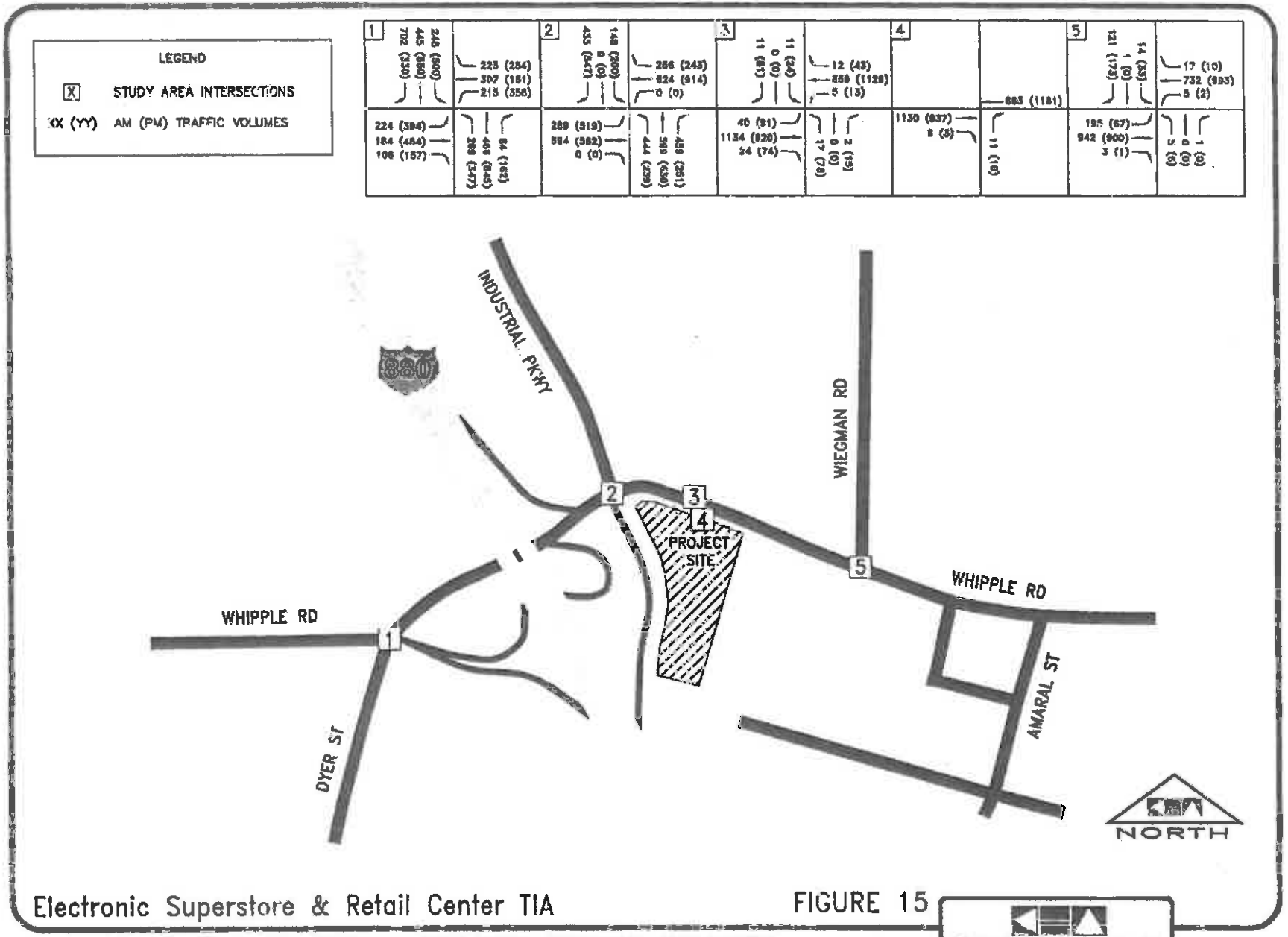

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FIGURE 15

LONG-TERM CUMULATIVE + PROJECT TRAFFIC VOLUMES

Kimley-Horn and Associates, Inc.

Table 4 – Long-Term Level of Service Summary Table

	Scenario	Existing		Long-Term		Long-Term + Project	
	Peak Period	AM	PM	AM	PM	AM	PM
Signalized Intersections							
1	Whipple Road / Dyer St / SB I-880 Ramps	C	C	C	C	C	D
2	Whipple Road / Industrial Parkway / I-880 NB Off-Ramp	C	C	C	C	C	C
3	Whipple Road / Target Driveway / Project Driveway	–	–	–	–	A	B
5	Whipple Road / Wiegman Road	B	B	B	B	B	B
Two-Way Stop Controlled Intersections							
3	Whipple Road / Target Driveway	C	C	B	C	–	–
4	Whipple Road / Shurgard Driveway	F	F	F	F	B	A

Long-Term Traffic Conditions Without Project

Evaluation of long-term cumulative conditions without the project was analyzed as a no-build condition, assuming existing traffic control and lane geometry as shown in **Figure 3**. Long-term traffic condition results (without the project) as shown in **Table 4** indicate that all study intersections will operate at acceptable levels of service.

Long-Term Traffic Conditions With Project

Level of service under this condition represents the addition of the retail center traffic to the long-term cumulative traffic volumes. The results show no decreases in levels of service are anticipated except at the Whipple Road/Dyer St/SB I-880 Ramps. Delay at the target driveway and Shurgard driveway improve as a result of the traffic signal and changes in driveway operations. A comparison between the cumulative analyses (i.e. without and with the project) shows that increases in average delay at the study intersections are no greater than 1.5 seconds.

A summary of existing, near-term and long term levels of service and incremental delay is included in back of the **Appendix**.

SITE ACCESS AND ON-SITE CIRCULATION

Primary access to the site is located opposite the Target driveway and has a throat depth of approximately 150 feet to avoid potential conflicts with parking lot drive isles. With a traffic signal, maximum (95th percentile) queue length for vehicles exiting the site is approximately 54 feet or roughly equivalent to two vehicles, which is well within the allotted throat depth. Furthermore, results from the traffic analysis indicate efficient and safe operation of the access is expected as a result of the traffic signal.

A secondary driveway is proposed west of retail Shops B. This driveway is intended to serve as a convenience to the customers of the specialty retail users planned for Shops B. Since left turns would be difficult from this driveway during peak traffic times, it has been proposed for right in/out movements only. Left turning vehicles are assumed to use the new traffic signal for access. Nonetheless, this secondary driveway will offer enhanced customer convenience, especially during non-peak hours.

Parking stalls shown on the site plan are typically 9 feet wide which is the minimum recommended (by the Institute of Transportation Engineers) for parking by retail customers and other high turnover land uses. Typical combined width of the drive isles and opposing 90 degree stalls is 63 feet which is greater than the recommended minimum by ITE. In addition, drive isles on the perimeter are 30 feet wide and offer sufficient space for two-way traffic and truck circulation. Ends of the isles are oriented towards to the retail buildings and a dedicated pedestrian walking corridor is provided in the main lot between the Major Retail building and Shops B. Other than the deficiencies described above at the secondary access, the proposed site layout creates convenient site circulation and sufficient space in drive isles for parking maneuvers.

VEHICLE QUEUING

As congestion increases it is common for traffic at signals and stop signs to form lines of stopped (or queued) vehicles. Queue lengths were determined for each lane and indicate the distance that vehicles will backup in each direction approaching an intersection. The 95th percentile queue was calculated by using 95th percentile traffic to account for fluctuations in traffic and represents a condition where 95 percent of the time during the peak period, traffic volumes and related queuing will be at, or less, than determined by the analysis. Ninety-fifth percentile queuing was checked under the various development conditions. **Table 5** summarizes the results of left turn lanes where queuing may exceed their storage limits. Queuing results are based on the assumption that traffic signal progression will be provided in Whipple Road.

In the near-term as shown in the table, the northbound and southbound left turns on Industrial Parkway SW spill out into the through lanes; however, the signal has split phasing for the approaches and the excess queuing does not interfere with intersection operations. Furthermore, no interference with freeway operations is expected for the northbound approach due the long off-ramp length.

Table 5 - Vehicle Queuing

Scenarios Analyzed	Turning Movement	Whipple Road														
		Dyer Street			Industrial Parkway			Target Driveway			Shurguard Driveway			Wiegman Road		
		Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM
Existing	EBL	500	152	403	350	171	298	150	6	18				250	150	51
	EBT	1000	119	341	1000	252	204	400	0	0	400	0	0	600	184	117
	EBR															
	WBL	500	194	310							340	1	0	100	10	6
	WBT	500	362	327	400	173	268	600	0	0	600	0	0	1000	137	186
	WBR	250	0	0	225	125	141	600	0	0						
	NBL	200	139	192	200	468	226				500	16	12	500	6	10
	NBT	1000	164	315	1000	503	406									
	NBR	1000	11	34							500	16	12			
	SBL	275	108	261	250	200	259							500	42	43
	SBT	1000	141	290												
	SBR	400	204	83	1000	72	35	500	3	28						
Near Term Existing + Project Traffic	EBL	500	163	471	350	150	288	150	54	114	Right in/ Right Out			250	150	103
	EBT	1000	131	403	1000	217	206	400	195	217				600	10	21
	EBR															
	WBL	500	212	353				150	20	30				100	16	10
	WBT	500	393	373	400	127	333	600	91	130				1000	223	259
	WBR	250	0	0	225	80	102									
	NBL	200	114	172	200	334	223	500	47	68				500	13	17
	NBT	1000	176	432	1000	535	484									
	NBR	1000	7	32				500	14	0						
	SBL	275	107	251	250	217	249	500	46	21				500	70	65
	SBT	1000	161	376												
	SBR	400	227	116	1000	7	35	500	3	0						
Long Term Cumulative Traffic	EBL	500	185	410	350	151	269	150	6	18				250	195	56
	EBT	1000	146	350	1000	218	144	400	0	0		0	0	600	73	81
	EBR															
	WBL	500	240	327								1	0	100	16	8
	WBT	500	369	344	400	152	146	600	0	0		0	0	1000	216	250
	WBR	250	0	0	225	42	46	600	0	0						
	NBL	200	159	197	200	591	224					16	13	500	13	13
	NBT	1000	214	388	1000	576	290									
	NBR	1000	13	45								16	13			
	SBL	275	131	261	250	169	246							500	70	38
	SBT	1000	192	326												
	SBR	400	282	84	1000	78	51	500	3	15						
Long Term Cumulative Traffic + Project Traffic	EBL	500	172	474	350	174	295	150	51	110	Right in/ Right Out			250	217	103
	EBT	1000	135	401	1000	215	203	400	100	351				600	75	103
	EBR															
	WBL	500	214	375				150	11	24				100	15	9
	WBT	500	332	393	400	100	186	600	78	61				1000	199	264
	WBR	250	0	0	225	69	40									
	NBL	200	140	212	200	510	253	500	34	108				500	12	16
	NBT	1000	187	456	1000	506	466									
	NBR	1000	11	53				500	7	21						
	SBL	275	117	307	250	161	243	500	42	49				500	66	63
	SBT	1000	171	396												
	SBR	400	260	102	1000	47	50	500	4	39						

In the cumulative and cumulative plus project conditions additional queuing deficiencies occur at the Whipple Road/Dyer St/SB I-880 Ramps intersection; however, extension of the bay lengths does not appear possible without extensive and costly reconstruction of the intersection approaches.

Under the long-term conditions, the northbound and southbound left turns on Industrial Parkway SW continue to exceed their storage; however, the signal has split phasing for the approaches and the excess queuing does not interfere with intersection operations.

TRAFFIC SIGNAL COORDINATION

This study evaluated the benefits of coordinating the following three traffic signals near the project site.

- Whipple Road/Industrial Parkway/I-880 NB Off-Ramp
- Whipple Road/Target Driveway/Project Driveway
- Whipple Road/Wiegman Road

Results of the analysis indicate that that signal progression is feasible and beneficial at managing intersection delay and queuing. Traffic volumes at the Whipple Road/Industrial Parkway/I-880 NB Off-Ramp intersection will control the coordination cycle length and permit the other intersections to use the same cycle length or operate on half cycles. Coordination analysis indicates that same cycle operation has a slightly better performance.

Implementation of signal coordination is consistent with city objectives for coordinated traffic signal timings on Whipple Road near the project study area.

Implementation of signal coordination will require connection to signal interconnect in the project vicinity.

EVALUATION OF FINDINGS AND RECOMMENDED MITIGATION

Near-Term

In the near-term, no intersections are anticipated to operate below level of service standards of the City of Hayward. However, acceptable operation is contingent on the installation of a traffic signal at the main project driveway that is aligned with the existing Target driveway. When constructed, off-set of the project and Target driveways should not be permitted. The signal should provide protected left turn movements for Whipple Road approaches and permitted movements on the driveway approaches. Pedestrian

need figure

signals should be included in the design. Construction of the signal should include widening of the Target approach to allow a shared left/through lane and a right only lane at the exit. The same lane configuration should be provided on the retail center approach. Traffic signals should be interconnected and coordinated signal plans prepared as part of the new signal installation.

Include designation of Shurgard dwy as RIRO only and require a cross access agreement w/ Shurgard

Long-Term

In the long-term cumulative period all intersections operate at acceptable levels and the need for mitigation is not anticipated or recommended. As noted, acceptable operation is contingent on the installation of a traffic signal at the main project driveway that is aligned with the existing Target driveway.

1. Applicant needs to pay for
   1. New traffic signal (design and construction) at project driveway / Target driveway / Whipple. Design must be approved by City Traffic engineer
   2. Modifications to target driveway to line up with the project driveway
   3. Modifications to Shurgard driveway to limit access to right in right out only
   4. Any modifications to circulation plan to accommodate cross-access w/ Shurgard.
2. Applicant must obtain cross-access agreement with Shurgard which will enable Shurgard customers to use the traffic signal for left turns.
3. Applicant must provide site plan showing changes to Target driveway and design of ~~[illegible]~~ project driveway as well as existing Shurgard on Whipple.

APPENDIX

Traffic Volume Data

All Traffic Data
(916) 771-8700
Fax 786-2879

CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D : 1
Page : 1

	WHIPPLE ROAD Southbound				SR 880 SOUTH BOUND RAMPS Westbound				DYER STREET Northbound				WHIPPLE ROAD Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
7:00am	48	41	129	218	34	81	28	143	27	78	13	118	54	41	10	105	584
7:15	48	64	136	248	25	61	49	135	37	96	10	143	47	34	18	99	625
7:30	63	68	131	262	27	57	60	144	57	118	10	185	71	52	22	145	736
7:45	58	86	159	303	39	62	54	155	64	127	12	203	63	51	31	145	806
Hour Total	217	259	555	1031	125	261	191	577	185	419	45	649	235	178	81	494	2751
8:00am	56	102	174	332	48	72	42	162	72	96	13	181	52	42	29	123	798
8:15	75	109	173	357	40	88	76	204	74	119	10	203	61	49	24	134	898
8:30	65	105	178	348	47	65	54	166	55	104	12	171	59	42	20	121	806
8:45	55	100	176	331	63	82	48	193	60	125	16	201	51	51	23	125	850
Hour Total	251	416	701	1368	198	307	220	725	261	444	51	756	223	184	96	503	3352
Grand	468	675	1256	2399	323	568	411	1302	446	863	96	1405	458	362	177	997	6103
% of Total	7.7%	11.1%	20.6%		5.3%	9.3%	6.7%		7.3%	14.1%	1.6%		7.5%	5.9%	2.9%		
Apprch %				39.3%				21.3%				23.0%				16.3%	
% of Apprch	19.5%	28.1%	52.4%		24.8%	43.6%	31.6%		31.7%	61.4%	6.8%		45.9%	36.3%	17.8%		

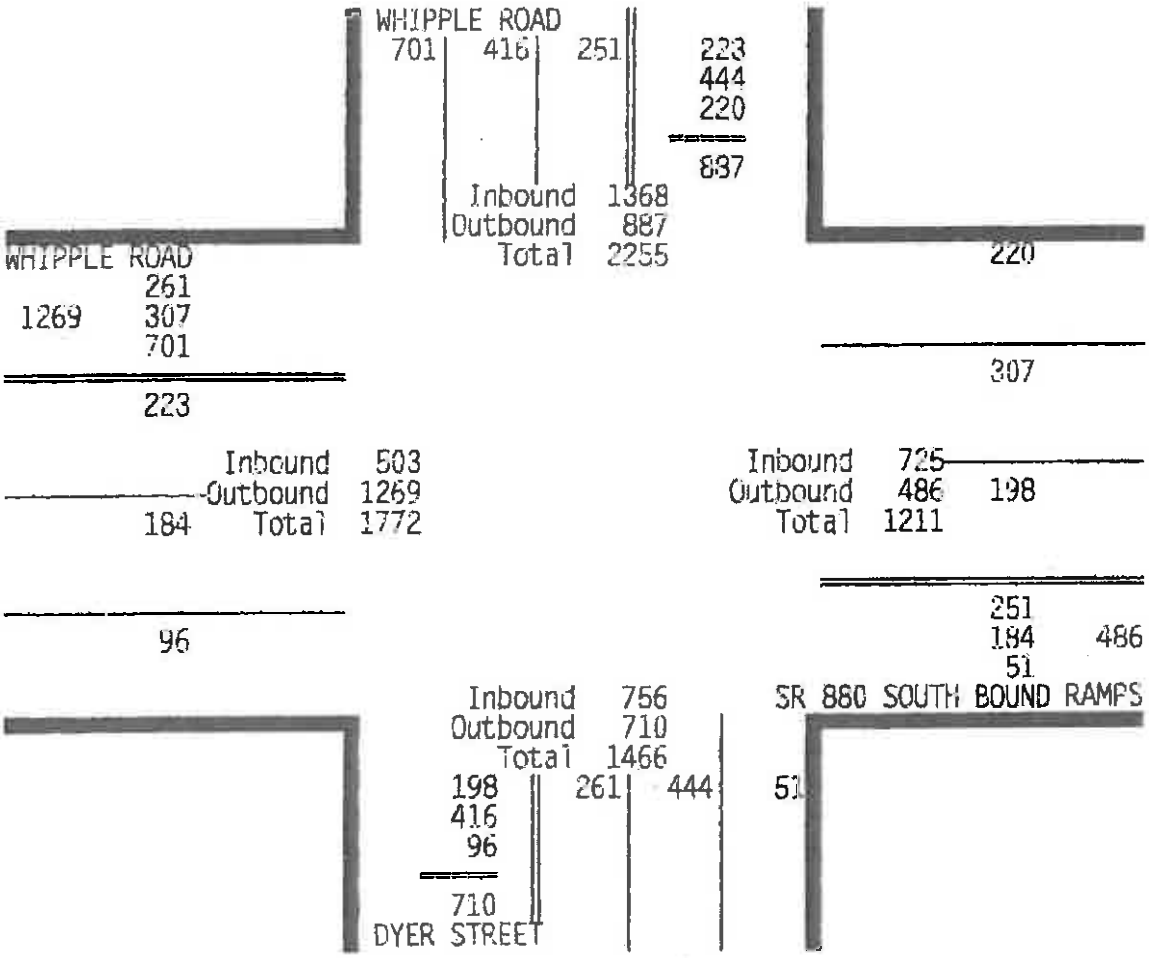
Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 01/15/04

		Start	Peak Hr	Volumes					Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Rght		Total	Left	Thru	Rght	
Southbound	WHIPPLE ROAD	08:00am	.958	251	416	701	0	1368	18.3	30.4	51.2	.0
Westbound	SR 880 SOUTH BOUND RAMP		.888	198	307	220	0	725	27.3	42.3	30.3	.0
Northbound	DYER STREET		.931	261	444	51	0	756	34.5	58.7	6.7	.0
Eastbound	WHIPPLE ROAD		.938	223	184	96	0	503	44.3	36.5	19.0	.0

All Traffic Data
(916) 771-8700
Fax 786-2879

CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 1
Page : 2



All Traffic Data
(916) 771-8700
Fax 786-2879

CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
File I.D. : 1
Page : 1

Start Time	WHIPPLE ROAD Southbound				SR 880 SOUTH BOUND RAMPS Westbound				DYER STREET Northbound				WHIPPLE ROAD Eastbound				
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	118	158	141	417	75	66	87	228	91	202	28	321	65	104	29	198	1164
4:15	92	158	102	352	81	36	78	195	62	203	32	297	81	116	36	233	1077
4:30	82	149	70	301	61	35	69	165	66	179	36	281	96	102	29	227	974
4:45	79	169	81	329	60	39	72	171	59	169	41	269	101	106	41	248	1017
Hour Total	371	634	394	1399	277	176	306	759	278	753	137	1168	343	428	135	906	4232
5:00pm	97	182	63	342	75	46	80	201	66	158	40	264	101	111	38	250	1057
5:15	144	185	83	412	90	42	64	196	81	194	31	306	107	149	32	288	1202
5:30	116	204	95	415	77	26	39	142	88	229	26	343	101	107	21	229	1129
5:45	130	223	66	419	82	47	58	187	91	204	29	324	82	117	46	245	1195
Hour Total	487	794	327	1608	324	161	241	726	326	785	126	1237	391	484	137	1012	4583
Grand	858	1428	721	3007	601	337	547	1485	604	1538	263	2405	734	912	272	1918	8815
% of Total	9.7%	16.2%	8.2%		6.8%	3.8%	6.2%		6.9%	17.4%	3.0%		8.3%	10.3%	3.1%		
Apprch %				34.1%				16.8%				27.3%				21.8%	
% of Apprch	28.5%	47.5%	24.0%		40.5%	22.7%	36.8%		25.1%	64.0%	10.9%		38.3%	47.5%	14.2%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	WHIPPLE ROAD	05:00pm	.916	487	794	327	0	1608	30.2	49.3	20.3	.0
Westbound	SR 880 SOUTH BOUND RAMP		.903	324	161	241	0	726	44.6	22.1	33.1	.0
Northbound	DYER STREET		.962	326	785	126	0	1237	26.3	63.4	10.1	.0
Eastbound	WHIPPLE ROAD		.878	391	484	137	0	1012	38.6	47.8	13.5	.0

All Traffic Data
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CITY OF HAYWARD

Site Code : 00000000
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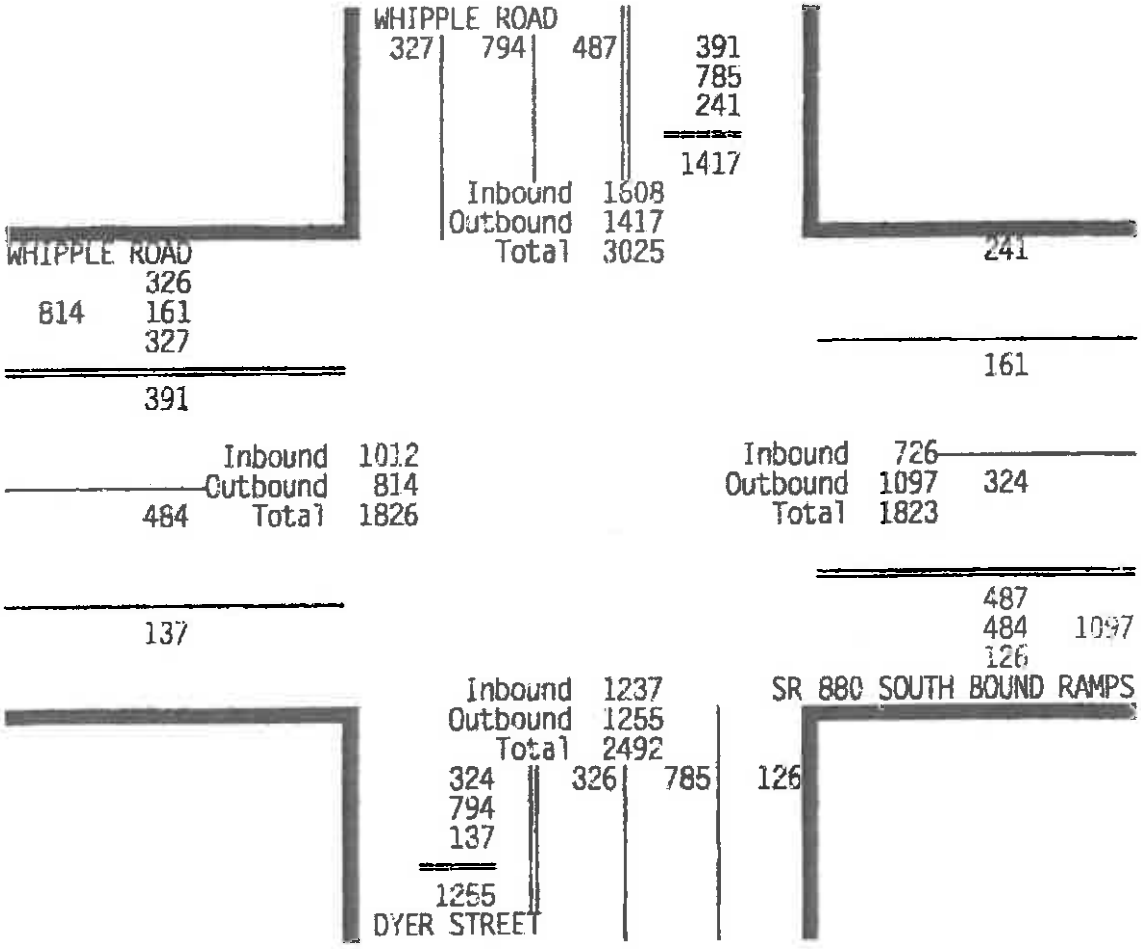

All Traffic Data
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CITY OF HAYWARD

Site Code : 00000000
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	INDUSTRIAL PARKWAY Southbound				WHIPPLE ROAD Westbound				SR 880 NORTH BOUND OFF RAMPWHIPPLE ROAD/SR 88 NB ON RAMPS Northbound				Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
7:00am	25	0	57	82	0	169	31	200	114	94	119	327	55	111	0	166	775
7:15	15	0	84	99	0	176	29	205	92	156	97	345	42	85	0	127	776
7:30	25	0	83	108	0	148	44	192	91	164	89	344	66	146	0	212	856
7:45	42	0	89	131	0	160	65	225	121	156	148	425	85	177	0	262	1043
Hour Total	107	0	313	420	0	653	169	822	418	570	453	1441	248	519	0	767	3450
8:00am	39	0	135	174	0	172	86	258	100	154	123	377	56	153	0	209	1018
8:15	38	0	123	161	0	140	58	198	115	125	96	336	80	107	0	187	882
8:30	29	0	96	125	0	161	45	206	105	91	89	285	59	113	0	172	788
8:45	26	0	104	130	0	161	38	199	99	89	90	278	55	105	0	160	767
Hour Total	132	0	458	590	0	634	227	861	419	459	398	1276	250	478	0	728	3455
Grand	239	0	771	1010	0	1287	396	1683	837	1029	851	2717	498	997	0	1495	6905
% of Total	3.5%	0.0%	11.2%		0.0%	18.6%	5.7%		12.1%	14.9%	12.3%		7.2%	14.4%	0.0%		
Apprch %				14.6%				24.4%				39.3%				21.7%	
% of Apprch	23.7%	0.0%	76.3%		0.0%	76.5%	23.5%		30.8%	37.9%	31.3%		33.3%	66.7%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 01/15/04

		Start	Peak Hr	Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Rght		Total	Left	Thru	Rght	
Southbound	INDUSTRIAL PARKWAY	07:30am	.825	144	0	430	0	574	25.0	.0	74.9	.0
Westbound	WHIPPLE ROAD		.846	0	620	253	0	873	.0	71.0	28.9	.0
Northbound	SR 880 NORTH BOUND OFF		.872	427	599	456	0	1482	28.8	40.4	30.7	.0
Eastbound	WHIPPLE ROAD/SR 88 NB O		.830	287	583	0	0	870	32.9	67.0	.0	.0

CITY OF HAYWARD

All Traffic Data
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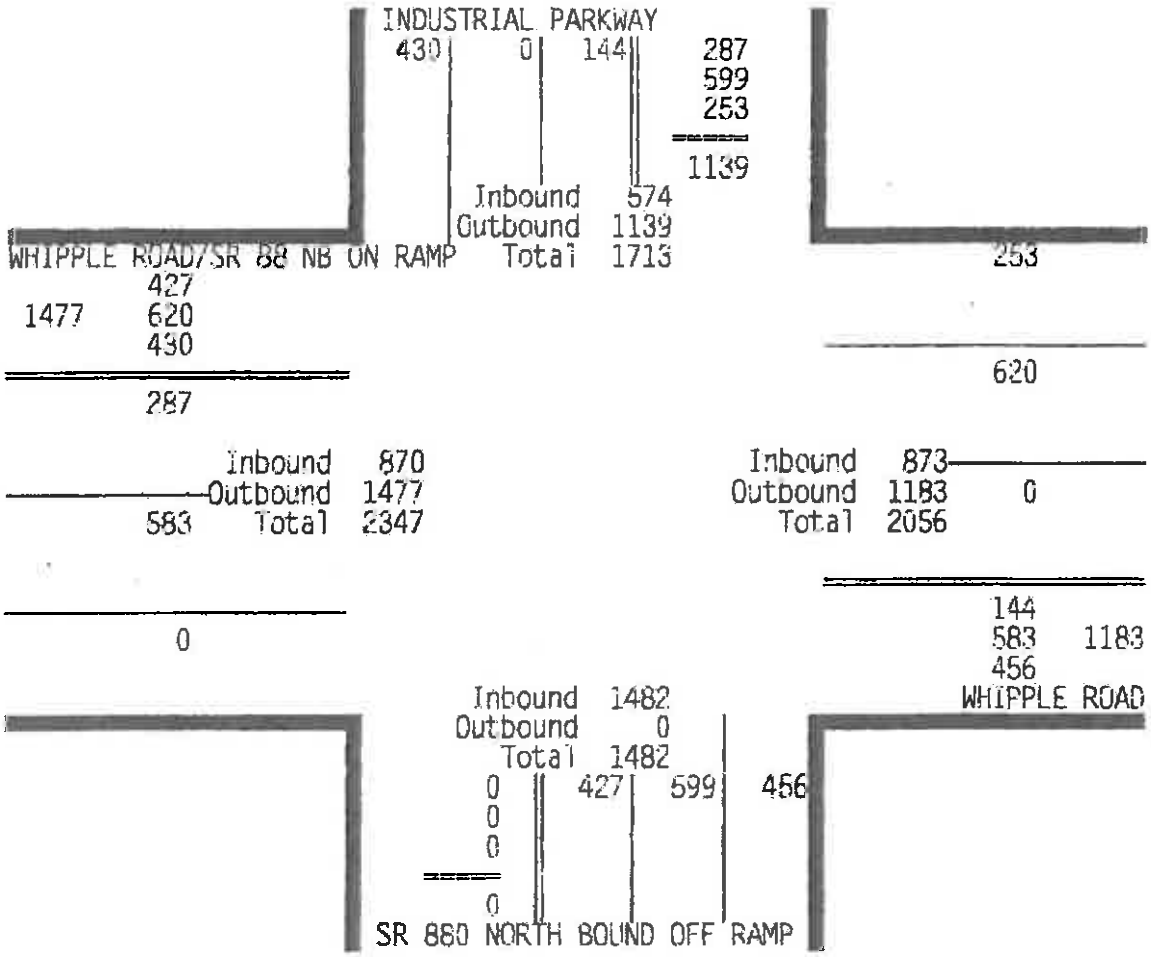

All Traffic Data
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CITY OF HAYWARD

Site Code : 00000000
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	INDUSTRIAL PARKWAY Southbound				WHIPPLE ROAD Westbound				SR 880 NORTH BOUND OFF RAMWHIPPLE ROAD/SR 88 NB ON RAMPS Northbound				Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	47	0	133	180	0	227	65	292	41	143	62	246	135	125	0	260	978
4:15	56	0	130	186	0	201	58	259	68	171	64	303	148	138	0	286	1034
4:30	48	0	137	185	0	237	65	302	31	126	58	215	120	150	0	270	972
4:45	40	0	142	182	0	203	45	248	65	190	54	309	110	135	0	245	984
Hour Total	191	0	542	733	0	868	233	1101	205	630	238	1073	513	548	0	1061	3968
5:00pm	41	0	112	153	0	253	56	309	49	143	36	228	105	176	0	281	971
5:15	61	0	118	179	0	197	74	271	52	125	61	238	105	186	0	291	979
5:30	55	0	113	168	0	241	67	308	51	128	21	200	118	148	0	266	942
5:45	52	0	132	184	0	247	60	307	60	201	46	307	103	126	0	229	1027
Hour Total	209	0	475	684	0	938	257	1195	212	597	164	973	431	636	0	1067	3919
Grand	400	0	1017	1417	0	1806	490	2296	417	1227	402	2046	944	1184	0	2128	7887
% of Total	5.1%	0.0%	12.9%		0.0%	22.9%	6.2%		5.3%	15.6%	5.1%		12.0%	15.0%	0.0%		
Apprch %				18.0%				29.1%				25.9%				27.0%	
% of Apprch	28.2%	0.0%	71.8%		0.0%	78.7%	21.3%		20.4%	60.0%	19.6%		44.4%	55.6%	0.0%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 01/15/04

		Start	Peak Hr	Volumes				Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Rght		Total	Left	Thru	Rght	
Southbound	INDUSTRIAL PARKWAY	04:00pm	.985	191	0	542	0	733	26.0	.0	73.9	.0
Westbound	WHIPPLE ROAD		.911	0	868	233	0	1101	.0	78.8	21.1	.0
Northbound	SR 880 NORTH BOUND OFF		.868	205	630	238	0	1073	19.1	58.7	22.1	.0
Eastbound	WHIPPLE ROAD/SR 88 NB O		.927	513	548	0	0	1061	48.3	51.6	.0	.0

All Traffic Data
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CITY OF HAYWARD

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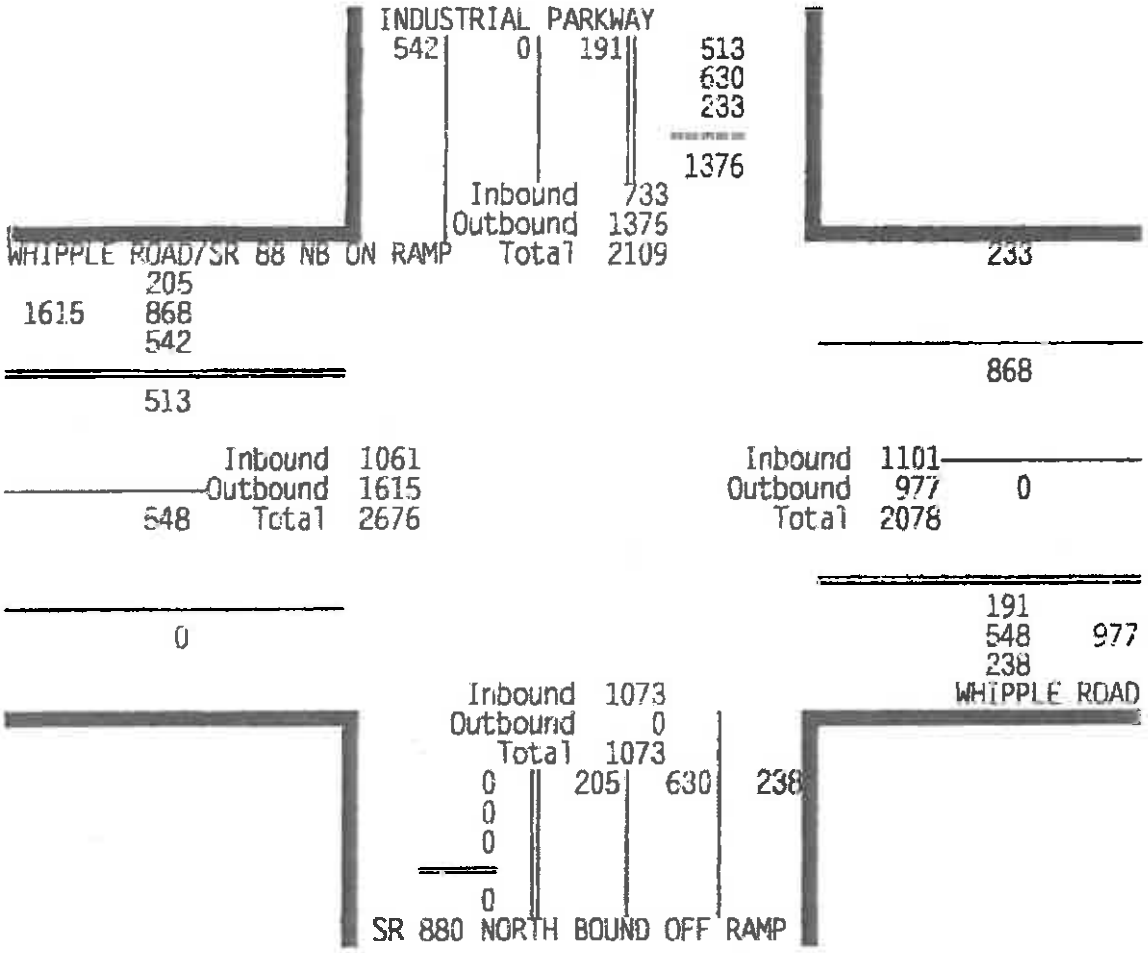

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CITY OF HAYWARD

Site Code : 00000000
Start Date : 01/15/04
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	TARGET DRIVEWAY Southbound				WHIPPLE ROAD Westbound				SHURGARD DRIVEWAY Northbound				Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
7:00am	0	0	4	4	3	194	1	198	1	0	1	2	7	243	1	251	455
7:15	0	0	1	1	2	202	1	205	3	0	6	9	6	192	3	201	416
7:30	0	0	1	1	2	194	0	196	1	0	2	3	2	267	1	270	470
7:45	0	0	1	1	2	220	5	227	1	0	1	2	10	355	0	365	595
Hour Total	0	0	7	7	9	810	7	826	6	0	10	16	25	1057	5	1087	1936
8:00am	1	0	6	7	0	232	5	237	4	0	1	5	14	288	1	303	552
8:15	0	0	3	3	0	195	2	197	1	0	0	1	14	216	0	230	431
8:30	1	0	3	4	0	202	3	205	0	0	0	0	14	204	2	220	429
8:45	0	0	5	5	1	192	4	197	0	0	0	0	11	222	0	233	435
Hour Total	2	0	17	19	1	823	14	836	5	0	1	6	53	930	3	986	1847
Grand	2	0	24	26	10	1631	21	1662	11	0	11	22	78	1987	8	2073	3783
% of Total	.1%	0.0%	.6%		.3%	43.1%	.6%		.3%	0.0%	.3%		2.1%	52.5%	.2%		
Apprch %				.7%				43.9%				.6%				54.8%	
% of Apprch	7.7%	0.0%	92.3%		.6%	98.1%	1.3%		50.0%	0.0%	50.0%		3.8%	95.9%	.4%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 01/15/04

		Start	Peak Hr	Volumes					Percentages			
Direction	Street Name	Peak Hour	Factor	Left	Thru	Rght		Total	Left	Thru	Rght	
Southbound	TARGET DRIVEWAY	07:30am	.429	1	0	11	0	12	8.3	.0	91.6	.0
Westbound	WHIPPLE ROAD		.904	4	841	12	0	857	.4	98.1	1.4	.0
Northbound	SHURGARD DRIVEWAY		.550	7	0	4	0	11	63.6	.0	36.3	.0
Eastbound			.800	40	1126	2	0	1168	3.4	96.4	.1	.0

All Traffic Data
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CITY OF BAYWARD

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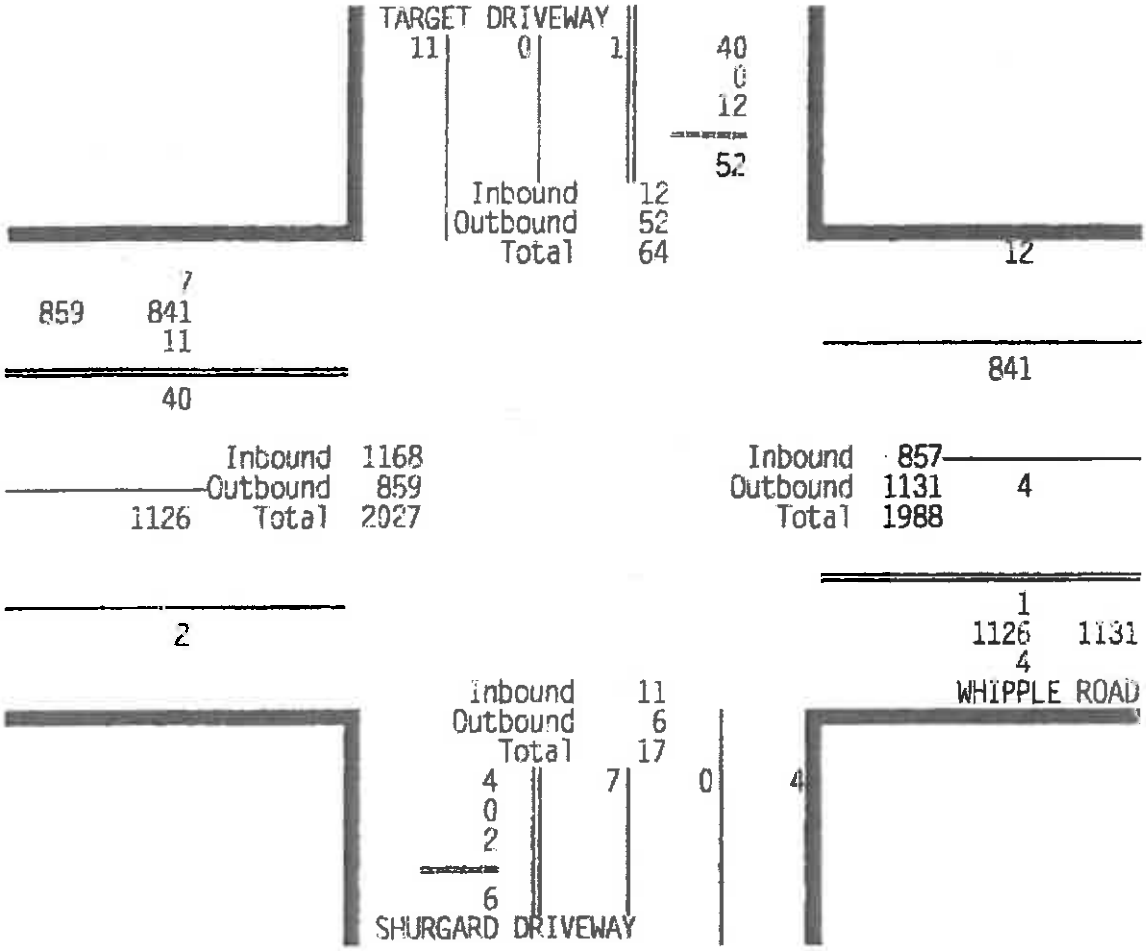

CITY OF HAYWARD

All Traffic Data
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Site Code : 00000000
Start Date: 01/15/04
File I.D. : 4
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	TARGET DRIVEWAY Southbound				WEIPPLE ROAD Westbound				SHURGARD DRIVEWAY Northbound				Eastbound				
Start Time	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	1	0	19	20	0	270	12	282	0	0	0	0	27	202	1	230	532
4:15	1	0	15	16	0	244	10	254	1	0	0	1	32	226	0	258	529
4:30	1	0	25	26	0	273	7	280	1	0	1	2	20	229	3	252	560
4:45	0	0	17	17	0	232	5	237	2	0	0	2	24	200	0	224	480
Hour Total	3	0	76	79	0	1019	34	1053	4	0	1	5	103	857	4	964	2101
5:00pm	2	0	21	23	1	298	8	307	0	0	0	0	22	238	0	260	590
5:15	1	0	20	21	1	255	8	264	0	0	1	1	29	275	1	305	591
5:30	1	0	25	26	0	276	15	291	3	0	1	4	20	204	0	224	545
5:45	0	0	15	15	0	290	12	302	4	0	1	5	20	208	0	228	550
Hour Total	4	0	81	85	2	1119	43	1164	7	0	3	10	91	925	1	1017	2276
Grand	7	0	157	164	2	2138	77	2217	11	0	4	15	194	1782	5	1981	4377
% of Total	.2%	0.0%	3.6%		0.0%	48.8%	1.8%		.3%	0.0%	.1%		4.4%	40.7%	.1%		
Apprch %				3.7%				50.7%				.3%				45.3%	
% of Apprch	4.3%	0.0%	95.7%		.1%	96.4%	3.5%		73.3%	0.0%	26.7%		9.8%	90.0%	.3%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 01/15/04

		Start	Peak Hr	Volumes					Percentages		
Direction	Street Name	Peak Hour	Factor	Left	Thru	Rght		Total	Left	Thru	Rght
Southbound	TARGET DRIVEWAY	05:00pm	.817	4	0	81	0	85	4.7	.0	95.2 .0
Westbound	WEIPPLE ROAD		.948	2	1119	43	0	1164	.1	96.1	3.6 .0
Northbound	SHURGARD DRIVEWAY		.500	7	0	3	0	10	70.0	.0	30.0 .0
Eastbound			.834	91	925	1	0	1017	8.9	90.9	.0 .0

CITY OF HAYWARD

All Traffic Data
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Site Code : 00000000
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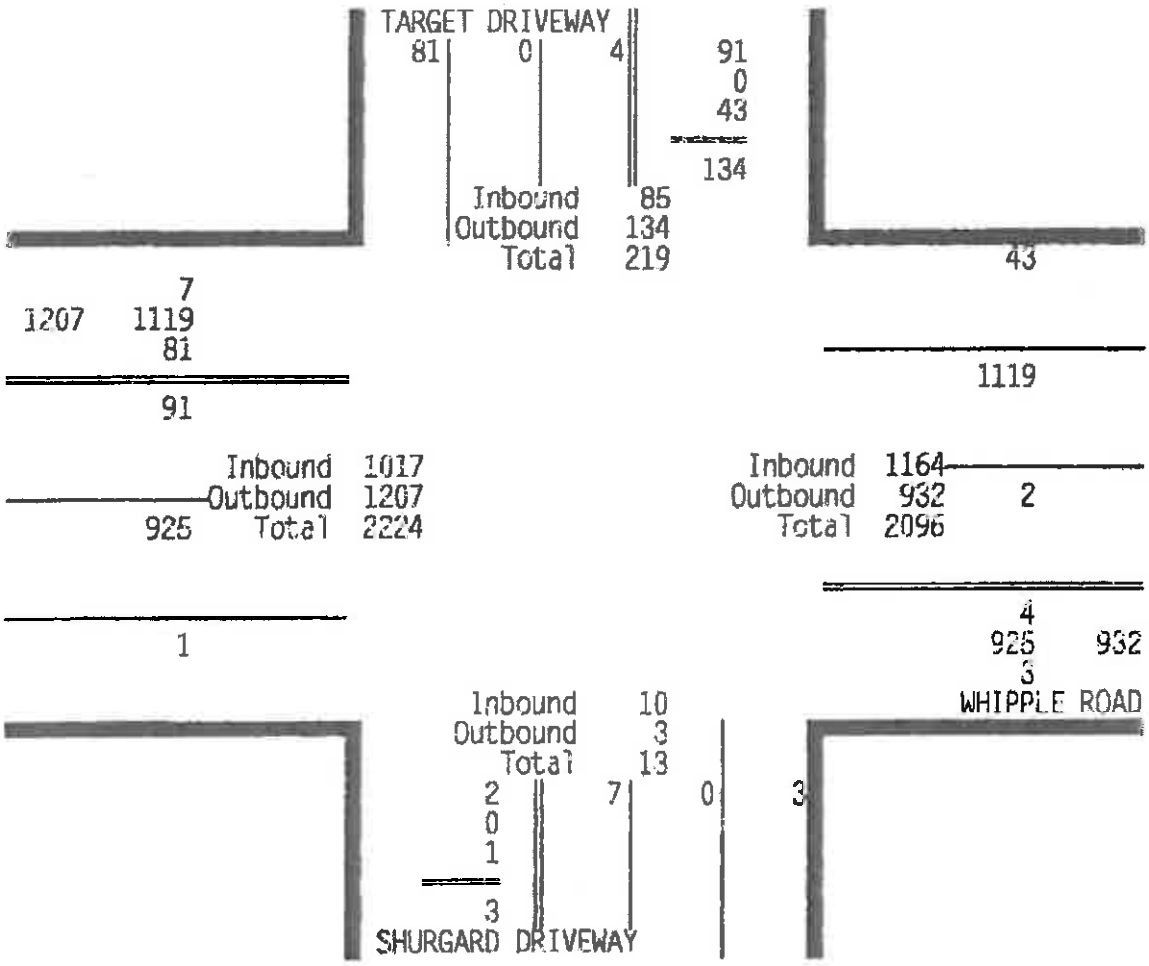

CITY OF HAYWARD

All Traffic Data
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Site Code : 00000000
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Start Time	WIEGMAN ROAD Southbound Left	Thru	Rght	Totl	WHIPPLE ROAD Westbound Left	Thru	Rght	Totl	CHP Northbound Left	Thru	Rght	Totl	Eastbound Left	Thru	Rght	Totl	Total
7:00am	1	0	34	35	0	165	3	168	3	0	0	3	55	180	0	235	441
7:15	4	2	25	31	0	178	8	186	4	0	0	4	46	155	1	202	423
7:30	2	1	23	26	2	162	3	167	1	0	0	1	39	236	0	275	469
7:45	6	0	29	35	0	202	6	208	1	0	0	1	62	290	0	352	596
Hour Total	13	3	111	127	2	707	20	729	9	0	0	9	202	861	1	1064	1929
8:00am	5	0	31	36	2	203	3	208	2	0	1	3	56	235	3	294	541
8:15	1	0	36	37	1	164	5	170	1	0	0	1	37	179	0	216	424
8:30	0	0	30	30	0	189	5	194	0	0	0	0	45	158	1	204	428
8:45	3	0	22	25	0	167	5	172	2	0	0	2	37	186	0	223	422
Hour Total	9	0	119	128	3	723	18	744	5	0	1	6	175	758	4	937	1815
Grand	22	3	230	255	5	1430	38	1473	14	0	1	15	377	1619	5	2001	3744
% of Total	.6%	.1%	6.1%		.1%	38.2%	1.0%		.4%	0.0%	0.0%		10.1%	43.2%	.1%		
Apprch %				6.8%				39.3%				.4%				53.4%	
% of Apprch	8.6%	1.2%	90.2%		.3%	97.1%	2.6%		93.3%	0.0%	6.7%		18.8%	80.9%	.2%		

Peak Hour Analysis By Entire Intersection for the Period: 07:00am to 08:45am on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	WIEGMAN ROAD	07:30am	.905	14	1	119	0	134	10.4	.7	88.8	.0
Westbound	WHIPPLE ROAD		.905	5	731	17	0	753	.6	97.0	2.2	.0
Northbound	CHP		.500	5	0	1	0	6	83.3	0	16.6	.0
Eastbound			.808	194	940	3	0	1137	17.0	82.6	.2	.0

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CITY OF HAYWARD

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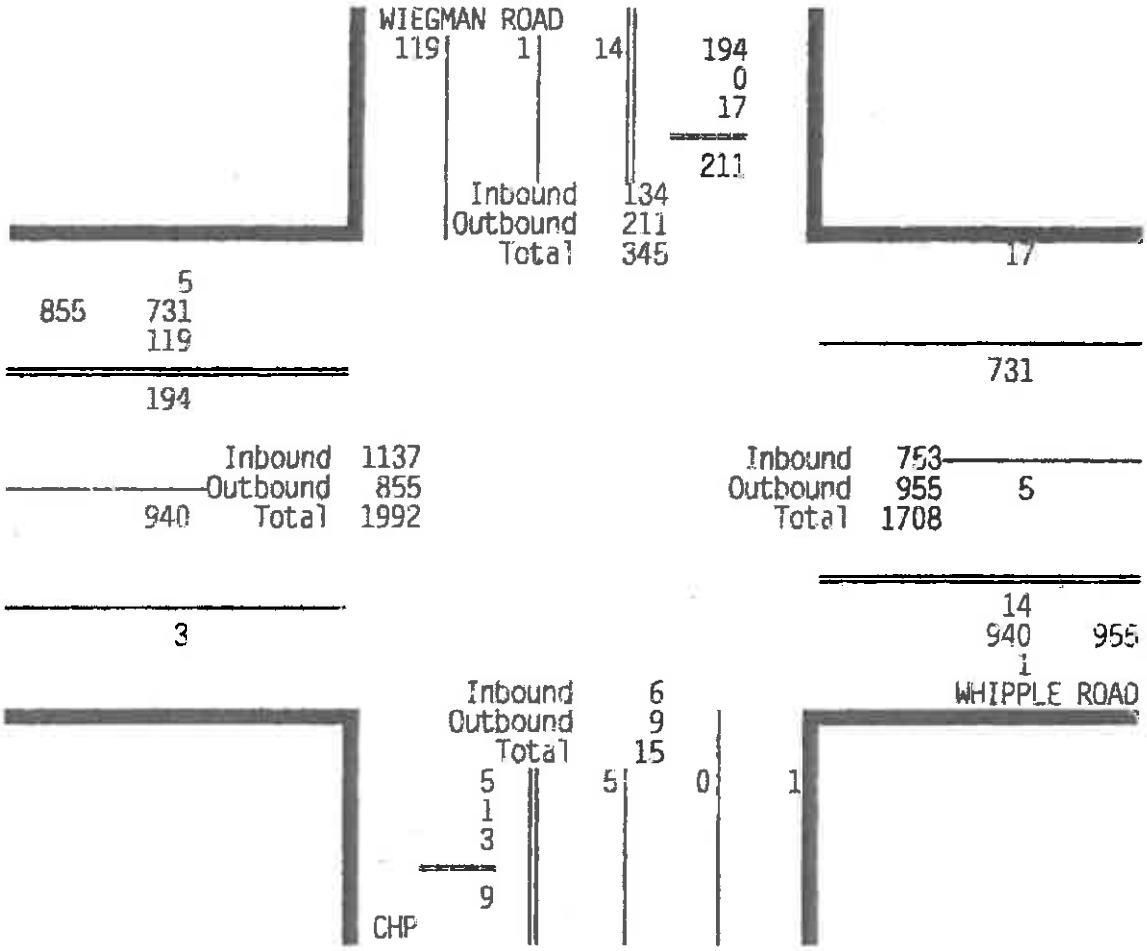

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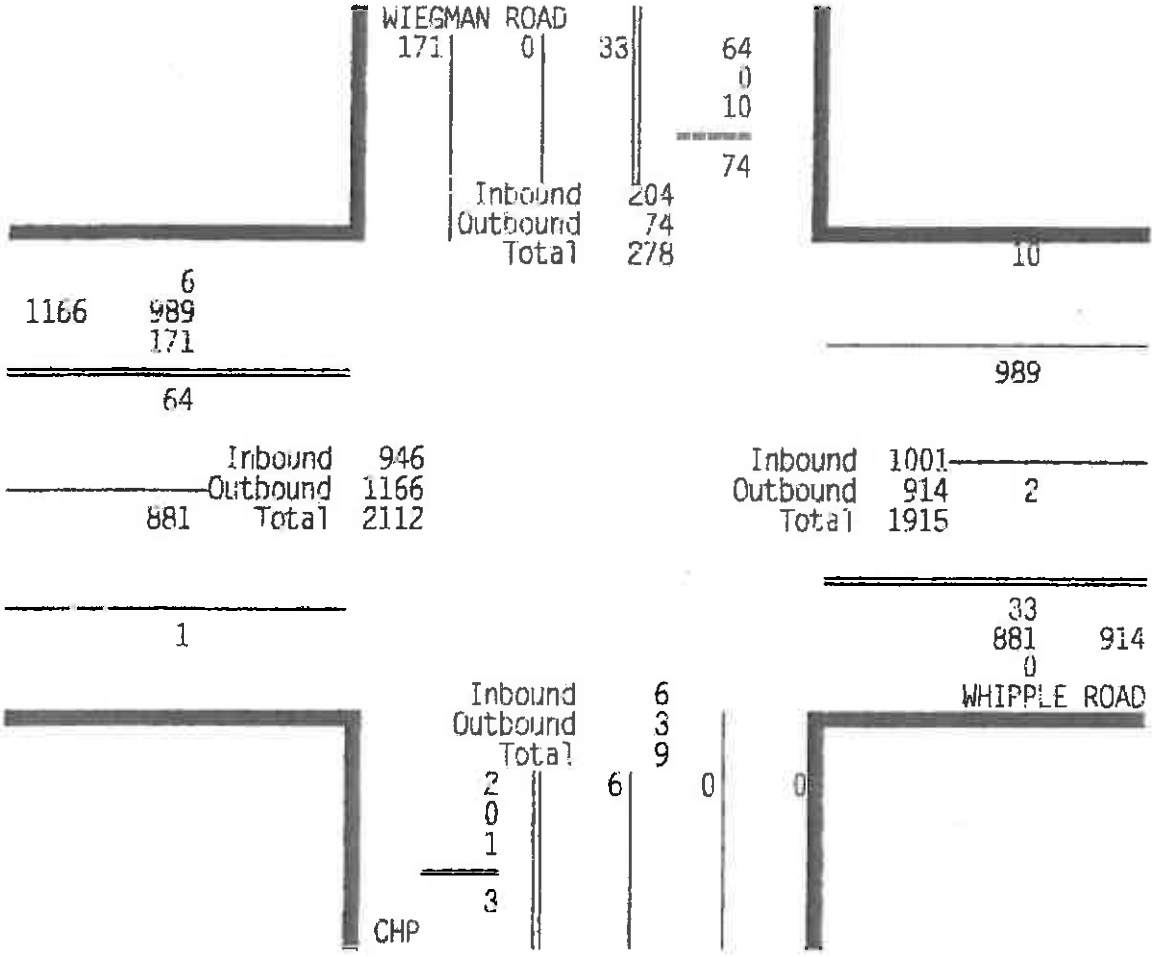

Trip Generation Calculations

Electronic Superstore and Retail Center TIA
Trip Generation

ITE Code	Land Use Description	Independent Variable	No. of Units	Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	AM In	AM Out	PM Trips	PM In	PM Out
863	Electronic Superstore	1,000 Sq Ft	33.862	45.04	1.08	4.50	1525	37	22	15	152	75	77
814	Specialty Retail Center	1,000 Sq Ft	10.4	44.32	1.06	2.71	461	11	7	4	28	12	16
					Total		1986	48	29	19	180	87	93
		Reductions											
		Electronic Superstore											
		Pass-By (34%)					(519)	0	0	0	(51)	(25)	(26)
		Total Electronic Superstore Reduction					(519)	0	0	0	(51)	(25)	(26)
		Total Non-Pass-by					1468	48	29	19	129	62	67
		Total Pass-by						0	0	0	51	25	26

Notes:

1. Trip Generation Data from ITE Trip Generation, 7th Edition
2. AM/PM rates correspond to peak of adjacent street traffic if data available
3. Includes weekday rates only
4. AM rates were derived to be 5% higher than Shopping Center (820) AM rates

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All Traffic Data
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CITY OF HAYWARD

Site Code : 00000000
Start Date: 01/15/04
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Start Time	WIEGMAN ROAD Southbound				WHIPPLE ROAD Westbound				CHP Northbound				Eastbound				
	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Left	Thru	Rght	Totl	Total
4:00pm	6	0	53	59	0	232	2	234	0	0	1	1	17	190	0	207	501
4:15	6	0	29	35	2	221	1	224	3	0	3	6	31	200	1	232	497
4:30	10	0	62	72	0	218	3	221	3	0	2	5	22	214	0	236	534
4:45	7	0	42	49	0	200	2	202	1	0	0	1	19	196	1	216	468
Hour Total	29	0	186	215	2	871	8	881	7	0	6	13	89	800	2	891	2000
5:00pm	6	0	60	66	2	247	1	250	2	0	0	2	19	227	1	247	565
5:15	9	0	40	49	0	221	2	223	2	0	0	2	19	252	0	271	545
5:30	8	0	43	51	0	248	3	251	0	0	0	0	14	198	0	212	514
5:45	10	0	28	38	0	273	4	277	2	0	0	2	12	204	0	216	533
Hour Total	33	0	171	204	2	989	10	1001	6	0	0	6	64	881	1	946	2157
Grand	62	0	357	419	4	1860	18	1882	13	0	6	19	153	1681	3	1837	4157
% of Total	1.5%	0.0%	8.6%		.1%	44.7%	.4%		.3%	0.0%	.1%		3.7%	40.4%	.1%		
Apprch %				10.1%				45.3%				.5%				44.2%	
% of Apprch	14.8%	0.0%	85.2%		.2%	98.8%	1.0%		68.4%	0.0%	31.6%		8.3%	91.5%	.2%		

Peak Hour Analysis By Entire Intersection for the Period: 04:00pm to 05:45pm on 01/15/04

Direction	Street Name	Start Peak Hour	Peak Hr Factor	Volumes Left	Thru	Rght		Total	Percentages Left	Thru	Rght	
Southbound	WIEGMAN ROAD	05:00pm	.773	33	0	171	0	204	16.1	.0	83.8	.0
Westbound	WHIPPLE ROAD		.903	2	989	10	0	1001	.1	98.8	.9	.0
Northbound	CHP		.750	6	0	0	0	6	100.0	.0	.0	.0
Eastbound			.873	64	881	1	0	946	6.7	93.1	.1	.0

Kimley-Horn and Associates, Inc.

Project Electronic Superstore and Retail Center TIA
Trip generation for Truck Terminal
Designed by M Mowery *Date* *Job No.*
Checked by J West *Date* *Sheet No.* 1 *of* 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 6th Edition, Average Rate Equations

Land Use Code - 030

Independent Variable - 1,000 Sq Ft

Number of Units (X) - 41.8

T = Trip Ends

Peak Hour Adjacent Street Traffic

AM Peak				Directional Distribution	
T =	(X) * 0.90	Trip Ends Per 1,000 Sq Ft		40% Entering	60% Exiting
T =	38	Trip Ends		15 Entering	23 Exiting

Peak Hour Adjacent Street Traffic

PM Peak				Directional Distribution	
T =	(X) * 0.82	Trip Ends Per 1,000 Sq Ft		47% Entering	53% Exiting
T =	34	Trip Ends		16 Entering	18 Exiting

Weekday

Daily Weekday				Directional Distribution	
T =	(X) * 9.85	Trip Ends Per 1,000 Sq Ft		50% Entering	50% Exiting
T =	412	Trip Ends		206 Entering	206 Exiting

Non-Pass-By Trip Percentage

AM 100%
PM 100%

Non-Pass-By Trip Volumes

AM Peak	15 Entering	23 Exiting
PM Peak	16 Entering	18 Exiting

Note: Rounding may occur in calculations

Existing
(TRAFFIX and Synchro Software)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	24.8	0.908	C	24.8	0.908	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	20.4	0.755	C	20.4	0.755	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	C	0.2	0.000	C	0.2	0.000	+ 0.000 V/C
# 4 Whipple Road / Shurgard Drivew	F	0.4	0.000	F	0.4	0.000	+ 0.000 V/C
# 5 Whipple Road / Wiegman Road	B	11.7	0.414	B	11.7	0.414	+ 0.000 D/V

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-------------------------------------------------------------------------------
                    Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):         0.908
Loss Time (sec):      0 (Y+R =  4 sec)  Average Delay (sec/veh):         24.8
Optimal Cycle:      180                 Level Of Service:                  C
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     7   10   10      7   10   10      7   10   10      7   10   10
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:     261  444   51   251  416  701   223  184   96   198  307  220
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  261  444   51   251  416  701   223  184   96   198  307  220
User Adj:    1.00 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:   275  467   54   264  438  738   235  194  101   208  323  232
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  275  467   54   264  438  738   235  194  101   208  323  232
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.03 1.05 1.00  1.03 1.05 1.00  1.10 1.10 1.10  1.05 1.05 1.00
Final Vol.:   283  491   54   272  460  738   258  213  111   219  339  232
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.86 0.91 0.77  0.86 0.91 0.77  0.86 0.86 0.86  0.89 0.89 0.77
Lanes:       2.00 2.00 1.00  2.00 2.00 1.00  1.33 1.10 0.57  1.00 1.00 1.00
Final Sat.:  3282 3455 1468  3282 3455 1468  2184 1802  940  1693 1693 1468
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.14 0.04  0.08 0.13 0.50  0.12 0.12 0.12  0.13 0.20 0.16
Crit Moves:  ****                     ****  ****                     ****
Green/Cycle: 0.10 0.41 0.41  0.24 0.55 0.55  0.13 0.17 0.17  0.18 0.22 0.22
Volume/Cap:  0.91 0.35 0.09  0.35 0.24 0.91  0.91 0.70 0.70  0.70 0.91 0.71
Uniform Del: 34.1 15.4 13.7  24.0  8.7 15.2  32.6 29.8 29.8  29.1 28.8 27.4
IncremntDel: 20.3  0.1  0.0   0.1  0.0 10.0  12.0  1.9  1.9   2.0 12.4  4.9
Delay Adj:   0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85
Delay/Veh:   49.2 13.2 11.7  20.5  7.4 22.9  39.7 27.3 27.3  26.7 36.9 28.2
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  49.2 13.2 11.7  20.5  7.4 22.9  39.7 27.3 27.3  26.7 36.9 28.2
DesignQueue:   15   17    2    12   12   30    13   10    5    10   15   10
*******************************************************************************

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------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:     L     T     R     L     T     R    LTR   LTR   LTR    LT    LT     R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 10                0                 0
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx xxxx     2   xxxx xxxx     2     5     5     5   xxxx xxxx     2
f(lt) Case:      1 xxxx  xxxx        1 xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj:  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj:  xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj:  xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:       xxxx xxxx  0.85  xxxx xxxx  0.85  0.97 0.97  0.97  xxxx xxxx  0.85
LT Adj:       0.95 xxxx  xxxxx 0.95 xxxx  xxxxx 0.98 0.98  0.98  0.98 0.98  xxxxx
HCM Sat Adj:  0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
Usr Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj:  0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <   Actuated   > > > > > > > > > > > > >
DelAdjFctr:   0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
******************************************************************************
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------------------------------------------------------------------------------
                    Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):         0.735
Loss Time (sec):      0 (Y+R =  4 sec)  Average Delay (sec/veh):        20.4
Optimal Cycle:       93                 Level Of Service:                  C
******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     7  10  10        7  10  10        7  10  10        7  10  10
Lanes:        1  1  0  1  0     1  0  0  0  2     2  0  2  0  0     0  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:     427  599  456   144    0  430   287  583    0     0  620  253
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  427  599  456   144    0  430   287  583    0     0  620  253
User Adj:    1.00 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:   449  631  480   152    0  453   302  614    0     0  653  266
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  449  631  480   152    0  453   302  614    0     0  653  266
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.10 1.10 1.10  1.00 1.00 1.13  1.05 1.05 1.00  1.00 1.10 1.00
Final Vol.:   494  694  528   152    0  511   311  644    0     0  718  266
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1500 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.85 0.85 0.85  0.86 1.00 0.77  0.86 0.91 1.00  1.00 0.91 0.77
Lanes:       1.00 1.14 0.86  1.00 0.00 2.00  2.00 2.00 0.00  0.00 3.00 1.00
Final Sat.:  1625 1845 1404  1641    0 2936  3262 3455    0     0 5182 1468
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.30 0.38 0.38  0.09 0.00 0.17  0.09 0.19 0.00  0.00 0.14 0.18
Crit Moves:  ****                    ****  ****                    ****
Green/Cycle: 0.49 0.51 0.51  0.13 0.00 0.23  0.13 0.37 0.00  0.00 0.24 0.24
Volume/Cap:  0.75 0.74 0.74  0.74 0.00 0.75  0.75 0.51 0.00  0.00 0.58 0.75
Uniform Del: 19.5 14.7 14.7  32.1  0.0 27.2  32.1 18.8  0.0   0.0 25.5 26.8
IncremntDel:  1.0  0.9  0.9   8.8  0.0  3.3   5.3  0.3  0.0   0.0  0.5  6.1
Delay Adj:   0.85 0.85 0.85  0.85 0.00 0.85  0.85 0.85 0.00  0.00 0.85 0.85
Delay/Veh:   17.6 13.4 13.4  36.1  0.0 26.5  32.6 16.3  0.0   0.0 22.1 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:  17.6 13.4 13.4  36.1  0.0 26.5  32.6 16.3  0.0   0.0 22.1 28.9
DesignQueue:   18   21   16     8    0   23    15   34    0     0   31   12
******************************************************************************
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------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
---------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:    LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:      3    3     3     1     0     2     2    2     0     0    3     1
---------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Widtn:    12   12    12    12    12    12    12   12    12    12   12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:     < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         10                0                 0                 10
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
---------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      5    5     5   xxxx xxxx     2   xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:      4    4     4     1  xxxx  xxxx     1  xxxx  xxxx  xxxx xxxx  xxxx
---------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj:   0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:     1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj:   1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj:   1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:      1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:        0.95 0.95  0.95  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:        0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj:   0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj:   0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
---------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:   < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > >
Signal Type:   < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:    0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
******************************************************************************
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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway
*******************************************************************************
Average Delay (sec/veh):      0.2           Worst Case Level Of Service:       C
*******************************************************************************
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    0  0  1! 0  0    1  0  2  0  0    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:        0    0    0     1    0   11    40 1128    0     0  848   12
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:     0    0    0     1    0   11    40 1128    0     0  848   12
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      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:      0    0    0     1    0   12    42 1187    0     0  893   13
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:      0    0    0     1    0   12    42 1187    0     0  893   13
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:              0%               0%               0%               0%
% Cycle/Cars:    xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
% Truck/Comb:    xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
PCE Adj:      1.10 1.10 1.10  1.10 1.10 1.10  1.10 1.00 1.00  1.10 1.00 1.00
Cycl/Car PCE:    xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Trck/Cmb PCE:    xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Adj Vol.:        0    0    0     1    0   13    46 1187    0     0  893   13
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx   3.4 xxxx  2.6   2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx   7.0 xxxx  5.5   5.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2128 xxxx  304   905 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    46 xxxx  971   560 xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx xxxxx  0.92 xxxx 1.00  1.00 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    42 xxxx  971   560 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx 87.3 xxxx  3.8   7.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     *    *    *     *    *    *     B    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  343 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx 10.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *    *     *    C    *     *    *    *     *    *    *
ApproachDel:          0.0              10.9              0.3              0.0
ApproachLOS:           *                C                *                *

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
          1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):      0.4           Worst Case Level Of Service:      F
*******************************************************************************
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  1  0  0    0  0  0  0  0    0  0  1  1  0    1  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       7     0     4     0     0     0     0  1127     2     4   853     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:    7     0     4     0     0     0     0  1127     2     4   853     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:     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:     7     0     4     0     0     0     0  1186     2     4   898     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Final Vol.:     7     0     4     0     0     0     0  1186     2     4   898     0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       8     0     5     0     0     0     0  1186     2     5   898     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:  3.4  xxxx   2.6  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx   2.1  xxxx  xxxx
Critical Gp:  7.0  xxxx   5.5  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx   5.5  xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2089  xxxx   594  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  1188  xxxx  xxxx
Potent Cap.:   49  xxxx   692  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx   395  xxxx  xxxx
Adj Cap:     0.99  xxxx  1.00  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  1.00  xxxx  xxxx
Move Cap.:     48  xxxx   692  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx   395  xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 87.9  xxxx   5.2  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx   9.2  xxxx  xxxx
LOS by Move:    *     *     *     *     *     *     *     *     *     B     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx    73  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx
Shrd StpDel: xxxx  58.6  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx  xxxx
Shared LOS:     *     F     *     *     *     *     *     *     *     *     *     *
ApproachDel:         58.6             0.0              0.0              0.0
ApproachLOS:            F               *                *                *

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap. (X):         0.414
Loss Time (sec):       0 (Y+R =   4 sec) Average Delay (sec/veh):        11.7
Optimal Cycle:        39                 Level Of Service:                  B
*******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     7   10   10      7   10   10      7   10   10      7   10   10
Lanes:        0  0  1  0  0     0  0  1  0  0     1  0  1  1  0     1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       5    0    1     14    1  119    194  940    3      5  731   17
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    5    0    1     14    1  119    194  940    3      5  731   17
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     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:     5    0    1     15    1  125    204  989    3      5  769   18
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    5    0    1     15    1  125    204  989    3      5  769   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 1.05 1.05   1.00 1.05 1.05
Final Vol.:     5    0    1     15    1  125    204 1039    3      5  808   19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.77 1.00 0.77   0.71 0.71 0.71   0.86 0.91 0.91   0.86 0.91 0.91
Lanes:       0.83 0.00 0.17   0.10 0.01 0.89   1.00 1.99 0.01   1.00 1.95 0.05
Final Sat.:  1216    0  243    141   10 1196   1641 3444   11   1641 3376   79
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00   0.10 0.10 0.10   0.12 0.30 0.30   0.00 0.24 0.24
Crit Moves:                   ****  ****            ****            ****
Green/Cycle: 0.07 0.00 0.10   0.21 0.24 0.24   0.23 0.62 0.62   0.07 0.45 0.45
Volume/Cap:  0.06 0.00 0.04   0.49 0.43 0.43   0.53 0.49 0.49   0.05 0.53 0.53
Uniform Del: 33.0  0.0 30.9   26.2 24.3 24.3   25.4  8.0  8.0   33.0 15.0 15.0
IncremntDel:  0.0  0.0  0.0    1.1  0.6  0.6    1.1  0.1  0.1    0.0  0.3  0.3
Delay Adj:   0.85 0.00 0.85   0.85 0.85 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   28.1  0.0 26.3   23.4 21.2 21.2   22.7  7.0  7.0   28.0 13.1 13.1
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  28.1  0.0 26.3   23.4 21.2 21.2   22.7  7.0  7.0   28.0 13.1 13.1
DesignQueue:    0    0    0     1    0    5     9   24    0      0   26    1
*******************************************************************************

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  1  0  0    0  0  1  0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:    LTR   LTR    LTR   LTR   LTR    LTR    L    RT     RT    L    RT     RT
#LnsInGrps:      1     1      1     1     1      1      1     2      2     1     2      2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12    12     12    12    12     12     12    12     12    12    12     12
% Hev Veh:            10                 10                 10                 10
Grade:                0%                 0%                 0%                 0%
Parking/Hr:           No                 No                 No                 No
Bus Stp/Hr:           0                  0                  0                  0
Area Type:    < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >
Cnfc Ped/Hr:          0                  0                  0                  10
ExclusiveRT:       Include            Include            Include            Include
% RT Prtct:           0                  0                  0                  0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      7 xxxx     7     7     7      7    xxxx    5      5    xxxx    5      5
f(lt) Case:      4 xxxx     4     4     4      4       1 xxxx xxxx       1 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00 xxxx  1.00  1.00  1.00  1.00   1.00  1.00  1.00  1.00  1.00  1.00
Hev Veh Adj:  0.91 xxxx  0.91  0.91  0.91  0.91   0.91  0.91  0.91  0.91  0.91  0.91
Grade Adj:    1.00 xxxx  1.00  1.00  1.00  1.00   1.00  1.00  1.00  1.00  1.00  1.00
Parking Adj:  1.00 xxxx  1.00  1.00  1.00  1.00   xxxx  1.00  1.00  xxxx  1.00  1.00
Bus Stp Adj:  1.00 xxxx  1.00  1.00  1.00  1.00   xxxx  1.00  1.00  xxxx  1.00  1.00
Area Adj:     1.00 xxxx  1.00  1.00  1.00  1.00   1.00  1.00  1.00  1.00  1.00  1.00
RT Adj:       0.88 xxxx  0.88  0.78  0.78  0.78   xxxx  1.00  1.00  xxxx  1.00  1.00
LT Adj:       0.96 xxxx  0.96  1.00  1.00  1.00   0.95  xxxx  xxxxx 0.95  xxxx  xxxxx
HCM Sat Adj:  0.77 1.00  0.77  0.71  0.71  0.71   0.86  0.91  0.91  0.86  0.91  0.91
Usr Sat Adj:  1.00 1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00  1.00  1.00  1.00
MLF Sat Adj:  1.00 1.00  1.00  1.00  1.00  1.00   1.00  1.00  1.00  1.00  1.00  1.00
Fnl Sat Adj:  0.77 1.00  0.77  0.71  0.71  0.71   0.86  0.91  0.91  0.86  0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <   Actuated   > > > > > > > > > > > > >
DelAdjFctr:   0.85 0.00  0.85  0.85  0.85  0.85   0.85  0.85  0.85  0.85  0.85  0.85
******************************************************************************

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	24.9	0.820	C	24.9	0.820	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	22.2	0.789	C	22.2	0.789	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	C	1.1	0.000	C	1.1	0.000	+ 0.000 V/C
# 4 Whipple Road / Shurgard Drivew	F	0.4	0.000	F	0.4	0.000	+ 0.000 V/C
# 5 Whipple Road / Wiegman Road	B	10.5	0.523	B	10.5	0.523	+ 0.000 D/V

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-------------------------------------------------------------------------------
                    Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):          0.829
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):        24.9
Optimal Cycle:      127              Level Of Service:                   C
*******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
--------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     7   10   10      7   10   10      7   10   10      7   10   10
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
--------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:     326  785  126    487  794  327    391  484  137    324  161  241
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  326  785  126    487  794  327    391  484  137    324  161  241
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     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:   343  826  133    513  836  344    412  509  144    341  169  254
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  343  826  133    513  836  344    412  509  144    341  169  254
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.03 1.05 1.00   1.03 1.05 1.00   1.10 1.10 1.10   1.05 1.05 1.00
Final Vol.:   353  868  133    528  878  344    453  560  159    358  178  254
--------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.86 0.91 0.77   0.86 0.91 0.77   0.87 0.87 0.87   0.88 0.88 0.77
Lanes:       2.00 2.00 1.00   2.00 2.00 1.00   1.16 1.43 0.41   1.34 0.66 1.00
Final Sat.:  3282 3455 1468   3282 3455 1468   1923 2380  674   2239 1112 1468
--------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.25 0.09   0.16 0.25 0.23   0.24 0.24 0.24   0.16 0.16 0.17
Crit Moves:       ****          ****             ****                        ****
Green/Cycle: 0.15 0.31 0.31   0.20 0.35 0.35   0.29 0.30 0.30   0.20 0.21 0.21
Volume/Cap:  0.72 0.82 0.30   0.82 0.72 0.66   0.82 0.79 0.79   0.79 0.76 0.82
Uniform Del: 30.8 24.4 20.1   29.3 21.3 20.8   25.3 24.6 24.6   28.9 28.2 28.6
IncremntDel:  3.5  3.7  0.1    5.8  1.5  2.2    2.8  2.2  2.2    4.5  3.3 10.9
Delay Adj:   0.85 0.85 0.85   0.85 0.85 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   29.7 24.5 17.2   30.7 19.6 19.9   24.3 23.1 23.1   29.1 27.3 35.2
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  29.7 24.5 17.2   30.7 19.6 19.9   24.3 23.1 23.1   29.1 27.3 35.2
DesignQueue:   17   36    5     24   34   13     19   23    7     17    8   12
*******************************************************************************
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Hayward Existing-PM        Tue Jan 27, 2004 15:19:20                  Page 4-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:      L     T     R     L     T     R     LTR   LTR   LTR   LT    LT    R
#UnsInGrp:       2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:            10                10                10                10
Grade:                0%                0%                0%                0%
Parking/Hr:           No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                 0                 0                 0
ExclusiveRT:       Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx  xxxx     2  xxxx  xxxx     2     5     5     5  xxxx  xxxx     2
f(lt) Case:      1  xxxx  xxxx     1  xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Hev Veh Adj:  0.91  0.91  0.91  0.91  0.91  0.91  0.91  0.91  0.91  0.91  0.91  0.91
Grade Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Parking Adj:  xxxx  xxxx  1.00  xxxx  xxxx  1.00  1.00  1.00  1.00  xxxx  xxxx  1.00
Bus Stp Adj:  xxxx  xxxx  1.00  xxxx  xxxx  1.00  1.00  1.00  1.00  xxxx  xxxx  1.00
Area Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
RT Adj:       xxxx  xxxx  0.85  xxxx  xxxx  0.85  0.98  0.98  0.98  xxxx  xxxx  0.95
LT Adj:       0.95  xxxx  xxxx  0.95  xxxx  xxxx  0.98  0.98  0.98  0.97  0.97  xxxx
HCM Sat Adj:  0.86  0.91  0.77  0.86  0.91  0.77  0.87  0.87  0.87  0.88  0.88  0.77
Usr Sat Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
MLF Sat Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Fnl Sat Adj:  0.86  0.91  0.77  0.86  0.91  0.77  0.87  0.87  0.87  0.88  0.88  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:   0.85  0.85  0.85  0.85  0.85  0.85  0.85  0.85  0.85  0.85  0.85  0.85
*******************************************************************************
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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap. (X):	0.789
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	22.2
Optimal Cycle:	108	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0	1 0	1	0 0	0 2	2 0	2	0 0	0 0	3	0 1
Volume Module: PM												
Base Vol:	205	630	238	191	0	542	513	548	0	0	868	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	630	238	191	0	542	513	548	0	0	868	233
User Adj:	1.00	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:	216	663	251	201	0	571	540	577	0	0	914	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	663	251	201	0	571	540	577	0	0	914	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	237	729	276	201	0	645	556	606	0	0	1005	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.45	0.55	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1659	2408	910	1641	0	2936	3382	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.30	0.12	0.00	0.22	0.17	0.18	0.00	0.00	0.19	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.38	0.38	0.16	0.00	0.33	0.21	0.46	0.00	0.00	0.25	0.25
Volume/Cap:	0.67	0.79	0.79	0.79	0.00	0.67	0.79	0.38	0.00	0.00	0.79	0.68
Uniform Del:	27.5	20.7	20.7	30.9	0.0	22.1	28.2	13.4	0.0	0.0	26.8	25.9
IncremntDel:	0.7	2.0	2.0	10.3	0.0	1.3	4.2	0.1	0.0	0.0	2.4	3.5
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	24.0	19.5	19.5	36.6	0.0	20.1	28.2	11.5	0.0	0.0	25.2	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	19.5	19.5	36.6	0.0	20.1	28.2	11.5	0.0	0.0	25.2	25.6
DesignQueue:	11	27	10	10	0	25	25	19	0	0	44	11

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Hayward Existing-PM        Tue Jan 27, 2004 15:19:20                  Page 6-1
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-------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:     LTR   LTR     LTR     L  xxxx     R     L     T     xxxx  xxxx     T     R
#LnsInGrps:       3     3       3     1     0     2     2     2        0     0     3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12    12      12      12    12      12    12    12       12    12    12    12
% Hev Veh:            10                    10                   10                   10
Grade:                0%                    0%                   0%                   0%
Parking/Hr:           No                    No                   No                   No
Bus Stp/Hr:           0                     0                    0                    0
Area Type:    < < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                     10                   0                    0
ExclusiveRT:      Include               Include              Include              Include
% RT Prtct:           0                     0                    0                    0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:     5     5       5     xxxx  xxxx      2     xxxx  xxxx  xxxx     xxxx  xxxx      2
f(lt) Case:     4     4       4       1   xxxx  xxxx        1   xxxx  xxxx     xxxx  xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00  1.00    1.00    1.00  xxxx  1.00    1.00  1.00  1.00     xxxx  xxxx  1.00  1.00
Hev Veh Adj:  0.91  0.91    0.91    0.91  xxxx  0.91    0.91  0.91  0.91     xxxx  xxxx  0.91  0.91
Grade Adj:    1.00  1.00    1.00    1.00  xxxx  1.00    1.00  1.00  1.00     xxxx  xxxx  1.00  1.00
Parking Adj:  1.00  1.00    1.00    xxxx  xxxx  1.00    xxxx  1.00  1.00     xxxx  xxxx  xxxx  1.00
Bus Stp Adj:  1.00  1.00    1.00    xxxx  xxxx  1.00    xxxx  1.00  1.00     xxxx  xxxx  xxxx  1.00
Area Adj:     1.00  1.00    1.00    1.00  xxxx  1.00    1.00  1.00  1.00     xxxx  xxxx  1.00  1.00
RT Adj:       0.97  0.97    0.97    xxxx  xxxx  0.85    xxxx  xxxx  xxxx     xxxx  xxxx  xxxx  0.85
LT Adj:       0.99  0.99    0.99    0.95  xxxx  xxxx    0.95  xxxx  xxxx     xxxx  xxxx  xxxx  xxxx
HCM Sat Adj:  0.87  0.87    0.87    0.86  1.00  0.77    0.86  0.91  1.00     1.00  0.91  0.77
Usr Sat Adj:  1.00  1.00    1.00    1.00  1.00  1.00    1.00  1.00  1.00     1.00  1.00  1.00
MLF Sat Adj:  1.00  1.00    1.00    1.00  1.00  1.00    1.00  1.00  1.00     1.00  1.00  1.00
Fnl Sat Adj:  0.87  0.87    0.87    0.86  1.00  0.77    0.86  0.91  1.00     1.00  0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > > > >
DelAdjFctr:   0.85  0.85    0.85    0.85  0.00  0.85    0.85  0.85  0.00     0.00  0.85  0.85
*******************************************************************************
```

```
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------------------------------------------------------------------------------
                    Level Of Service Computation Report
              1994 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #3 Whipple Road / Target Driveway
******************************************************************************
Average Delay (sec/veh):      1.1           Worst Case Level Of Service:      C
******************************************************************************
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    0  0  1! 0  0    1  0  2  0  0    0  0  2  1  0
-------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       0     0     0     4     0    81    91   926     0     0  1119    43
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    0     0     0     4     0    81    91   926     0     0  1119    43
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     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:     0     0     0     4     0    85    96   975     0     0  1178    45
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Final Vol.:     0     0     0     4     0    85    96   975     0     0  1178    45
-------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10  1.10  1.10  1.10  1.10  1.10  1.10  1.00  1.00  1.10  1.00  1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       0     0     0     5     0    94   105   975     0     0  1178    45
-------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx   3.4 xxxx   2.6   2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx   7.0 xxxx   5.5   5.5 xxxx xxxxx xxxxx xxxx xxxxx
-------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2271 xxxx   415  1223 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    27 xxxx   853   378 xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx xxxxx  0.72 xxxx  1.00  1.00 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    27 xxxx   853   378 xxxx xxxxx  xxxx xxxx xxxxx
-------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx 157.8 xxxx   4.7  12.8 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *     *     *     *     *     *     C     *     *     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx   349 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx  13.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *     *     C     *     *     *     *     *     *     *
ApproachDel:          0.0              13.8              1.2               0.0
ApproachLOS:           *                C                 *                 *

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Stargard Driveway
*******************************************************************************
Average Delay (sec/veh):      0.4           Worst Case Level Of Service:       F
*******************************************************************************
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  1! 0  0    0  0  0  0  0    0  0  1  1  0    1  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       7    0    3     0    0    0     0  929    1     2 1162    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:    7    0    3     0    0    0     0  929    1     2 1162    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:     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:     7    0    3     0    0    0     0  978    1     2 1223    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     7    0    3     0    0    0     0  978    1     2 1223    0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
% Truck/Comb:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
PCE Adj:     1.10 1.10 1.10  1.10 1.10 1.10  1.10 1.00 1.00  1.10 1.00 1.00
Cycl/Car PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Trck/Cmb PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Adj Vol.:       3    0    3     0    0    0     0  978    1     2 1223    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:  3.4 xxxx  2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  2.1 xxxx xxxxx
Critical Gp:  7.0 xxxx  5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  5.5 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2204 xxxx   489  xxxx xxxx xxxxx  xxxx xxxx xxxxx   979 xxxx xxxxx
Potent Cap.:   41 xxxx   782  xxxx xxxx xxxxx  xxxx xxxx xxxxx   511 xxxx xxxxx
Adj Cap:     1.00 xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1.00 xxxx xxxxx
Move Cap.:     41 xxxx   782  xxxx xxxx xxxxx  xxxx xxxx xxxxx   511 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:106.5 xxxx  4.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  7.1 xxxx xxxxx
LOS by Move:    *    *    *     *    *    *     *    *    *     B    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   57 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 76.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F    *     *    *    *     *    *    *     *    *    *
ApproachDel:          76.6             0.0              0.0              0.0
ApproachLOS:            F               *                *                *
```

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap. (X):          0.523
Loss Time (sec):       0 (Y+R =   4 sec) Average Delay (sec/veh):         10.5
Optimal Cycle:        48                 Level Of Service:                    B
*******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     7   10   10      7   10   10      7   10   10      7   10   10
Lanes:        1  0  0  0  0     0  0  1! 0  0     1  0  1  1  0     1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       6    0    0     33    0  171     64  881    1      2  989   10
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    6    0    0     33    0  171     64  881    1      2  989   10
User Adj:    1.00 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:     6    0    0     35    0  180     67  927    1      2 1041   11
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    6    0    0     35    0  180     67  927    1      2 1041   11
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.05 1.05   1.00 1.05 1.05
Final Vol.:     6    0    0     35    0  180     57  974    1      2 1093   11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.86 1.00 1.00   0.71 1.00 0.71   0.86 0.91 0.91   0.86 0.91 0.91
Lanes:       1.00 0.00 0.00   0.16 0.00 0.84   1.00 1.99 0.01   1.00 1.98 0.02
Final Sat.:  1641    0    0    219    0 1132   1641 3451    4   1641 3420   35
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00   0.16 0.00 0.16   0.04 0.28 0.28   0.00 0.32 0.32
Crit Moves:  ****                 ****  ****                     ****
Green/Cycle: 0.07 0.00 0.00   0.35 0.00 0.28   0.07 0.58 0.58   0.07 0.57 0.57
Volume/Cap:  0.05 0.00 0.00   0.45 0.00 0.56   0.56 0.49 0.49   0.02 0.56 0.56
Uniform Del: 33.0  0.0  0.0   18.8  0.0 23.1   34.0  9.5  9.5   32.9 10.2 10.2
IncremntDel: 0.0  0.0  0.0    0.5  0.0  1.4    4.2  0.2  0.2    0.0  0.3  0.3
Delay Adj:   0.85 0.00 0.00   0.85 0.00 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   28.0  0.0  0.0   16.5  0.0 21.0   33.1  8.3  8.3   28.0  9.0  9.0
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  28.0  0.0  0.0   16.5  0.0 21.0   33.1  8.3  8.3   28.0  9.0  9.0
DesignQueue:    0    0    0     1    0    7     4   25    0      0   28    0
*******************************************************************************

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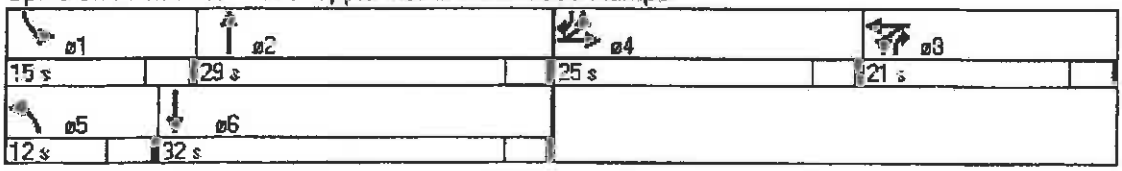
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         1  0  0  0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0.
Lane Group:     L  xxxx  xxxx    LTR  LTR   LTR     L   RT      RT     L   RT      RT
#LnsInGrps:     1     0     0      1    1     1      1    2       2     1    2       2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12     12   12    12     12   12      12    12   12      12
% Hev Veh:           10                 10                 10                 10
Grade:               0%                 0%                 0%                 0%
Parking/Hr:          No                 No                 No                 No
Bus Stp/Hr:          0                  0                  0                  0
Area Type:     < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                  0                  0                  10
ExclusiveRT:      Include            Include            Include            Include
% RT Prtct:          0                  0                  0                  0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:    xxxx xxxx  xxxx      7 xxxx      7  xxxx    5      5  xxxx     5      5
f(lt) Case:       1 xxxx  xxxx      4 xxxx      4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:    1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj:   0.91 xxxx xxxxx  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:     1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj:   1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj:   1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:      1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:        xxxx xxxx xxxxx  0.79 xxxx  0.79  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:        0.95 xxxx xxxxx  0.99 xxxx  0.99  0.95 xxxx  xxxxx 0.95 xxxx  xxxxx
HCM Sat Adj:   0.86 1.00  1.00   0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj:   1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj:   1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj:   0.86 1.00  1.00   0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:   < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > >
Signal Type:   < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > >
DelAdjFctr:    0.85 0.00  0.00   0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
******************************************************************************
```

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3219	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.991		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3219	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		56				247			55			83
Volume (vph)	223	134	96	198	307	220	261	444	51	251	416	701
Lane Group Flow (vph)	172	363	0	222	345	247	281	477	55	261	433	730
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	25.0	25.0	0.0	21.0	21.0	0.0	12.0	29.0	21.0	15.0	32.0	25.0
Act Effct Green (s)	18.9	18.9		18.2	18.2	77.0	9.1	16.6	34.7	11.1	18.5	40.5
Actuated g/C Ratio	0.25	0.25		0.24	0.24	1.00	0.12	0.22	0.45	0.14	0.24	0.53
v/c Ratio	0.44	0.44		0.56	0.83	0.16	0.69	0.63	0.07	0.53	0.51	0.84
Uniform Delay, d1	24.4	20.4		25.7	27.7	0.0	32.4	27.3	0.0	30.3	25.2	13.4
Delay	25.8	21.2		29.1	46.6	0.0	40.5	27.9	2.1	32.4	25.4	13.6
LOS	C	C		C	D	A	D	C	A	C	C	B
Approach Delay		22.7			27.7			30.5			20.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	78	68		106	178	0	72	116	0	63	99	124
Queue Length 95th (ft)	152	119		194	#362	0	#139	164	11	108	141	204
Internal Link Dist (ft)		962			480			980			161	
50th Up Block Time (%)												2%
95th Up Block Time (%)												10%
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %												
95th Bay Block Time %					33%							
Queuing Penalty (veh)					40							37

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 77
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 24.8 Intersection LOS: C
Intersection Capacity Utilization 81.4% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps

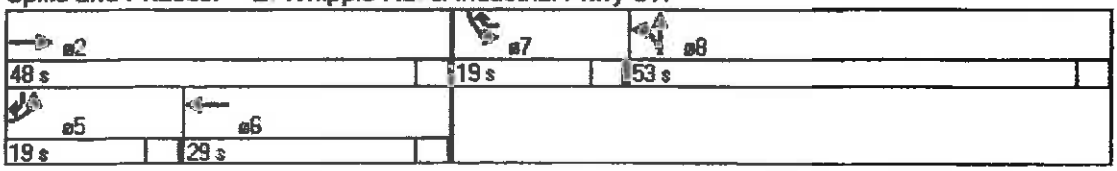


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Satd. Flow (RTOR)						102		120				280
Volume (vph)	287	583	0	0	620	253	427	599	456	144	0	430
Lane Group Flow (vph)	346	702	0	0	729	298	491	1213	0	173	0	518
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	19.0	48.0	0.0	0.0	29.0	19.0	53.0	53.0	0.0	19.0	0.0	19.0
Act Effct Green (s)	15.3	48.1			29.8	47.6	48.2	48.2		14.8		30.1
Actuated g/C Ratio	0.13	0.40			0.25	0.40	0.40	0.40		0.12		0.25
v/c Ratio	0.79	0.50			0.58	0.43	0.76	0.90		0.79		0.57
Uniform Delay, d1	50.8	26.8			39.5	16.5	31.0	30.2		51.1		8.9
Delay	52.5	27.9			35.5	15.1	31.3	32.1		56.6		9.1
LOS	D	C			D	B	C	C		E		A
Approach Delay		36.1			29.6			31.9				
Approach LOS		D			C			C				
Queue Length 50th (ft)	135	221			150	87	345	428		131		51
Queue Length 95th (ft)	171	252			173	125	468	503		#200		72
Internal Link Dist (ft)		860			400			994			920	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %							24%	30%				
95th Bay Block Time %							33%	34%				
Queuing Penalty (veh)							174	155				

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 60 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 30.6 Intersection LOS: C
Intersection Capacity Utilization 80.3% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3536	0	1770	3529	0	0	1749	0	0	1631	0
Flt Permitted	0.950			0.950				0.813			0.976	
Satd. Flow (perm)	1770	3536	0	1770	3529	0	0	1481	0	0	1600	0
Satd. Flow (RTOR)		1			5			2			131	
Volume (vph)	194	940	3	5	731	17	5	0	1	14	1	119
Lane Group Flow (vph)	240	1164	0	5	822	0	0	12	0	0	147	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Total Split (s)	13.0	33.0	0.0	12.0	32.0	0.0	15.0	15.0	0.0	15.0	15.0	0.0
Act Effct Green (s)	9.9	46.5		5.7	34.9			8.1			8.1	
Actuated g/C Ratio	0.17	0.78		0.10	0.58			0.14			0.14	
v/c Ratio	0.82	0.42		0.03	0.40			0.06			0.45	
Uniform Delay, d1	24.2	4.1		28.0	7.2			19.6			2.6	
Delay	31.8	5.7		24.6	8.0			19.7			6.5	
LOS	C	A		C	A			B			A	
Approach Delay		10.1			8.1			19.7			6.5	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)	116	143		2	77			3			4	
Queue Length 95th (ft)	m#150	184		10	137			6			42	
Internal Link Dist (ft)		600			1343			446			963	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	115			100								
50th Bay Block Time %	6%	9%										
95th Bay Block Time %	17%	15%			20%							
Queuing Penalty (veh)	65	28										

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 45 (75%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 9.2 Intersection LOS: A
Intersection Capacity Utilization 57.0% ICU Level of Service A
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.

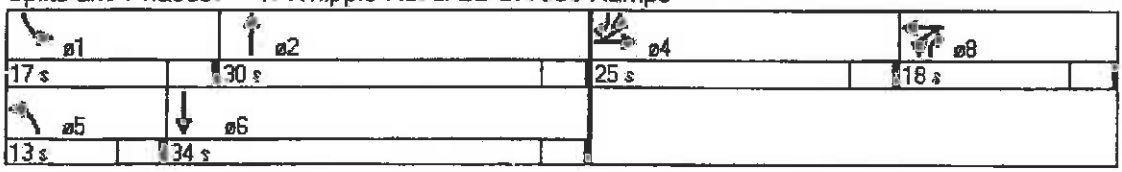
Electronic Superstore and Retail Center TIA
1: Whipple Rd. & SB SR 880 Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3272	0	1681	1740	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.995		0.950	0.983		0.950			0.950		
Satd. Flow (perm)	1610	3272	0	1681	1740	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		30				268			41			169
Volume (vph)	391	484	137	324	161	241	326	785	126	487	794	327
Lane Group Flow (vph)	372	778	0	262	277	268	362	872	140	529	863	355
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	25.0	25.0	0.0	18.0	18.0	0.0	13.0	30.0	18.0	17.0	34.0	25.0
Act Effct Green (s)	22.0	22.0		15.0	15.0	88.9	10.0	25.9	40.9	14.0	29.9	54.9
Actuated g/C Ratio	0.25	0.25		0.17	0.17	1.00	0.11	0.29	0.46	0.16	0.34	0.62
v/c Ratio	0.93	0.94		0.92	0.94	0.17	0.94	0.85	0.19	0.98	0.73	0.34
Uniform Delay, d1	32.7	31.4		36.4	36.5	0.0	39.1	29.6	5.0	37.3	25.9	3.9
Delay	57.5	45.7		66.1	69.5	0.0	65.2	31.4	5.1	66.2	26.2	4.1
LOS	E	D		E	E	A	E	C	A	E	C	A
Approach Delay		49.5			45.3			37.6			33.8	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	228	231		156	166	0	107	241	16	156	221	36
Queue Length 95th (ft)	#403	#341		#310	#327	0	#192	315	34	#261	290	83
Internal Link Dist (ft)		899			480			929			161	
50th Up Block Time (%)										2%	20%	
95th Up Block Time (%)										39%	31%	
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %								15%				
95th Bay Block Time %					25%			28%			7%	
Queuing Penalty (veh)					34			76		102	239	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 88.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 40.2 Intersection LOS: D
Intersection Capacity Utilization 89.3% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps



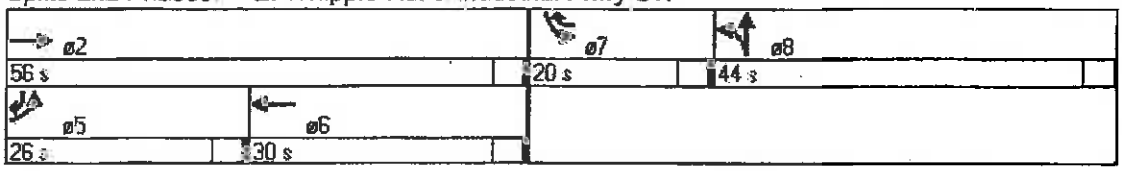
Electronic Superstore and Retail Center TIA
2: Whipple Rd. & Industrial Pkwy SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3251	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3251	0	1770	0	2787
Satd. Flow (RTOR)						49		46				480
Volume (vph)	513	548	0	0	868	233	205	630	238	191	0	542
Lane Group Flow (vph)	552	589	0	0	954	256	236	998	0	193	0	547
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	26.0	56.0	0.0	0.0	30.0	20.0	44.0	44.0	0.0	20.0	0.0	26.0
Act Effct Green (s)	22.2	55.4			30.2	49.1	39.7	39.7		15.9		38.1
Actuated g/C Ratio	0.19	0.46			0.25	0.41	0.33	0.33		0.13		0.32
v/c Ratio	0.87	0.36			0.75	0.38	0.44	0.90		0.82		0.45
Uniform Delay, d1	47.5	20.8			41.3	19.6	31.4	36.4		50.7		1.8
Delay	51.1	21.6			39.6	18.2	31.6	39.2		58.0		2.3
LOS	D	C			D	B	C	D		E		A
Approach Delay		35.9			35.1			37.7				
Approach LOS		D			D			D				
Queue Length 50th (ft)	214	157			235	88	153	342		146		11
Queue Length 95th (ft)	#298	204			268	141	226	406		#259		35
Internal Link Dist (ft)		860			400			924			894	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %					4%			24%				
95th Bay Block Time %					14%		7%	30%		8%		
Queuing Penalty (veh)					23		17	63		11		

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 75 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 32.9 Intersection LOS: C
Intersection Capacity Utilization 81.9% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	0	1770	3536	0	0	1770	0	0	1639	0
Flt Permitted	0.950			0.950				0.394			0.954	
Satd. Flow (perm)	1770	3539	0	1770	3536	0	0	734	0	0	1576	0
Satd. Flow (RTOR)					2						222	
Volume (vph)	64	881	1	2	989	10	6	0	0	33	0	171
Lane Group Flow (vph)	74	1014	0	2	1110	0	0	8	0	0	265	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Total Split (s)	12.0	32.0	0.0	12.0	32.0	0.0	16.0	16.0	0.0	16.0	16.0	0.0
Act Effct Green (s)	7.6	43.2		5.6	38.0			9.0			9.0	
Actuated g/C Ratio	0.13	0.72		0.09	0.63			0.15			0.15	
v/c Ratio	0.33	0.40		0.01	0.50			0.07			0.62	
Uniform Delay, d1	25.7	4.7		28.0	6.7			21.9			3.6	
Delay	23.8	3.3		24.5	8.0			20.2			5.9	
LOS	C	A		C	A			C			A	
Approach Delay		4.7			8.0			20.2			5.9	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	32	25		1	112			3			13	
Queue Length 95th (ft)	m51	117		6	186			10			43	
Internal Link Dist (ft)		600			1343			351			892	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	115			100								
50th Bay Block Time %					12%							
95th Bay Block Time %		4%			26%							
Queuing Penalty (veh)		1										

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 67.6% ICU Level of Service B
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.

Traffic Signal Warrant Analysis

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS

01/27/04

MAJOR STREET	Whipple Road	# OF APPROACH LANES	2
MINOR STREET	Target Dwy & Electronic Superstore Dwy	# OF APPROACH LANES	1
CITY, STATE	Hayward, CA		

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N). N

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N) N

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 MAIN LINE	WARRANT 1 SIDE STREET	WARRANT 1 BOTH MET	WARRANT 2 MAIN LINE	WARRANT 2 SIDE STREET	WARRANT 2 BOTH MET	WARRANT 9	WARRANT 11
THRESHOLD VALUES			600	150		900	75			
06:00 AM TO 07:00 AM										
07:00 AM TO 08:00 AM	2,061	30	Y			Y				
08:00 AM TO 09:00 AM										
09:00 AM TO 10:00 AM										
10:00 AM TO 11:00 AM										
11:00 AM TO 12:00 PM										
12:00 PM TO 01:00 PM										
01:00 PM TO 02:00 PM										
02:00 PM TO 03:00 PM										
03:00 PM TO 04:00 PM										
04:00 PM TO 05:00 PM										
05:00 PM TO 06:00 PM	2,262	103	Y			Y	Y	Y	Y	Y
06:00 PM TO 07:00 PM										
07:00 PM TO 08:00 PM										
08:00 PM TO 09:00 PM										
09:00 PM TO 10:00 PM										
	4,213	133	2	0	0	2	1	1	1	1
			8 HOURS NEEDED NOT SATISFIED			8 HOURS NEEDED NOT SATISFIED			4 HRS NEEDED NOT SATISFIED	1 HR NEEDED SATISFIED

WARRANT 1 – Minimum Vehicular Volume Warrant (8 hours)

WARRANT 2 – Interruption to Continuous Traffic (8 hours)

WARRANT 9 – Four Hour Volume Warrant - Figure 4-7

WARRANT 11 – Peak Hour Volume Warrant - Figure 4-5

Conditions: Based on 1996 Caltrans Traffic Manual, Updated 11/02

K:\097181000 - Hayward Batavia Holdings TIA - JEW\Analysis\[ElectronicSuperstore Warrant.xls]Exist+Proj Int#3

Existing + Project
(TRAFFIX and Synchro Software)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	23.9	0.908	C	23.9	0.908	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	20.5	0.757	C	20.5	0.757	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	A	3.7	0.401	A	3.7	0.401	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	B	0.0	0.000	B	0.0	0.000	+ 0.000 V/C
# 5 Whipple Road / Wiegman Road	B	11.8	0.414	B	11.8	0.414	+ 0.000 D/V

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Cycle (sec):	95	Critical Vol./Cap. (X):	0.908
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0 2	0	1	2 0 2	0	1	1 1 0	1	0	1 1 0	0	1
Volume Module: AM												
Base Vol:	261	445	51	248	417	702	224	184	96	198	307	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	445	51	248	417	702	224	184	96	198	307	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	275	468	54	261	439	739	236	194	101	208	323	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	468	54	261	439	739	236	194	101	208	323	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	283	492	54	269	461	739	259	213	111	219	339	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.86	0.86	0.86	0.89	0.89	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.33	1.10	0.57	1.00	1.00	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	2189	1798	938	1693	1693	1468
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.04	0.08	0.13	0.50	0.12	0.12	0.12	0.13	0.20	0.16
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.41	0.41	0.24	0.55	0.55	0.13	0.17	0.17	0.18	0.22	0.22
Volume/Cap:	0.91	0.35	0.09	0.35	0.24	0.91	0.91	0.71	0.71	0.71	0.91	0.72
Uniform Del:	32.4	14.6	13.0	22.9	8.3	14.5	31.0	28.4	28.4	27.7	27.4	26.1
IncremntDel:	20.4	0.1	0.0	0.1	0.0	10.1	12.1	1.9	1.9	2.0	12.5	5.3
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	47.9	12.4	11.0	19.6	7.1	22.4	38.4	26.0	26.0	25.5	35.8	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.9	12.4	11.0	19.6	7.1	22.4	38.4	26.0	26.0	25.5	35.8	27.5
DesignQueue:	14	16	2	11	11	19	12	10	5	10	15	10

Traffix 7.5.0715 (c) 2002 Dowling Assoc. Licensed to KIMLEY-HORN, PLSNTN, CA

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                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
********************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:     L     T     R     L     T     R    LTR   LTR   LTR    LT    LT     R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                 0
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:      1 xxxx xxxx     1 xxxx xxxx     4     4     4     4     4 xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  0.97 0.97  0.97  xxxx xxxx  0.85
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.98 0.98 xxxxx
HCM Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
********************************************************************************

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap. (X):	0.757
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	20.5
Optimal Cycle:	94	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0	1 0	1	0 0	0 2	2	0 2	0 0	0	0 3	0 1
Volume Module: AM												
Base Vol:	427	599	459	148	0	430	287	588	0	0	616	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	599	459	148	0	430	287	588	0	0	616	256
User Adj:	1.00	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:	449	631	483	156	0	453	302	619	0	0	648	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	631	483	156	0	453	302	619	0	0	648	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	494	694	531	156	0	511	311	650	0	0	713	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.13	0.87	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1625	1839	1410	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.30	0.38	0.38	0.09	0.00	0.17	0.09	0.19	0.00	0.00	0.14	0.18
Crit Moves:	****					****	****					****
Green/Cycle:	0.40	0.51	0.51	0.13	0.00	0.23	0.13	0.37	0.00	0.00	0.24	0.24
Volume/Cap:	0.76	0.75	0.75	0.75	0.00	0.76	0.76	0.51	0.00	0.00	0.57	0.76
Uniform Del:	19.5	14.9	14.9	32.0	0.0	27.3	32.1	18.7	0.0	0.0	25.3	26.7
IncremntDel:	1.1	1.0	1.0	9.2	0.0	3.4	5.4	0.3	0.0	0.0	0.5	6.1
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	17.7	13.7	13.7	36.4	0.0	26.6	32.7	16.2	0.0	0.0	22.0	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:	17.7	13.7	13.7	36.4	0.0	26.6	32.7	16.2	0.0	0.0	22.0	28.9
DesignQueue:	18	21	16	8	0	23	15	24	0	0	31	12

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                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
********************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
********************************************************************************
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  1  0  1  0     1  0  0  0  2     2  0  2  0  0     0  0  3  0  1
Lane Group:   LTR  LTR   LTR     L  xxxx    R     L     T   xxxx  xxxx    T     R
#LnsInGrps:     3    3     3     1     0     2     2     2     0     0     3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12    12   12    12    12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:        10                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:      4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.95 0.95  0.95  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
********************************************************************************

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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
*******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap. (X):          0.390
Loss Time (sec):       0 (Y+R =  4 sec)  Average Delay (sec/veh):          3.7
Optimal Cycle:        37                 Level Of Service:                   A
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     7   10   10      7   10   10      7   10   10      7   10   10
Lanes:        0 1  0  0 1     0 1  0  0 1     1 0  1  1 0     1 0  2  1 0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:      17    0    2     11    0   11     40 1126   24      5  848   12
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:   17    0    2     11    0   11     40 1126   24      5  848   12
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     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:    18    0    2     12    0   12     42 1185   25      5  893   13
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:   18    0    2     12    0   12     42 1185   25      5  893   13
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.05 1.05   1.00 1.10 1.10
Final Vol.:    18    0    2     12    0   12     42 1245   27      5  982   14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.86 1.00 0.77   0.86 1.00 0.77   0.86 0.91 0.91   0.86 0.91 0.91
Lanes:       1.00 0.00 1.00   1.00 0.00 1.00   1.00 1.96 0.04   1.00 2.96 0.04
Final Sat.:  1641    0 1468   1641    0 1468   1641 3382   72   1641 5110   72
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.00 0.00   0.01 0.00 0.01   0.03 0.37 0.37   0.00 0.19 0.19
Crit Moves:  ****                 ****             ****             ****
Green/Cycle: 0.07 0.00 0.10   0.07 0.00 0.10   0.07 0.76 0.76   0.07 0.76 0.76
Volume/Cap:  0.16 0.00 0.01   0.10 0.00 0.08   0.37 0.48 0.48   0.05 0.25 0.25
Uniform Del: 33.2  0.0 30.8   33.1  0.0 31.0   33.7  3.5  3.5   33.0  2.7  2.7
IncremntDel:  0.1  0.0  0.0    0.0  0.0  0.0    0.9  0.1  0.1    0.0  0.0  0.0
Delay Adj:   0.85 0.00 0.85   0.85 0.00 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   28.3  0.0 26.2   28.1  0.0 26.4   29.6  3.1  3.1   28.0  2.3  2.3
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  28.3  0.0 26.2   28.1  0.0 26.4   29.6  3.1  3.1   28.0  2.3  2.3
DesignQueue:    1    0    0      1    0    1      2   18    0      0   14    0
*******************************************************************************
```

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
********************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    1  0  2  1  0
Lane Group:   LT    LT    R    LT    LT    R    L    RT    RT    L    RT    RT
#LnsInGrps:    1     1     1     1     1     1     1     2     2     1     3     3
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                 0                 0                 0
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx xxxx     2  xxxx xxxx     2  xxxx    5     5  xxxx    5     5
f(lt) Case:      4 xxxx xxxx     4 xxxx xxxx     1 xxxx xxxx     1 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.86 1.00  0.77  0.86 1.00  0.77  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  0.77  0.86 1.00  0.77  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
********************************************************************************
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                        Level Of Service Computation Report
                  1994 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
********************************************************************************
Average Delay (sec/veh):      0.0           Worst Case Level Of Service:       B
********************************************************************************
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  1     0  0  0  0  0     0  0  1  1  0     0  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       0     0    11      0     0     0      0  1129     6      0  853     0
Growth Adj:  1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00   1.00  1.00  1.00
Initial Bse:    0     0    11      0     0     0      0  1129     6      0  853     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:     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:     0     0    12      0     0     0      0  1188     6      0  898     0
Reduct Vol:     0     0     0      0     0     0      0     0     0      0     0     0
Final Vol.:     0     0    12      0     0     0      0  1188     6      0  898     0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
% Truck/Comb:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
PCE Adj:     1.10  1.10  1.10   1.10  1.10  1.10   1.10  1.00  1.00   1.10  1.00  1.00
Cycl/Car PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Trck/Cmb PCE:   xxxx  xxxx       xxxx  xxxx       xxxx  xxxx       xxxx  xxxx
Adj Vol.:       0     0    13      0     0     0      0  1188     6      0  898     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   597  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   690  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   690  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx   5.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *     *     B     *     *     *      *     *     *      *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *     *     *     *      *     *     *      *     *     *
ApproachDel:          5.3              0.0              0.0              0.0
ApproachLOS:           B                *                *                *


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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

****

Intersection #5 Whipple Road / Wiegman Road

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 39 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module: AM												
Base Vol:	5	0	1	14	1	120	194	937	3	5	732	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	1	14	1	120	194	937	3	5	732	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	5	0	1	15	1	126	204	986	3	5	771	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	1	15	1	126	204	986	3	5	771	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	1.05	1.05	1.00	1.05	1.05
Final Vol.:	5	0	1	15	1	126	204	1036	3	5	809	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.77	0.71	0.71	0.71	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	0.83	0.00	0.17	0.10	0.01	0.89	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1216	0	243	140	10	1198	1641	3444	11	1641	3376	78
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.11	0.12	0.30	0.30	0.00	0.24	0.24
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.00	0.10	0.22	0.25	0.25	0.23	0.61	0.61	0.07	0.45	0.45
Volume/Cap:	0.06	0.00	0.04	0.49	0.43	0.43	0.53	0.49	0.49	0.05	0.53	0.53
Uniform Del:	33.0	0.0	30.9	26.1	24.2	24.2	25.5	8.1	8.1	33.0	15.1	15.1
IncremntDel:	0.0	0.0	0.0	1.1	0.6	0.6	1.1	0.1	0.1	0.0	0.3	0.3
Delay Adj:	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.1	0.0	26.3	23.3	21.1	21.1	22.8	7.0	7.0	28.0	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	0.0	26.3	23.3	21.1	21.1	22.8	7.0	7.0	28.0	13.1	13.1
DesignQueue:	0	0	0	1	0	5	9	24	0	0	26	1

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                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
********************************************************************************
Intersection #5 Whipple Road / Wiegman Road
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:   LTR  LTR   LTR   LTR  LTR   LTR    L   RT    RT    L   RT    RT
#LnsInGrps:     1    1     1     1    1     1    1    2     2    1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12   12   12    12   12   12    12
% Hev Veh:          10                10                10                10
Grade:              0%                0%                0%                0%
Parking/Hr:         No                No                No                No
Bus Stp/Hr:          0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:          0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      7 xxxx     7     7    7     7  xxxx    5     5  xxxx    5     5
f(lt) Case:      4 xxxx     4     4    4     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj:  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:    1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj:  1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj:  1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:     1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:       0.88 xxxx  0.88  0.78 0.78  0.78  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:       0.96 xxxx  0.96  1.00 1.00  1.00  0.95 xxxx  xxxxx 0.95 xxxx  xxxxx
HCM Sat Adj:  0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj:  0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <   Actuated   > > > > > > > > > > > > > >
DelAdjFctr:   0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
********************************************************************************

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	D	25.3	0.836	D	25.3	0.836	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	22.7	0.810	C	22.7	0.810	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	C	16.9	0.797	C	16.9	0.797	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	A	0.0	0.000	A	0.0	0.000	+ 0.000 V/C
# 5 Whipple Road / Wiegman Road	B	10.5	0.527	B	10.5	0.527	+ 0.000 D/V

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.836
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	25.3
Optimal Cycle:	139	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: PM												
Base Vol:	326	788	126	500	797	330	394	484	137	324	161	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	788	126	500	797	330	394	484	137	324	161	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	343	829	133	526	839	347	415	509	144	341	169	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	829	133	526	839	347	415	509	144	341	169	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	353	871	133	542	881	347	456	560	159	358	178	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.87	0.87	0.87	0.88	0.88	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.16	1.44	0.40	1.34	0.66	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	1932	2373	672	2239	1112	1468
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.09	0.17	0.25	0.24	0.24	0.24	0.24	0.16	0.16	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.30	0.30	0.20	0.35	0.35	0.28	0.30	0.30	0.20	0.22	0.22
Volume/Cap:	0.73	0.84	0.30	0.84	0.73	0.67	0.84	0.79	0.79	0.79	0.73	0.84
Uniform Del:	30.9	24.8	20.4	29.3	21.5	21.0	25.6	24.5	24.5	28.8	27.7	28.4
IncremntDel:	3.7	4.3	0.1	6.5	1.5	2.4	3.2	2.1	2.1	4.4	2.7	11.8
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	30.0	25.3	17.4	31.4	19.8	20.2	25.0	22.9	22.9	28.9	26.2	36.0
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:	30.0	25.3	17.4	31.4	19.8	20.2	25.0	22.9	22.9	28.9	26.2	36.0
DesignQueue:	17	36	5	25	34	13	19	23	7	16	8	12

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Level Of Service Detailed Computation Report
1994 HCM Operations Method
Base Volume Alternative

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
HCM Ops Adjusted Lane Utilization Module:												
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Lane Group:	L	T	R	L	T	R	LTR	LTR	LTR	LT	LT	R
#LnsInGrps:	2	2	1	2	2	1	3	3	3	2	2	1
HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
% Hev Veh:		10			10			10			10	
Grade:		0%			0%			0%			0%	
Parking/Hr:		No			No			No			No	
Bus Stp/Hr:		0			0			0			0	
Area Type:	< < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >											
Cnft Ped/Hr:		0			10			0			0	
ExclusiveRT:		Include			Include			Include			Include	
% RT Prtct:		0			0			0			0	
HCM Ops f(rt) and f(lt) Adj Case Module:												
f(rt) Case:	xxxx	xxxx	2	xxxx	xxxx	2	5	5	5	xxxx	xxxx	2
f(lt) Case:	1	xxxx	xxxx	1	xxxx	xxxx	4	4	4	4	4	xxxx
HCM Ops Saturation Adj Module:												
Ln Wid Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hev Veh Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Grade Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	1.00	1.00	1.00	xxxx	xxxx	1.00
Bus Stp Adj:	xxxx	xxxx	1.00	xxxx	xxxx	1.00	1.00	1.00	1.00	xxxx	xxxx	1.00
Area Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
RT Adj:	xxxx	xxxx	0.85	xxxx	xxxx	0.85	0.98	0.98	0.98	xxxx	xxxx	0.85
LT Adj:	0.95	xxxx	xxxxx	0.95	xxxx	xxxxx	0.98	0.98	0.98	0.97	0.97	xxxxx
HCM Sat Adj:	0.86	0.91	0.77	0.86	0.91	0.77	0.87	0.87	0.87	0.88	0.88	0.77
Usr Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
NLF Sat Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fnl Sat Adj:	0.86	0.91	0.77	0.86	0.91	0.77	0.87	0.87	0.87	0.88	0.88	0.77
Delay Adjustment Factor Module:												
Coordinated:	< < < < < < < < < < < < < < < < No > > > > > > > > > > > > > > > >											
Signal Type:	< < < < < < < < < < < < < < < < Actuated > > > > > > > > > > > > > > > >											
DelAdjFctr:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85

Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap. (X):	0.810
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	22.7
Optimal Cycle:	120	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0	1 0	1 0	0	0 2	2 0	2	0 0	0 0	3	0 1
Volume Module: PM												
Base Vol:	205	630	251	200	0	542	513	567	0	0	900	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	630	251	200	0	542	513	567	0	0	900	243
User Adj:	1.00	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:	216	663	264	211	0	571	540	597	0	0	947	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	663	264	211	0	571	540	597	0	0	947	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	237	729	291	211	0	645	556	627	0	0	1042	256
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.86	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.43	0.57	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1642	2348	935	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.13	0.00	0.22	0.17	0.18	0.00	0.00	0.20	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.38	0.38	0.16	0.00	0.33	0.21	0.46	0.00	0.00	0.25	0.25
Volume/Cap:	0.67	0.81	0.81	0.81	0.00	0.67	0.81	0.40	0.00	0.00	0.81	0.70
Uniform Del:	27.4	20.9	20.9	30.9	0.0	22.1	28.6	13.6	0.0	0.0	26.9	26.0
IncrementDel:	0.7	2.4	2.4	11.7	0.0	1.3	5.0	0.1	0.0	0.0	2.8	4.1
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	23.9	20.1	20.1	37.9	0.0	20.0	29.3	11.7	0.0	0.0	25.7	26.2
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:	23.9	20.1	20.1	37.9	0.0	20.0	29.3	11.7	0.0	0.0	25.7	26.2
DesignQueue:	11	27	11	10	0	25	25	20	0	0	46	11

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                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
********************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:   LTR  LTR   LTR    L  xxxx   R      L    T   xxxx  xxxx   T     R
#LnsInGrps:     3    3     3    1     0     2     2    2      0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12    12    12    12   12    12    12   12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         10                 0                 0                10
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:      4    4     4     1 xxxx xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.96 0.96  0.96  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.86 0.86  0.86  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.86  0.86  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
********************************************************************************

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Hayward Exist + Proj - PM  Mon Feb 23, 2004 14:15:19                    Page 7-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
********************************************************************************
Cycle (sec):         100                 Critical Vol./Cap. (X):          0.739
Loss Time (sec):       0 (Y+R =  4 sec)  Average Delay (sec/veh):         13.4
Optimal Cycle:        87                 Level Of Service:                    B
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      7   10   10      7   10   10      7   10   10      7   10   10
Lanes:         0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    0  1  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       78    0   15     24    0   81     91  905   74     13 1124   43
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    78    0   15     24    0   81     91  905   74     13 1124   43
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      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:     82    0   16     25    0   85     96  953   78     14 1183   45
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    82    0   16     25    0   85     96  953   78     14 1183   45
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.05 1.05   1.10 1.10 1.10
Final Vol.:     82    0   16     25    0   85     96 1000   82     15 1301   50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.86 1.00 0.77   0.47 1.00 0.42   0.86 0.90 0.90   0.90 0.90 0.90
Lanes:        1.00 0.00 1.00   1.00 0.00 1.00   1.00 1.85 0.15   0.03 2.86 0.11
Final Sat.:   1641    0 1468    898    0  803   1641 3161  259     57 4887  187
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.05 0.00 0.01   0.03 0.00 0.11   0.06 0.32 0.32   0.27 0.27 0.27
Crit Moves:   ****                    ****             ****             ****
Green/Cycle:  0.07 0.00 0.14   0.07 0.00 0.14   0.07 0.43 0.43   0.36 0.72 0.72
Volume/Cap:   0.71 0.00 0.08   0.40 0.00 0.74   0.83 0.74 0.74   0.74 0.37 0.37
Uniform Del: 34.6  0.0 28.2   33.8  0.0 31.2   34.9 18.2 18.2   21.2  4.2  4.2
IncremntDel: 12.4  0.0  0.0    2.2  0.0 14.5   25.6  1.4  1.4    1.1  0.0  0.0
Delay Adj:    0.85 0.00 0.85   0.85 0.00 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   41.8  0.0 24.0   31.0  0.0 41.1   55.3 16.9 16.9   19.2  3.6  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:  41.8  0.0 24.0   31.0  0.0 41.1   55.3 16.9 16.9   19.2  3.6  3.6
DesignQueue:    4    0    1      1    0    4      5   34    3      1   22    1
********************************************************************************
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Hayward Exist + Proj - PM  Mon Feb 23, 2004 14:15:19                    Page 8-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    0  1  1  1  0
Lane Group:   LT    LT    R    LT    LT    R    L    RT    RT   LTR   LTR   LTR
#LnsInGrps:    1     1     1     1     1     1     1     2     2     3     3     3
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                101                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                 0                 0                 0
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2  xxxx     5     5     5     5     5
f(lt) Case:     4 xxxx xxxx        4 xxxx xxxx        1 xxxx xxxx     4     4     4
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.50 xxxx  0.50  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  1.00 1.00  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  1.00 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  xxxx 0.99  0.99  0.99 0.99  0.99
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx  1.00 1.00  1.00
HCM Sat Adj: 0.86 1.00  0.77  0.47 1.00  0.42  0.86 0.90  0.90  0.90 0.90  0.90
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  0.77  0.47 1.00  0.42  0.86 0.90  0.90  0.90 0.90  0.90
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <   Actuated   > > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
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Hayward Exist + Proj - PM  Thu Feb 12, 2004 13:56:16                    Page 9-1
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                    Level Of Service Computation Report
              1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):      0.0           Worst Case Level Of Service:       A
*******************************************************************************
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  1    0  0  0  0  0    0  0  1  1  0    0  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       0    0   10     0    0    0     0  940    3     0 1162    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0   10     0    0    0     0  940    3     0 1162    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:     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:     0    0   11     0    0    0     0  989    3     0 1223    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     0    0   11     0    0    0     0  989    3     0 1223    0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
% Truck/Comb:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
PCE Adj:     1.10 1.10 1.10  1.10 1.10 1.10  1.10 1.00 1.00  1.10 1.00 1.00
Cycl/Car PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Trck/Cmb PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Adj Vol.:       0    0   12     0    0    0     0  989    3     0 1223    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx  2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx  5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx  496  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx  776  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx 1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx  776  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx  4.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    A     *    *    *     *    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:          4.7              0.0              0.0              0.0
ApproachLOS:            A                *                *                *


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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #5 Whipple Road / Wiegman Road

Cycle (sec):	100	Critical Vol./Cap. (X):	0.527	
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	10.5	
Optimal Cycle:	48	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 0	0	0 0	0	0	1! 0	0	1	0 1	0	1	1 0
Volume Module: PM												
Base Vol:	6	0	0	33	0	172	66	886	1	2	993	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	0	33	0	172	66	886	1	2	993	10
User Adj:	1.00	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:	6	0	0	35	0	181	69	933	1	2	1045	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	35	0	181	69	933	1	2	1045	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.05	1.05	1.00	1.05	1.05
Final Vol.:	6	0	0	35	0	181	69	979	1	2	1098	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	1.00	0.71	1.00	0.71	0.86	0.91	0.91	0.86	0.91	0.91
Lanes:	1.00	0.00	0.00	0.16	0.00	0.84	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1641	0	0	217	0	1133	1641	3451	4	1641	3420	34
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.04	0.28	0.28	0.00	0.32	0.32
Crit Moves:	****					****	****				****	
Green/Cycle:	0.07	0.00	0.00	0.35	0.00	0.28	0.08	0.58	0.58	0.07	0.57	0.57
Volume/Cap:	0.05	0.00	0.00	0.45	0.00	0.56	0.56	0.49	0.49	0.02	0.56	0.56
Uniform Del:	33.0	0.0	0.0	18.9	0.0	23.2	33.9	9.5	9.5	32.9	10.3	10.3
IncrmntDel:	0.0	0.0	0.0	0.5	0.0	1.4	4.2	0.2	0.2	0.0	0.3	0.3
Delay Adj:	0.85	0.00	0.00	0.85	0.00	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	28.0	0.0	0.0	16.5	0.0	21.1	33.0	8.3	8.3	28.0	9.1	9.1
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:	28.0	0.0	0.0	16.5	0.0	21.1	33.0	8.3	8.3	28.0	9.1	9.1
DesignQueue:	0	0	0	1	0	7	4	25	0	0	28	0

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Hayward Existing + Project Tue Jan 27, 2004 15:47:32                    Page 10-1
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                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
********************************************************************************
Intersection #5 Whipple Road / Wiegman Road
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  0  0  0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:     L   xxxx  xxxx   LTR  LTR   LTR    L   RT    RT    L   RT    RT
#LnsInGrps:     1     0     0     1    1     1    1    2     2     1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12   12    12   12   12    12    12   12    12
% Hev Veh:           10                10              10                10
Grade:               0%                0%              0%                0%
Parking/Hr:          No                No              No                No
Bus Stp/Hr:           0                 0               0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                 0               0                10
ExclusiveRT:      Include           Include         Include           Include
% RT Prtct:           0                 0               0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx xxxx  xxxx     7 xxxx     7  xxxx    5     5  xxxx    5     5
f(lt) Case:      1 xxxx  xxxx     4 xxxx     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj:  0.91 xxxx xxxxx  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:    1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj:  1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj:  1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:     1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:       xxxx xxxx xxxxx  0.79 xxxx  0.79  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:       0.95 xxxx xxxxx  0.99 xxxx  0.99  0.95 xxxx  xxxxx 0.95 xxxx xxxxx
HCM Sat Adj:  0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj:  0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:   0.85 0.00  0.00  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
********************************************************************************

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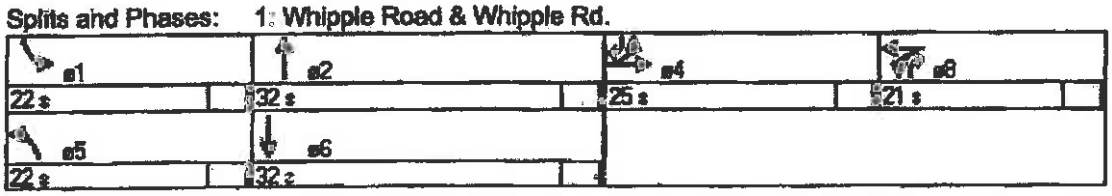
Electronic Superstore and Retail Center TIA
1: Whipple Road & Whipple Rd.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3219	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.991		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3219	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		48				251			55			122
Volume (vph)	224	184	96	198	307	223	261	445	51	248	417	702
Lane Group Flow (vph)	172	364	0	222	345	251	281	478	55	258	434	731
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	25.0	25.0	0.0	21.0	21.0	0.0	22.0	32.0	21.0	22.0	32.0	25.0
Act Effct Green (s)	19.2	19.2		18.4	18.4	79.0	12.8	16.8	35.2	12.4	16.4	38.6
Actuated g/C Ratio	0.24	0.24		0.23	0.23	1.00	0.16	0.21	0.45	0.16	0.21	0.49
v/c Ratio	0.44	0.44		0.57	0.84	0.16	0.50	0.63	0.07	0.48	0.59	0.87
Uniform Delay, d1	25.2	21.7		26.6	28.7	0.0	30.1	28.2	0.0	30.2	28.2	14.6
Delay	27.2	22.8		31.6	51.5	0.0	31.6	29.0	2.2	31.9	29.1	16.3
LOS	C	C		C	D	A	C	C	A	C	C	B
Approach Delay		24.2			30.3			28.1			23.0	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	79	71		107	180	0	68	117	0	62	106	257
Queue Length 95th (ft)	163	131		#212	#393	0	114	176	7	107	161	#227
Internal Link Dist (ft)		940			460			843			161	
50th Up Block Time (%)												20%
95th Up Block Time (%)											3%	11%
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %												
95th Bay Block Time %					38%							
Queuing Penalty (veh)					48							113

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 79
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 26.0 — Intersection LOS: C
Intersection Capacity Utilization 81.4% — ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Road & Whipple Rd.



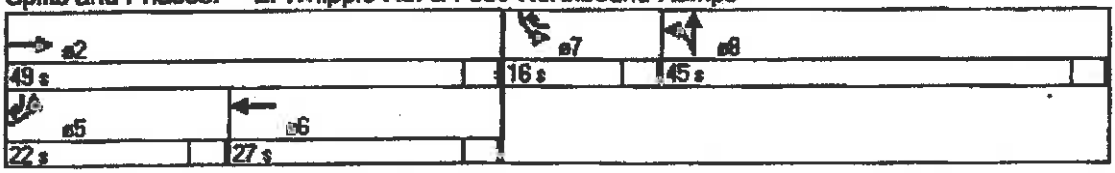
Electronic Superstore and Retail Center TIA
2: Whipple Rd. & I-880 Northbound Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Satd. Flow (RTOR)						92		124				236
Volume (vph)	287	588	0	0	616	256	427	599	459	148	0	430
Lane Group Flow (vph)	346	708	0	0	725	301	491	1217	0	178	0	518
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	22.0	49.0	0.0	0.0	27.0	16.0	45.0	45.0	0.0	16.0	0.0	22.0
Act Effct Green (s)	16.3	46.4			27.1	42.9	41.9	41.9		12.8		29.0
Actuated g/C Ratio	0.15	0.42			0.25	0.39	0.38	0.38		0.12		0.26
v/c Ratio	0.68	0.47			0.58	0.45	0.80	0.95		0.87		0.57
Uniform Delay, d1	44.5	23.0			36.4	16.5	30.3	29.5		47.7		9.4
Delay	44.1	23.4			27.8	9.9	33.5	38.6		67.4		9.4
LOS	D	C			C	A	C	D		E		A
Approach Delay		30.2			22.5			37.1				
Approach LOS		C			C			D				
Queue Length 50th (ft)	119	187			169	127	334	415		125		52
Queue Length 95th (ft)	150	217			127	80	463	#535		#217		71
Internal Link Dist (ft)		860			400			959			903	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %							25%	25%				
95th Bay Block Time %							35%	34%				
Queuing Penalty (veh)							181	145				

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 80.5% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & I-880 Northbound Ramps

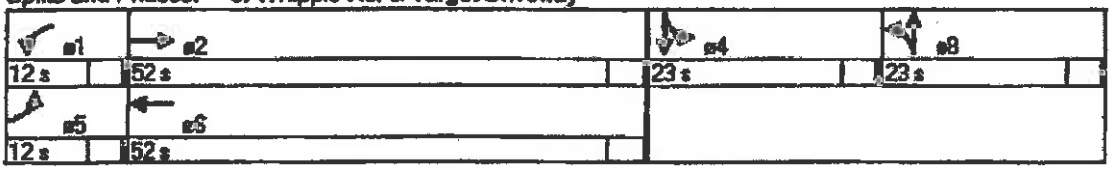


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3529	0	1770	5075	0	0	1770	1583	0	1770	1583
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1770	3529	0	1770	5075	0	0	1770	1583	0	1770	1583
Satd. Flow (RTOR)		2			2				2			26
Volume (vph)	40	1126	24	5	848	12	17	0	2	11	0	11
Lane Group Flow (vph)	50	1435	0	6	955	0	0	19	2	0	26	26
Turn Type	Prot			Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Total Split (s)	12.0	52.0	0.0	12.0	52.0	0.0	23.0	23.0	23.0	23.0	23.0	23.0
Act Effct Green (s)	7.8	90.6		6.0	83.5			6.6	6.6		7.1	7.1
Actuated g/C Ratio	0.07	0.82		0.05	0.76			0.06	0.06		0.06	0.06
v/c Ratio	0.40	0.49		0.06	0.25			0.18	0.02		0.23	0.21
Uniform Delay, d1	49.7	4.8		53.0	4.9			51.9	0.0		48.8	0.0
Delay	51.0	2.8		42.4	4.8			48.7	33.0		48.5	17.5
LOS	D	A		D	A			D	C		D	B
Approach Delay		4.4			5.1			47.2			33.0	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	33	0		4	53			13	0		18	0
Queue Length 95th (ft)	m53	190		m12	105			37	7		46	3
Internal Link Dist (ft)		400			1			101			104	
50th Up Block Time (%)				69%	22%							
95th Up Block Time (%)				85%	34%							
Turn Bay Length (ft)	150			150								
50th Bay Block Time %												
95th Bay Block Time %		9%										
Queuing Penalty (veh)		2		4	267							

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 84 (76%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 5.6 Intersection LOS: A
Intersection Capacity Utilization 56.4% ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Whipple Rd. & Target Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3536	0	1770	3529	0	0	1749	0	0	1631	0
Flt Permitted	0.950			0.950				0.845			0.980	
Satd. Flow (perm)	1770	3536	0	1770	3529	0	0	1539	0	0	1606	0
Satd. Flow (RTOR)					2			2			132	
Volume (vph)	194	937	3	5	732	17	5	0	1	14	1	120
Lane Group Flow (vph)	240	1161	0	5	823	0	0	12	0	0	148	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Total Split (s)	35.0	59.0	0.0	19.0	43.0	0.0	32.0	32.0	0.0	32.0	32.0	0.0
Act Effct Green (s)	19.8	93.2		5.9	72.4			8.8			8.8	
Actuated g/C Ratio	0.18	0.85		0.05	0.66			0.08			0.08	
v/c Ratio	0.75	0.39		0.05	0.35			0.10			0.59	
Uniform Delay, d1	42.8	2.7		53.0	8.4			39.0			5.1	
Delay	43.9	0.6		49.2	9.7			39.8			10.9	
LOS	D	A		D	A			D			B	
Approach Delay		8.0			9.9			39.8			10.9	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	162	8		3	121			6			10	
Queue Length 95th (ft)	150	10		16	223			13			70	
Internal Link Dist (ft)		600			1343			409			896	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	115			100								
50th Bay Block Time %	37%				9%							
95th Bay Block Time %	49%				27%							
Queuing Penalty (veh)	249											

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 8 (7%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 9.0 Intersection LOS: A
Intersection Capacity Utilization 57.2% ICU Level of Service A

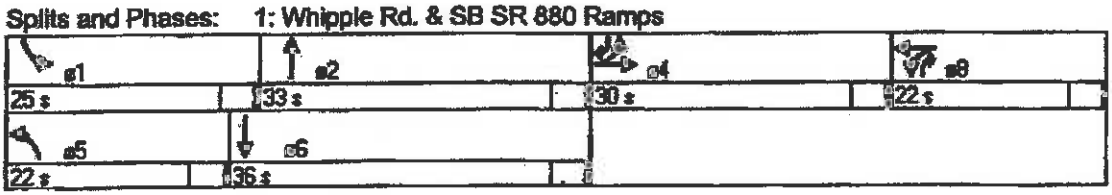
Splits and Phases: 5: Whipple Rd. & Wiegman Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3272	0	1681	1740	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.995		0.950	0.983		0.950			0.950		
Satd. Flow (perm)	1610	3272	0	1681	1740	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		25				282			43			175
Volume (vph)	394	484	137	324	161	254	326	788	126	500	797	330
Lane Group Flow (vph)	374	780	0	262	277	282	362	876	140	543	866	359
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	30.0	30.0	0.0	22.0	22.0	0.0	22.0	33.0	22.0	25.0	36.0	30.0
Act Effct Green (s)	27.0	27.0		18.8	18.8	108.0	16.8	29.3	48.1	20.8	33.4	63.4
Actuated g/C Ratio	0.25	0.25		0.17	0.17	1.00	0.16	0.27	0.45	0.19	0.31	0.59
v/c Ratio	0.93	0.93		0.89	0.91	0.18	0.68	0.91	0.19	0.82	0.79	0.36
Uniform Delay, d1	39.5	38.2		43.6	43.7	0.0	43.1	38.0	6.2	41.7	34.0	5.4
Delay	63.8	52.1		65.5	67.8	0.0	43.3	44.5	6.4	43.6	35.5	6.0
LOS	E	D		E	E	A	D	D	A	D	D	A
Approach Delay		55.9			43.8			40.3			32.0	
Approach LOS		E			D			D			C	
Queue Length 50th (ft)	286	290		192	205	0	125	315	16	189	291	56
Queue Length 95th (ft)	#471	#403		#353	#373	0	172	#432	32	251	376	116
Internal Link Dist (ft)		933			480			978			161	
50th Up Block Time (%)										15%	32%	
95th Up Block Time (%)										31%	41%	
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %								28%			6%	
95th Bay Block Time %					34%			41%			20%	
Queuing Penalty (veh)					47			123		123	386	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 108
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 41.5 Intersection LOS: D
Intersection Capacity Utilization 89.6% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps

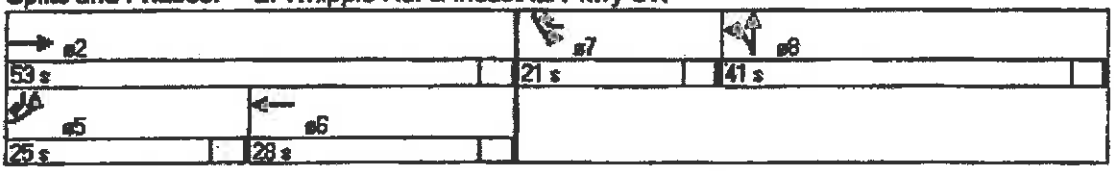


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3244	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3244	0	1770	0	2787
Satd. Flow (RTOR)						45		52				465
Volume (vph)	513	567	0	0	900	243	205	630	257	200	0	542
Lane Group Flow (vph)	552	610	0	0	989	267	236	1019	0	202	0	547
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	25.0	53.0	0.0	0.0	28.0	21.0	41.0	41.0	0.0	21.0	0.0	25.0
Act Effct Green (s)	21.2	52.3			28.0	47.4	37.4	37.4		16.4		37.6
Actuated g/C Ratio	0.18	0.45			0.24	0.41	0.33	0.33		0.14		0.33
v/c Ratio	0.87	0.38			0.80	0.39	0.45	0.93		0.80		0.45
Uniform Delay, d1	45.6	20.7			40.9	19.3	30.7	35.6		47.7		2.0
Delay	49.5	21.4			36.0	12.6	31.0	42.1		51.8		2.5
LOS	D	C			D	B	C	D		D		A
Approach Delay		34.7			31.1			40.0				
Approach LOS		C			C			D				
Queue Length 50th (ft)	205	158			265	125	149	380		144		12
Queue Length 95th (ft)	#288	206			#333	102	223	#484		#249		35
Internal Link Dist (ft)		860			400			1001			945	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %					11%			27%				
95th Bay Block Time %					11%		6%	34%		5%		
Queuing Penalty (veh)					29		15	72		6		

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 10 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 32.0 Intersection LOS: C
Intersection Capacity Utilization 83.6% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW

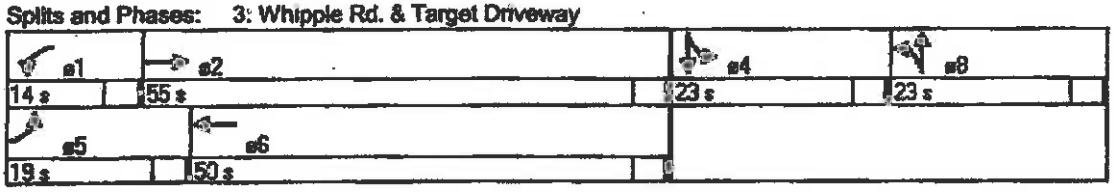


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3500	0	1770	5060	0	0	1770	1583	0	1770	1583
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1770	3500	0	1770	5060	0	0	1770	1583	0	1770	1583
Satd. Flow (RTOR)		9			6				17			99
Volume (vph)	91	904	74	13	1124	43	78	0	15	24	0	81
Lane Group Flow (vph)	110	1171	0	14	1228	0	0	87	17	0	29	99
Turn Type	Prot			Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Total Split (s)	19.0	55.0	0.0	14.0	50.0	0.0	23.0	23.0	23.0	23.0	23.0	23.0
Act Effct Green (s)	12.1	83.4		6.5	72.5			10.8	10.8		7.5	7.5
Actuated g/C Ratio	0.11	0.73		0.06	0.63			0.09	0.09		0.07	0.07
v/c Ratio	0.59	0.46		0.14	0.38			0.52	0.10		0.25	0.51
Uniform Delay, d1	49.1	7.4		54.4	10.3			49.6	0.0		51.0	0.0
Delay	53.3	6.7		48.0	9.9			48.9	19.1		50.3	10.1
LOS	D	A		D	A			D	B		D	B
Approach Delay		10.7			10.3			44.0			19.2	
Approach LOS		B			B			D			B	
Queue Length 50th (ft)	80	108		10	118			62	0		21	0
Queue Length 95th (ft)	m114	211		m24	164			112	21		51	40
Internal Link Dist (ft)		400			1			132			110	
50th Up Block Time (%)				81%	33%							
95th Up Block Time (%)				88%	41%							
Turn Bay Length (ft)	150			150								
50th Bay Block Time %												
95th Bay Block Time %		12%			4%							
Queuing Penalty (veh)		6		11	456							

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 111 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.2 Intersection LOS: B
Intersection Capacity Utilization 57.5% ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Whipple Rd. & Target Driveway



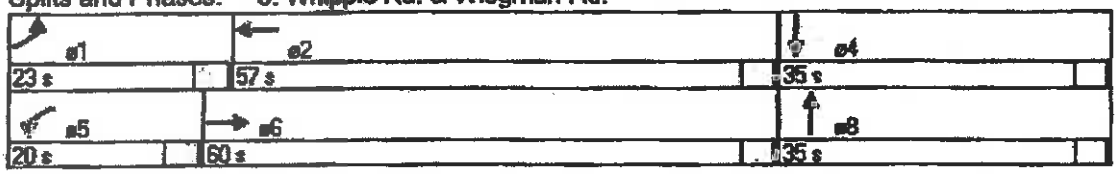
Electronic Superstore and Retail Center TIA
5: Whipple Rd. & Wiegman Rd.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	0	1770	3536	0	0	1770	0	0	1639	0
Flt Permitted	0.950			0.950				0.422			0.956	
Satd. Flow (perm)	1770	3539	0	1770	3536	0	0	786	0	0	1580	0
Satd. Flow (RTOR)					1						223	
Volume (vph)	66	886	1	2	993	10	6	0	0	33	0	172
Lane Group Flow (vph)	76	1019	0	2	1114	0	0	8	0	0	266	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Total Split (s)	23.0	60.0	0.0	20.0	57.0	0.0	35.0	35.0	0.0	35.0	35.0	0.0
Act Effct Green (s)	10.4	95.6		9.0	86.9			11.0			11.0	
Actuated g/C Ratio	0.09	0.83		0.08	0.76			0.10			0.10	
v/c Ratio	0.47	0.35		0.01	0.42			0.11			0.75	
Uniform Delay, d1	51.1	3.1		55.0	5.3			47.5			7.8	
Delay	65.2	0.7		49.0	6.4			44.0			10.4	
LOS	E	A		D	A			D			B	
Approach Delay		5.2			6.5			44.0			10.4	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	52	14		1	131			6			30	
Queue Length 95th (ft)	103	21		10	259			17			65	
Internal Link Dist (ft)		600			1343			412			940	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	115			100								
50th Bay Block Time %					9%							
95th Bay Block Time %					23%							
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 115
Actuated Cycle Length: 115
Offset: 16 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 6.4 — Intersection LOS: A
Intersection Capacity Utilization 70.3% — ICU Level of Service C

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.



Cumulative Union Landing Development Data

Development Program

3/3/2004

Attachment XV

Development	Building SF	Total*	Built sf		Proposed sf
Syufy Development					
Century Theaters	109,180		109,180		
Albertson	74,000		74,000		
Shops I and II	27,400		27,400		
Hollywood Video	6,320		6,320		
Chili's	5,930		5,930		
IHOP	5,000		5,000		
Jollibee	2,490		2,490		
Krispy Kreme	4,100		4,100		
Shops III	10,818		10,818		
Texas Roadhouse	6,300		6,300		
Tony Roma's	7,580		7,580		
Borders	25,000		25,000		
Possible Bank #B12	7,580				7,580
Sub-total	**291,698**	**291,698**			
Empire Realty Development Area					
Petco, Michaels, Linens	63,710		63,710		
Kinko's	12,400		12,400		
Applebee's	5,200		5,200		
TGI Friday's	6,400		6,400		
ESA Hotel	55,990		55,990		
Chevys	7,000		7,000		
Chevys Retail (Mancini's Sleepworld and frame store)	10,000		10,000		
Sub-total	**160,700**	**160,700**			
Wal*Mart Development Area					
Wal*Mart	141,000		141,000		
Wal*Mart Expansion #B13	30,000				30,000
Office Max Building	38,640		38,640		
Retail shops	14,000		14000		
Sub-total	**223,640**	**223,640**			
Pappas Development					
Lowes building	135,996		135,996		
garden center	23,460		23,460		
In N Out	3,220		3,220		
Best Buy	45,625		45,625		
Corner shops #B14	17,400				17,400
Babies R Us	38,380		38,380		
Sportmart	25,875				
3.66 acre Courthouse parcel #B16	40,000				40,000
Sub-total	**329,956**	**329,956**			
TOTAL		**1,005,994**	**885,139**		**94,980**
*Total square footage for the entire UL center does not include the existing Holiday Inn Express or the very small vacant parcel of land in front of the hotel on A-N Road					

Electronic Superstore and Retail Center TIA
Union Landing Development Trip Generation

ITE Code	Land Use Description	Independent Variable	No. of Units	Daily Rate	AM Rate	PM Rate	Daily Trips	AM Trips	AM In	AM Out	PM Trips	PM In	PM Out
813	Free-Standing Discount Superstore	1,000 Sq Ft	30	49.21	1.84	3.87	1476	55	28	27	116	57	59
820	Shopping Center	1,000 Sq Ft	64.98	42.94	1.03	3.75	2790	67	41	26	243	117	126
					Total		4267	122	69	53	359	174	185
		Reductions											
		Shopping Center											
		Pass-By (34%)					(949)	0	0	0	(83)	(40)	(43)
		Total Shopping Center					(949)	0	0	0	(83)	(40)	(43)
		Total New Trips					3318	122	69	53	276	134	142
		Total Pass-by						0	0	0	83	40	43

Notes:

1. Trip Generation Data from ITE Trip Generation, 7th Edition
2. AM/PM rates correspond to peak of adjacent street traffic if data available
3. Includes weekday rates only

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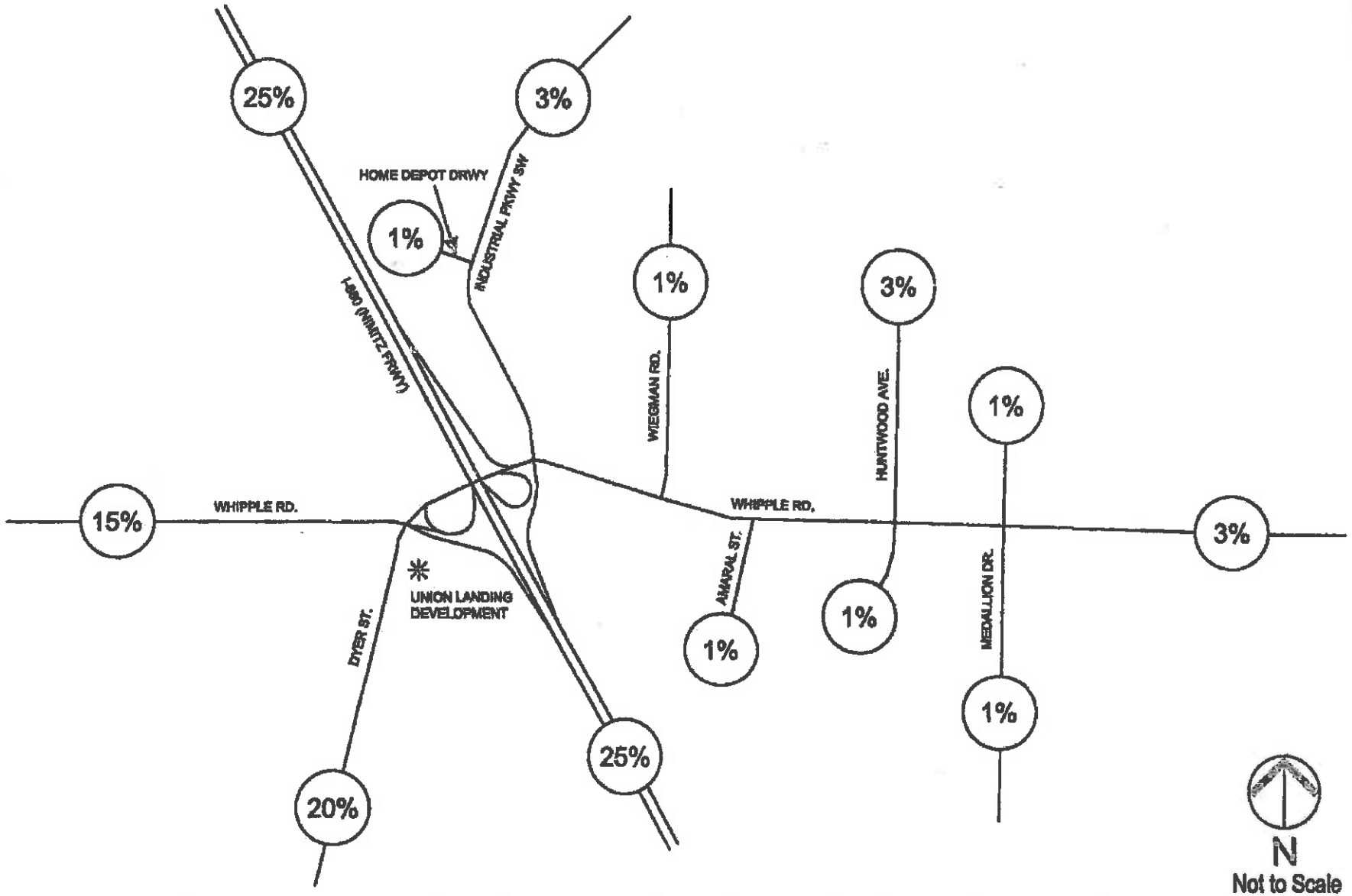

FIGURE 3.4	TRIP DISTRIBUTION UNION LANDING DEVELOPMENT	Kimley-Horn and Associates, Inc.

Cumulative 2025
(TRAFFIX and Synchro Software)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	24.1	0.913	C	24.1	0.913	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	20.6	0.769	C	20.6	0.769	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	B	0.2	0.000	B	0.2	0.000	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	F	0.4	0.000	F	0.4	0.000	+ 0.000 D/V
# 5 Whipple Road / Wiegman Road	B	11.4	0.474	B	11.4	0.474	+ 0.000 D/V

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Cycle (sec):	95	Critical Vol./Cap. (X):	0.913
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	24.1
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: AM												
Base Vol:	269	465	64	251	444	701	223	184	106	215	307	220
Growth Adj:	1.00	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	465	64	251	444	701	223	184	106	215	307	220
User Adj:	1.00	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:	283	489	67	264	467	738	235	194	112	226	323	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	489	67	264	467	738	235	194	112	226	323	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	292	514	67	272	491	738	258	213	123	238	339	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.86	0.86	0.86	0.89	0.89	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.30	1.08	0.62	1.00	1.00	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	2141	1767	1018	1693	1693	1468
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.05	0.08	0.14	0.50	0.12	0.12	0.12	0.14	0.20	0.16
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.42	0.42	0.23	0.55	0.55	0.13	0.16	0.16	0.19	0.22	0.22
Volume/Cap:	0.91	0.36	0.11	0.36	0.26	0.91	0.91	0.74	0.74	0.74	0.91	0.72
Uniform Del:	32.3	14.5	12.9	23.2	8.5	14.6	30.9	28.8	28.8	27.6	27.5	26.1
IncremntDel:	20.7	0.1	0.0	0.1	0.0	10.5	12.4	2.6	2.6	2.7	12.7	5.1
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	48.1	12.4	11.0	19.9	7.2	22.9	38.7	27.1	27.1	26.1	36.0	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	12.4	11.0	19.9	7.2	22.9	38.7	27.1	27.1	26.1	36.0	27.3
DesignQueue:	14	16	2	11	12	19	12	10	6	11	15	10

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
********************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:     L     T     R     L     T     R    LTR   LTR    LTR   LT    LT     R
#LnsInGrps:     2     2     1     2     2     1      3     3      3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12     12    12    12    12
% Hev Veh:           10                10                10                 10
Grade:               0%                0%                0%                 0%
Parking/Hr:          No                No                No                 No
Bus Stp/Hr:           0                 0                 0                  0
Area Type:    < < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                  0
ExclusiveRT:      Include           Include           Include            Include
% RT Prtct:           0                 0                 0                  0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:     1 xxxx xxxx     1 xxxx xxxx     4     4     4     4     4 xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Hev Veh Adj: 0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
Grade Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Parking Adj: xxxx xxxx 1.00  xxxx xxxx 1.00  1.00 1.00 1.00  xxxx xxxx 1.00
Bus Stp Adj: xxxx xxxx 1.00  xxxx xxxx 1.00  1.00 1.00 1.00  xxxx xxxx 1.00
Area Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
RT Adj:      xxxx xxxx 0.85  xxxx xxxx 0.85  0.97 0.97 0.97  xxxx xxxx 0.85
LT Adj:      0.95 xxxx xxxxx 0.95 xxxx xxxxx 0.98 0.98 0.98  0.98 0.98 xxxxx
HCM Sat Adj: 0.86 0.91 0.77  0.86 0.91 0.77  0.86 0.86 0.86  0.89 0.89 0.77
User Sat Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Sat Adj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Fnl Sat Adj: 0.86 0.91 0.77  0.86 0.91 0.77  0.86 0.86 0.86  0.89 0.89 0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85  0.85 0.85 0.85
********************************************************************************
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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
********************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):         0.769
Loss Time (sec):      0 (Y+R =  4 sec)  Average Delay (sec/veh):        20.6
Optimal Cycle:       99                 Level Of Service:                  C
********************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     7   10   10      7   10   10      7   10   10      7   10   10
Lanes:        1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:     444  599  456   144    0  433   289  589    0     0  628  253
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  444  599  456   144    0  433   289  589    0     0  628  253
User Adj:    1.00 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:   467  631  480   152    0  456   304  620    0     0  661  266
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  467  631  480   152    0  456   304  620    0     0  661  266
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.10 1.10 1.10  1.00 1.00 1.13  1.03 1.05 1.00  1.00 1.10 1.00
Final Vol.:   514  694  528   152    0  515   313  651    0     0  727  266
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.85 0.85 0.85  0.86 1.00 0.77  0.86 0.91 1.00  1.00 0.91 0.77
Lanes:       1.00 1.14 0.86  1.00 0.00 2.00  2.00 2.00 0.00  0.00 3.00 1.00
Final Sat.:  1625 1845 1404  1641    0 2936  3282 3455    0     0 5182 1468
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.32 0.38 0.38  0.09 0.00 0.18  0.10 0.19 0.00  0.00 0.14 0.18
Crit Moves:  ****                    ****  ****                    ****
Green/Cycle: 0.41 0.51 0.51  0.13 0.00 0.23  0.12 0.36 0.00  0.00 0.24 0.24
Volume/Cap:  0.77 0.73 0.73  0.73 0.00 0.77  0.77 0.52 0.00  0.00 0.59 0.77
Uniform Del: 19.2 14.4 14.4  32.0  0.0 27.5  32.2 19.2  0.0   0.0 25.8 27.1
IncremntDel:  1.2  0.8  0.8   8.4  0.0  3.8   5.9  0.3  0.0   0.0  0.6  6.9
Delay Adj:   0.85 0.85 0.85  0.85 0.00 0.85  0.85 0.85 0.00  0.00 0.85 0.85
Delay/Veh:   17.5 13.1 13.1  35.5  0.0 27.1  33.3 16.6  0.0   0.0 22.5 29.9
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:  17.5 13.1 13.1  35.5  0.0 27.1  33.3 16.6  0.0   0.0 22.5 29.9
DesignQueue:   18   20   16     8    0   23    16   24    0     0   32   12
********************************************************************************
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--------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
********************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
********************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:   LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:     3    3     3     1     0     2     2    2      0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12    12    12    12   12    12    12   12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         10                 0                 0                10
ExclusiveRT:     Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:      4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.95 0.95  0.95  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
********************************************************************************
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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                        Level Of Service Computation Report
                    1994 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #3 Whipple Road / Target Driveway
******************************************************************************
Average Delay (sec/veh):      0.2           Worst Case Level Of Service:      B
******************************************************************************
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    0  0  0  0  1    1  0  2  0  0    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       0    0    0     0    0   11    40 1134    0     0  856   12
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0     0    0   11    40 1134    0     0  856   12
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     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:     0    0    0     0    0   12    42 1194    0     0  901   13
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     0    0    0     0    0   12    42 1194    0     0  901   13
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
% Truck/Comb:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
PCE Adj:     1.10 1.10 1.10  1.10 1.10 1.10  1.10 1.00 1.00  1.10 1.00 1.00
Cycl/Car PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Trck/Cmb PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Adj Vol.:       0    0    0     0    0   13    46 1194    0     0  901   13
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx xxxxx xxxx  2.6   2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx  5.5   5.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx  307   914 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx  968   554 xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx xxxxx  xxxx xxxx 1.00  1.00 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx  968   554 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx  3.8   7.0 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *    *     *    *    A     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
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:       xxxxxx            3.8              0.3              0.0
ApproachLOS:         *               A                A                A


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--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  1994 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
********************************************************************************
Average Delay (sec/veh):      0.4           Worst Case Level Of Service:       F
********************************************************************************
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  1  0  0    0  0  0  0  0    0  0  1  1  0    1  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       7    0    4     0    0    0     0 1133    2     4  861    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:    7    0    4     0    0    0     0 1133    2     4  861    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:     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:     7    0    4     0    0    0     0 1193    2     4  906    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     7    0    4     0    0    0     0 1193    2     4  906    0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
% Truck/Comb:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
PCE Adj:     1.10 1.10 1.10   1.10 1.10 1.10   1.10 1.00 1.00   1.10 1.00 1.00
Cycl/Car PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Trck/Cmb PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Adj Vol.:       8    0    5     0    0    0     0 1193    2     5  906    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:  3.4 xxxx  2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  2.1 xxxx xxxxx
Critical Gp:  7.0 xxxx  5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  5.5 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2104 xxxx  597  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1195 xxxx xxxxx
Potent Cap.:   48 xxxx  690  xxxx xxxx xxxxx  xxxx xxxx xxxxx   391 xxxx xxxxx
Adj Cap:     0.99 xxxx 1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1.00 xxxx xxxxx
Move Cap.:     47 xxxx  690  xxxx xxxx xxxxx  xxxx xxxx xxxxx   391 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del: 90.2 xxxx  5.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  9.3 xxxx xxxxx
LOS by Move:    *    *    *     *    *    *     *    *    *     B    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   71 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx 60.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    F    *     *    *    *     *    *    *     *    *    *
ApproachDel:         60.1           xxxxxx            0.0            0.0
ApproachLOS:           F              *               A              A


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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):         0.474
Loss Time (sec):      0 (Y+R =  4 sec)  Average Delay (sec/veh):         11.4
Optimal Cycle:       43                 Level Of Service:                  B
*******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      7   10   10      7   10   10      7   10   10      7   10   10
Lanes:         0  0  1! 0  0     0  0  1! 0  0     1  0  1  1  0     1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:        5    0    1     14    1  120    195  945    3      5  731   17
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:     5    0    1     14    1  120    195  945    3      5  731   17
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      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:      5    0    1     15    1  126    205  995    3      5  769   18
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:     5    0    1     15    1  126    205  995    3      5  769   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 1.05 1.05   1.00 1.05 1.05
Final Vol.:      5    0    1     15    1  126    205 1044    3      5  808   19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.77 1.00 0.77   0.71 0.71 0.71   0.86 0.91 0.91   0.86 0.91 0.91
Lanes:        0.83 0.00 0.17   0.10 0.01 0.89   1.00 1.99 0.01   1.00 1.95 0.05
Final Sat.:   1216    0  243    140   10 1198   1641 3444   11   1641 3376   79
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00   0.11 0.11 0.11   0.13 0.30 0.30   0.00 0.24 0.24
Crit Moves:                    ****  ****       ****                   ****
Green/Cycle:  0.07 0.00 0.10   0.20 0.23 0.23   0.24 0.63 0.63   0.07 0.46 0.46
Volume/Cap:   0.06 0.00 0.04   0.52 0.45 0.45   0.52 0.48 0.48   0.05 0.52 0.52
Uniform Del: 33.0  0.0 30.9   27.1 25.1 25.1   25.1  7.5  7.5   33.0 14.7 14.7
IncremntDel:  0.0  0.0  0.0    1.5  0.7  0.7    1.0  0.1  0.1    0.0  0.3  0.3
Delay Adj:    0.85 0.00 0.85   0.85 0.85 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   28.1  0.0 26.3   24.5 22.0 22.0   22.4  6.6  6.6   28.0 12.7 12.7
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:  28.1  0.0 26.3   24.5 22.0 22.0   22.4  6.6  6.6   28.0 12.7 12.7
DesignQueue:    0    0    0     1    0    5      9   23    0      0   26    1
*******************************************************************************

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-------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:    LTR   LTR   LTR   LTR   LTR   LTR    L    RT    RT    L    RT    RT
#LnsInGrps:      1     1     1     1     1     1    1     2     2    1     2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:            10                10                10                10
Grade:                0%                0%                0%                0%
Parking/Hr:           No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:     < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                 0                 0                 10
ExclusiveRT:       Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      7 xxxx     7     7     7     7  xxxx    5     5  xxxx    5     5
f(lt) Case:      4 xxxx     4     4     4     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      0.88 xxxx  0.88  0.78 0.78  0.78  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.96 xxxx  0.96  1.00 1.00  1.00  0.95 xxxx  xxxxx 0.95 xxxx  xxxxx
HCM Sat Adj: 0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************

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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	24.8	0.842	C	24.8	0.842	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	22.1	0.815	C	22.1	0.815	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	C	0.7	0.000	C	0.7	0.000	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	F	0.4	0.000	F	0.4	0.000	+ 0.000 D/V
# 5 Whipple Road / Wiegman Road	B	10.5	0.525	B	10.5	0.525	+ 0.000 D/V

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
******************************************************************************
Cycle (sec):          95                Critical Vol./Cap. (X):          0.842
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):         24.8
Optimal Cycle:       144                Level Of Service:                    C
******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     7   10   10      7   10   10      7   10   10      7   10   10
Lanes:        2 0  2 0  1      2 0  2 0  1      1 1  0 1  0      1 1  0 0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:     347  842  162    487  847  327    391  484  157    358  161  241
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:  347  842  162    487  847  327    391  484  157    358  161  241
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     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:   365  886  171    513  892  344    412  509  165    377  169  254
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:  365  886  171    513  892  344    412  509  165    377  169  254
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.03 1.05 1.00   1.03 1.05 1.00   1.10 1.10 1.10   1.05 1.05 1.00
Final Vol.:   376  931  171    528  936  344    453  560  182    396  178  254
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.86 0.91 0.77   0.86 0.91 0.77   0.87 0.87 0.87   0.88 0.88 0.77
Lanes:       2.00 2.00 1.00   2.00 2.00 1.00   1.14 1.41 0.45   1.38 0.62 1.00
Final Sat.:  3282 3455 1468   3282 3455 1468   1886 2334  757   2311 1039 1468
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.27 0.12   0.16 0.27 0.23   0.24 0.24 0.24   0.17 0.17 0.17
Crit Moves:       ****             ****             ****             ****
Green/Cycle: 0.15 0.32 0.32   0.19 0.36 0.36   0.29 0.29 0.29   0.20 0.20 0.20
Volume/Cap:  0.75 0.84 0.36   0.84 0.75 0.65   0.84 0.84 0.84   0.84 0.84 0.85
Uniform Del: 29.3 22.8 18.9   28.1 20.3 19.4   24.3 24.3 24.3   27.6 27.6 27.7
IncremntDel:  4.4  4.2  0.2    7.0  1.9  2.0    3.4  3.4  3.4    6.5  6.5 13.8
Delay Adj:   0.85 0.85 0.85   0.85 0.85 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   29.4 23.7 16.3   31.0 19.2 18.5   24.0 24.0 24.0   30.0 30.0 37.3
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  29.4 23.7 16.3   31.0 19.2 18.5   24.0 24.0 24.0   30.0 30.0 37.3
DesignQueue:   17   36    6     23   34   12     18   22    7     17    8   11
******************************************************************************

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:     L     T     R     L     T     R    LTR   LTR   LTR    LT    LT    R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                 0
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:     1 xxxx  xxxx     1 xxxx  xxxx     4     4     4     4     4  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj: xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx  0.85  xxxx xxxx  0.85  0.98 0.98  0.98  xxxx xxxx  0.85
LT Adj:      0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.97 0.97 xxxxx
HCM Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
******************************************************************************

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap. (X):	0.815
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	22.1
Optimal Cycle:	123	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	7	10		10	7	10		10	7	10		10	7	10		10
Lanes:	1 1	0	1	0	1	0	0	0 2	2	0	2	0 0	0	0	3	0 1
Volume Module: PM																
Base Vol:	444	599	456		191	0	547		289	589	0		0	628	253	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	444	599	456		191	0	547		289	589	0		0	628	253	
User Adj:	1.00	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:	467	631	480		201	0	576		304	620	0		0	661	266	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	467	631	480		201	0	576		304	620	0		0	661	266	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.10	1.10		1.00	1.00	1.13		1.03	1.05	1.00		1.00	1.10	1.00	
Final Vol.:	514	694	528		201	0	651		313	651	0		0	727	266	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.85	0.85	0.85		0.86	1.00	0.77		0.86	0.91	1.00		1.00	0.91	0.77	
Lanes:	1.00	1.14	0.86		1.00	0.00	2.00		2.00	2.00	0.00		0.00	3.00	1.00	
Final Sat.:	1625	1845	1404		1641	0	2936		3282	3455	0		0	5182	1468	
Capacity Analysis Module:																
Vol/Sat:	0.32	0.38	0.38		0.12	0.00	0.22		0.10	0.19	0.00		0.00	0.14	0.18	
Crit Moves:	****						****		****						****	
Green/Cycle:	0.39	0.50	0.50		0.16	0.00	0.27		0.12	0.34	0.00		0.00	0.22	0.22	
Volume/Cap:	0.81	0.76	0.76		0.76	0.00	0.81		0.81	0.55	0.00		0.00	0.63	0.81	
Uniform Del:	20.8	15.3	15.3		30.4	0.0	25.9		32.7	20.4	0.0		0.0	26.7	28.1	
IncremntDel:	1.8	1.0	1.0		7.9	0.0	4.6		8.7	0.4	0.0		0.0	0.8	10.0	
Delay Adj:	0.85	0.85	0.85		0.85	0.00	0.85		0.85	0.85	0.00		0.00	0.85	0.85	
Delay/Veh:	19.5	14.1	14.1		33.7	0.0	26.6		36.6	17.8	0.0		0.0	23.5	33.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	19.5	14.1	14.1		33.7	0.0	26.6		36.6	17.8	0.0		0.0	23.5	33.9	
DesignQueue:	19	21	16		10	0	28		16	25	0		0	32	12	

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                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:   LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:     3    3     3     1     0     2     2    2     0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12    12    12    12   12    12    12   12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         10                 0                 0                10
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:    5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:    4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.95 0.95  0.95  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
******************************************************************************
```

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------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  1994 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #3 Whipple Road / Target Driveway
******************************************************************************
Average Delay (sec/veh):      0.7           Worst Case Level Of Service:       C
******************************************************************************
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    0  0  0  0  1    1  0  2  0  0    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       0    0    0     0    0   81    91  941    0     0 1133   43
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0     0    0   81    91  941    0     0 1133   43
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     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:     0    0    0     0    0   85    96  991    0     0 1193   45
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     0    0    0     0    0   85    96  991    0     0 1193   45
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
% Truck/Comb:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
PCE Adj:     1.10 1.10 1.10  1.10 1.10 1.10  1.10 1.00 1.00  1.10 1.00 1.00
Cycl/Car PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Trck/Cmb PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Adj Vol.:       0    0    0     0    0   94   105  991    0     0 1193   45
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx xxxxx xxxxx xxxx  2.6   2.1 xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx  5.5   5.5 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx  420  1238 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx  848   371 xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx xxxxx  xxxx xxxx 1.00  1.00 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx  848   371 xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx xxxxx xxxxx xxxx  4.7  13.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *    *     *    *    A     C    *    *     *    *    *
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
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:     xxxxxx             4.7              1.3              0.0
ApproachLOS:       *                A                A                A


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------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  1994 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
********************************************************************************
Average Delay (sec/veh):      0.4           Worst Case Level Of Service:       F
********************************************************************************
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  1! 0  0     0  0  0  0  0     0  0  1  1  0     1  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       7    0    3     0    0    0     0  944    1     2 1176    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:    7    0    3     0    0    0     0  944    1     2 1176    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:     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:     7    0    3     0    0    0     0  994    1     2 1238    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     7    0    3     0    0    0     0  994    1     2 1238    0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
% Truck/Comb:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
PCE Adj:     1.10 1.10 1.10   1.10 1.10 1.10   1.10 1.00 1.00   1.10 1.00 1.00
Cycl/Car PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Trck/Cmb PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Adj Vol.:       8    0    3     0    0    0     0  994    1     2 1238    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:  3.4 xxxx  2.6  xxxx xxxx xxxx  xxxx xxxx xxxx  2.1 xxxx xxxx
Critical Gp:  7.0 xxxx  5.5  xxxx xxxx xxxx  xxxx xxxx xxxx  5.5 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2234 xxxx  497  xxxx xxxx xxxx  xxxx xxxx xxxx  995 xxxx xxxx
Potent Cap.:   39 xxxx  775  xxxx xxxx xxxx  xxxx xxxx xxxx  501 xxxx xxxx
Adj Cap:     1.00 xxxx 1.00  xxxx xxxx xxxx  xxxx xxxx xxxx 1.00 xxxx xxxx
Move Cap.:     39 xxxx  775  xxxx xxxx xxxx  xxxx xxxx xxxx  501 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:112.5 xxxx  4.7  xxxx xxxx xxxx  xxxx xxxx xxxx  7.2 xxxx xxxx
LOS by Move:    *    *    *     *    *    *     *    *    *     B    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx   55 xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx
Shrd StpDel:xxxx 80.9 xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx  xxxx xxxx xxxx
Shared LOS:     *    F    *     *    *    *     *    *    *     *    *    *
ApproachDel:          80.9           xxxxx            0.0            0.0
ApproachLOS:            F              *              A              A


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-------------------------------------------------------------------------------
                    Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap. (X):         0.525
Loss Time (sec):       0 (Y+R =   4 sec) Average Delay (sec/veh):         10.5
Optimal Cycle:        48                 Level Of Service:                  B
*******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      7   10   10      7   10   10      7   10   10      7   10   10
Lanes:         1  0  0  0  0     0  0  1  0  0     1  0  1  1  0     1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:        6    0    0     33    0  172     65  895    1      2  989   10
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:     6    0    0     33    0  172     65  895    1      2  989   10
User Adj:     1.00 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:      6    0    0     35    0  181     68  942    1      2 1041   11
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:     6    0    0     35    0  181     68  942    1      2 1041   11
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.05 1.05   1.00 1.05 1.05
Final Vol.:      6    0    0     35    0  181     68  989    1      2 1093   11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.86 1.00 1.00   0.71 1.00 0.71   0.86 0.91 0.91   0.86 0.91 0.91
Lanes:        1.00 0.00 0.00   0.16 0.00 0.84   1.00 1.99 0.01   1.00 1.98 0.02
Final Sat.:   1641    0    0    217    0 1133   1641 3451    4   1641 3420   35
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00   0.16 0.00 0.16   0.04 0.29 0.29   0.00 0.32 0.32
Crit Moves:   ****                     ****     ****                ****
Green/Cycle:  0.07 0.00 0.00   0.36 0.00 0.29   0.07 0.57 0.57   0.07 0.57 0.57
Volume/Cap:   0.05 0.00 0.00   0.45 0.00 0.56   0.56 0.50 0.50   0.02 0.56 0.56
Uniform Del: 33.0  0.0  0.0   18.8  0.0 23.1   34.0  9.6  9.6   32.9 10.3 10.3
IncrmntDel:   0.0  0.0  0.0    0.5  0.0  1.4    4.2  0.2  0.2    0.0  0.3  0.3
Delay Adj:    0.85 0.00 0.00   0.85 0.00 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   28.0  0.0  0.0   16.5  0.0 21.0   33.0  8.4  8.4   28.0  9.0  9.0
User DelAdj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  28.0  0.0  0.0   16.5  0.0 21.0   33.0  8.4  8.4   28.0  9.0  9.0
DesignQueue:    0    0    0     1    0    7      4   25    0      0   28    0
*******************************************************************************

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------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  0  0  0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:    L  xxxx  xxxx   LTR  LTR   LTR    L   RT     RT    L   RT     RT
#LnsInGrps:    1    0     0     1    1     1     1    2      2     1    2      2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:   12   12    12    12   12    12    12   12     12    12   12     12
% Hev Veh:          10                 10                 10                 10
Grade:              0%                 0%                 0%                 0%
Parking/Hr:         No                 No                 No                 No
Bus Stp/Hr:          0                  0                  0                  0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         0                  0                  0                 10
ExclusiveRT:    Include            Include            Include            Include
% RT Prtct:          0                  0                  0                  0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:  xxxx xxxx  xxxx     7 xxxx     7  xxxx    5     5  xxxx    5     5
f(lt) Case:     1 xxxx  xxxx     4 xxxx     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx xxxxx  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx xxxxx  0.79 xxxx  0.79  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.95 xxxx xxxxx  0.99 xxxx  0.99  0.95 xxxx  xxxxx 0.95 xxxx xxxxx
HCM Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.00  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
******************************************************************************

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3208	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.992		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3208	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		55				247			69			130
Volume (vph)	223	184	106	215	307	220	269	465	64	251	444	701
Lane Group Flow (vph)	177	369	0	242	345	247	289	500	69	261	462	730
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	31.0	31.0	0.0	30.0	30.0	0.0	15.0	32.0	30.0	17.0	34.0	31.0
Act Effct Green (s)	22.4	22.4		22.0	22.0	88.6	11.8	18.8	40.8	12.6	19.6	45.2
Actuated g/C Ratio	0.25	0.25		0.25	0.25	1.00	0.13	0.21	0.46	0.14	0.22	0.51
v/c Ratio	0.44	0.43		0.58	0.79	0.16	0.63	0.66	0.09	0.53	0.59	0.84
Uniform Delay, d1	27.2	22.9		28.7	30.5	0.0	35.8	31.4	0.0	34.7	30.3	14.5
Delay	30.7	25.0		32.2	36.6	0.0	43.6	33.8	2.0	39.4	32.3	15.8
LOS	C	C		C	D	A	D	C	A	D	C	B
Approach Delay		26.8			24.5			34.5			25.3	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	101	89		138	210	0	92	157	0	80	140	179
Queue Length 95th (ft)	185	146		240	#369	0	#159	214	13	131	192	282
Internal Link Dist (ft)		962			480			980			161	
50th Up Block Time (%)												8%
95th Up Block Time (%)											14%	13%
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %												
95th Bay Block Time %					25%			7%				
Queuing Penalty (veh)					31			10			31	77

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 88.6
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 27.5 — Intersection LOS: C
Intersection Capacity Utilization 81.6% — ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Satd. Flow (RTOR)						69		171				156
Volume (vph)	289	589	0	0	628	253	444	599	456	144	0	433
Lane Group Flow (vph)	348	710	0	0	739	298	510	1213	0	173	0	522
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	22.0	49.0	0.0	0.0	27.0	22.0	39.0	39.0	0.0	22.0	0.0	22.0
Act Effct Green (s)	16.3	49.8			30.5	48.7	36.0	36.0		15.2		31.5
Actuated g/C Ratio	0.15	0.45			0.28	0.44	0.33	0.33		0.14		0.29
v/c Ratio	0.68	0.44			0.52	0.40	0.97	1.05		0.71		0.57
Uniform Delay, d1	44.4	20.6			33.6	15.5	36.4	31.5		45.2		11.4
Delay	44.1	21.4			28.4	10.2	60.8	67.4		44.8		11.2
LOS	D	C			C	B	E	E		D		B
Approach Delay		26.9			23.2			65.5				
Approach LOS		C			C			E				
Queue Length 50th (ft)	120	177			165	108	387	~469		118		59
Queue Length 95th (ft)	151	218			152	42	#591	#576		169		78
Internal Link Dist (ft)		860			400			994			920	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %							32%	36%				
95th Bay Block Time %							48%	43%				
Queuing Penalty (veh)							242	201				

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 64 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 40.1 Intersection LOS: D
Intersection Capacity Utilization 80.9% ICU Level of Service D

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3536	0	1770	3529	0	0	1749	0	0	1631	0
Flt Permitted	0.950			0.950				0.847			0.980	
Satd. Flow (perm)	1770	3536	0	1770	3529	0	0	1543	0	0	1606	0
Satd. Flow (RTOR)					2			2			132	
Volume (vph)	195	945	3	5	731	17	5	0	1	14	1	120
Lane Group Flow (vph)	241	1171	0	5	822	0	0	12	0	0	148	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Total Split (s)	34.0	57.0	0.0	19.0	42.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Act Effct Green (s)	19.3	93.3		5.9	72.9			8.8			8.8	
Actuated g/C Ratio	0.18	0.85		0.05	0.66			0.08			0.08	
v/c Ratio	0.77	0.39		0.05	0.35			0.10			0.59	
Uniform Delay, d1	43.2	2.7		53.0	8.1			39.0			5.1	
Delay	45.4	1.2		49.2	9.4			40.0			10.9	
LOS	D	A		D	A			D			B	
Approach Delay		8.8			9.6			40.0			10.9	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	162	23		3	116			7			11	
Queue Length 95th (ft)	m195	m73		16	216			13			70	
Internal Link Dist (ft)		600			1343			446			963	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	250			100								
50th Bay Block Time %					8%							
95th Bay Block Time %					21%							
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 56 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 57.2% ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3262	0	1681	1736	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.996		0.950	0.981		0.950			0.950		
Satd. Flow (perm)	1610	3262	0	1681	1736	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		37				268			39			183
Volume (vph)	391	484	157	358	181	241	347	842	162	487	847	327
Lane Group Flow (vph)	378	794	0	281	296	268	386	936	180	529	921	355
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	25.0	25.0	0.0	19.0	19.0	0.0	14.0	29.0	19.0	17.0	32.0	25.0
Act Effct Green (s)	22.0	22.0		16.0	16.0	89.9	11.0	25.9	41.9	14.0	28.9	53.9
Actuated g/C Ratio	0.24	0.24		0.18	0.18	1.00	0.12	0.29	0.47	0.16	0.32	0.60
v/c Ratio	0.96	0.96		0.94	0.96	0.17	0.92	0.92	0.24	0.99	0.81	0.35
Uniform Delay, d1	33.5	31.9		36.5	36.6	0.0	39.0	31.0	5.7	37.9	28.0	4.0
Delay	61.5	49.0		65.5	68.7	0.0	57.7	39.0	5.8	67.3	29.2	4.2
LOS	E	D		E	E	A	E	D	A	E	C	A
Approach Delay		53.0			45.9			39.8			35.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	234	235		167	177	0	113	270	24	156	250	36
Queue Length 95th (ft)	#410	#350		#327	#344	0	#197	#388	45	#261	326	84
Internal Link Dist (ft)		899			480			929			161	
50th Up Block Time (%)										2%	26%	
95th Up Block Time (%)										39%	36%	
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %								21%				
95th Bay Block Time %					29%		3%	37%			13%	
Queuing Penalty (veh)					39			113		102	323	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 89.9
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 42.2 — Intersection LOS: D
Intersection Capacity Utilization 92.6% — ICU Level of Service E
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

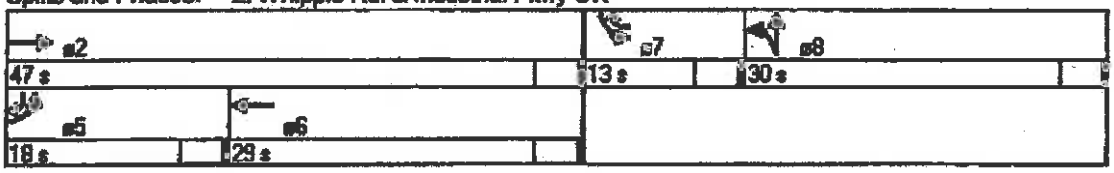
Splits and Phases: 1: Whipple Rd. & SB SR 860 Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3251	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3251	0	1770	0	2787
Satd. Flow (RTOR)						31		57				308
Volume (vph)	519	563	0	0	882	233	239	630	238	191	0	547
Lane Group Flow (vph)	558	605	0	0	969	256	275	998	0	193	0	553
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	18.0	47.0	0.0	0.0	29.0	13.0	30.0	30.0	0.0	13.0	0.0	16.0
Act Effct Green (s)	15.0	44.0			26.0	39.0	27.0	27.0		10.0		25.0
Actuated g/C Ratio	0.17	0.49			0.29	0.43	0.30	0.30		0.11		0.28
v/c Ratio	0.98	0.35			0.66	0.36	0.57	0.98		0.98		0.55
Uniform Delay, d1	37.3	14.2			28.1	14.8	26.6	29.5		39.9		5.8
Delay	63.3	14.3			23.3	10.3	27.3	49.4		89.1		6.0
LOS	E	B			C	B	C	D		F		A
Approach Delay		37.8			20.6			44.6				
Approach LOS		D			C			D				
Queue Length 50th (ft)	164	106			178	83	143	293		111		28
Queue Length 95th (ft)	#269	144			146	46	224	#290		#246		51
Internal Link Dist (ft)		880			400			924			894	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %								20%				
95th Bay Block Time %							8%	18%		5%		
Queuing Penalty (veh)							19	53		7		

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 69 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 33.2 Intersection LOS: C
Intersection Capacity Utilization 83.2% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	0	1770	3536	0	0	1770	0	0	1639	0
Flt Permitted	0.950			0.950				0.462			0.958	
Satd. Flow (perm)	1770	3539	0	1770	3536	0	0	861	0	0	1583	0
Satd. Flow (RTOR)					1						223	
Volume (vph)	65	895	1	2	989	10	6	0	0	33	0	172
Lane Group Flow (vph)	75	1030	0	2	1110	0	0	8	0	0	266	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Total Split (s)	16.0	43.0	0.0	16.0	43.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0
Act Effct Green (s)	9.2	72.0		5.7	63.4			10.2			10.2	
Actuated g/C Ratio	0.10	0.80		0.06	0.70			0.11			0.11	
v/c Ratio	0.42	0.36		0.02	0.45			0.08			0.71	
Uniform Delay, d1	38.8	3.5		43.0	6.1			35.8			5.9	
Delay	38.3	2.0		39.5	7.4			32.7			8.3	
LOS	D	A		D	A			C			A	
Approach Delay		4.5			7.4			32.7			8.3	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	43	26		1	124			4			7	
Queue Length 95th (ft)	m66	m81		8	250			13			38	
Internal Link Dist (ft)		600			1343			351			892	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	250			100								
50th Bay Block Time %					10%							
95th Bay Block Time %					28%							
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 52 (58%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 6.3 Intersection LOS: A
Intersection Capacity Utilization 67.7% ICU Level of Service B
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.

Cumulative 2025 + Project
(TRAFFIX and Synchro Software)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	C	24.1	0.913	C	24.1	0.913	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	20.7	0.771	C	20.7	0.771	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	A	3.7	0.392	A	3.7	0.392	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	B	0.0	0.000	B	0.0	0.000	+ 0.000 D/V
# 5 Whipple Road / Wiegman Road	B	11.4	0.475	B	11.4	0.475	+ 0.000 D/V

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Cycle (sec): 95 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: AM												
Base Vol:	269	466	64	248	445	702	224	184	106	215	307	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	466	64	248	445	702	224	184	106	215	307	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	283	491	67	261	468	739	236	194	112	226	323	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	491	67	261	468	739	236	194	112	226	323	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	292	515	67	269	492	739	259	213	123	238	339	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.86	0.86	0.86	0.89	0.89	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.31	1.07	0.62	1.00	1.00	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	2147	1763	1016	1693	1693	1468
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.05	0.08	0.14	0.50	0.12	0.12	0.12	0.14	0.20	0.16
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.42	0.42	0.23	0.55	0.55	0.13	0.16	0.16	0.19	0.22	0.22
Volume/Cap:	0.91	0.36	0.11	0.36	0.26	0.91	0.91	0.74	0.74	0.74	0.91	0.73
Uniform Del:	32.3	14.4	12.8	23.3	8.5	14.7	30.9	28.8	28.8	27.6	27.5	26.2
IncremntDel:	20.8	0.1	0.0	0.1	0.0	10.6	12.5	2.6	2.6	2.7	12.8	5.5
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	48.3	12.3	10.9	19.9	7.2	23.0	38.8	27.1	27.1	26.2	36.2	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	12.3	10.9	19.9	7.2	23.0	38.8	27.1	27.1	26.2	36.2	27.8
DesignQueue:	14	16	2	11	12	20	12	10	6	11	15	10

Traffix 7.6.0715 (c) 2003 Dowling Assoc. Licensed to KIMLEY-HORN, SAN RAMON

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-------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:     L     T     R     L     T     R    LTR   LTR    LTR   LT    LT     R
#LnsInGrps:     2     2     1     2     2     1     3     3      3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12     12    12    12    12
% Hev Veh:           10                10                10                 10
Grade:               0%                0%                0%                 0%
Parking/Hr:          No                No                No                 No
Bus Stp/Hr:           0                 0                 0                  0
Area Type:    < < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                  0
ExclusiveRT:      Include           Include           Include            Include
% RT Prtct:           0                 0                 0                  0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:      1 xxxx xxxx     1 xxxx xxxx     4     4     4     4     4 xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj:  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj:  xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj:  xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:       xxxx xxxx  0.85  xxxx xxxx  0.85  0.97 0.97  0.97  xxxx xxxx  0.85
LT Adj:       0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.98 0.98 xxxxx
HCM Sat Adj:  0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
Usr Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj:  0.86 0.91  0.77  0.86 0.91  0.77  0.86 0.86  0.86  0.89 0.89  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > > >
DelAdjFctr:   0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
```

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap. (X):	0.771
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	20.7
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1 1	0	1 0	1	0 0	0 2	2	0 2	0 0	0	0 3	0 1
Volume Module: AM												
Base Vol:	444	599	459	148	0	433	289	594	0	0	624	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	599	459	148	0	433	289	594	0	0	624	256
User Adj:	1.00	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:	467	631	483	156	0	456	304	625	0	0	657	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	631	483	156	0	456	304	625	0	0	657	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.10	1.10	1.00	1.00	1.13	1.03	1.05	1.00	1.00	1.10	1.00
Final Vol.:	514	694	531	156	0	515	313	657	0	0	723	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.86	1.00	0.77	0.86	0.91	1.00	1.00	0.91	0.77
Lanes:	1.00	1.13	0.87	1.00	0.00	2.00	2.00	2.00	0.00	0.00	3.00	1.00
Final Sat.:	1625	1839	1410	1641	0	2936	3282	3455	0	0	5182	1468
Capacity Analysis Module:												
Vol/Sat:	0.32	0.38	0.38	0.09	0.00	0.18	0.10	0.19	0.00	0.00	0.14	0.18
Crit Moves:	****					****	****					****
Green/Cycle:	0.41	0.51	0.51	0.13	0.00	0.23	0.12	0.36	0.00	0.00	0.24	0.24
Volume/Cap:	0.77	0.74	0.74	0.74	0.00	0.77	0.77	0.53	0.00	0.00	0.59	0.77
Uniform Del:	19.3	14.7	14.7	31.9	0.0	27.5	32.2	19.1	0.0	0.0	25.6	27.0
IncremntDel:	1.2	0.9	0.9	8.7	0.0	3.8	6.0	0.3	0.0	0.0	0.5	6.9
Delay Adj:	0.85	0.85	0.85	0.85	0.00	0.85	0.85	0.85	0.00	0.00	0.85	0.85
Delay/Veh:	17.6	13.4	13.4	35.8	0.0	27.2	33.4	16.6	0.0	0.0	22.3	29.9
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:	17.6	13.4	13.4	35.8	0.0	27.2	33.4	16.6	0.0	0.0	22.3	29.9
DesignQueue:	18	21	16	8	0	23	16	24	0	0	32	12

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
********************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
********************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:   LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:     3    3     3     1     0     2     2    2      0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12    12    12    12   12     12    12   12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:         10                 0                 0                10
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:      4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.95 0.95  0.95  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.85 0.85  0.85  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
********************************************************************************
```

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                  1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):         0.392
Loss Time (sec):      0 (Y+R =  4 sec)  Average Delay (sec/veh):         3.7
Optimal Cycle:       38                 Level Of Service:                  A
*******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      7   10   10      7   10   10      7   10   10      7   10   10
Lanes:         0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    1  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       17    0    2     11    0   11     40 1134   24      5  856   12
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    17    0    2     11    0   11     40 1134   24      5  856   12
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      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:     18    0    2     12    0   12     42 1194   25      5  901   13
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    18    0    2     12    0   12     42 1194   25      5  901   13
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.05 1.05   1.00 1.10 1.10
Final Vol.:     18    0    2     12    0   12     42 1253   27      5  991   14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.86 1.00 0.77   0.86 1.00 0.77   0.86 0.91 0.91   0.86 0.91 0.91
Lanes:        1.00 0.00 1.00   1.00 0.00 1.00   1.00 1.96 0.04   1.00 2.96 0.04
Final Sat.:   1641    0 1468   1641    0 1468   1641 3383   72   1641 5110   72
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.00 0.00   0.01 0.00 0.01   0.03 0.37 0.37   0.00 0.19 0.19
Crit Moves:   ****             ****             ****             ****
Green/Cycle:  0.07 0.00 0.10   0.07 0.00 0.10   0.07 0.76 0.76   0.07 0.76 0.76
Volume/Cap:   0.16 0.00 0.01   0.10 0.00 0.08   0.37 0.49 0.49   0.05 0.26 0.26
Uniform Del: 33.2  0.0 30.8   33.1  0.0 31.0   33.7  3.5  3.5   33.0  2.7  2.7
IncremntDel:  0.1  0.0  0.0    0.0  0.0  0.0    0.9  0.1  0.1    0.0  0.0  0.0
Delay Adj:    0.85 0.00 0.85   0.85 0.00 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   28.3  0.0 26.2   28.1  0.0 26.4   29.6  3.1  3.1   28.0  2.3  2.3
User DelAdj: 1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  28.3  0.0 26.2   28.1  0.0 26.4   29.6  3.1  3.1   28.0  2.3  2.3
DesignQueue:    1    0    0      1    0    1      2   18    0      0   14    0
*******************************************************************************

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    1  0  2  1  0
Lane Group:   LT    LT     R    LT    LT     R     L    RT     RT    L    RT     RT
#LnsInGrps:      1     1     1     1     1     1     1     2     2     1     3     3
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:            10                10                10                10
Grade:                0%                0%                0%                0%
Parking/Hr:           No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                 0                 0                 0
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx xxxx     2  xxxx xxxx     2  xxxx    5     5  xxxx    5     5
f(lt) Case:      4 xxxx xxxx     4 xxxx xxxx     1 xxxx xxxx     1 xxxx xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj:  0.91 xxxx  0.91  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:    1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj:  xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj:  xxxx xxxx  1.00  xxxx xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:     1.00 xxxx  1.00  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:       xxxx xxxx  0.85  xxxx xxxx  0.85  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:       0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj:  0.86 1.00  0.77  0.86 1.00  0.77  0.86 0.91  0.91  0.86 0.91  0.91
Uar Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj:  0.86 1.00  0.77  0.86 1.00  0.77  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:   0.85 0.00  0.85  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):      0.0           Worst Case Level Of Service:      B
*******************************************************************************
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  1    0  0  0  0  0    0  0  1  1  0    0  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       0    0   11     0    0    0     0 1130    6     0  863    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0   11     0    0    0     0 1130    6     0  863    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:     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:     0    0   12     0    0    0     0 1189    6     0  908    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:     0    0   12     0    0    0     0 1189    6     0  908    0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:             0%               0%               0%               0%
% Cycle/Cars:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
% Truck/Comb:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
PCE Adj:     1.10 1.10 1.10  1.10 1.10 1.10  1.10 1.00 1.00  1.10 1.00 1.00
Cycl/Car PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Trck/Cmb PCE:   xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Adj Vol.:       0    0   13     0    0    0     0 1189    6     0  908    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   598  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   689  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   689  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx   5.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *    *     *    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *    *     *    *    *     *    *    *
ApproachDel:          5.3            xxxxxx            0.0            0.0
ApproachLOS:            B               *               A              A


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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):         0.475
Loss Time (sec):      0 (Y+R =  4 sec)  Average Delay (sec/veh):        11.4
Optimal Cycle:       43                 Level Of Service:                  B
*******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     7   10   10      7   10   10      7   10   10      7   10   10
Lanes:        0  0  1  0  0     0  0  1  0  0     1  0  1  1  0     1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: AM
Base Vol:       5    0    1     14    1  121    195  942    3      5  732   17
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    5    0    1     14    1  121    195  942    3      5  732   17
User Adj:    1.00 1.00 1.00   1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:     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:     5    0    1     15    1  127    205  992    3      5  771   18
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    5    0    1     15    1  127    205  992    3      5  771   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 1.05 1.05   1.00 1.05 1.05
Final Vol.:     5    0    1     15    1  127    205 1041    3      5  809   19
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900  1900 1900 1900   1900 1900 1900
Adjustment:  0.77 1.00 0.77   0.71 0.71 0.71  0.86 0.91 0.91   0.86 0.91 0.91
Lanes:       0.83 0.00 0.17   0.10 0.01 0.89  1.00 1.99 0.01   1.00 1.95 0.05
Final Sat.:  1216    0  243    139   10 1199   1641 3444   11   1641 3376   78
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00   0.11 0.11 0.11  0.13 0.30 0.30   0.00 0.24 0.24
Crit Moves:                   ****  ****       ****             ****
Green/Cycle: 0.07 0.00 0.10   0.20 0.23 0.23  0.24 0.63 0.63   0.07 0.46 0.46
Volume/Cap:  0.06 0.00 0.04   0.52 0.46 0.46  0.52 0.48 0.48   0.05 0.52 0.52
Uniform Del: 33.0  0.0 30.9   27.0 25.0 25.0  25.2  7.6  7.6   33.0 14.7 14.7
IncremntDel:  0.0  0.0  0.0    1.5  0.8  0.8   1.0  0.1  0.1    0.0  0.3  0.3
Delay Adj:   0.85 0.00 0.85   0.85 0.85 0.85  0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   28.1  0.0 26.3   24.4 22.0 22.0  22.4  6.6  6.6   28.0 12.7 12.7
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:  28.1  0.0 26.3   24.4 22.0 22.0  22.4  6.6  6.6   28.0 12.7 12.7
DesignQueue:    0    0    0     1    0    6     9   23    0      0   26    1
*******************************************************************************
```

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-------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:   LTR  LTR   LTR   LTR  LTR   LTR    L   RT     RT    L   RT     RT
#LnsInGrps:     1    1     1     1    1     1    1    2     2     1    2     2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12   12    12    12   12    12   12   12    12    12   12    12
% Hev Veh:          10                10              10                10
Grade:              0%                0%              0%                0%
Parking/Hr:         No                No              No                No
Bus Stp/Hr:         0                 0               0                 0
Area Type:    < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:        0                 0               0                 10
ExclusiveRT:     Include           Include         Include           Include
% RT Prtct:         0                 0               0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      7 xxxx     7     7    7     7   xxxx    5     5   xxxx    5     5
f(lt) Case:      4 xxxx     4     4    4     4     1 xxxx  xxxx      1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj:  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:    1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj:  1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj:  1.00 xxxx  1.00  1.00 1.00  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:     1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:       0.88 xxxx  0.88  0.78 0.78  0.78  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:       0.96 xxxx  0.96  1.00 1.00  1.00  0.95 xxxx  xxxxx 0.95 xxxx xxxxx
HCM Sat Adj:  0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj:  0.77 1.00  0.77  0.71 0.71  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:   0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whipple Road / I-880 SB Off-Ra	D	26.3	0.858	D	26.3	0.858	+ 0.000 D/V
# 2 Whipple Road / Industrial Park	C	22.9	0.811	C	22.9	0.811	+ 0.000 D/V
# 3 Whipple Road / Target Driveway	B	13.4	0.745	B	13.4	0.745	+ 0.000 D/V
# 4 Whipple Road / Shurgard Drivew	A	0.0	0.000	A	0.0	0.000	+ 0.000 D/V
# 5 Whipple Road / Wiegman Road	B	10.6	0.528	B	10.6	0.528	+ 0.000 D/V

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Level Of Service Computation Report
1994 HCM Operations Method (Base Volume Alternative)

Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street

Cycle (sec):	100	Critical Vol./Cap. (X):	0.858
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	26.3
Optimal Cycle:	161	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	2 0	2 0	1	2 0	2 0	1	1 1	0 1	0	1 1	0 0	1
Volume Module: PM												
Base Vol:	347	845	162	500	850	330	394	484	157	358	161	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	845	162	500	850	330	394	484	157	358	161	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	365	889	171	526	895	347	415	509	165	377	169	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	889	171	526	895	347	415	509	165	377	169	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.03	1.05	1.00	1.03	1.05	1.00	1.10	1.10	1.10	1.05	1.05	1.00
Final Vol.:	376	934	171	542	939	347	456	560	182	396	178	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.91	0.77	0.86	0.91	0.77	0.87	0.87	0.87	0.88	0.88	0.77
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.14	1.40	0.46	1.38	0.62	1.00
Final Sat.:	3282	3455	1468	3282	3455	1468	1894	2327	755	2311	1039	1468
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.12	0.17	0.27	0.24	0.24	0.24	0.24	0.17	0.17	0.18
Crit Moves:		****		****			****					****
Green/Cycle:	0.15	0.31	0.31	0.19	0.36	0.36	0.28	0.29	0.29	0.20	0.21	0.21
Volume/Cap:	0.76	0.86	0.37	0.86	0.76	0.66	0.86	0.84	0.84	0.84	0.81	0.86
Uniform Del:	31.0	24.4	20.2	29.7	21.6	20.6	25.9	25.4	25.4	29.0	28.5	28.8
IncremntDel:	4.7	5.0	0.2	8.0	2.0	2.2	4.0	3.2	3.2	6.2	4.8	14.2
Delay Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Delay/Veh:	31.1	25.8	17.4	33.2	20.4	19.7	26.0	24.8	24.8	30.9	29.0	38.8
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:	31.1	25.8	17.4	33.2	20.4	19.7	26.0	24.8	24.8	30.9	29.0	38.8
DesignQueue:	18	38	7	25	36	13	19	23	8	18	8	12

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                              1994 HCM Operations Method
                                Base Volume Alternative
*******************************************************************************
Intersection #1 Whipple Road / I-880 SB Off-Ramp / Dyer Street
*******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        2  0  2  0  1    2  0  2  0  1    1  1  0  1  0    1  1  0  0  1
Lane Group:     L     T     R     L     T     R    LTR   LTR   LTR    LT    LT     R
#LnsInGrps:     2     2     1     2     2     1     3     3     3     2     2     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12    12    12    12    12    12    12    12    12
% Hev Veh:           10                10                10                10
Grade:               0%                0%                0%                0%
Parking/Hr:          No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:     < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                10                 0                 0
ExclusiveRT:      Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx xxxx     2  xxxx xxxx     2     5     5     5  xxxx xxxx     2
f(lt) Case:      1 xxxx xxxx     1 xxxx xxxx     4     4     4     4     4 xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj:  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj:  xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Bus Stp Adj:  xxxx xxxx  1.00  xxxx xxxx  1.00  1.00 1.00  1.00  xxxx xxxx  1.00
Area Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:       xxxx xxxx  0.85  xxxx xxxx  0.85  0.98 0.98  0.98  xxxx xxxx  0.85
LT Adj:       0.95 xxxx xxxxx  0.95 xxxx xxxxx  0.98 0.98  0.98  0.97 0.97 xxxxx
HCM Sat Adj:  0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
Usr Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj:  0.86 0.91  0.77  0.86 0.91  0.77  0.87 0.87  0.87  0.88 0.88  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:   0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************
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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
*******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap. (X):         0.811
Loss Time (sec):       0 (Y+R =  4 sec)  Average Delay (sec/veh):        22.9
Optimal Cycle:       121                 Level Of Service:                  C
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      7   10   10      7   10   10      7   10   10      7   10   10
Lanes:         1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:      239  630  251   200    0  547   519  582    0     0  914  243
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   239  630  251   200    0  547   519  582    0     0  914  243
User Adj:     1.00 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:    252  663  264   211    0  576   546  613    0     0  962  256
Reduct Vol:      0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   252  663  264   211    0  576   546  613    0     0  962  256
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.10 1.10 1.10  1.00 1.00 1.13  1.03 1.05 1.00  1.00 1.10 1.00
Final Vol.:    277  729  291   211    0  651   563  643    0     0 1058  256
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.87 0.87 0.87  0.86 1.00 0.77  0.86 0.91 1.00  1.00 0.91 0.77
Lanes:        1.00 1.43 0.57  1.00 0.00 2.00  2.00 2.00 0.00  0.00 3.00 1.00
Final Sat.:   1659 2372  945  1641    0 2936  3282 3455    0     0 5182 1468
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.17 0.31 0.31  0.13 0.00 0.22  0.17 0.19 0.00  0.00 0.20 0.17
Crit Moves:        ****       ****            ****                 ****
Green/Cycle:  0.23 0.38 0.38  0.16 0.00 0.31  0.21 0.46 0.00  0.00 0.25 0.25
Volume/Cap:   0.72 0.81 0.81  0.81 0.00 0.72  0.81 0.40 0.00  0.00 0.81 0.69
Uniform Del:  27.0 21.2 21.2  30.9  0.0 23.5  28.5 13.5  0.0   0.0 26.7 25.8
IncrmntDel:    1.0  2.3  2.3  11.9  0.0  2.0   5.1  0.1  0.0   0.0  2.8  3.8
Delay Adj:    0.85 0.85 0.85  0.85 0.00 0.85  0.85 0.85 0.00  0.00 0.85 0.85
Delay/Veh:    24.0 20.3 20.3  38.1  0.0 22.0  29.3 11.5  0.0   0.0 25.6 25.7
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:   24.0 20.3 20.3  38.1  0.0 22.0  29.3 11.5  0.0   0.0 25.6 25.7
DesignQueue:    12   27   11    10    0   26    26   20    0     0   46   11
*******************************************************************************

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #2 Whipple Road / Industrial Parkway / I-880 NB Off-Ramp
*******************************************************************************
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:         1  1  0  1  0    1  0  0  0  2    2  0  2  0  0    0  0  3  0  1
Lane Group:    LTR  LTR   LTR    L  xxxx    R     L    T   xxxx  xxxx   T     R
#LnsInGrps:      3    3     3     1     0     2     2    2      0     0    3     1
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12   12    12    12    12    12    12   12    12    12   12    12
% Hev Veh:            10                10                10                10
Grade:                0%                0%                0%                0%
Parking/Hr:           No                No                No                No
Bus Stp/Hr:           0                 0                 0                 0
Area Type:     < < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          10                0                 0                 10
ExclusiveRT:       Include           Include           Include           Include
% RT Prtct:           0                 0                 0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:      5    5     5  xxxx xxxx     2  xxxx xxxx  xxxx  xxxx xxxx     2
f(lt) Case:      4    4     4     1 xxxx  xxxx     1 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Hev Veh Adj: 0.91 0.91  0.91  0.91 xxxx  0.91  0.91 0.91 xxxxx  xxxx 0.91  0.91
Grade Adj:   1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
Parking Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Bus Stp Adj: 1.00 1.00  1.00  xxxx xxxx  1.00  xxxx 1.00 xxxxx  xxxx xxxx  1.00
Area Adj:    1.00 1.00  1.00  1.00 xxxx  1.00  1.00 1.00 xxxxx  xxxx 1.00  1.00
RT Adj:      0.97 0.97  0.97  xxxx xxxx  0.85  xxxx xxxx xxxxx  xxxx xxxx  0.85
LT Adj:      0.99 0.99  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx  xxxx xxxx xxxxx
HCM Sat Adj: 0.87 0.87  0.87  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.87 0.87  0.87  0.86 1.00  0.77  0.86 0.91  1.00  1.00 0.91  0.77
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:   < < < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > >
Signal Type:   < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > > >
DelAdjFctr:  0.85 0.85  0.85  0.85 0.00  0.85  0.85 0.85  0.00  0.00 0.85  0.85
*******************************************************************************
```

```
Hayward Cum + Proj - PM    Wed Mar 3, 2004 14:29:52                    Page 7-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
                  1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
*******************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):         0.745
Loss Time (sec):      0 (Y+R =  4 sec)  Average Delay (sec/veh):        13.4
Optimal Cycle:       89                 Level Of Service:                  B
*******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      7   10   10      7   10   10      7   10   10      7   10   10
Lanes:         0  1  0  0  1     1  0  0  1  0     1  0  1  1  0     0  1  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       78    0   15     24    0   81     91  920   74     13 1129   43
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    78    0   15     24    0   81     91  920   74     13 1129   43
User Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
PHF Adj:      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:     82    0   16     25    0   85     96  968   78     14 1188   45
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    82    0   16     25    0   85     96  968   78     14 1188   45
PCE Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.05 1.05   1.10 1.10 1.10
Final Vol.:     82    0   16     25    0   85     96 1017   82     15 1307   50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:   0.86 1.00 0.77   0.47 1.00 0.42   0.86 0.90 0.90   0.90 0.90 0.90
Lanes:        1.00 0.00 1.00   1.00 0.00 1.00   1.00 1.85 0.15   0.03 2.86 0.11
Final Sat.:   1641    0 1468    898    0  803   1641 3165  255     56 4888  186
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.05 0.00 0.01   0.03 0.00 0.11   0.06 0.32 0.32   0.27 0.27 0.27
Crit Moves:   ****             ****             ****             ****
Green/Cycle:  0.07 0.00 0.14   0.07 0.00 0.14   0.07 0.43 0.43   0.36 0.72 0.72
Volume/Cap:   0.71 0.00 0.08   0.40 0.00 0.75   0.83 0.75 0.75   0.75 0.37 0.37
Uniform Del:  34.6  0.0 28.3   33.8  0.0 31.3   34.9 18.2 18.2   21.4  4.1  4.1
IncremntDel:  12.4  0.0  0.0    2.2  0.0 15.2   25.6  1.5  1.5    1.2  0.0  0.0
Delay Adj:    0.85 0.00 0.85   0.85 0.00 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:    41.8  0.0 24.0   31.0  0.0 41.8   55.3 17.0 17.0   19.4  3.5  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:   41.8  0.0 24.0   31.0  0.0 41.8   55.3 17.0 17.0   19.4  3.5  3.5
DesignQueue:     4    0    1      1    0    4      5   35    3      1   22    1
*******************************************************************************

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
******************************************************************************
Intersection #3 Whipple Road / Target Driveway & Project Driveway
******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        0  1  0  0  1    1  0  0  1  0    1  0  1  1  0    0  1  1  1  0
Lane Group:     LT    LT     R     L    RT     RT    L    RT     RT   LTR  LTR   LTR
#LnsInGrps:      1     1     1     1     1      1     1     2      2     3    3     3
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:     12    12    12    12    12     12    12    12     12    12   12    12
% Hev Veh:            10                101           10                 10
Grade:                0%                0%            0%                 0%
Parking/Hr:           No                No            No                 No
Bus Stp/Hr:           0                 0             0                  0
Area Type:    < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                 0             0                  0
ExclusiveRT:      Include           Include       Include            Include
% RT Prtct:           0                 0             0                  0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx xxxx     2  xxxx xxxx     5  xxxx    5     5     5    5     5
f(lt) Case:      4 xxxx xxxx     1 xxxx xxxx     1 xxxx xxxx     4    4     4
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:   1.00 xxxx 1.00  1.00 xxxx 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Hev Veh Adj:  0.91 xxxx 0.91  0.50 xxxx 0.50  0.91 0.91 0.91  0.91 0.91  0.91
Grade Adj:    1.00 xxxx 1.00  1.00 xxxx 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Parking Adj:  xxxx xxxx 1.00  xxxx xxxx 1.00  xxxx 1.00 1.00  1.00 1.00  1.00
Bus Stp Adj:  xxxx xxxx 1.00  xxxx xxxx 1.00  xxxx 1.00 1.00  1.00 1.00  1.00
Area Adj:     1.00 xxxx 1.00  1.00 xxxx 1.00  1.00 1.00 1.00  1.00 1.00  1.00
RT Adj:       xxxx xxxx 0.85  xxxx xxxx 0.85  xxxx 0.99 0.99  0.99 0.99  0.99
LT Adj:       0.95 xxxx xxxxx 0.95 xxxx xxxxx 0.95 xxxx xxxxx 1.00 1.00  1.00
HCM Sat Adj:  0.86 1.00 0.77  0.47 1.00 0.42  0.86 0.90 0.90  0.90 0.90  0.90
Usr Sat Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Sat Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Fnl Sat Adj:  0.86 1.00 0.77  0.47 1.00 0.42  0.86 0.90 0.90  0.90 0.90  0.90
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < No  > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <   Actuated   > > > > > > > > > > > > >
DelAdjFctr:   0.85 0.00 0.85  0.85 0.00 0.85  0.85 0.85 0.85  0.85 0.85  0.85
******************************************************************************
```

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Hayward Cum + Proj - PM    Wed Mar 3, 2004 14:29:52                    Page 9-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              1994 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #4 Whipple Road / Shurgard Driveway
*******************************************************************************
Average Delay (sec/veh):      0.0           Worst Case Level Of Service:       A
*******************************************************************************
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  1     0  0  0  0  0     0  0  1  1  0     0  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:        0    0   10      0    0    0      0  937    3      0 1181    0
Growth Adj:   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:     0    0   10      0    0    0      0  937    3      0 1181    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:      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:      0    0   11      0    0    0      0  986    3      0 1243    0
Reduct Vol:      0    0    0      0    0    0      0    0    0      0    0    0
Final Vol.:      0    0   11      0    0    0      0  986    3      0 1243    0
------------|---------------||---------------||---------------||---------------|
Adjusted Volume Module:
Grade:              0%               0%               0%               0%
% Cycle/Cars:    xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
% Truck/Comb:    xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
PCE Adj:      1.10 1.10 1.10   1.10 1.10 1.10   1.10 1.00 1.00   1.10 1.00 1.00
Cycl/Car PCE:    xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Trck/Cmb PCE:    xxxx xxxx        xxxx xxxx        xxxx xxxx        xxxx xxxx
Adj Vol.:        0    0   12      0    0    0      0  986    3      0 1243    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
MoveUp Time:xxxxx xxxx   2.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Critical Gp:xxxxx xxxx   5.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   495  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   777  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Adj Cap:     xxxx xxxx  1.00  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   777  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
Stopped Del:xxxxx xxxx   4.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:   *    *     A     *    *    *     *    *    *     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Shrd StpDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    *    *     *    *    *     *    *    *
ApproachDel:        4.7            xxxxxx            0.0            0.0
ApproachLOS:         A               *               A              A


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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              1994 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap. (X):          0.528
Loss Time (sec):       0 (Y+R =  4 sec)  Average Delay (sec/veh):         10.6
Optimal Cycle:        48                 Level Of Service:                   B
*******************************************************************************
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Protected        Protected        Protected        Protected
Rights:             Include          Include          Include          Include
Min. Green:     7   10   10      7   10   10      7   10   10      7   10   10
Lanes:        1  0  0  0  0     0  0  1! 0  0     1  0  1  1  0     1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: PM
Base Vol:       6    0    0     33    0  173     67  900    1      2  993   10
Growth Adj:  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
Initial Bse:    6    0    0     33    0  173     67  900    1      2  993   10
User Adj:    1.00 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:     6    0    0     35    0  182     71  947    1      2 1045   11
Reduct Vol:     0    0    0      0    0    0      0    0    0      0    0    0
Reduced Vol:    6    0    0     35    0  182     71  947    1      2 1045   11
PCE Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.05 1.05   1.00 1.05 1.05
Final Vol.:     6    0    0     35    0  182     71  995    1      2 1098   11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900   1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.86 1.00 1.00   0.71 1.00 0.71   0.86 0.91 0.91   0.86 0.91 0.91
Lanes:       1.00 0.00 0.00   0.16 0.00 0.84   1.00 1.99 0.01   1.00 1.98 0.02
Final Sat.:  1641    0    0    216    0 1134   1641 3451    4   1641 3420   34
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00   0.16 0.00 0.16   0.04 0.29 0.29   0.00 0.32 0.32
Crit Moves:  ****                      ****   ****                     ****
Green/Cycle: 0.07 0.00 0.00   0.35 0.00 0.28   0.08 0.58 0.58   0.07 0.57 0.57
Volume/Cap:  0.05 0.00 0.00   0.45 0.00 0.56   0.56 0.50 0.50   0.02 0.56 0.56
Uniform Del: 33.0  0.0  0.0   18.9  0.0 23.2   33.9  9.6  9.6   32.9 10.4 10.4
IncrmntDel:   0.0  0.0  0.0    0.5  0.0  1.4    4.2  0.2  0.2    0.0  0.3  0.3
Delay Adj:   0.85 0.00 0.00   0.85 0.00 0.85   0.85 0.85 0.85   0.85 0.85 0.85
Delay/Veh:   28.0  0.0  0.0   16.5  0.0 21.1   33.0  8.4  8.4   28.0  9.1  9.1
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:  28.0  0.0  0.0   16.5  0.0 21.1   33.0  8.4  8.4   28.0  9.1  9.1
DesignQueue:    0    0    0     1    0    7     4   25    0      0   28    0
*******************************************************************************
```

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                  Level Of Service Detailed Computation Report
                          1994 HCM Operations Method
                            Base Volume Alternative
*******************************************************************************
Intersection #5 Whipple Road / Wiegman Road
*******************************************************************************
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
HCM Ops Adjusted Lane Utilization Module:
Lanes:        1  0  0  0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
Lane Group:     L   xxxx  xxxx   LTR  LTR   LTR    L   RT     RT    L   RT     RT
#LnsInGrps:     1     0     0     1    1     1    1    2      2     1    2      2
------------|---------------||---------------||---------------||---------------|
HCM Ops Input Saturation Adj Module:
Lane Width:    12    12    12    12   12    12   12   12     12    12   12     12
% Hev Veh:           10                 10               10                10
Grade:               0%                 0%               0%                0%
Parking/Hr:          No                 No               No                No
Bus Stp/Hr:           0                  0                0                 0
Area Type:     < < < < < < < < < < < < < < < Other > > > > > > > > > > > > > > >
Cnft Ped/Hr:          0                  0                0                10
ExclusiveRT:      Include            Include          Include           Include
% RT Prtct:           0                  0                0                 0
------------|---------------||---------------||---------------||---------------|
HCM Ops f(rt) and f(lt) Adj Case Module:
f(rt) Case:   xxxx xxxx  xxxx     7 xxxx     7  xxxx    5     5  xxxx    5     5
f(lt) Case:      1 xxxx  xxxx     4 xxxx     4     1 xxxx  xxxx     1 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
HCM Ops Saturation Adj Module:
Ln Wid Adj:  1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Hev Veh Adj: 0.91 xxxx xxxxx  0.91 xxxx  0.91  0.91 0.91  0.91  0.91 0.91  0.91
Grade Adj:   1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Parking Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Bus Stp Adj: 1.00 xxxx xxxxx  1.00 xxxx  1.00  xxxx 1.00  1.00  xxxx 1.00  1.00
Area Adj:    1.00 xxxx xxxxx  1.00 xxxx  1.00  1.00 1.00  1.00  1.00 1.00  1.00
RT Adj:      xxxx xxxx xxxxx  0.79 xxxx  0.79  xxxx 1.00  1.00  xxxx 1.00  1.00
LT Adj:      0.95 xxxx xxxxx  0.99 xxxx  0.99  0.95 xxxx xxxxx  0.95 xxxx xxxxx
HCM Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
Usr Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Sat Adj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Fnl Sat Adj: 0.86 1.00  1.00  0.71 1.00  0.71  0.86 0.91  0.91  0.86 0.91  0.91
------------|---------------||---------------||---------------||---------------|
Delay Adjustment Factor Module:
Coordinated:  < < < < < < < < < < < < < < < No   > > > > > > > > > > > > > > >
Signal Type:  < < < < < < < < < < < < < <    Actuated    > > > > > > > > > > > >
DelAdjFctr:  0.85 0.00  0.00  0.85 0.00  0.85  0.85 0.85  0.85  0.85 0.85  0.85
*******************************************************************************

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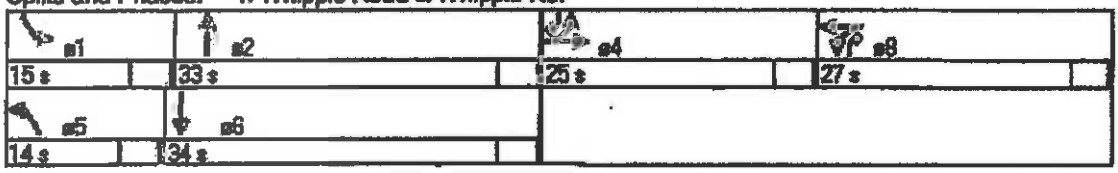
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3208	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.992		0.950			0.950			0.950		
Satd. Flow (perm)	1610	3208	0	1681	1770	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		57				251			69			125
Volume (vph)	224	184	106	215	307	223	269	466	64	248	445	702
Lane Group Flow (vph)	176	371	0	242	345	251	289	501	69	258	464	731
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	8	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	25.0	25.0	0.0	27.0	27.0	0.0	14.0	33.0	27.0	15.0	34.0	25.0
Act Effct Green (s)	19.1	19.1		20.3	20.3	80.8	10.9	17.6	37.9	11.3	18.1	40.3
Actuated g/C Ratio	0.24	0.24		0.25	0.25	1.00	0.13	0.22	0.47	0.14	0.22	0.50
v/c Ratio	0.46	0.46		0.57	0.78	0.16	0.63	0.65	0.09	0.54	0.59	0.86
Uniform Delay, d1	26.1	21.9		26.1	27.8	0.0	32.7	28.4	0.0	31.9	27.6	14.2
Delay	29.3	23.8		28.8	33.0	0.0	38.2	29.9	1.7	35.6	29.0	15.7
LOS	C	C		C	C	A	D	C	A	D	C	B
Approach Delay		25.6			21.9			30.4			23.4	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	91	80		121	184	0	80	136	0	70	123	159
Queue Length 95th (ft)	172	135		214	#332	0	#140	187	11	117	171	260
Internal Link Dist (ft)		940			480			843			161	
50th Up Block Time (%)												6%
95th Up Block Time (%)											7%	13%
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %												
95th Bay Block Time %					20%							
Queuing Penalty (veh)					25						16	72

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 80.8
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 25.0 Intersection LOS: C
Intersection Capacity Utilization 81.7% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Road & Whipple Rd.

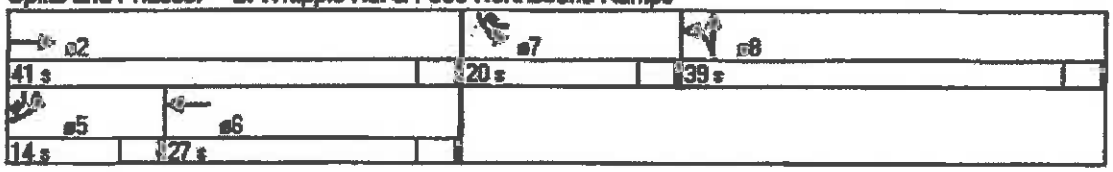


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3170	0	1770	0	2787
Satd. Flow (RTOR)						70		151				192
Volume (vph)	289	594	0	0	624	256	444	599	459	148	0	433
Lane Group Flow (vph)	348	716	0	0	734	301	510	1217	0	178	0	522
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	14.0	41.0	0.0	0.0	27.0	20.0	39.0	39.0	0.0	20.0	0.0	14.0
Act Effct Green (s)	11.0	40.8			26.8	44.0	36.0	36.0		14.2		25.2
Actuated g/C Ratio	0.11	0.41			0.27	0.44	0.36	0.36		0.14		0.25
v/c Ratio	0.92	0.50			0.54	0.41	0.88	0.98		0.71		0.62
Uniform Delay, d1	44.1	22.0			31.3	14.2	30.0	27.7		40.9		10.3
Delay	63.9	22.8			22.2	8.8	36.8	44.0		40.6		10.3
LOS	E	C			C	A	D	D		D		B
Approach Delay		36.2			18.3			42.5				
Approach LOS		D			B			D				
Queue Length 50th (ft)	114	177			150	109	330	377		108		38
Queue Length 95th (ft)	#174	215			100	69	#510	#506		161		47
Internal Link Dist (ft)		860			400			959			903	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %							25%	28%				
95th Bay Block Time %							41%	41%				
Queuing Penalty (veh)							200	176				

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 17 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 31.7 Intersection LOS: C
Intersection Capacity Utilization 81.2% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & I-880 Northbound Ramps

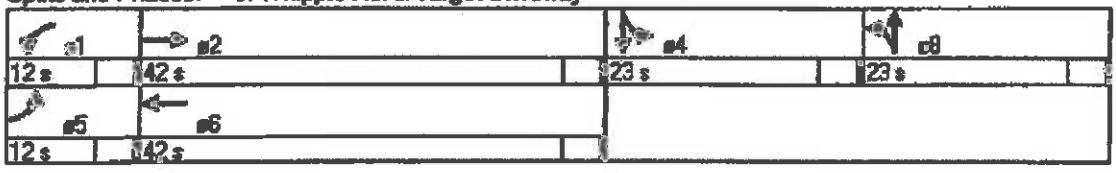


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3529	0	1770	5075	0	0	1770	1583	0	1770	1583
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1770	3529	0	1770	5075	0	0	1770	1583	0	1770	1583
Satd. Flow (RTOR)		2			2				2			26
Volume (vph)	40	1134	24	5	856	12	17	0	2	11	0	11
Lane Group Flow (vph)	50	1445	0	6	964	0	0	19	2	0	26	26
Turn Type	Prot			Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Total Split (s)	12.0	42.0	0.0	12.0	42.0	0.0	23.0	23.0	23.0	23.0	23.0	23.0
Act Effct Green (s)	7.7	80.8		6.0	75.7			6.5	6.5		7.0	7.0
Actuated g/C Ratio	0.08	0.81		0.06	0.76			0.07	0.07		0.07	0.07
v/c Ratio	0.37	0.51		0.06	0.25			0.17	0.02		0.21	0.19
Uniform Delay, d1	45.8	5.2		46.0	4.9			46.8	0.0		43.8	0.0
Delay	46.2	2.4		39.6	4.1			43.8	30.5		43.5	16.5
LOS	D	A		D	A			D	C		D	B
Approach Delay		3.9			4.3			42.6			30.0	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)	30	1		4	0			12	0		16	0
Queue Length 95th (ft)	m51	100		m11	78			34	7		42	4
Internal Link Dist (ft)		400			1			101			104	
50th Up Block Time (%)				54%	20%							
95th Up Block Time (%)				57%	28%							
Turn Bay Length (ft)	150											
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)				3	228							

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 4 (4%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 4.9 — Intersection LOS: A
Intersection Capacity Utilization 56.7% — ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Whipple Rd. & Target Driveway

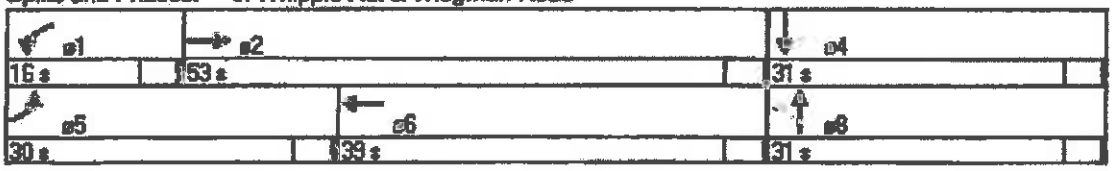


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3536	0	1770	3529	0	0	1749	0	0	1629	0
Flt Permitted	0.950			0.950				0.848			0.980	
Satd. Flow (perm)	1770	3536	0	1770	3529	0	0	1545	0	0	1605	0
Satd. Flow (RTOR)					3			2			133	
Volume (vph)	195	942	3	5	732	17	5	0	1	14	1	121
Lane Group Flow (vph)	241	1167	0	5	823	0	0	12	0	0	149	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Total Split (s)	30.0	53.0	0.0	16.0	39.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0
Act Effct Green (s)	18.2	83.4		5.8	64.1			8.7			8.7	
Actuated g/C Ratio	0.18	0.83		0.06	0.64			0.09			0.09	
v/c Ratio	0.75	0.40		0.05	0.36			0.09			0.57	
Uniform Delay, d1	38.7	2.9		48.0	8.4			34.9			4.5	
Delay	45.5	1.6		44.4	9.7			36.3			10.0	
LOS	D	A		D	A			D			B	
Approach Delay		9.1			9.9			36.3			10.0	
Approach LOS		A			A			D			B	
Queue Length 50th (ft)	141	24		3	115			6			9	
Queue Length 95th (ft)	217	75		15	199			12			66	
Internal Link Dist (ft)		600			1343			409			896	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	250			100								
50th Bay Block Time %					9%							
95th Bay Block Time %					25%							
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 16 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 9.6 — Intersection LOS: A
Intersection Capacity Utilization 57.3% — ICU Level of Service A

Splits and Phases: 5: Whipple Rd. & Wiegman Road

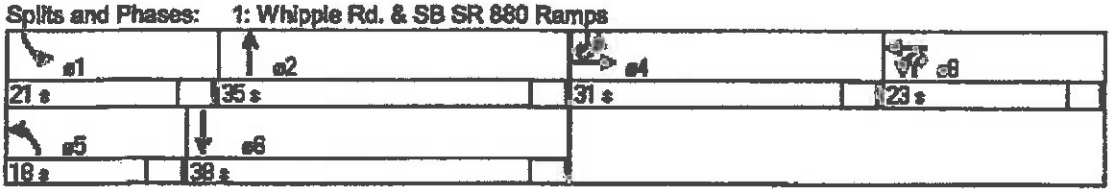


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1610	3262	0	1681	1736	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950	0.996		0.950	0.981		0.950			0.950		
Satd. Flow (perm)	1610	3262	0	1681	1736	1583	3433	3539	1583	3433	3539	1583
Satd. Flow (RTOR)		30				282			44			185
Volume (vph)	394	484	157	358	161	254	347	845	162	500	850	330
Lane Group Flow (vph)	382	794	0	281	296	282	386	939	180	543	924	359
Turn Type	Split			Split		Free	Prot		pm+ov	Prot		pm+ov
Protected Phases	4	4		8	8		5	2	6	1	6	4
Permitted Phases						Free			2			6
Total Split (s)	31.0	31.0	0.0	23.0	23.0	0.0	18.0	35.0	23.0	21.0	38.0	31.0
Act Effct Green (s)	28.0	28.0		20.0	20.0	109.5	14.8	31.5	51.5	18.0	34.6	65.7
Actuated g/C Ratio	0.26	0.26		0.18	0.18	1.00	0.14	0.29	0.47	0.16	0.32	0.60
v/c Ratio	0.93	0.93		0.92	0.93	0.18	0.83	0.92	0.23	0.96	0.82	0.35
Uniform Delay, d1	39.8	39.3		43.9	44.1	0.0	46.1	37.8	6.5	45.5	34.6	4.9
Delay	60.6	48.8		67.3	70.6	0.0	51.9	44.0	6.7	67.8	35.7	5.1
LOS	E	D		E	E	A	D	D	A	E	D	A
Approach Delay		52.7			46.4			41.6			39.2	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	291	291		207	218	0	138	336	29	198	315	49
Queue Length 95th (ft)	#474	#401		#375	#393	0	#212	#456	53	#307	396	102
Internal Link Dist (ft)		933			480			978			161	
50th Up Block Time (%)										18%	34%	
95th Up Block Time (%)										44%	41%	
Turn Bay Length (ft)	500					250	200			275		400
50th Bay Block Time %								30%			11%	
95th Bay Block Time %					37%		8%	41%		13%	22%	
Queuing Penalty (veh)					53		19	137		198	440	

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 109.5
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 44.0 — Intersection LOS: D
Intersection Capacity Utilization 93.1% — ICU Level of Service E
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Whipple Rd. & SB SR 880 Ramps

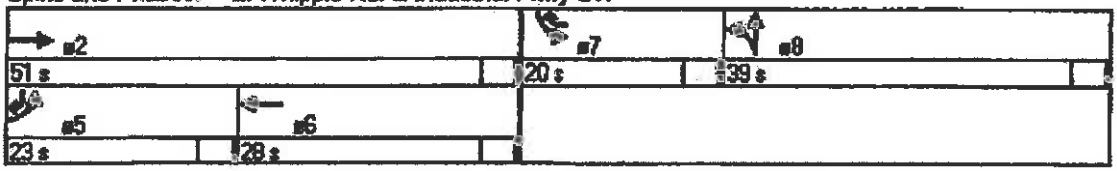


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	3433	3539	0	0	5085	1583	1610	3244	0	1770	0	2787
Flt Permitted	0.950						0.950			0.950		
Satd. Flow (perm)	3433	3539	0	0	5085	1583	1610	3244	0	1770	0	2787
Satd. Flow (RTOR)						42		52				386
Volume (vph)	519	582	0	0	914	243	239	630	251	200	0	547
Lane Group Flow (vph)	558	626	0	0	1004	267	275	1013	0	202	0	553
Turn Type	Prot					pm+ov	Split			custom		custom
Protected Phases	5	2			6	7	8	8		7		5
Permitted Phases						6				7		7 5
Total Split (s)	23.0	51.0	0.0	0.0	28.0	20.0	39.0	39.0	0.0	20.0	0.0	23.0
Act Effct Green (s)	19.7	49.8			27.1	45.7	35.5	35.5		15.6		35.3
Actuated g/C Ratio	0.18	0.45			0.25	0.42	0.32	0.32		0.14		0.32
v/c Ratio	0.91	0.39			0.80	0.39	0.53	0.93		0.80		0.48
Uniform Delay, d1	44.2	19.9			38.8	18.5	30.4	34.2		45.7		4.2
Delay	52.9	20.6			32.2	10.1	30.9	41.4		50.5		4.2
LOS	D	C			C	B	C	D		D		A
Approach Delay		35.8			27.5			39.1				
Approach LOS		D			C			D				
Queue Length 50th (ft)	200	155			254	80	172	360		138		25
Queue Length 95th (ft)	#295	203			#186	40	253	#466		#243		50
Internal Link Dist (ft)		860			400			1001			945	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	350					225	200			250		
50th Bay Block Time %					8%			25%				
95th Bay Block Time %					3%		14%	31%		3%		
Queuing Penalty (veh)					15		34	77		4		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 31.2 Intersection LOS: C
Intersection Capacity Utilization 84.7% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Whipple Rd. & Industrial Pkwy SW

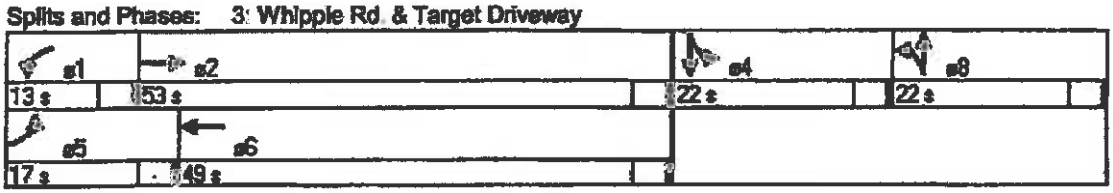


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3504	0	1770	5080	0	0	1770	1583	0	1770	1583
Flt Permitted	0.950			0.950				0.950			0.950	
Satd. Flow (perm)	1770	3504	0	1770	5080	0	0	1770	1583	0	1770	1583
Satd. Flow (RTOR)		9			6				17			99
Volume (vph)	91	920	74	13	1129	43	78	0	15	24	0	81
Lane Group Flow (vph)	110	1190	0	14	1233	0	0	87	17	0	29	99
Turn Type	Prot			Prot			Split		Perm	Split		Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			4
Total Split (s)	17.0	53.0	0.0	13.0	49.0	0.0	22.0	22.0	22.0	22.0	22.0	22.0
Act Effct Green (s)	11.5	76.7		6.5	66.4			10.6	10.6		7.5	7.5
Actuated g/C Ratio	0.10	0.72		0.06	0.62			0.10	0.10		0.07	0.07
v/c Ratio	0.59	0.47		0.13	0.39			0.51	0.10		0.24	0.50
Uniform Delay, d1	47.0	7.7		51.9	10.3			47.2	0.0		48.6	0.0
Delay	54.4	6.7		65.7	7.0			46.5	18.2		47.8	9.9
LOS	D	A		E	A			D	B		D	A
Approach Delay		10.8			7.7			41.9			18.5	
Approach LOS		B			A			D			B	
Queue Length 50th (ft)	76	77		11	33			59	0		20	0
Queue Length 95th (ft)	m110	351		m24	61			108	21		49	39
Internal Link Dist (ft)		400			1			132			110	
50th Up Block Time (%)				90%	30%							
95th Up Block Time (%)				86%	43%							
Turn Bay Length (ft)	150											
50th Bay Block Time %												
95th Bay Block Time %		11%										
Queuing Penalty (veh)		6		12	450							

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 5 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 10.9 Intersection LOS: B
Intersection Capacity Utilization 58.1% ICU Level of Service A
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Whipple Rd. & Target Driveway

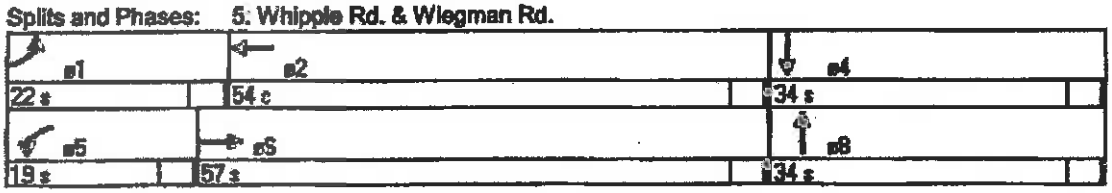


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Satd. Flow (prot)	1770	3539	0	1770	3536	0	0	1770	0	0	1639	0
Flt Permitted	0.950			0.950				0.424			0.956	
Satd. Flow (perm)	1770	3539	0	1770	3536	0	0	790	0	0	1580	0
Satd. Flow (RTOR)					1						225	
Volume (vph)	67	900	1	2	993	10	6	0	0	33	0	173
Lane Group Flow (vph)	77	1035	0	2	1114	0	0	8	0	0	268	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Total Split (s)	22.0	57.0	0.0	19.0	54.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Act Effct Green (s)	10.7	90.7		9.0	81.8			10.8			10.8	
Actuated g/C Ratio	0.10	0.82		0.08	0.74			0.10			0.10	
v/c Ratio	0.45	0.35		0.01	0.42			0.10			0.75	
Uniform Delay, d1	48.3	3.2		52.5	5.5			45.1			7.4	
Delay	42.8	2.0		46.5	6.8			41.7			9.9	
LOS	D	A		D	A			D			A	
Approach Delay		4.8			6.8			41.7			9.9	
Approach LOS		A			A			D			A	
Queue Length 50th (ft)	50	26		1	132			5			28	
Queue Length 95th (ft)	103	103		9	264			16			63	
Internal Link Dist (ft)		600			1343			412			940	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)	250			100								
50th Bay Block Time %					10%							
95th Bay Block Time %					25%							
Queuing Penalty (veh)												

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 106 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 6.4 — Intersection LOS: A
Intersection Capacity Utilization 70.4% — ICU Level of Service C

Splits and Phases: 5: Whipple Rd. & Wiegman Rd.



Level of Service Detailed Summary

Electronic Superstore and Retail Center TIA
Intersection Level of Service Detailed Summary

Intersection	Peak Hour	Existing Conditions		Existing Plus Project			Cumulative Conditions		Cumulative Plus Project		
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Change in Delay	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Change in Delay
SIGNALIZED INTERSECTIONS											
1. Whipple RD. & Dyer St./SB SR 880 Ramps	AM	24.8	C	23.9	C	-0.9	24.1	C	24.1	C	0.0
	PM	24.9	C	25.3	D	0.4	24.8	C	26.3	D	1.5
2. Whipple RD. & Industrial Parkway SW	AM	20.4	C	20.5	C	0.1	20.6	C	20.7	C	0.1
	PM	22.2	C	22.7	C	0.5	22.1	C	22.9	C	0.8
3. Whipple RD. & Target Driveway / Project Driveway	AM	-	-	3.7	A	-	-	-	3.7	A	-
	PM	-	-	13.4	B	-	-	-	13.4	B	-
5. Whipple Rd. & Wiegman RD.	AM	11.7	B	11.8	B	0.1	11.4	B	11.7	B	0.3
	PM	10.5	B	10.5	B	0.0	10.5	B	10.6	B	0.1
UNSIGNALIZED INTERSECTIONS											
3. Whipple RD. & Target Driveway	AM	10.9	C	-	-	-	7.0	B	-	-	-
	PM	13.8	C	-	-	-	13.1	C	-	-	-
4. Whipple RD. & Shurgard Driveway	AM	58.6	F	5.3	B	-53.3	60.1	F	5.3	B	-54.8
	PM	76.8	F	4.7	A	-71.9	80.9	F	4.7	A	-76.2

1. Delay in vehicles per second based on HCM delay calculation used by TRAFFIX software analysis
2. Level of Service based on HCM delay criteria

CITY OF HAYWARD
HEART OF THE BAY

Planning Division
777 B Street, Hayward CA 94541-5007

IMPORTANT OFFICIAL NOTICE

NOTICE OF DECISION

On January 19, 2012, the Planning Director of the City of Hayward determined that a proposed Walmart Market grocery store is an allowed use at the 34,000-square-foot building formerly occupied by Circuit City, and is consistent with the existing Conditional Use Permit (PL-2004-0039) associated with the retail center at that location. This decision is made pursuant to Zoning Ordinance Section 10-1.1600 Industrial District and Section 10-1.3210(a) Conditional Use Permit.

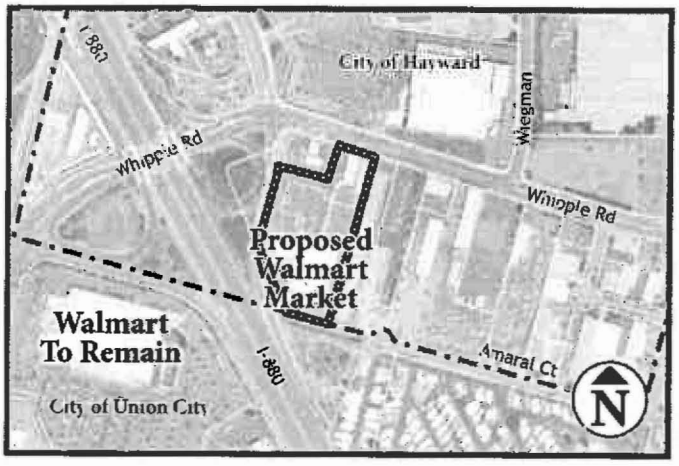
The 5.14-acre site is located at 2480 Whipple Road in an Industrial (I) Zoning District.

The proposed grocery store is consistent with the previous use in terms of environmental impacts and no additional CEQA review is required. Analysis of the traffic study previously performed for Circuit City indicates no significant change in intersection operations.

This determination of the Planning Director is final, and will become effective Monday, February 6, 2012, unless appealed. Written appeals, along with the appropriate fee, must be received no later than 5:00pm on Friday, February 3, 2012, and must set forth the specific grounds of the appeal. If appealed, a public hearing will be scheduled before the Planning Commission for a decision.

If you have any questions, or would like additional information regarding this decision, including a copy of the letter of determination, please contact:

David Rizk, AICP Planning Director
Planning Division, Development Services Department
City of Hayward
777 "B" Street
Hayward, CA 94541
Phone No: (510) 583-4004
Fax No: (510) 583-3650
E-mail: david.rizk@hayward-ca.gov
TDD: (510) 247-3340
www.hayward-ca.gov



Reference: PL-2004-0039 CUP

Si necesita esta información en español, por favor llame al teléfono 510-583-4400.

NOTICE OF PUBLIC HEARING

The Planning Commission of the City of Hayward has scheduled a public hearing on **Thursday, April 5, 2012 at 7:00 p.m.,** Council Chambers, 2nd Floor, City Hall, 777 B Street, Hayward, to obtain citizen input on the following:

Appeal of Planning Director's determination that a proposed Walmart Market grocery store at the 34,000-square-foot building formerly occupied by Circuit City is a permitted use consistent with Conditional Use Permit No.PL 2004-0039.

The 5.14-acre site is located at 2480 Whipple Road, in an Industrial (I) Zoning District.

The proposed grocery store is consistent with the previous use in terms of potential for generating significant environmental impacts and is exempt from California Environmental Quality Act (CEQA) review, per Section 15301 of the CEQA Guidelines (Existing Facilities).

You are invited to attend the public hearing before the Planning Commission to speak or offer written evidence for or against this proposal in advance of the hearing. A copy of the staff report can be viewed on the City's website at www.hayward-ca.gov after March 29, 2012.

The decision by the Planning Commission on this proposal is final unless appealed or called up by a City Council member. If you wish to appeal the decision, please submit a letter specifying the reasons for the appeal, along with the appropriate fee. If appealed, a public hearing will be scheduled before the City Council for final decision.

If you have any questions, or would like additional information regarding this project, please contact the planner listed below prior to the hearing.

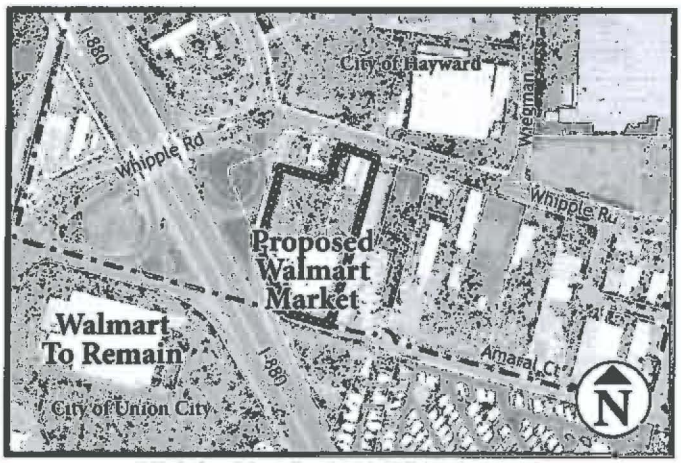
David Rizk, AICP, Planning Director
City of Hayward, Planning Division
777 "B" Street
Hayward, CA 94541
Phone: (510) 583-4004
Fax: (510) 583-3650
e-mail:david.rizk@hayward-ca.gov

TDD: (510) 247-3340
For disabilities assistance, call
48 hours in advance: (510) 583-4200

CITY OF HAYWARD
HEART OF THE BAY

Planning Division
777 B Street, Hayward CA 94541-5007

IMPORTANT OFFICIAL NOTICE



Vicinity Map for 2480 Whipple Road

Reference:
PL-2004-0039 CUP

Si necesita esta información en español, por favor llame al teléfono 510-583-4400.

From: Carmen Torres [mailto:ctorres_sing@yahoo.com]
Sent: Thursday, March 29, 2012 11:04 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I am in support to have a walmart market in Hayward. We support more job opportunities for our city.

Carmen Torres
Hayward, Ca. 94541

From: Bobbi Peterson [mailto:bobbi.peterson58@yahoo.com]
Sent: Thursday, March 29, 2012 3:56 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

This new walmart is much needed. I offers growth for all!

From: Virginia Tse [mailto:vigin107@yahoo.com]
Sent: Thursday, March 29, 2012 3:16 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

It's a good idea to have a new Walmart Market, fully support!

From: teresa cruz [mailto:dsmom24@yahoo.com]
Sent: Thursday, March 29, 2012 1:06 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support any new business that will bring jobs to Hayward.

Teresa Cruz
1534 Balein Ct
Hayward, ca 94544

From: Rose Rodelo [mailto:rodelorose@yahoo.com]
Sent: Thursday, March 29, 2012 11:40 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support the opening of a new Walmart Store in Hayward Ca.
Thank you.

From: Steve Adediji [mailto:steveade@yahoo.com]
Sent: Thursday, March 29, 2012 9:53 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Steve Adediji

From: Mary Ann Libunao [mailto:maryann_libunao@yahoo.com]
Sent: Thursday, March 29, 2012 9:48 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support Walmart Market on April 05.

From: Ahsan Khan [mailto:kahsan20@yahoo.com]
Sent: Thursday, March 29, 2012 8:52 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I want the the new walmart at circuit city

Name : Ahsan Khan
Resident of Hayward

From: Gary Lesmeister [mailto:g_lesmeister@yahoo.com]
Sent: Thursday, March 29, 2012 5:21 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

It is good for shoppers and is a tax base for area. I have to go to far for a good full service food store

Gary Lesmeister
TimeMaster
729 Shawnee Ct
Hayward, CA 94544

510 329-8629
g_lesmeister@yahoo.com

From: Margo Parker [mailto:margoparker@ymail.com]
Sent: Thursday, March 29, 2012 4:35 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I Would like to see this go up at thge old Lucky's store in Southland for those who have no place to buy their food.
Since they closed Lucky's we have to travel far to buy what we need,like up to other lucky's store off Jackson st.
Welcome this either way,still better then nothing ,right.

From: Khodr, X X [mailto:x.khodr@aramco.com]
Sent: Thursday, March 29, 2012 2:00 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

My neighbors and I like the option of having a low-price grocery store closer to where we live. If you would like to bring this NEW WALMART MARKET to Hayward

Thanks and regards.

Mohamad K Khodr
PQM, Third Party Projects Inspection
PID/NAPIS
BGP, Engineering Inspection Office @ Berri
E Mail : khodrxx@aramco.com
Tel# 678-5762
Mob# 0504835342

ارامكو السعودية
Saudi Aramco

From: George Montemayor [mailto:gmmontemayor@yahoo.com]
Sent: Thursday, March 29, 2012 1:17 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes, **I like the option of having a low-price grocery store (Walmart) closer to where we live in Hayward.**

From: jelexeyia jenkins [mailto:jelexeyia@yahoo.com]
Sent: Thursday, March 29, 2012 12:50 AM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

new walmart yes!!!!!!!!!!!!!!!!!!!!!!!!

From: siu wan lee [mailto:windytiti@yahoo.com.hk]
Sent: Wednesday, March 28, 2012 8:59 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes, I would like to have a new Walmart in Hayward.

From: Manny Esguerra [mailto:mannyesguerra51@yahoo.com]
Sent: Wednesday, March 28, 2012 8:32 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

-----Original Message-----
From: suneel@hisfo.com [mailto:suneel@hisfo.com]
Sent: Wednesday, March 28, 2012 7:29 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Sent via BlackBerry by AT&T

From: Sunny Balsells [mailto:sunnywilson13@yahoo.com]
Sent: Wednesday, March 28, 2012 6:33 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

This is a great thing for us in hayward as we have limited shopping options in the area. We need lower price options. This project has my full support.

Sunny Balsells

Sent from my Motorola ATRIX™ 4G on AT&T

From: Marvin Gonzalez [mailto:g.marvin77@yahoo.com]
Sent: Wednesday, March 28, 2012 6:21 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Please Relay My Support for Walmart Market on April 5.
Marvin Gonzalez

From: brusa [mailto:brusa@bru-sa.com]
Sent: Wednesday, March 28, 2012 5:56 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Beckie Underwood (if you've known me more than 6 months...please try to start spelling Beckie correctly! The tons of you that aready do...thank you and please ignore this!)

Grandmother of the cutest, smartest granddaughters in the whole entire world!
visit my picture trail at: http://www.picturetrail.com/brusa

-----Original Message-----
From: Rhoda Butler [mailto:atouchofcarmel@yahoo.com]
Sent: Wednesday, March 28, 2012 5:41 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

You have my support

Sent from my iPhone

From: tatiana blake [mailto:tatiblake@yahoo.com]
Sent: Wednesday, March 28, 2012 5:36 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

yes i support

From: E B [mailto:hawie2@yahoo.com]
Sent: Wednesday, March 28, 2012 4:53 PM
To: Sonja Dal Bianco
Subject: Please approve the Walmart Market at Whipple in Hayward:

Dear Sonia: I am attaching a letter I wrote to the planning commission regarding the hearing on the planned Walmart Market store on Whipple rd in Hayward.

I appreciate your help in fordwarding it the planning commision before their meeting.

Etenesh Benti
Quzinos owner.

From: Quan Vu [mailto:f430vu@gmail.com]
Sent: Wednesday, March 28, 2012 4:49 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support this New Walmart in Hayward initiative. Thanks.

--

Best regards,

Quan.

Quan Vu | email: f430vu@gmail.com | mobile: 408-373-9173

From: Jo Ann Gonzalez [mailto:momabear843_1313@yahoo.com]
Sent: Wednesday, March 28, 2012 4:42 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes I do support this...

~~ Jo~~

-----Original Message-----
From: Vishy Parthasarathy [mailto:pvishy@yahoo.com]
Sent: Wednesday, March 28, 2012 4:40 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes I support

Regards,
Vishy

From: Denise Hensing [mailto:denise_hensing@yahoo.com]
Sent: Wednesday, March 28, 2012 4:35 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Dear Ms. Dalbianco,
I support the new walmart market in the abandoned circuit city location. In addition to adding new jobs to our area, we would be adding an affordable grocery market. Im all for it. I have lived in Hayward most of my 51 years and I would have no problem shopping at Wal-Marts new market. Sign me up for my support. Thank-you.
Respectfully,
Denise Hensing

From: Anthony Gatson [mailto:awgent@aol.com]
Sent: Wednesday, March 28, 2012 4:20 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

-----Original Message-----
From: jonhanle@yahoo.com [mailto:jonhanle@yahoo.com]
Sent: Wednesday, March 28, 2012 4:13 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes. I support to have a super walmart in hayward

From: Prabhashni Prasad [mailto:prabhashniprasad@yahoo.com]
Sent: Wednesday, March 28, 2012 3:57 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

From: Onorato Campopiano [mailto:occanusay@yahoo.com]
Sent: Wednesday, March 28, 2012 3:28 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I am FOR the Walmart Grocery store.

-----Original Message-----
From: Mz. Letitia Morris [mailto:letitiamorris1973@yahoo.com]
Sent: Wednesday, March 28, 2012 3:27 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I would support it 100%

From: Reinhardt, Karena [mailto:KReinhardt@samuelmerritt.edu]
Sent: Wednesday, March 28, 2012 3:02 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Karena Reinhardt
25580 Franklin Avenue Unit 4
Hayward, CA 94544
510-917-1699
Kreinhardt74@hotmail.com

From: joy batteate [mailto:joyssp@yahoo.com]
Sent: Wednesday, March 28, 2012 2:31 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

It is needed!!

From: Josephine Campbell [mailto:jocamp52@yahoo.com]
Sent: Wednesday, March 28, 2012 2:23 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Yes for sure, we need it.
I have to drive all the way to Union City to go to Walmart .

Josephine Campbell
All Credit Card Services
510-583-9800 main
510-583-9805 fax

info@allcreditcardservices.com
www.allcreditcardservices.com

From: Pam Prasad [mailto:honeypillay@yahoo.com]
Sent: Wednesday, March 28, 2012 2:21 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support

-----Original Message-----
From: Jihan Johnson [mailto:jihan.johnson@yahoo.com]
Sent: Wednesday, March 28, 2012 2:15 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Sent from my iPhone

From: Janet Zhou [mailto:janetzhou79@yahoo.com]
Sent: Wednesday, March 28, 2012 2:12 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Hi, I would like Register my support for a New Warmart Market Grocery Store in Hayward.

Regards,

janet

From: Yiang Han (yiahan) [mailto:yiahan@cisco.com]
Sent: Wednesday, March 28, 2012 1:55 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

Fully support!

From: Lisa Kelsey [mailto:kelsey.lisa@gene.com]
Sent: Wednesday, March 28, 2012 1:43 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support this new Walmart market in Hayward.

Thank you,
Lisa Kelsey

--
Lisa M. Kelsey, MA, LMFT
Product Development Regulatory Labeling (PDRL)
Genentech, A Member of the Roche Group
South San Francisco Office
Phone: 650-225-3077
Mobile: 650-867-5869

From: William Powers [mailto:powerswe@gmail.com]
Sent: Wednesday, March 28, 2012 1:41 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

From: Dominga Hernandez [mailto:dominga5@yahoo.com]
Sent: Wednesday, March 28, 2012 1:28 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I will support a New Walmart Grocery Store in Hayward, I wish it was a different location, this location is too congestion.
If I do go to a walmart (which is not often) I would like the idea that the city of Hayward recieves $$ and for mor jobs available here locally.
Please add me to the petition,
Dominga Hernandez
27666 Calaroga Ave
Hayward CA 94545
209403-1226 cell phone

-----Original Message-----
From: arshad ali [mailto:arshadali1000@yahoo.com]
Sent: Wednesday, March 28, 2012 12:49 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I support to have this walmart in Hayward.
Thanks.

Arshad Ali (510) 586-4535

-----Original Message-----
From: Alex Buendia [mailto:albuendia_abuendia@yahoo.com]
Sent: Wednesday, March 28, 2012 12:43 PM
To: Sonja Dal Bianco
Subject: Please Relay My Support for Walmart Market on April 5

I approve this proposal.

Sent from my iPhone

From: Tim Lan [mailto:tim.lan@onobbq.com]
Sent: Tuesday, March 27, 2012 4:06 PM
To: List-Mayor-Council
Cc: dtemkin@me.com
Subject: April 5th Planning Commision hearing: Walmart Market and Pharmacy

Hello,

I am writing on behalf of Ono Hawaiian BBQ located at 2472 Whipple Rd. #4, Hayward CA 94544. The anchor space in our shopping center has been vacant for a few years now after Circuit City closed. We are excited to hear that Walmart Market is interested to move into our shopping center. Walmart Market will be a great addition to our shopping center and the neighborhood. Please see the attached letter showing our support to bring Walmart Market to this location.

Thanks

Tim

We have moved!

Sincerely,
Tim Lan
Director, Business Development
Ono Hawaiian BBQ | Nubi Yogurt | Zen Chinese Kitchen
M: 415.312.5175 | O: 909.594.3388 ext 141 | F: 909.594.8388
21700 Copley Drive, Suite 320, Diamond Bar, CA 91765
www.OnoBBQ.com | www.NubiYogurt.com | www.ZenCK.com

From: yong ying [mailto:yong_ying@hotmail.com]
Sent: Friday, March 23, 2012 9:55 PM
To: Sonja Dal Bianco; List-Mayor-Council
Subject: Support Hayward Walmart Market

To Whom This May Concern:

I'm sending this email to show my support for Hayward Walmart Market in the old Circuit City location near 880 & Whipple Rd. I hope Hayward will be prosperous by having Walmart market there.

Your best attention and favorable decision on April 5th hearing will be appreciated.

Best regards,
Yong Ying

From: Kou-yie Chen [mailto:taggy53@yahoo.com]
Sent: Thursday, March 22, 2012 12:50 PM
To: Sonja Dal Bianco; List-Mayor-Council
Subject: I Support Hayward Walmart Market

Dear Sirs,

I'm sending this email to show my support for Hayward Walmart Market in the old Circuit City location near 880 & Whipple Rd. I hope it will vitalize Hayward and it be more prosperous by having Walmart market there.

Your best attention and favorable decision on April 5th hearing will be appreciated.

Best regards,
Chris Chen
3667 Depot Road
Hayward, CA 94545

From: Candy Chen [mailto:cschen53@yahoo.com]
Sent: Thursday, March 22, 2012 12:21 PM
To: Sonja Dal Bianco; List-Mayor-Council
Subject: Support Hayward Walmart Market

To Whom This May Concern:

I'm sending this email to show my support for Hayward Walmart Market in the old Circuit City location near 880 & Whipple Rd. I hope Hayward will be prosperous by having Walmart market there.

Your best attention and favorable decision on April 5th hearing will be appreciated.

Best regards,
Candy Chen
2718 Seadrift Lane
Hayward, CA 94545

HAYWARD
CHAMBER *of*
COMMERCE

March 28, 2012

David Rizk
Hayward Planning Director
Hayward City Hall
777 B Street
Hayward, CA 94541

Dear Mr. Rizk,

The Hayward Chamber of Commerce agrees with the city staff determination that a Walmart Market is an "allowable use" and fits the subregional zoning for the proposed site at the former Circuit City building on Whipple Road. We are in full support of the effort of the property owner to reuse or recycle that vacant building for a grocery store operated by Walmart. This follows unanimous votes of support from our Government Relations Council on March 1 and Board of Directors on March 22.

South Hayward is a community that has been calling for a full-service grocery store for some time and the former Circuit City building has been empty for more than three years. The vacancy has resulted in crime, vandalism, vehicle "sideshows," and graffiti. The restaurant of one of our chamber members adjacent this empty building has been robbed three times, twice at gunpoint in front of patrons.

A grocery store in this location would rejuvenate business in the area and create more shopping options for Hayward residents. The market will provide about 100 jobs and badly needed sales taxes for a city budget expected to be $14 million smaller this fiscal year than last.

Hayward also will benefit from an enhanced partnership with the Walmart Foundation and its efforts addressing hunger, workforce development, sustainability, and support for schools. Our K-12 system has profound needs, some of which could be addressed by working with the Walmart Foundation's scholarships and Teacher Rewards programs.

As a member of the Hayward Chamber of Commerce, Walmart Market is determined to be a good corporate citizen of Hayward and will be an active participant in the life of our community. Property owner Hayward 880 LLC also is a chamber member and is committed to continue its work to rejuvenate the business community in South Hayward. Again, the chamber urges your continued support of this opportunity.

Sincerely,

Kim Huggett
President & CEO

22561 Main Street, Hayward, CA 94541 Tel (510)537-2424 Fax (510)537-2730 www.hayward.org

Etenesh Benti
Owner, Quiznos
2472 Whipple Road, Suite 2
Hayward, California 94543

March 28, 2012

City of Hayward
Planning Commission
777 B Street
Hayward, California 94541

Subject: Please approve the Walmart Market at Whipple Road and I-880

Dear Planning Commission Chair & Members,

Five years ago, my husband and I invested our life's savings to open our small business in Hayward - Quiznos at Whipple Road and I-880. At that time, we thought that opening this business would give me more time to spend with our daughter who was four years old at the time.

Five years later, we find ourselves struggling to stay in business in what was once a thriving shopping complex, but is now mostly abandoned and fraught with drug dealing, gang activity and crime. Our business is hanging by a thread, and we turn to you for help.

As a small business in Hayward, my husband and I plead with you: PLEASE ALLOW THE WALMART MARKET TO OPEN IN OUR SHOPPING COMPLEX! We look to you, our city leaders, to make smart decisions to bring more businesses and tax dollars to our community - not take them away.

Hayward has the opportunity to become a thriving city, with retail and grocery opportunities for our residents, bringing in more tax dollars for services like more police to combat crime in our city. The now abandoned Circuit City building is the perfect location for a store, and there is a company (Walmart Market) that wants to do business there, bringing vitality back to our shopping complex.

More importantly for me, as a local small business owner, Walmart Market will bring customers - customers we really need to be able to make a living and stay in business in Hayward.

It is the American Dream to be able to own a business and thrive for the benefit of our family. Please take this into consideration when you vote on the Walmart Market on April 5th. The decision you make, will decide my business and my family's future. Please don't let us down.

Best regards,

Etenesh Benti
Owner, Quiznos

March 27, 2012

Planning Commission
City of Hayward
777 B Street
Hayward, CA 94541

Dear Planning Commission Chair Marquez & Members:

I own Ono Hawaiian BBQ in the Whipple Road shopping center close to I-880 in Hayward. I am writing to ask you to approve the permitting of the proposed Walmart Market & Pharmacy when it comes before you for a vote on April 5th.

It is no secret that the shopping center where my restaurant is located is blighted and wrought with gang activity, drug dealers and other criminal activity. In the last couple of years, there have been over one hundred 911calls for service at our complex, as it has become the hang out for criminals.

It is also widely known that since Circuit City went out of business, at least four other business in our complex have gone out of business. It's really quite simple: It is difficult to attract customers in a shopping complex that is 85% abandoned, not to mention the fact that residents are afraid to frequent a nearly-abandoned complex after dark.

We are the small businesses that choose to stay in Hayward and we are asking for your assistance. Please approve the Walmart Market application as an opportunity to breathe economic life back into our complex. The old Circuit City building was permitted for this purpose; please don't let politics get in the way of what is best for Hayward small businesses and our citizens.

I have a vision of turning the Whipple Road shopping center into a thriving economic center, of which the Walmart Market could be an anchor. Hayward needs the jobs, the tax revenue, and more shopping opportunities for residents.

Please join me in embracing this vision by approving the Walmart Market permit on April 5th. Thank you.

Sincerely,

Joshua Liang
Owner, Ono Hawaiian BBQ
Hayward

HAYWARD
CHAMBER *of*
COMMERCE

March 27, 2012

Mr. Al Mendall
Member, Hayward Planning Commission
City of Hayward
777 B Street
Hayward, CA 94541

Dear Mr. Mendall,

The Hayward Chamber of Commerce urges you to support the effort of the property owner of the former Circuit City site on Whipple Road to reuse or recycle that vacant building for a grocery store operated by Walmart. This follows unanimous votes of support from our Government Relations Council on March 1 and Board of Directors on March 22. We agree with the city planning staff determination that a Walmart Market is an "allowable use," meeting the subregional zoning for the site.

South Hayward is a community that has been calling for a full-service grocery store for some time and the former Circuit City building has been empty for more than three years. The vacancy has resulted in crime, vandalism, vehicle "sideshows," and graffiti. The restaurant of one of our chamber members adjacent this empty building has been robbed three times, twice at gunpoint in front of patrons.

A grocery store in this location would rejuvenate business in the area and create more shopping options for Hayward residents. The market will provide about 100 jobs and badly needed sales taxes for a city budget expected to be $14 million smaller this fiscal year than last.

Hayward also will benefit from an enhanced partnership with the Walmart Foundation and its efforts addressing hunger, workforce development, sustainability, and support for schools. Our K-12 system has profound needs, some of which could be addressed by working with the Walmart Foundation's scholarships and Teacher Rewards programs.

As a member of the Hayward Chamber of Commerce, Walmart Market is determined to be a good corporate citizen of Hayward and will be an active participant in the life of our community. Property owner Hayward 880 LLC also is a chamber member and is committed to continue its work to rejuvenate the business community in South Hayward. Again, the chamber urges your support of this opportunity.

Sincerely,

Kim Huggett
President & CEO

22561 Main Street, Hayward, CA 94541 Tel (510)537-2424 Fax (510)537-2730 www.hayward.org

HAYWARD
CHAMBER *of*
COMMERCE

March 27, 2012

Mariellen Faria
Member, Hayward Planning Commission
Hayward City Hall
777 B Street
Hayward, CA 94541

Dear Ms. Faria,

The Hayward Chamber of Commerce urges you to support the effort of the property owner of the former Circuit City site on Whipple Road to reuse or recycle that vacant building for a grocery store operated by Walmart. This follows unanimous votes of support from our Government Relations Council on March 1 and Board of Directors on March 22. We agree with the city planning staff determination that a Walmart Market is an "allowable use," meeting the subregional zoning for the site.

South Hayward is a community that has been calling for a full-service grocery store for some time and the former Circuit City building has been empty for more than three years. The vacancy has resulted in crime, vandalism, vehicle "sideshows," and graffiti. The restaurant of one of our chamber members adjacent this empty building has been robbed three times, twice at gunpoint in front of patrons.

A grocery store in this location would rejuvenate business in the area and create more shopping options for Hayward residents. The market will provide about 100 jobs and badly needed sales taxes for a city budget expected to be $14 million smaller this fiscal year than last.

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Sincerely,

Kim Huggett
President & CEO

22561 Main Street, Hayward, CA 94541 Tel (510)537-2424 Fax (510)537-2730 www.hayward.org

Date: March 27, 2012

From: CARLOS P. VEGA
28636 MIRANDA ST.
HAYWARD CA 94544

Michael Sweeney, Mayor
City Council
Planning Commission
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;

Dear Mayor Sweeney, Members of the City Council and Planning Commission:

Greetings!

For me and my family, Wal-Mart is most welcome here in Hayward.

We support the opening of Wal-Mart Hayward, CA.

Thank you.

sincerely,

CARLOS P. VEGA and family

Date: 3/26/12

03/29/12 [illegible]

FR: OSCAR AMAYA
2780 Skallgate Cir
Hayward, CA 94545

Michael Sweeney, Mayor
City Council
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California; Conditional Use Permit Number PL-2004-0039

Dear Mayor Sweeney and Members of the City Council:

I voted for you. I support Walmart Market. Revenue for Hayward and good value for residents.

Oscar Amaya

New England Village Mobile Home Residents Association
940 New England Village Drive, Hayward, CA 94544

March 21, 2012

Hayward Planning Commission
777 B Street
Hayward, CA 94541

Dear Chairperson Marquez and Planning Commissioners,

We, the Board of Directors of the New England Village Residents Association have voted unanimously in favor of the proposed Wal-Mart grocery store to be located at the former Circuit City location at Whipple and 880.

The residents of this area have not had a true grocery store since Lucky at Fairway Park closed. We have been forced to shop several miles away in Hayward or go to Union City. The existing warehouse type stores, in our area, are not acceptable to all residents.

We are looking forward to the opportunity to shop in Hayward, at this location, and not give tax dollars to Union City or Fremont.

We represent a community of over 600 residents and there are 6 other Manufactured Home Parks in this area, with over 2,000 residents. We need and want a true grocery store in our area.

Thank you for the opportunity to present our thoughts and feelings on this proposal and thank you for your service to the residents of Hayward.

Sincerely,

Thomas M. Roberts
President
New England Village Residents Association

New England Village Mobile Home Residents Association
940 New England Village Drive, Hayward, CA 94544

March 21, 2012

Hayward Mayor and City Council
777 B Street
Hayward, CA 94541

Dear Mayor Sweeney and Council members.

The Board of Directors of the New England Village Residents Association are in favor of the proposed Wal-Mart grocery store at the former Circuit City location at Whipple and 880.

We represent a community of 600+ residents and firmly believe in keeping sales tax dollars in Hayward.

There are 6 other Manufactured Home Parks in south Hayward and we need a true grocery store, close by, that is not in Union City.

Thank you for the opportunity to address this proposal in a positive way and we thank each of you for your service to the residents of Hayward.

Sincerely,

Thomas M. Roberts
President
New England Village Residents Association

EDEN SHORES

March 18, 2012

Hayward Planning Commission
City Hall Building
777 B Street
Hayward, CA 94541-5007

Dear Chairperson Márquez & Planning Commissioners,

I am writing on behalf of the Eden Shore HOA Board of Directors to advise you of our support for the proposed Walmart Market & Pharmacy to be located in the abandoned Circuit City building on Whipple Road & I-880.

On March 7th, 2012, during a special HOA open meeting, The Board of Directors of the Eden Shores Homeowners Association voted unanimously to support this proposed Walmart Market because the families who reside in our community are in need of nearby new shopping opportunities, especially ones that offer affordable groceries.

There are other important reasons we would like you to support the Walmart Market project when it comes before you for a vote on April 5:

- Increase tax revenue- our nearest grocery store (Lucky's) is not located in Hayward, but is in Union City. Our residents should have the opportunity to shop for groceries nearby and in our own city to make the sales revenue stay within the City..
- Reduce Crime- The shopping center that would house the proposed new Walmart Market is in a mostly abandoned shopping center that is currently a haven for crime and gang activity. Economic vitality at the shopping center would definitely deter crime and cut down on the number of police calls to the area.
- Provide short term and long term local jobs- In this era of economic hardship, our residents need jobs. This new Walmart Market would bring sorely-needed jobs and tax revenues to Hayward, and possibly attract more businesses and jobs into our city.

As Hayward residents who reside near the proposed Walmart Market location, we sincerely hope you will take our strong support for this project into consideration before you vote on the matter. We also ask that you put political interests and special interest groups aside and make a decision that is based on what is good for all regular Hayward Citizens.

Thank you for your consideration.

Sincerely,

David Huang, AIA
President,
Eden Shores Homeowners' Association

EDEN SHORES

March 18, 2012

Hayward Mayor & City Council
City Hall Building
777 B Street
Hayward, CA 94541-5007

Dear Mayor Sweeney & Council members,

I am writing on behalf of the Eden Shore HOA Board of Directors to advise you of our support for the proposed Walmart Market & Pharmacy to be located in the abandoned Circuit City building on Whipple Road & I-880.

On March 7th, 2012, during a special HOA open meeting, The Board of Directors of the Eden Shores Homeowners Association voted unanimously to support this proposed Walmart Market because the families who reside in our community are in need of nearby new shopping opportunities, especially ones that offer affordable groceries.

There are other important reasons we would like you to support the Walmart Market project when and if it comes before you for a vote:

- Increase tax revenue- our nearest grocery store (Lucky's) is not located in Hayward, but is in Union City. Our residents should have the opportunity to shop for groceries nearby and in our own city to make the sales revenue stay within the City..
- Reduce Crime- The shopping center that would house the proposed new Walmart Market is in a mostly abandoned shopping center that is currently a haven for crime and gang activity. Economic vitality at the shopping center would definitely deter crime and cut down on the number of police calls to the area.
- Provide short term and long term local jobs- In this era of economic hardship, our residents need jobs. This new Walmart Market would bring sorely-needed jobs and tax revenues to Hayward, and possibly attract more businesses and jobs into our city.

As Hayward residents who reside near the proposed Walmart Market location, we sincerely hope you will take our strong support for this project into consideration before you vote on the matter. We also ask that you put political interests and special interest groups aside and make a decision that is based on what is good for all regular Hayward Citizens.

Thank you for your consideration.

Sincerely,

David Huang, AIA
President,
Eden Shores Homeowners' Association

City of Hayward Planning Commission & City Council:

We are residents of Spanish Ranch I in Hayward and we are writing to express our support for your approving a new Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. We ask you to consider our support when you vote on this issue. Thank you.

Signature	Print Name	Email Address
		charly_vega14@yahoo.com
	CARLOS P. VEGA	1 Hayward CA 94544
	SILVESTRE G. GARCIA	—do—
	TERRY HIGGINS	
	JUNE CHRISTIAN	
	JENNIS ROGERS	
	Diana Smith	dianarsmith1@gmail.com
	CHRISTINE E. HALL	brattma@22c.cte.net
	Brenda Mayer	Brenbmayer@gmail.com
	Wm E. Mellis	EDMellis411@gmail.com
	Jenny Link	
	Kay Link	jkp4you2@yahoo.com
	ELAINA SMALL	

City of Hayward Planning Commission & City Council:

We are residents of Spanish Ranch I in Hayward and we are writing to express our support for your approving a new Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. We ask you to consider our support when you vote on this issue. Thank you.

Signature	Print Name	Email Address
	ping He	Ganhe@chemical.com
	Meryl Ellen	cheryllsmith@hotmail.com
	Barbara A. Rogers	barl155@earthlink.net

EDEN SHORES

City of Hayward Planning Commission & City Council:

We, the undersigned residents of Eden Shores in Hayward, are in full support of your approving a Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. Please register our support when it comes before you for a vote. Thank you.

Signature	Print Name	Email Address
	Tony Feix	tonyfeix.52@gmail.com
	CANDY CHEN	Cschen53@Yahoo.com
	NENITA D. EBARLIN	NENITA@HAWAIISF.COM
	Minh Hoang	
	Yvette Gonzalez	
	OSCAR AMAYA	OSCAR2750@JAHOO.com
	[illegible]	
	Raquel Heredia	LOVETHEIDEA raquelcp@sbcglobal.net
	[illegible]	jhiray@yahoo.com
	[illegible]	11 Arcadia Ct
	JOSO OBNIANA	
	Julius JAVIER	
	[illegible]	
	Romeo Abarca	mesng2106@msn.com
	Michelle Aldridge	maga1023@yahoo.com

EDEN SHORES

City of Hayward Planning Commission & City Council:

We, the undersigned residents of Eden Shores in Hayward, are in full support of your approving a Walmart Market & Pharmacy at the currently abandoned Circuit City building in the shopping center on Whipple Road and I-880. Please register our support when it comes before you for a vote. Thank you.

Signature	Print Name	Email Address
	Danny Teng	dannyteng@yahoo.com
	Stephanie Screw	
	ANGEL MARION	ANGEL MARION
	DAVID HUANG	
	Dinh Le	
	BETTY HUANG	Hayward
	JIMMY UEN	HAYWARD
	Ann Pham	Hay
	ALKA SIPPY	alka.sippy@gmail.com
	SAM BAHL	
	PATRICIA [illegible]	NONE
	DAVID TST	TASTAS@HOTMAIL.COM
	PETER LUAN	LUANP@SBCGLOBAL.NET

Date: 3-24-12

From: George Garcia
1524 ORTEGA AVE
HAYWARD CA

Michael Sweeney, Mayor
City Council
Planning Commission
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;

Dear Mayor Sweeney, Members of the City Council and Planning Commission:

I AM SUPORTING The WALL-MERT STORE I THINK IS GOOD FOR THE CITY of HAYWARD + FOR The CITIZENS of HAYWARD

THANK YOU
George Garcia
and
Edna M. Garcia

David Rizk

From: David Rizk
Sent: Tuesday, January 24, 2012 2:29 PM
To: 'kendahyl@aol.com'
Subject: RE: Walmart grocery store on whipple
Attachments: 2012-1-19 Determination Letter.pdf

Categories: Business

Kendahyl:
The attached letter should answer your questions. In summary, I have determined that the proposed Walmart grocery store is an allowed use at the former Circuit City building at 2480 Whipple Road. My decision may be appealed to the Planning Commission, or called up to City Council by a City Council member. A written submittal for an appeal or call-up is due by 5:00 pm on Friday, February. 3. If we receive a written appeal or call-up request by that date and time, staff will schedule a public hearing before the Planning Commission or City Council. Please let me know if you have any other questions.

David Rizk, AICP
Director of Development Services
City of Hayward
777 B Street
Hayward, CA 94541
(510) 583-4004
Fax: (510) 583-3649
david.rizk@hayward-ca.gov
www.hayward-ca.gov

From: kendahyl@aol.com [mailto:kendahyl@aol.com]
Sent: Monday, January 23, 2012 9:03 AM
To: David Rizk
Subject: Walmart grocery store on whipple

hi good morning david
i contact you because i would like to know more about plans for walmart only grocery store near union city border on whipple road? and if things were still were moving forword with plans to devloped that shopping center ?and if so when will next meeting be to disscuss this becuase i would like to attend
kendahyl

Date: March 23, 2012

From: Christine E. Hall
28878 La Corona St.
Hayward, Ca. 94544-6227

Michael Sweeney, Mayor
City Council
Planning Commission
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;

Dear Mayor Sweeney, Members of the City Council and Planning Commission: Re: Walmart Market, I'm all for having this market in Hayward because of every day low prices, it will create jobs, revitalize the shopping & the neighborhood new businesses to move in, additional tax revenues for Hayward, also will reduce crime. Walmart would help more options for grocery shopping ~~options~~, ~~losing~~ keep their businesses. Also, it could help re-build Southern gateway. Thank you in advance for taking the time to read my ~~opinion~~ letter.

Date:

FR: Raquel Heredia
Javier Heredia
Lizette Heredia

Michael Sweeney, Mayor
City Council
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;
Conditional Use Permit Number PL-2004-0039

Dear Mayor Sweeney and Members of the City Council:

We love the idea, will be great to have a Wal-Mart Grocery Store in our area.

Sincerely,
Raquel Heredia & family

Date: 3/22/12

FR: Cicile Amaya
2780 Shellgate Circle
Hayward 94545

Michael Sweeney, Mayor
City Council
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;
Conditional Use Permit Number PL-2004-0039

Dear Mayor Sweeney and Members of the City Council:

I freely support Walmart's proposal to open a grocery store at the former site of Circuit City for the main reason that it will generate additional revenue from sales tax and it will create jobs for the community. With the current bad economic situation, it would be stupid to let the opportunity pass. For sure, other cities would welcome Walmart Grocery Store in their area in the blink of an eye. Thank you.

From: Jeff Robinson [mailto:jrobinson524@gmail.com]
Sent: Wednesday, March 28, 2012 4:58 PM
To: Sonja Dal Bianco
Subject: No to Walmart Market

Say No to Walmart.

I have seen these Big Box stores kill more than one local company. Then they underpay their employees and treat them badly.

I say No to Walmart opening up another location in our town.

Jeff Robinson

Date: 3-22-12

FR: Ed Wilson
35 Harris Rd
Hayward

Michael Sweeney, Mayor
City Council
City of Hayward
Office of the City Clerk
777 B Street
Hayward, CA 94541

RE: Proposed Wal-Mart Grocery Store at 2480 Whipple Road in Hayward, California;
Conditional Use Permit Number PL-2004-0039

Dear Mayor Sweeney and Members of the City Council:

Please do NOT VOTE FOR WAL-MART.
IT WILL INCREASE UNEMPLOYMENT
IT WILL NOT INCREASE TAX REVENUES
IT TREATS IT'S EMPLOYEES BADLY
IT INCREASES OUR TRADE DEFICIT WITH CHINA

THANK YOU

David Rizk

From: Miriam Lens
Sent: Friday, March 16, 2012 4:31 PM
To: Barbara Halliday; Barbara Halliday; Bill Quirk - Forward; Francisco Zermeno - Forward; Mark Salinas; Marvin Peixoto; Michael Sweeney; Mike Sweeney; Olden Henson; Olden Henson
Cc: Fran David; David Rizk; Richard Patenaude; Cecelia Cooke
Subject: FW: Article from Bernadine Temple
Attachments: SKMBT_C65212031615100.pdf

Categories: Business

Dear Mayor and Council Members:

Ms. Bernadine Temple came to my office and requested that the attached information be distributed to you.

Please let me know if you have any questions.

Thank you,

Miriam Lens, CMC MPA
City Clerk
City of Hayward | Office of the City Clerk | 777 B Street | Hayward, CA 94541 |
☎ Phone: 510-583.4401 | ✉ Email: Miriam.lens@hayward-ca.gov
www.hayward-ca.gov | City Clerk's Blog: www.hayward-ca.gov/cityclerk/

Apply for Passports at the Office of the City Clerk

From: Suzanne Philis
Sent: Friday, March 16, 2012 3:31 PM
To: Miriam Lens; Sonja Dal Bianco
Subject: Article from Bernadine Temple

Bernadine Temple would like the attached article forwarded to Planning Commissioners, Mayor & Council, Richard Patenaude, David Rizk and Fran David. Her contact information is included.

Thank you! Suzanne

Bernadine J. Temple
Nutrition Consultant

Phone. (510) 581-2155
Cell: (510) 708-9866
Fax: (510) 581-2273
bernadinet@sbcglobal.net

SUNDAY, MARCH 18, 2007 BAY AREA EDITION

Books+

Shedding light on nutrition gap

Book shows food workers among those least able to feed themselves, families

By Dwight Garner
New York Times

One of the first things to like about Tracie McMillan, the author of "The American Way of Eating," is her forthrightness. She's a blue-collar girl who grew up eating a lot of Tuna Helper and Ortega Taco Dinners because her mother was gravely ill for a decade, and her father, who sold lawn equipment, had little time to cook. About these box meals, she says, "I liked them."

Expensive food that took time to prepare "wasn't for people like us," she writes. "It was for the people my grandmother described, with equal parts envy and derision, as *fancy*; my father's word was *snob*. And I wasn't about to be like that."

This is a voice the food world needs.

McMillan, like a lot of us, has grown to take an interest in fresh, well-prepared food. She's written for Saveur magazine, and she knows her way around a kitchen. But her central concern in her journalism and in this provocative book is food and class.

She stares at America's bounty noting that so few seem able to share in it fully, and she asks: "What would it take for us all to eat well?"

Standing in a Wal-Mart, where she has taken a minimum-wage job, McMillan observes that its "produce section is nothing less than an expansive life-support system." Most days, when it comes to vegetables, she's putting lipstick on corpses.

Like Barbara Ehrenreich in her 2001 best-seller "Nickel and Dimed: On (Not) Getting By in America," McMillan goes undercover amid this country's working poor. She takes jobs picking grapes, peaches and garlic in California; stocking produce at a Wal-Mart in Detroit; and working in a busy Applebee's in New York. She lives, and often fails, to live on only the money she earns.

Scribner
$25, 319 pages

The new McMillan brings about life on the front lines is mostly grim. In the California fields, where she is the only *gringa*, she makes far less than minimum wage, sometimes as little as $25 for nine hours of back-breaking work. She lives in cockroach-filled houses, all she can afford, with more than a dozen other people.

She delivers a brutal take-down of corporations that, in her view, pretend on their sunny websites to treat workers well but in practice use labor contractors that often cheat them. She names names.

She charts the toll this work takes on people's health — "hands, swollen and inundated with blisters the first few days ... a worrisome pain shooting up my right arm." She develops a sprain, which forces her to miss work and ultimately quit. Other workers, she notes, would not have that option.

Among this book's central points is that food workers are, in terms of money and time, among the least able to eat well in America. Most are too exhausted to cook. "By the time I finish my stint at Applebee's," McMillan says, "I'll have learned how to spot the other members of my tribe on the subway: heavy-lidded eyes, blank stares, black pants specked with grease, hard-soled black shoes."

McMillan's chapters about Wal-Mart and Applebee's are the book's best. She is not a slash-and-burn critic of either company: Both provide needed jobs and treat their employees at least moderately well. But the produce sold at the Wal-Mart where she works is second-rate, often slimy, wanny or merely bland.

"Walmart doesn't always have the freshest stuff," one manager says to her. "That's how we keep the prices low."

The produce management is so sloppy that "the newer among us are still working our way from recognition to acceptance, as if advancing through the stages of grief."

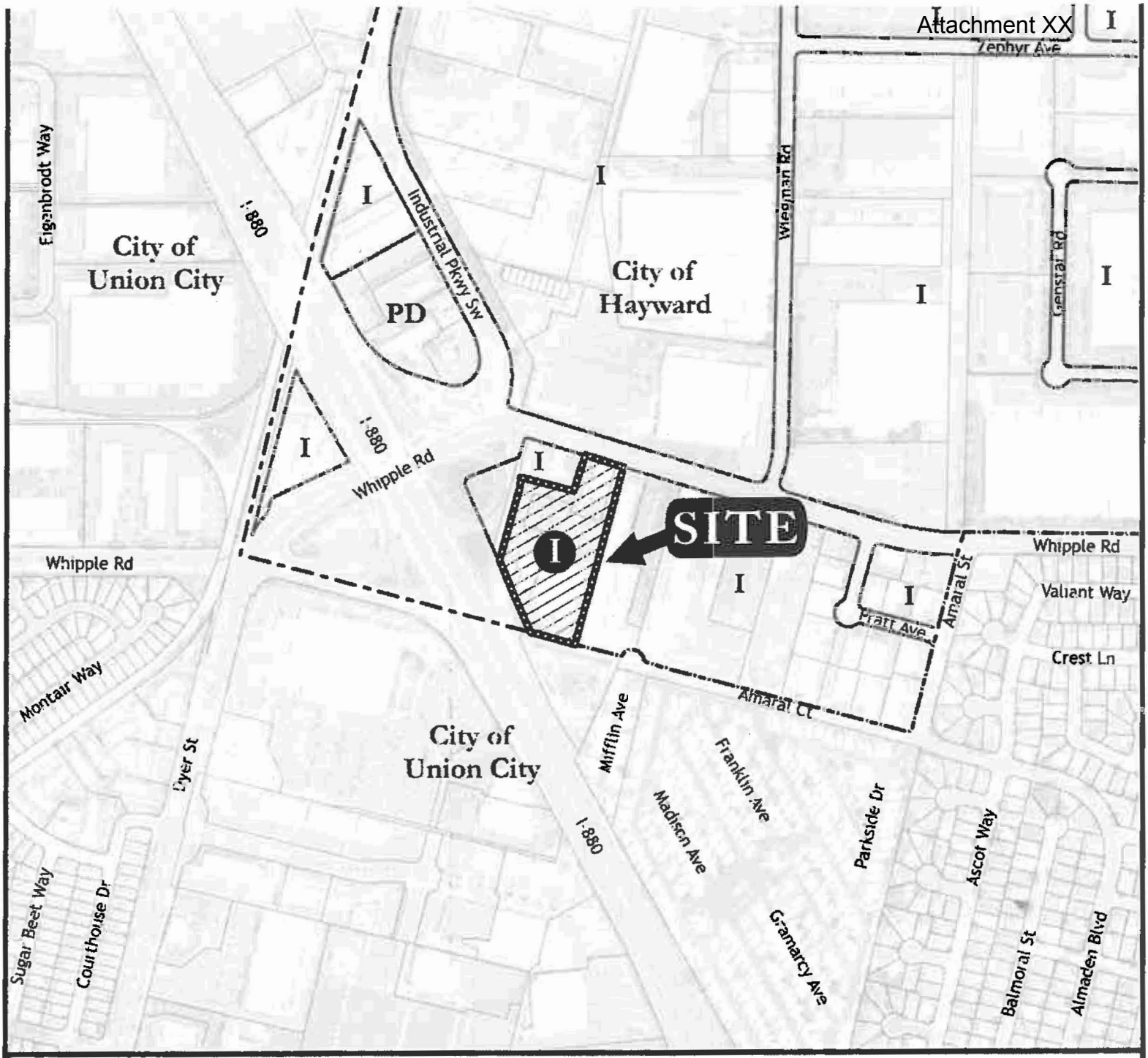
At Applebee's, almost no actual cooking is done: Pre-made food in plastic baggies is heated in microwaves and put on plates. McMillan deplores this practice while also finding it fascinating.

"I watch an endless assembly line," she writes, "a large-scale mash-up that hits the sweet spot between McDonald's and Sandra Lee's 'Semi-Homemade Cooking.'"

McMillan is an amiable writer, yet her book is lighted from within by anger at the poor food options many in this country face. Noting that Detroit is a city of 700,000 without a single store from a national grocery chain, she writes: "Food is one of the only basic human needs where the American government lets the private market dictate its delivery to our communities."

She argues for small changes, like cooking classes, but she's gloomily aware that far more needs to change.

"So far as I can tell, changing ... wages, health care, work hours and kitchen literacy are just as critical to changing our diets as the agriculture we practice or the places at which we shop."



Area & Zoning Map

PL-2004-0039 CUP

Address: 2480 Whipple Rd

Applicant: Walmart Inc

Zoning Classifications

INDUSTRIAL

I Industrial

OTHER

PD Planned Development

N

FEET 200 400

MINUTES OF THE REGULAR MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, January 26, 2012, 7:00 p.m.
777 B Street, Hayward, CA94541

MEETING

A regular meeting of the Hayward Planning Commission was called to order at 7:00 p.m. by Chair Loché.

ROLL CALL

Present:	COMMISSIONERS:	Faria, Mendall, Márquez, Lamnin, McDermott, Lavelle
	CHAIRPERSON:	Loché
Absent:	COMMISSIONER:	

Commissioner Lavelle led in the Pledge of Allegiance.

Staff Members Present: Camire, Conneely, Koonze, Patenaude, Philis

General Public Present: 4

ELECTION OF OFFICERS

Commission Mendall nominated Commissioner Márquez to serve as Chair, Commissioner Faria as Vice Chair, and Commissioner Lamnin as Secretary. Commissioner Lavelle seconded the motion. An oral vote was taken and the decision was unanimous.

Commissioner Loché congratulated Chair Marquez, said he was sure she would be a great Chair and that he looked forward to serving in the coming year with her as Chair. Chair Márquez thanked Commissioner Loché for his service, commitment to the Commission, and for running "very effective and fair meetings."

PUBLIC COMMENTS

None

PUBLIC HEARING

1. Conditional Use Permit Application PL-2011-0305 – Good Hands Massage Therapy, Eva C. Huang (Applicant) / Salvatore Marino (Owner) – Request to Operate a Massage Establishment - The Property is Located at 22566 Mission Boulevard, Between A and B Streets, in the Central City (CC-C) Zoning District

Associate Planner Tim Koonze noted this item first came before the Commission on December 15, 2011, and was held over at the request of the owner due to some differences with the applicant. Those differences have been resolved, he explained, and on January 6, 2012, the City had received a letter signed by both the applicant and the owner asking that the item be moved forward.

Commissioner Lavelle noted that because the hearing date was moved, the expiration date for a request for a one-year extension of the conditional use permit, as cited under the conditions of approval, needed to be changed. Staff concurred and thanked her for the correction.

Commissioner Mendall noted that at the last public hearing the owner of the building was adamant about his opposition to the tenant, and he asked staff what changed. Associate Planner Koonze said the owner didn't object to the tenant; the owner objected to the fee agreed upon for the lease of the building. Mr. Koonze explained that the owner felt his representative had not represented the owner but represent himself instead. Since then, he said, the applicant and the owner have renegotiated an agreement and both are ready to move forward. Commissioner Mendall asked staff if they had spoken to the owner and Mr. Koonze said that he had spoken to the owner's representative who was present. Commissioner Mendall said he had questions for the representative.

Chair Márquez opened the Public Hearing at 7:08 p.m.

Jim Hatland, Cheyenne Place in Fremont and representing the applicant, approached the podium to answer questions, but Commissioner Mendall said his questions were for the representative of the owner. No representative was present, but Mr. Hatland said he had a copy of the letter of intent.

When asked by Commissioner Mendall "what changed," Gary Webb, commercial realtor representing the applicant, said he initially negotiated the lease with a broker representing the owner. Apparently there was a falling out between the owner and that broker, he said, so he met personally with the owner after the last Planning Commission meeting and together negotiated terms that were favorable for both the owner and the tenant. Commissioner Mendall asked for confirmation that the terms were different and Mr. Webb said yes.

Commissioner Lamnin asked Mr. Hatland about the marketing plan for the business and Mr. Hatland explained that services would be kept economical and only basic massage services would be offered. He said most business would be via word of mouth, some advertising, and promotions would occur at the start of business to entice new customers. Mr. Hatland explained that Ms. Huang had an established client base and hoped to progress from there. He concluded by saying that the proposed location is a good location, they will have a good sign, and will have good people. "Good people are everything," he said.

Commissioner McDermott said her interpretation of the owner's discontent expressed at the last meeting had to do with current market rents and the inequity of the rent negotiated by his representative. If those terms and conditions were renegotiated and made agreeable to both parties, she said, that would resolve the discontent.

Commissioner Loché asked Mr. Hatland the length of the longest massage available and Mr. Hatland said anywhere from half hour, hour, hour and a half, and on rare occasions, two hours. Commissioner Loché asked if the establishment would stay open past 10 p.m. to accommodate a two hour massage and Mr. Hatland said the massage would have to start early enough to finish by 10 p.m. He noted that staying open past 10 p.m. was not acceptable to them either and would plan accordingly when the client booked an appointment.

Commissioner Faria asked how many massage parlors there were in the downtown area and Associate Planner Koonze said there were three, including this one. He also mentioned there were three others throughout the City.

Regarding marketing strategies, Chair Márquez asked Mr. Hatland if they had considered joining the Chamber of Commerce or other networks and he said no. Regarding her client base, Chair Márquez asked Mr. Hatland where Ms. Huang currently worked and where that client base would be coming from. Mr. Hatland said Ms. Huang worked at various places in Hayward and Union City and had developed a following.

Chair Márquez closed the Public Hearing at 7:15 p.m.

Commissioner McDermott made a motion to find the proposed project Categorically Exempt from the California Environmental Quality Act (CEQA) Guidelines, Section 15301, Existing Facilities, and approve the conditional use permit, subject to the findings and conditions of approval with the amendment to the expiration date.

Commissioner Lamnin seconded the motion and asked that the applicant make sure the business was not just an economical business, but a quality business noting its prominent location in the City. She said she was excited to see new businesses come to town and, per Chair Márquez, suggested the applicant look into joining the Chamber of Commerce or one of the community networks and place ads in booster club or sporting event newsletters to let people know the business was opening and willing to be a good part of the community.

Commissioner Lavelle said she supported the motion, but had two concerns including her opposition to the installation of any flashing neon signs. She mentioned another downtown business, now closed, that had a flashing neon sign that never looked good and asked Mr. Hatland to choose a more tasteful sign. Commissioner Lavelle also noted that a closing time of 10 p.m. might conflict with Club Me Restaurant and Lounge which backs up to the Good Hands location. She pointed out that it would not be relaxing to receive a late night massage with club beat music going on right around the corner and there might be a problem with parking availability in the shared lot. Commissioner Lavelle didn't want to change the conditions of approval, but she suggested a closing time of 9 p.m. on Friday and Saturday nights if the nightclub was very active. She asked staff to keep the Commission informed of any conflicts and she asked that Ms. Huang keep those concerns in mind.

Commissioner Loché said he supported the motion, but also had concerns about the business hours. He said other massage establishments in the City had similar hours, and he hesitated to put this business at a disadvantage by suggesting shorter hours, but noted some closed at 6 or 7 p.m. on the weekends.

Planning Manager Patenaude said a precedent was set for signage by the UPS Store, located next door to the Good Hands location, and noted staff had worked closely with the UPS to develop a sign that did not detract from the historical character of the building. He said the sign for the Good Hands establishment would be similar.

Chair Márquez said she also supported the motion, but agreed with other commissioner's comments of changing business hours on Friday and Saturday nights and enhancing a marketing plan by joining networks and publicizing the business. Chair Márquez also suggested offering promotions to attract nearby seniors.

The motion passed 6:1:0.

AYES:	Commissioners Loché, Faria, Lamnin, McDermott, Lavelle Chair Márquez
NOES:	Commissioner Mendall
ABSENT:	
ABSTAINED:	

WORK SESSION

2. Draft Hayward Airport Land Use Compatibility Plan (ALUCP)

Associate Planner Arlynne Camire provided the report.

Commissioner Loché asked if the Alameda County Airport Land Use Commission (ALUC) would still have an advisory role if the full override was put into place. Associate Planner Camire said with the full override the City would not be required to refer projects to the ALUC, but would maintain the option to do so and she confirmed it would be for input only. Citing the staff report, Commissioner Loché, asked if there were any schools that would be impacted by the Plan. Commissioner Faria said she lived in the area and noted several schools near the flight zone area, but said there were none inside the area. Associate Planner Camire said schools were not prohibited in Zones 6 and 7, but were conditional in Zone 6.

Commissioner Lavelle said the most important sentence in the report read, "Hayward staff worked extensively with the Alameda County Airport Land Use Commission," but she noted that the end result of those efforts was that the ALUC was not accommodating to the City of Hayward's needs. She said she found it disheartening that during difficult economic times the two government agencies were not successfully working together and because of that she fully supported the resolution passed by Council. Commissioner Lavelle said the ALUC should allow the City to redevelop near the mall as needed to be economically viable.

Commissioner Lavelle asked if there was any effort made to indent the border of Zone 2 so Marie Callender's would be in Zone 6. Associate Planner Camire said the ALUC didn't have that authority, the FAA was the regulating body, but she said the City did ask the ALUC to change the section in the Plan that regulates properties sitting in two zones and allow Marie Callender's to have the least amount of regulation, Zone 6, and not the higher level of regulation, Zone 2. Commissioner Lavelle pointed out that in football on the line is in and found it ridiculous that Marie Callender's was not in Zone 6.

Commissioner Faria said she found it illogical to not allow another restaurant in the area when there was one there previously and two others had been built and occupied after the original Marie Callender's. She said it didn't make any sense that the two restaurants were allowed and now that had changed. Commissioner Faria said she supported the resolution by Council and the changes to the Plan being suggested by Council.

Commissioner Mendall asked what authority the ALUC currently had over land use and Associate Planner Camire explained that due to an override already in place, the City did not have to follow or accept the ALUC's advisory decisions on City projects, even if the ALUC was asked to review the project. Commissioner Mendall confirmed that the current override was approved in 1988 and Ms. Camire said yes. In response to Commissioner Mendall's statement that it was now being proposed that the ALUC be given back that authority, Ms. Camire explained that the Plan is revised every 10 years (or longer, depending on how long the process takes) and the process starts with the ALUC having that authority. She said once the Plan is adopted, the City would need to confirm that the General Plan is compatible with the Draft Hayward Airport Land Use Compatibility Plan being proposed, or, adopt another override and not accept the Plan at all.

Commissioner Mendall asked about the consequences of a partial override, confirming his understanding that the City could override the ALUC's decision on select parcels but the judgment of the ALUC would stand on the rest. Associate Planner Camire said that was correct, and noted that on the parcels the City didn't select the ALUC's role would still be advisory. Commissioner Mendall clarified that two-thirds of the Council would have to vote to override the ALUC's recommendation on the parcel's not selected so the ALUC's role would be more than advisory and Ms. Camire said that was correct. She also noted that prior to the findings being adopted by Council, they would have to be circulated past the State to determine if the findings were compatible. Commissioner Mendall commented that that meant a third party would have to decide whether or

not the City was being reasonable. Commissioner Mendall joked that with a full override the City could be as unreasonable as it wanted and Ms. Camire said the City could develop in the way the zoning ordinance and general plan allowed.

Commissioner Mendall commented that Chabot College was a school and was located in Zone 6 and noted they also have assemblages there. He commented that if the City adopted the Plan without excluding Chabot, the school could have difficulty expanding or changing their property in the future. At the very least, he said, they would have to go through some extra steps and get a 6 out of 7 vote from the City Council. Associate Planner Camire said that was correct and that an action would need to be taken for each project that went to the ALUC for review and City Council would have to make that determination. Commissioner Mendall said he didn't see the value of having the City do anything other than override completely.

Planning Manager Patenaude interjected saying that the City had no jurisdiction on most school development issues. Commissioner Mendall asked what if Chabot wanted to expand onto an adjacent property and Mr. Patenaude said if they were acquiring additional property the City would handle the rezoning, but noted when Chabot recently added some new buildings on existing property, they were not subject to review by the City. Commissioner Mendall asked if Chabot could build a 20-story building without the City being able to block it and Mr. Patenaude said essentially they could. Commissioner Mendall reiterated that a total override was in the City's best interest, and said if there was something else he was missing to please share it with him.

To provide a bit of background, Planning Manager Patenaude highlighted the same sentence as Commissioner Lavelle had earlier and noted that the City had had quite a bit of success with the ALUC in a lot of areas, but they had also hit roadblocks in Zone 2 and how it affected Southland Mall. For the most part, Mr. Patenaude said, the City was not unhappy with the Land Use Compatibility Plan being considered now. The City recognized that there might be longer review times for some conditional use projects in certain zones, but he noted that might be appropriate as a safety measure. Commissioner Mendall commented that even with a full override that extra review would occur and the City could benefit from the feedback without having to go through the extra hoops to get permission for desired projects. Mr. Patenaude said that was correct and said the City referred a project at the north-east corner of West Winton and Hesperian to the ALUC even though that wasn't required, got some feedback, and that feedback was not detrimental to the development of the project.

Commissioner Mendall said he had no opposition to submitting potential projects to the ALUC for feedback; he said that was a good idea, but he was strongly opposed to giving this other body the ability to prevent the City from doing what it felt was best especially for Southland Mall properties. Commissioner Mendall asked what action the Council took at its last meeting and Associate Planner Camire explained that Council can't take an override action until the Plan is adopted so Council voted to not support portions of the Plan, specifically for infill, non-conforming uses, and also the section that regulates properties than sit within two zones.

Commissioner Mendall said he couldn't tell if Council was moving toward a full or partial override and Ms. Camire said discussion indicated that Council would be "more likely" to adopt a full override and go to the state requesting an amendment that would change state law to give the ALUC less authority. Commissioner Mendall said Council had it about right; he didn't think the City needed to fight to change the state law. He concluded by saying that Southland Mall was ripe for redevelopment and he would hate to have someone come in with a plan only to have it shot down because it couldn't get six votes from the City Council to override the ALUC's recommendation.

Planning Manager Patenaude said that the City's main concern with the non-conformity and infill provisions was that they were really ambiguous and if someone came in with a project, the City wouldn't be able to provide solid guidance to how that project might go. Commissioner Mendall interjected saying that meant they just wouldn't come in with the project. Because of the uncertainty, he said, it would scare off developers, scare off potential restaurateurs, scare off potential retailers and that was the last thing the City wanted.

Commissioner McDermott said she appreciated Commissioner Mendall's comments noting she didn't believe in creating more bureaucracy when trying to get a project done. Regarding a chart of variations shown during the presentation, Commissioner McDermott said it seemed to her that the City would lose its ability to make decisions that met the specific needs of the City and she acknowledged that Hayward had needs different from other communities. Commissioner McDermott asked staff if they were aware of any plans for any redevelopment at the Southland Mall. She stated that everyone seemed to agree that the Mall was in dire need of redeveloping in order for it to be viable and keep residents from going to other shopping malls. Planning Manager Patenaude said staff wasn't aware of any specific plans, but staff had been informed that the mall was in negotiations with various restaurants and retailers and that there may be funding available through the new owner for some exterior improvements.

Commissioner McDermott said she was in favor of the City having full control with the ability to ask for input in areas of expertise the City may not have. She pointed out that residents elected Council to make decisions and she felt comfortable that Council would do the right thing. She noted that the Commission had continually heard how difficult it was to go through the process and projects lose steam and people get discouraged and frustrated. She said the development community and commercial real estate agents talk and might warn each other if there are too many issues and problems and go elsewhere. Commissioner McDermott concluded by saying the City needed to look at what would make it easier for a developer to make Hayward a viable community, so the City had some sales tax revenues coming in. She said she remembered when Southland Mall was a viable place and she wouldn't want to discourage any business from coming in, especially restaurants. She said she was sorry to see Marie Callender's close.

Commissioner Mendall asked if the Mall was owned by General Growth Properties and Planning Manager Patenaude said yes, the mall was under new ownership. Commissioner Mendall said he read an article in the newspaper that said the new owners wanted to break the company into two and divide their malls into two groups, one group that would continue on without improvements, and another group where they would invest a lot of money and try to refurbish, grow and improve them. Commissioner Mendall said if he was the owner and he was trying to figure out what group to put Southland Mall in, if he found out there were all these extra hoops to make improvements he would more than likely put it in the bucket that was slated "not for improvement." He said he wanted Southland Mall in the first group and overriding the Plan was just a small thing the City could do to tell owners the City was ready.

Commissioner Lamnin said she shared the concerns expressed by staff, Council and the community. Referring to page two of the staff report, she asked if the airport-related land uses the ALUC had expressed the most concern about were addressed by current zoning codes. Planning Manager Patenaude said yes and mentioned that potential projects were referred to Hayward Airport staff and confirmed there was a process in place. Commission Lamnin said she didn't think improving the area around the airport would increase the stated concern of exposing the accident potential of people on the ground and suggested that more buildings might improve protection. She concluded by saying she was in support of staff's recommendation and appreciated the collaborative efforts of the City with surrounding agencies. She also acknowledged the importance of disaster preparedness in the community and Hayward's continued efforts.

Commissioner Loché said he also supported the City Council's resolution. He said the Southland Mall area was a great development opportunity for the City and he would hate to see it saddled by regulation, some of it ambiguous, without knowing the impact on future development opportunities. Commissioner Loché said

safety is always a big concern in the proximity of an airport and he wanted to maintain the relationship with the ALUC strictly in an advisory capacity. He pointed out that members of the commission were experts in aviation and their input would be valuable in terms of safety. Commissioner Loché said he whole-heartedly agreed that the City should not allow these areas to be saddled with unnecessary regulation.

Chair Márquez thanked staff for their collaborative efforts and said she echoed the comments made and supported Council's decision to not do anything that might hinder development. She said Southland definitely needed improvement with the façade, and noted that traffic at the mall seemed to be picking up. Chair Márquez mentioned that she visited a mall in San Rafael that had a similar design as Southland and the result of a façade improvement completed a year or two ago was absolutely amazing. She suggested using that mall as an example as part of the City's efforts to improving the area and bringing in more opportunities for shopping.

COMMISSION REPORTS

3. Oral Report on Planning and Zoning Matters

Planning Manager Patenaude noted the February 9th meeting was going to be cancelled due to a project delay, but said an exciting downtown residential project was slated for discussion on the 23rd.

4. Commissioners' Announcements, Referrals

Commissioner Mendall requested a work session to have a "general discuss" about massage parlors. He noted the Commission had reviewed several applications for massage parlors during his tenure and he wanted to be able to have a discussion without an applicant present so Commissioners could speak more bluntly. Planning Manager Patenaude said that could be put together very quickly and would coincide with new State laws.

Commissioner Mendall mentioned that at a past meeting, under Public Comments, Frank Goulart had asked about the documentary transfer tax and whether it was being paid by banks during property foreclosures in the City of Hayward. He noted the commission had never received an answer from staff. Planning Manager Patenaude said staff had done some result and that he would email the results to the Commissioners.

Chair Márquez asked if a vote was needed when a Commissioner suggested a work session topic. Assistant City Attorney Conneely asked if there were any objections to holding a work session and Commissioner Lavelle said she wasn't interested. Ms. Conneely said a hand vote could be taken and Chair Márquez indicated that based on the results of the hand vote, there was no support for a work session on massage parlors.

Commission Lamnin mentioned there had been some discussion about holding a work session or public hearing to update the community on the progress of the Route 238 and downtown construction improvement projects. Planning Manager Patenaude said he would have to check with Public Works staff to see if there was a need for such a discussion. Commissioner Lamnin pointed out that a large number of phone calls, or repeated calls about the same topic, might show need. Mr. Patenaude said that as construction progresses into different areas questions arise and City employees reply via a hotline. He said he hadn't heard of any issues, but he said he would ask.

Chair Márquez asked if there were representatives from Public Works at neighborhood service meetings and Planning Manager Patenaude said he didn't know, but noted that progress information on the City's website was extensive and continuously updated.

Commissioner McDermott asked if there had been any repercussion or fallout generated by the pamphlet produced by parents protesting the construction of a cell phone tower in the Stonebrae community. Planning Manager Patenaude said the City was preparing its response and would report back when the response was ready.

Commissioner McDermott asked her fellow commissioners to support the Hayward Education Foundation which was holding its annual fundraiser on March 23 at Cal State East Bay. As president of the foundation, Commissioner McDermott encouraged Commissioners to attend the fundraiser and support education in the Hayward community for all children including those attending both public and private schools.

Chair Márquez said at the last City Council meeting, during the Public Comments, someone had asked staff if a survey had been conducted regarding the need for grocery stores in the City of Hayward. She pointed out that Hayward only had four major stores and she asked staff if the City had given a survey any thought. Planning Manager said it was an issue the City was beginning to look at and staff was looking at other jurisdictions to see how they handle various types of grocery stores. He said it was an ongoing discussion by City staff.

APPROVAL OF MINUTES

5. October 20, 2011 approved unanimously.
   November 3, 2011 approved with minor corrections and Commission Lamnin abstaining.
   November 17, 2011 approved with Commission Lamnin abstaining.

ADJOURNMENT

Chair Márquez adjourned the meeting at 8:11 p.m.

APPROVED:

_____
Sara Lamnin, Secretary
Planning Commissioner

ATTEST:

_____
Suzanne Philis, Senior Secretary
Office of the City Clerk

MINUTES OF THE REGULAR MEETING OF THE CITY OF HAYWARD PLANNING COMMISSION
Council Chambers
Thursday, March 8, 2012, 7:00 p.m.
777 B Street, Hayward, CA94541

MEETING

A regular meeting of the Hayward Planning Commission was called to order at 7:10 p.m. by Chair Márquez.

ROLL CALL

Present:	COMMISSIONERS:	Lamnin, McDermott, Mendall
	CHAIRPERSON:	Márquez
Absent:	COMMISSIONER:	Faria, Lavelle, Loché

Commissioner Lamnin led in the Pledge of Allegiance.

Staff Members Present: Briggs, Conneely, Fakhrai, Koonze, Nguyen, Patenaude, Philis

General Public Present: 7

PUBLIC COMMENTS

None

PRESENTATION

1. Route 238 Corridor Improvement Project – Construction Update

Public Works Director over Engineering & Transportation Morad Fakhrai noted that the Route 238 Corridor Improvement was one of the largest public works projects in Hayward history, said that staff would be available to answer any questions after the presentation, and then introduced Senior Civil Engineer Kevin Briggs who provided the update.

Commissioner Mendall asked staff if the project was on budget and Director Fakhrai said it was slightly over in two areas: undergrounding of utilities, which was reimbursable from PG&E, AT&T and Comcast, and asphalt, due to more deterioration than expected and the cost of asphalt going up since the inception of the project. Director Fakhrai said the cost over budget was 2 to 3 percent above the original estimate. Commissioner Mendall asked where those additional funds would be coming from and Director Fakhrai said from the Local Alternative Transportation Improvement Program (LATIP). He explained that the City had up to $30 million that could be used, but said the City was saving those funds for Phases II and III of the Route 238 Project, which included improvements to Mission Boulevard north of A Street and south of Industrial Boulevard.

Commissioner Mendall asked when the new streetlights would be turned on. Director Fakhrai said the new streetlights were dimming state-of-the-art lights, and to realize a cost savings, would be part of a metered system, unlike the current lights being used that were on a fixed rate with PG&E. The metered system was part of the traffic signal system, he said, and because the signal controllers hadn't been delivered yet, the streetlights were not on. Director Fakhrai said stretches of streetlights would be coming on in the next couple of weeks. Commissioner Mendall asked about the intersections at Mission and Harder and Carlos Bee, and Director Fakhrai said unfortunately, those intersections would be delayed due to the amount of work PG&E

needed to complete followed by the final configuration of the area. Commissioner Mendall asked for an estimated time and Director Fakhrai said late fall.

Commissioner Mendall asked about the adaptive traffic management system and whether it would be activated in sections or all at once. Director Fakhrai explained that for the system to work effectively, the entire corridor needed to be in place, but noted the system would definitely be an improvement. He said that the traffic management center would be based at City Hall and would control Route 238 plus other major corridors in the City including Hesperian, Tennyson, Winton and Clawiter. Commission Mendall said he wasn't aware of those other streets being included and asked Director Fakhrai to provide more information. Director Fakhrai explained that the other corridors were not a part of the Route 238 Corridor Improvement project and were funded through the Alameda County Transportation Commission with the goal of improving traffic signals on almost the entire length of these major corridors. Director Fakhrai said the first phase, which included Tennyson, Hesperian and Winton, should be completed within a month. Commissioner Mendall asked if Jackson was included and Director Fakhrai said no, noting that Clawiter was part of Phase II. Commissioner Mendall asked if Jackson Street would be included in another project and Director Fakhrai pointed out that Jackson was still a state route, but would be relinquished to the City upon completion of the Route 238 Project. At that time, Director Fakhrai said, the four intersections along Jackson would be brought into the adaptive traffic management system.

Regarding overhead utilities, Commissioner Mendall confirmed that per the report, several segments would come down in May and asked if southern portions along Mission would follow in the summer. Senior Civil Engineer Briggs said more likely the timing would be around fall. Commissioner Mendall said he looked forward to the improvements saying the corridor will look a lot nicer when the roads are done and the overhead utilities are gone. Commissioner Mendall said this project was an opportunity for the City to really change the way people feel about the corridor and he said he hoped the City would follow up with additional efforts to create as much emotional and visual impact as possible to really jolt people into seeing the area differently. He pointed out that the corridor had been struggling because of the construction and the loss of the car dealerships and said he hoped this would be the beginning of the next phase.

Commissioner Lamnin thanked staff for the report and asked if the right-hand turn from Carlos Bee onto Mission would remain a single lane and Director Fakhrai said yes, a single, dedicated right turn lane. She noted that there was always a back-up at this intersection and asked if the lane would be protected. Director Fakhrai agreed that traffic volumes were very high, and noted that besides at the green signal, right-hand turns could be completed after a full stop, but that the movement would not be protected. Commissioner Lamnin said she was thrilled about the improved traffic lights.

Commissioner Lamnin asked what improvements were scheduled for Second Street and Director Fakhrai said only one change was planned and that was converting B Street to two-way from Second westbound to Foothill and replacing the traffic signal to reflect that change. Commissioner Lamnin asked if there would be improvement to the timing of signal lights along Second and Director Fakhrai said no, but said he would check to make sure that wasn't part of a separate project.

Regarding the parking lot at the gateway circle (in between D and Jackson Street at Mission), Commissioner Lamnin said the circle looked lovely but she was concerned that people would park and walk across the street without using the crosswalk. She also asked if the lot would be dedicated. Director Fakhrai said the lot would be public with no fee, although he noted that the City was revisiting traffic code regulations particularly in the downtown. He said there would be a crosswalk at Mission and D, and noted a barrier down the middle of the road to block pedestrians from crossing wasn't possible because that stretch of Mission was slated to be one-way. He said there would be signage to tell people to use the crossing and he said he doubted pedestrians would cross mid-way because of the heavy traffic in the area. Commissioner Lamnin pointed out that "our feet follow our eyes" and said she sees Bret Harte students crossing Mission Boulevard all the time and suggested a visual barrier to deter pedestrians from crossing.

Commissioner McDermott asked what the original completion target date was for the project and Senior Civil Engineer Briggs said December of 2012. Commissioner McDermott asked what caused the three month delay and Mr. Briggs explained that although rains had been light this winter, last winter heavy rains impacted joint trench work. He also noted that unforeseen conditions had also created a number of work change orders during the trenching and that affected the progress of the undergrounding.

Commissioner McDermott asked if target date projections include delays due to weather and Director Fakhrai said projects taking longer than one year do include some days for rain, but delays are difficult to anticipate, noting that delays can also be caused by muddy conditions after the rain has stopped. Unforeseen conditions, he said, like the very old Pacific Bell conduits encountered by the contractor had also added a lot of time and money to this project. The money will be reimbursed, Director Fakhrai said, but the time is lost. Commissioner McDermott confirmed the City did not have the information about the old conduits ahead of time and Director Fakhrai said no, when projecting the timeline the City relied on the information provided by PG&E. He explained that because of old conduits the City had to modify the design, get changes approved and then have the contractor implement them. Commissioner McDermott commented that it "blows her away" that PG&E didn't know the condition or age of the conduits and Director Fakhrai said the conduits and utility boxes had been there since before the turn of the previous century.

Chair Márquez expressed concern about safety issues during construction and asked if there had been an increase in accidents or pedestrians being injured. Director Fakhrai said there hadn't been an increase in the number of accidents, but "about a handful" had been related to construction due to drivers not following signs or losing control and going into trenches or ditches.

Regarding the gateway circle parking lot at D Street and Mission Boulevard, Chair Márquez said it was always full and that she had personally seen several people walk straight across Mission. She asked staff to encourage pedestrians to use the crosswalk and suggested a lighted crosswalk for Rotary Park at the corner. Director Fakhrai said staff could look at additional signage, but pointed out that blinking crosswalks were used for uncontrolled crossings and there was already a signal at D Street.

Regarding the mural project, Chair Márquez asked how artists were selected and for more information about the process. Director Fakhrai said mural selection was handled by the Community Preservation department and was a City-wide project unrelated to the Route 238 Improvement. He said he wasn't sure how the selection process worked, but confirmed for Chair Márquez that artists were paid for supplies and their work.

Chair Márquez asked if the PowerPoint presentation provided by staff would be uploaded to the City's website and Director Fakhrai said it would.

Commission Lamnin asked if PG&E was holding up construction and if there was an "issue," and Director Fakhrai said yes. Noting that it was a very large, very complex project, he explained that the City had been working with PG&E since 2006, when design on the project first started, and compared to past projects, PG&E had been a lot more responsive, but they were causing some delay. Director Fakhrai said per the union contract between PG&E and workers, they had to use PG&E labor to pull wire and conductors, but for this project they had made an exception and hired an outside contractor to do the work. He said he was very happy about that because any emergency in the region would pull PG&E workers away from the project, whereas the contractor could stay and remain focused.

Commissioner Lamnin asked why the asphalt was more expensive and Director Fakhrai explained that when the project was first advertised in 2009, the price of oil was much lower.

Commissioner Mendall asked if the piles of dirt near BART tracks at Industrial Boulevard was top soil for the project and Director Fakhrai said no, that was CalTran property and although the contractor was the same, the aggregate recycling product was not used exclusively for the Route 238 project. Commissioner Mendall asked what recourse was available for damage to vehicles due to construction. Director Fakhrai said although the contractor had to protect the City from any liability, the City had a form available in the City Clerk's Office to file a claim against the contractor.

PUBLIC HEARING

2. Conditional Use Permit Application PL-2011-0132 / Tentative Tract Map Application PL-2011-0133 – KB Design and Consulting, Ben Wong (Applicant) / Maple Court Homes (Owner) – Request to Construct 44 Residential Condominium Units Within a Five-Story Building. The Project Consists of Four Properties Located at 22471-22491 Maple Court, West Side Between McKeever Avenue and A Street and is Located Within the Central City Commercial (CC-C) District.

Associate Planner Tim Koonze gave a synopsis of the report noting staff received three expressed concerns during the noticing process. One concern was the lack of commercial space on the first floor. Mr. Koonze explained that due to the lack of foot traffic on Maple Court, staff supported the conditional use permit allowing for residential on the ground floor, noting that the additional residential would support existing local businesses on A Street and Foothill Boulevard. Another concern expressed by a business owner on A Street was potential traffic congestion. Mr. Koonze noted that the City's Transportation Planning Manager reported that any impact would not be significant, and in addition, planned circulation improvements in the area would further minimize impacts. The last concern came from the property manager of the 4-story medical building next door to the project location. He expressed concern that the proposed 5-story building would block the signal of cell towers located on the roof of the medical building. Mr. Koonze explained that the proposed building height was allowed and staff found no evidence to support the concern.

Commissioner McDermott asked if the project was an adult residence and Mr. Koonze said the units would be standard condominiums available to anyone for purchase. Commissioner McDermott pointed out that open space areas were not conducive to families because there was no safe place for children to play. Mr. Koonze explained that group open space met requirements, and noted the overall design wasn't complete and amenities hadn't been determined. Commissioner McDermott asked that her concern be considered during planning; noting the location of the development was in a busy area with no other place for children to safely play. Commissioner McDermott said she liked the design of the building and the height was similar to the façade of the medical building next door. Planning Manager Patenaude said staff would consider her comments when determining amenities for the open space.

Commissioner Mendall asked about bicycle storage and bike racks and Associate Planner Koonze said there would be some space available in the garage that could be adapted for bicycle storage. Commissioner Mendall said he didn't want residents to store bicycles on balconies to keep the building attractive and clutter-free. He asked staff what the bicycle capacity of the garage would be and when staff didn't know he asked that the applicant address the question. Planning Manager Patenaude said when staff reviews the CCRs they could add a provision limiting what could be stored on balconies. Commissioner Mendall said keeping balconies clutter free was essential.

Commissioner Mendall asked the total number of parking spaces and Associate Planner Koonze said 63 and confirmed that amounted to 1.5 spaces per unit. Commissioner Mendall asked if there was any guest parking and Mr. Koonze said there were two spots at the end of the driveway, street parking along Maple Court, and

municipal parking lot number 5 located across the street. Commissioner Mendall asked how the parking spaces would be allocated, noting there were 44 units and 63 spots, and asked if residents would pay to secure a second spot. Mr. Koonze said he would let the applicant address that question. Commissioner Mendall asked about the low-income units mentioned earlier, and Associate Planner Koonze said he misspoke; the applicant was going to pay an in-lieu fee pursuant to the Inclusionary Housing Ordinance. Commissioner Mendall asked if there was sufficient garbage and recycling capacity for a multi-family residential development and Mr. Koonze confirmed the applicant worked with the City's Solid Waste Division to determine adequate capacity.

Commissioner Lamnin asked if any of the bus lines passed by, or if a bus stop was close by, and staff didn't know. She pointed out that walking to BART was a little far, about a mile, so any public transit interface would be helpful. Planning Manager Patenaude reported that four bus lines ran down B Street (a block away from the development) with routes taking passengers to and from BART and down Foothill Boulevard to Castro Valley.

Commissioner Lamnin asked if the Fire Department had expressed any concerns regarding the height of the building. Associate Planner Koonze said fire representatives worked with the applicant to develop solutions for all access and fire protection needs. Mr. Koonze pointed out that the conditions of approval included language that could require the applicant to enlarge the water main on Maple Court if necessary, and he mentioned that the design of the driveway had already been modified to provide adequate fire access.

Commissioner Lamnin asked if the applicant had been properly noticed that fees for earthquake safety, community safety districts, and/or groundwater contamination may be added to the project's cost. Associate Planner Koonze said the Phase I environmental study cleared all Haz-Mat concerns; earthquake protection design measures "came with the territory," but said the architect, structural engineer and City building staff would confirm compliance; and noted the safety district has not been formed yet, so potential fees were unknown, but acknowledged the City wanted a district in place to meet future safety needs.

Commissioner McDermott asked if the historic home that was going to be moved as part of the project was currently occupied; the process for moving the house; and if the developer would bear the relocation cost. Associate Planner Koonze said the house was occupied and deferred the question of the relocation process to the applicant. Mr. Koonze confirmed the applicant would pay all relocation costs.

Regarding the business that would be deconstructed as part of the project, Commissioner McDermott asked if it was active and Mr. Koonze said it appeared to be vacant. And finally, Commissioner McDermott asked if each unit would be required to have a fire sprinkler system and Mr. Koonze said yes, the entire building would have fire sprinklers including the individual units.

Chair Márquez asked if there would be on-site laundry facilities and Associate Planner Koonze deferred the question to the architect.

Regarding the benefit district mentioned in the report, Commissioner Mendall noted the applicant was required to set aside $20,000 for a study of whether or not the project would increase security needs; he asked staff for more information saying he hadn't ever seen that requirement before. Assistant City Attorney Maureen Conneely explained that 5-7 years ago, City Council adopted a policy that required an analysis of the impact of a new development on public safety services, and language that required the developer to pay a "fair share" of the cost if it was determined additional safety services were needed. She noted that the cost

fluctuated based on the number of units being constructed. Ms. Conneely mentioned that the City was currently in the process of updating its regulations concerning community facility districts and an analysis, ready in the next 6-9 months, would more definitively ascertain what the costs to developers would be.

Commissioner Mendall asked if the applicant was requesting any variances besides having residential units on the ground floor and Associate Planner Koonze said that request for ground floor residential was part of the conditional use permit process, and no variances were being requested. Commissioner Mendall noted that it was common for the applicant to request a reduction in side yard setbacks or open space requirements, and Mr. Koonze agreed but noted that the applicant was going to meet all setback requirements, provide the required parking, storage areas, private space and group open space areas.

Commissioner Mendall asked what the maximum density was for the CC-C zone and Associate Planner Koonze said 45 units were allowed on a property of that size. Commissioner Mendall noted the project proposed 44 units and confirmed with Mr. Koonze that five-floors is the maximum building height allowed.

Chair Márquez opened the Public Hearing at 8:20 p.m.

Applicant Ben Wong, a Daly City resident, introduced himself. Commissioner Mendall asked about parking and Mr. Wong said each unit would have one space with additional spaces available for rent, although he noted final logistics hadn't been determined. Commissioner Mendall suggested "de-coupling" spaces from each unit, or providing one space and requiring a fee be paid for the second space to create financial incentive for residents to use public transportation, walk or bike. Regarding bike racks, Mr. Wong said architect Takuo Kanno could provide more information.

Commissioner Lamnin asked Mr. Wong if he had a ballpark cost per unit and Mr. Wong said $350,000 to $400,000 per unit.

Architect Takuo Kanno, introduced himself saying he was a Commissioner with the State of California's Architectural License Board, but noted his health had kept him from serving for the last two years. Mr. Kanno thanked staff for the presentation and said there would be room in the garage area to store about 10 bicycles depending on whether the storage system was wall or ground mounted. Motorcycle parking would also be available, he said. Looking at the site plan, Mr. Kanno noted there were lots of roomy undetermined spaces that could be utilized during final construction for various uses including the waste management area which had "far more" room than solid waste managers were requiring. He said he could provide more details after the Commission granted approval and they were able to move to the next stage of development and a more detailed design. He noted they welcomed working closely with City staff.

Regarding the sale of units and construction costs, Mr. Kanno said the two would be closely related, but that he had no idea what the actual cost of the building would be. Regarding earthquake preparedness, Mr. Kanno said they were very fortunate to be approached by a very large residential developer from Japan, with a mother company far bigger than Genentechs, which came up with ingenious earthquake resistance construction details which they have tried to incorporate into the building design. Rather than fighting the stress of the earthquake, he explained, the construction tries to absorb it. Mr. Kanno said to actually see the test is marvelous and that Mr. Koonze had asked him to give a presentation to City staff to demonstrate the approach.

Regarding laundry facilities, Mr. Kanno said each unit would have its own. Mr. Kanno also noted that a lot of details were still pending studies including security lighting.

Commissioner Mendall asked Mr. Kanno how large the proposed storage units were and Mr. Kanno said 4 x 5 feet and 11 feet tall compared to patios which are only 3 x 6 feet. Plenty big enough to store a bike, he said. Commissioner Mendall asked for clarification about laundry facilities and Mr. Kanno confirmed all units

would have their own. Commissioner Mendall also confirmed that Mr. Kanno was referring to the area left of storage units as the unallocated area that could be used for anything and Mr. Kanno said yes.

Chair Márquez asked Mr. Kanno if he would consider a condition of approval that restricted clutter on the balcony and Mr. Kanno said they are developing the CCRs for the development and would include such language for the Commission's approval.

Commissioner Lamnin said she appreciated the green roof concepts in the common area and asked if there were other energy efficient measures planned. Mr. Kanno responded that if they could afford it, they would install solar panels and he noted that the Japanese company he mentioned before was also known for developing flat roofs into really beautiful courtyards. Mr. Kanno also mentioned that fully grown vines would be planted to cover the parking garage wall so coverage would be immediate.

Chair Márquez closed the Public Hearing at 8:33 p.m.

Commissioner Mendall asked staff if there was a condition of approval that required developers to comply with the City's green building ordinance and Associate Planner Koonze explained that adding a condition would be redundant because when a developer applied for a building permit they automatically had to comply with City ordinances including green building regulations and fire codes.

Commissioner Lamnin made a motion per staff recommendation to adopt the Initial Study and Negative Declaration; approve the Conditional Use Permit to allow residential units on the first floor; and approve the tentative tract map creating 44 condominium units. Commissioner Mendall seconded the motion.

Speaking to her motion, Commissioner Lamnin thanked the applicant, saying she was very excited to see a project with all one-story units. She said that made it a very attractive place to live, and the community needed the transit-oriented design. Commissioner Lamnin said she disagreed with staff that there wasn't retail in the area because there were shops located right across the street, but because of the number of retail vacancies, she said she was fine with residential on the ground floor. She asked that good communication be maintained during construction so if the medical facility had any issues with noise, they would know who to contact. Commissioner Lamnin said it was exciting that folks from Japan had these innovative ideas and that they wanted to bring them here. Regarding youth, and how families or individuals may use the group open space, she asked the applicant to consider Commissioner McDermott's statements. And finally, she asked staff if it was appropriate to add language in the CCRs to require participation in the Neighborhood Alert program. Assistant City Attorney Conneely asked Commissioner Lamnin if she would be comfortable with having staff explore that option instead of making it a condition of approval and Commissioner Lamnin said absolutely.

Commissioner Mendall said he wasn't sure about requiring someone to join a voluntary organization, but agreed the City could encourage it. He said he liked the project; the building was an attractive building with a courtyard on the second level, which he thought was very nice. Commissioner Mendall said he liked that every unit, or almost every unit, had a balcony, which made the building more attractive assuming the balcony is kept clutter-free. He insisted that the CCRs include language that prohibits future owners from changing CCRs and he asked staff if it should be made a condition of approval. Planning Manager Patenaude said staff wouldn't be opposed to adding a condition. Commissioner Mendall asked Commissioner Lamnin if she would be amiable to adding condition 48K that read "Balconies and yards may not be used for storage and must be maintained in an attractive and uncluttered manner." Commissioner Lamnin asked the applicant

if that was acceptable and Mr. Wong said it was. Commissioner Mendall said there was an attractive apartment complex near him with attractive balconies that were covered with clutter and it just ruined the entire complex. He said he was trying to prevent that from happening here, especially since it was a very tall, very visual, and attractive building.

Commissioner Mendall said normally he wouldn't support getting rid of retail on the ground floor, but because the location of the project was on a side street, coupled with the fact that there was an abundance of vacant retail spots in the downtown, he said he was comfortable approving this one time exception. He said he wouldn't approve such a request on Main Street.

Commissioner Mendall concluded saying the development was beautiful and that he looked forward to it being built and bringing more people to the downtown to help support the retail in the downtown area.

Chair Márquez said she would also be supporting the motion saying it was an impressive project and that she liked the scaling, color, landscaping and lighting. She thanked the applicant for working with staff, complying with building codes, and not asking for any variances.

The motion passed 4:0:3.

AYES:	Commissioners Lamnin, McDermott, Mendall Chair Márquez
NOES:	
ABSENT:	Commissioners Faria, Lavelle, Loché
ABSTAINED:	

COMMISSION REPORTS

3. Oral Report on Planning and Zoning Matters

Planning Manager Patenaude thanked the Commission for their participation in the Joint Work Session with Council on Tuesday and mentioned that undergraduate and graduate students continue to work on the Downtown Plan including design guidelines and a survey online. He encouraged the Commission to visit the website.

Chair Márquez asked Mr. Patenaude if he had an update on upcoming meetings and he said he would email the list.

4. Commissioners' Announcements, Referrals

Reminded by the December meeting minutes, Commissioner Lamnin asked staff for an update about the communication tower at Stonebrae. Planning Manager Patenaude said at the direction of Council, staff had reviewed the information, and had received instruction to release the permit for the tower.

Commissioner McDermott, president of the Hayward Education Foundation, announced their annual fundraising event on Friday, March 23rd at Cal State East Bay. She personally thanked staff members and fellow Commissioners for their support.

Regarding the communications tower, Commissioner Mendall asked if the City had scheduled a Q&A at Stonebrae Elementary to answer questions and possibly alleviate the concerns expressed by some of the parents. Commissioner Mendall said the City should disseminate the information in a way that was convenient to them. Planning Manager Patenaude said staff has responded to the individuals who raised

questions, but said there hasn't been any discussion about a community meeting. Commissioner Mendall suggested the City should offer to send someone to answer questions.

Chair Márquez acknowledged that March 8th was International Women's Day and she offered congratulations to her fellow commissioners and staff and said she wanted to honor the day.

APPROVAL OF MINUTES

5. December 15, 2011 approved with Commissioners Faria, Lavelle, Loché absent.

ADJOURNMENT

Chair Márquez adjourned the meeting at 8:47 p.m.

APPROVED:

_____
Sara Lamnin, Secretary
Planning Commissioner

ATTEST:

_____
Suzanne Philis, Senior Secretary
Office of the City Clerk