CITY OF MORGAN HILL

Regular Meeting Agenda

Planning Commission

JAMES WILSON	-	*CHAIR*
MOHAMMAD HABIB	-	*VICE-CHAIR*
PAUL LAKE	-	*PLANNING COMMISSIONER*
JOSEPH MUELLER	-	*PLANNING COMMISSIONER*
WAYNE TANDA	-	*PLANNING COMMISSIONER*
DAVID LOVATO	-	*PLANNING COMMISSIONER*
LIAM DOWNEY	-	*PLANNING COMMISSIONER*

Tuesday, December 9, 2025
7:00 PM

Council Chamber Building
17555 Peak Avenue, Morgan Hill, CA 95037

Morgan Hill Planning Commission meetings are held in person with the option for the public to attend in-person or participate by teleconference/video conference. Information on how the public may observe and participate in the meeting is below.

MEETING PARTICIPATION

To access written translation during the meeting, a QR Code will be provided during the meeting.

Para tener acceso a servicios de traducción escrita durante la reunión, un código QR sera disponible durante la reunion.

Use a headset on your phone for audio or read the transcript on your device. Tablets and disposable headphones will be provided in-person during the meeting to those who do not have their own devices.

Usa unos audífonos con tu teléfono para escuchar el audio o lee la transcripción en su pantalla. Se darán tabletas y audífonos desechables en persona durante la reunión a quienes no tengan sus propios aparatos.

The community can participate by attending in person, joining via Zoom (video/teleconference). The meetings are also live-streamed on the City's website and Facebook page.

Those wishing to participate in the meetings remotely must register in advance at https://bit.ly/PlanningCommissionMtg. Additionally, Zoom participants must be running the latest version or will be required to update to the latest version before being able to join the meeting remotely.

Remote participation is also available by calling (669) 900-9128 and entering webinar id: 862 0324 6251#. Dial *9 to raise your hand, and be called upon to speak for up to 3 minutes. Dial *6 to unmute.

As a courtesy, and technology permitting, for members who attend online, the City cannot guarantee that the public's access to online technology will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Ralph M. Brown Act, the meeting will continue despite technical difficulties for participants using the online option.

PUBLIC COMMENT

Public comment may be offered verbally at the meeting or in writing before the meeting.

Those attending remotely may only offer public comment for items on the agenda in any of these three categories:

- Consent Calendar
- Other Business
- Public Hearings

Public comment will be heard from those attending in person first with the submission of a speaker card. Once that is complete, we will move to those on Zoom that have their hand raised. Following public comment from Zoom, we will close the public comment period for that item.

Remote public comment for items not on the agenda will not be accepted.

Written public comment may be submitted to the Planning Office:

- In person at the Planning Commission Meeting;
- Via email to pcpubliccomment@morganhill.ca.gov; or
- Hand delivered or mailed to the Planning Division at 17575 Peak Avenue, Morgan Hill, CA 95037

Please email your comments to the Planning Office no later than 3:00 p.m. on Monday (the day before the Planning Commission meeting) so that your comments can be submitted to the members of the Planning Commission with sufficient time to review them. You may continue to provide written comments up to noon on Tuesday (the day of the meeting), although Planning Commissioners may not have sufficient time to review them before the meeting. Public comments submitted to the Planning Division

after noon (12:00 p.m.) the day of the meeting will be provided to the Planning Commission as time allows.

Written comments WILL NOT be read aloud during the Planning Commission Meeting. Please note that written comments are posted on the City's website. It is recommended that you do not include any personal information that you do not want to be posted on the web. Please be advised that communications directed to the Planning Commission are public records and are subject to disclosure pursuant to the California Public Records Act and Brown Act unless exempt from disclosure under the applicable law. Communications will NOT be edited for redactions and will be printed/posted as submitted.

AMERICANS WITH DISABILITIES ACT (ADA)
In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the Planning Office at (408) 310-4709 or by email at planning@morganhill.ca.gov. Requests must be made as early as possible and at least two full business days before the start of the meeting.

CALL TO ORDER

ROLL CALL ATTENDANCE

DECLARATION Of POSTING
Pursuant to Government Code Section 54954.2

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT
Members of the public are entitled to address the Planning Commission concerning any item within the Morgan Hill Planning Commission’s subject matter jurisdiction. Public comments are limited to no more than three minutes. Except for certain specific exceptions, the Commission is prohibited from discussing or taking action on any item not appearing on the posted agenda. (See additional noticing at the end of this agenda)

ORDERS OF THE DAY

MINUTES APPROVAL

1. OCTOBER 28, 2025 MEETING MINUTES
Recommendation:

1. Accept the October 28, 2025 Meeting Minutes.

2. NOVEMBER 11, 2025, MEETING MINUTES

Recommendation:

1. Accept the November 11, 2025 Meeting Minutes

PUBLIC HEARINGS

3. A REQUEST FOR A CONDITIONAL USE PERMIT (UP2025-0003/EA2025-0006) TO ALLOW THE OPERATION OF A NEW 13,730 SQUARE FOOT DAY CARE FACILITY WITHIN MADRONE VILLAGE. (PRIMROSE SCHOOL)

Recommendation:

1. Open/close public hearing; and
2. Adopt a Resolution approving a Conditional Use Permit for the operation of a Day Care Facility within Madrone Village.

CONTINUED PUBLIC HEARING

4. REQUEST FOR A DESIGN PERMIT (SR2024-0030) AND A TENTATIVE SUBDIVISION MAP (SD2025-0004) FOR THE DEVELOPMENT OF 106 SINGLE-FAMILY ATTACHED TOWNHOME-STYLE CONDOMINIUMS WITH ASSOCIATED ONSITE AND OFFSITE IMPROVEMENTS ON A 6.28 ACRE SITE IN THE RAM-RESIDENTIAL ATTACHED MEDIUM DENSITY ZONING DISTRICT. (TENNANT – CHIRI FAMILY LTD. PARTNERSHIP)

Recommendation:

1. Open/close the public hearing,
2. Adopt a Resolution approving a Design Permit for the development of 106 townhome-style condominium units; and
3. Adopt a Resolution approving a Tentative Subdivision Map to create a one-lot condominium subdivision for the development of 106 residential condominium units on an approximate 6.35-acre site.

DIRECTOR'S REPORT/ANNOUNCEMENTS

ADJOURNMENT

NOTICE

Any documents produced by the City and distributed to the majority of the Planning Commission less than 72 hours prior to an open meeting, will be made available for public inspection at the front counter at City Hall located at 17575 Peak Avenue, Morgan Hill, CA, 95037 and at the Morgan Hill Public Library located at 660 West Main Avenue, Morgan Hill, California, 95037 during normal business hours. (Pursuant to Government Code 54957.5)

PUBLIC COMMENT

Members of the Public are entitled to directly address the Planning Commission concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address the Planning Commission on any issue that is on this agenda, please complete a speaker request card located in the foyer of the Council Chambers and deliver it to the Minutes Clerk prior to discussion of the item. You are not required to give your name on the speaker card in order to speak to the Planning Commission, but it is very helpful. When you are called, proceed to the podium and the Chair will recognize you. If you wish to address the Planning Commission on any other item of interest to the public, you may do so during the public comment portion of the meeting following the same procedure described above. Please limit your comments to three (3) minutes or less.

Please submit written correspondence to the Minutes Clerk, who will distribute correspondence to the Planning Commission.

Persons interested in proposing an item for the Planning Commission agenda should contact a member of the Commission who may plan an item on the agenda for a future Commission meeting. Should your comments require Planning's action, your request may be placed on the next appropriate agenda. Planning Commission discussion or action may not be taken until your item appears on an agenda. This procedure is in compliance with the California Public Meeting Law (Brown Act) Government Code §54950.

City Council Policies and Procedures (CP 03-01) outlines the procedure for the conduct of public hearings. Notice is given, pursuant to Government Code Section 65009, that any challenge of Public Hearing Agenda items in court, may be limited to raising only those issues raised by you or on your behalf at the Public Hearing described in this notice, or in written correspondence delivered to the Commission at, or prior to the Public Hearing on these matters.

The time within which judicial review must be sought of the action by the Commission, which acted upon any matter appearing on this agenda is governed by the provisions of Section 1094.6 of the California Code of Civil Procedure.

For a copy of Commission Policies and Procedures CP 97-01, please contact the City Clerk's office (408) 779-7259, (408) 779-3117 (fax) or by email cityclerk@morganhill.ca.gov.

CITY OF MORGAN HILL

Meeting Minutes

Planning Commission

JAMES WILSON - CHAIR
MOHAMMAD HABIB - VICE-CHAIR
PAUL LAKE - PLANNING COMMISSIONER
DAVID LOVATO - PLANNING COMMISSIONER
JOSEPH MUELLER - PLANNING COMMISSIONER
WAYNE TANDA - PLANNING COMMISSIONER
LIAM DOWNEY - PLANNING COMMISSIONER

Tuesday, October 28, 2025
7:00 PM

Council Chambers
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

Chair Wilson called the meeting to order at 7:00 p.m.

ROLL CALL ATTENDANCE

Minutes Clerk Luna called the attendance at 7:02 p.m.

PRESENT	James Wilson, Paul Lake, Joseph Mueller, Wayne Tanda, David Lovato, Liam Downey
EXCUSED	Mohammad Habib

DECLARATION OF POSTING

Minutes Clerk Luna declared the posting of the agenda at 7:02 p.m.

PLEDGE OF ALLEGIANCE

Planning Commissioner Tanda led the Pledge of Allegiance at 7:03 p.m.

PUBLIC COMMENT

Chair Wilson opened the public comment period at 7:03 p.m. Hearing no requests to speak, the Public Comment Period was closed.

ORDERS OF THE DAY

There were no changes made.

PUBLIC HEARINGS

1. REQUEST FOR A DESIGN PERMIT AND A TENTATIVE PARCEL MAP (SR2024-0030/SD2025-0004: TENNANT – CHIRI FAMILY LTD. PARTNERSHIP) FOR THE DEVELOPMENT OF 106 SINGLE-FAMILY ATTACHED TOWNHOME-STYLE CONDOMINIUMS ON A 6.28 ACRE SITE LOCATED ON THE NORTHEAST CORNER OF BUTTERFIELD BLVD AND TENNANT AVENUE (ASSESSOR'S PARCEL NUMBER 817-09-055)

Recommendation:

1. Open and Close Public Hearing; and
2. Continue to the December 9, 2025, Planning Commission Meeting.

MOTION:
Continue to the December 9 Planning Commission meeting.

RESULT:	Passed
MOVER:	Planning Commissioner Mueller
SECONDER:	Planning Commissioner Downey
AYES:	Chair Wilson, Planning Commissioner Lake, Planning Commissioner Mueller, Planning Commissioner Tanda, Planning Commissioner Lovato, Planning Commissioner Downey
NAYS:	None
ABSTAIN:	None
ABSENT:	Vice Chair Habib

2. REQUEST FOR A VESTING TENTATIVE MAP (SD2024-0008) AND DESIGN PERMIT (SR2024-0012) TO ALLOW THE DEVELOPMENT OF A 16-UNIT SINGLE-FAMILY ATTACHED TOWNHOME-STYLE CONDOMINIUM

PROJECT (MYRTLE - MYRTLE INVESTMENTS) LOCATED AT 30-50 MYRTLE AVENUE (APNS 817-01-021 AND 817-01-022)

Recommendation:

1. Open/close the public hearing;
2. Adopt a Resolution approving a Design Permit for the construction of a 16-unit townhome project; and
3. Adopt a Resolution approving a Vesting Tentative Map.

Associate Planner Joey Dhin presented the staff report at 7:07 p.m.

Chair Wilson opened the Public Hearing at 7:26 p.m. The following individuals addressed the Planning Commission:

- David Marshall

Hearing no further requests to speak, the Public Hearing was closed.

MOTION:

Adopt a resolution approving a Design Permit and Vesting Tentative Map with the added condition that residents shall use dedicated garages for parking. This requirement shall be incorporated into the Covenants, Conditions, and Restrictions (CC&R's) for the project.

RESULT:	Passed
MOVER:	Planning Commissioner Mueller
SECONDER:	Planning Commissioner Lake
AYES:	Chair Wilson, Planning Commissioner Lake, Planning Commissioner Mueller, Planning Commissioner Tanda, Planning Commissioner Lovato, Planning Commissioner Downey
NAYS:	None
ABSTAIN:	None
ABSENT:	Vice Chair Habib

3. REQUEST FOR A DESIGN PERMIT (SR2024-0009) AND VESTING TENTATIVE MAP (SD2024-0006) TO ALLOW THE DEVELOPMENT OF A 20-UNIT ATTACHED TOWNHOME-STYLE PROJECT (PEEBLES – PEEBLES SQUARE, LLC) LOCATED ON THE NORTHEAST CORNER OF MONTEREY ROAD AND PEEBLES AVENUE (APN: 726-41-065)

Recommendation:

1. Open/close the public hearing;

2. Adopt a Resolution approving a Design Permit for the construction of a 20-unit residential project; and
3. Adopt a Resolution approving a Vesting Tentative Map to create 20 residential lots with common open space and private streets.

Senior Planner Tiffany Brown presented the staff report at 7:52 p.m.

Chair Wilson opened the Public Hearing at 8:10 p.m. The following individuals were called to speak:

- Steve Seray
- Brian Sullivan

Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt a resolution approving a Design Permit and a Vesting Tentative Map with the added condition that residents shall use dedicated garages for parking. This requirement shall be incorporated into the Covenants, Conditions, and Restrictions (CC&R's) for the project.

RESULT:	Passed
MOVER:	Planning Commissioner Mueller
SECONDER:	Planning Commissioner Downey
AYES:	Chair Wilson, Planning Commissioner Lake, Planning Commissioner Mueller, Planning Commissioner Lovato, Planning Commissioner Downey
NAYS:	Planning Commissioner Tanda
ABSTAIN:	None
ABSENT:	Vice Chair Habib

DIRECTOR'S REPORT/ANNOUNCEMENTS

Principal Planner Adam Paszkowski made an announcement at 8:34 p.m.

ADJOURNMENT

There being no further business, Chair Wilson adjourned the meeting at 8:37 p.m.

MINUTES PREPARED BY:
Jenna Luna, Minutes Clerk

CITY OF MORGAN HILL

Meeting Minutes

Planning Commission

JAMES WILSON - CHAIR
MOHAMMAD HABIB - VICE-CHAIR
PAUL LAKE - PLANNING COMMISSIONER
DAVID LOVATO - PLANNING COMMISSIONER
JOSEPH MUELLER - PLANNING COMMISSIONER
WAYNE TANDA - PLANNING COMMISSIONER
LIAM DOWNEY - PLANNING COMMISSIONER

Tuesday, November 11, 2025
7:00 PM

Council Chambers
17555 Peak Avenue, Morgan Hill, CA 95037

CALL TO ORDER

Chair Wilson called the meeting to order at 7:00 p.m.

ROLL CALL ATTENDANCE

Minutes Clerk Jenna Luna called the roll at 07:00 p.m.

PRESENT	James Wilson, Mohammad Habib, Paul Lake, Joseph Mueller, Liam Downey
ABSENT	David Lovato
EXCUSED	Wayne Tanda

Planning Commissioner Lake took the dais at 7:05 p.m.

DECLARATION OF POSTING

Minutes Clerk Luna declared the posting of the agenda at 7:03 p.m.

PLEDGE OF ALLEGIANCE

Planning Commissioner Habib led the Pledge of Allegiance at 7:03 p.m.

PUBLIC COMMENT

Chair Wilson opened the Public Comment Period at 7:03 p.m.

Principal Planner Adam Paszkowski introduced the Climate Action Pathways for School Student Interns at 7:04 p.m. The following individuals addressed the Planning Commission:

- Khanh Cao
- Isabella Larsen
- Cailyn Fang
- Dorsa Solimani
- Makayla

There being no further requests to speak, the Public Comment Period was closed.

ORDERS OF THE DAY

There were no changes made.

MINUTES APPROVAL

1. SEPTEMBER 23, 2025, MEETING MINUTES

Recommendation:

1. Accept the September 23, 2025, Meeting Minutes.

MOTION:
Accept the September 23, 2025, Meeting Minutes

RESULT:	Passed
MOVER:	Planning Commissioner Lake
SECONDER:	Planning Commissioner Mueller
AYES:	Chair Wilson, Vice Chair Habib, Planning Commissioner Mueller, Planning Commissioner Downey, Planning Commissioner Lake
NAYS:	None
ABSTAIN:	None

ABSENT:	Planning Commissioner Tanda, Planning Commissioner Lovato

2. OCTOBER 14, 2025, MEETING MINUTES

Recommendation:

1. Accept the October 14, 2025, meeting minutes.

MOTION:

Accept the October 14, 2025, Meeting Minutes.

RESULT:	Passed
MOVER:	Planning Commissioner Mueller
SECONDER:	Planning Commissioner Lake
AYES:	Chair Wilson, Vice Chair Habib, Planning Commissioner Lake, Planning Commissioner Mueller
NAYS:	None
ABSTAIN:	Planning Commissioner Downey
ABSENT:	Planning Commissioner Lovato, Planning Commissioner Tanda

PUBLIC HEARINGS

3. GENERAL PLAN AMENDMENT (GPA2024-0002) TO ADD A HEALTHY NEIGHBORHOODS FOR ALL ELEMENT TO THE TEXT OF THE MORGAN HILL 2035 GENERAL PLAN IN COMPLIANCE WITH SENATE BILL 1000

Recommendation:

1. Open/Close Public Hearing; and
2. Adopt Resolution recommending City Council approval to add the Healthy Neighborhoods for All Element to the Morgan Hill 2035 General Plan.

Principal Planner Adam Paszkowski presented the Staff Report at 7:13 p.m.

Assistant City Manager for Development Services Edith Ramierz addressed the Planning Commission at 7:30 p.m.

Chair Wilson opened the Public Hearing at 7:40 p.m. The following individuals were called to speak:

- Suman Ganapathy
- Makayla

Hearing no further requests to speak, the Public Hearing was closed.

MOTION:
Adopt a resolution recommending City Council approval to add the Healthy Neighborhoods for All Element to the Morgan Hill 2032 General Plan.

RESULT:	Passed
MOVER:	Planning Commissioner Mueller
SECONDER:	Planning Commissioner Downey
AYES:	Chair Wilson, Vice Chair Habib, Planning Commissioner Lake, Planning Commissioner Mueller, Planning Commissioner Downey
NAYS:	None
ABSTAIN:	None
ABSENT:	Planning Commissioner Tanda, Planning Commissioner Lovato

4. GENERAL PLAN AMENDMENT (GPA2024-0004) TO AMEND THE TEXT OF THE NATURAL RESOURCES AND ENVIRONMENT ELEMENT OF THE MORGAN HILL 2035 GENERAL PLAN IN COMPLIANCE WITH SENATE BILL 1425

Recommendation:

1. Open/Close Public Hearing; and
2. Adopt Resolution recommending City Council approval of an amendment to the Natural Resources and Environment Element of the Morgan Hill 2035 General Plan.

Principal Planner Adam Paszkowski presented the Staff Report at 7:45 p.m.

Chair Wilson opened the Public Hearing at 8:28 p.m. The following individuals were called to speak:

- Cailyn Fang
- Khanh Cao
- Isabella Larsen

Hearing no further requests to speak, the Public Comment Period was closed.

MOTION:
Adopt a resolution recommending City Council approval of an amendment to the Natural Resources and Environmental Element of the Morgan Hill 2023 General Plan.

RESULT:	Passed

MOVER:	Planning Commissioner Mueller
SECONDER:	Planning Commissioner Lake
AYES:	Chair Wilson, Vice Chair Habib, Planning Commissioner Lake, Planning Commissioner Mueller, Planning Commissioner Downey
NAYS:	None
ABSTAIN:	None
ABSENT:	Planning Commissioner Tanda, Planning Commissioner Lovato

DIRECTOR'S REPORT/ANNOUNCEMENTS

Principal Adam Paszokowski made an announcement at 8:36 p.m.

ADJOURNMENT

There being no further business, Chair Wilson adjourned the meeting at 8:39 p.m.

MINUTES PREPARED BY:
Jenna Luna, Minutes Clerk

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: December 9, 2025

PREPARED BY:
Tiffany Brown, Senior Planner
APPROVED BY: Jennifer Carman

A REQUEST FOR A CONDITIONAL USE PERMIT (UP2025-0003/EA2025-0006) TO ALLOW THE OPERATION OF A NEW 13,730 SQUARE FOOT DAY CARE FACILITY WITHIN MADRONE VILLAGE. (PRIMROSE SCHOOL)

RECOMMENDATION(S)

1. Open/close public hearing; and
2. Adopt a Resolution approving a Conditional Use Permit for the operation of a Day Care Facility within Madrone Village.

LOCATION MAP/PROJECT INFORMATION:



1.	Location:	Adjacent to Woodview Drive, between Sutter Boulevard and Madrone Parkway (APN:726-33-029)
2.	Site Area:	1.62-acre (7.7 acres Madrone Village shopping center)
3.	General Plan:	Commercial (C)
4.	Zoning:	General Commercial and Planned Development Combining District (CG:PD)

BACKGROUND:
In April 2006, the Council adopted an Ordinance (Ord.1764ns) for a Planned Development with Precise Development Plan (PD) to create a retail shopping center known as the Madrone Village. The PD includes Day Care Centers/Nursery Schools as a conditionally allowed use within the shopping center. An amendment to the PD (Ord.2018.ns) was adopted by the City Council in July 2011 that modified the uses to allow more flexibility. The PD amendment made no changes/modifications to the Day Care Centers/Nursery Schools use.

On April 21, 2025, a Conditional Use Permit application was submitted by Primrose School to allow for a new Day Care Center.

PROJECT DESCRIPTION:
The proposed project would include the construction of a 13,730 square foot (SF) private Day Care Center/preschool that would employ 27 staff members and serve a maximum of 212 students aged from six weeks to four years, or from infant daycare to pre-kindergarten. Associated site development would include five outdoor play areas, two biotreatment ponds on the southern edge and southeastern corner of the project site, and improvements to a portion of the adjacent southern parking lot. The proposed building would include 13 classrooms ranging from 517 SF to 854 SF, a 273 SF warming kitchen, a 204 SF office area, a 215 SF reception area, and other smaller ancillary rooms, including but not limited to a 165 SF conference room, a 130 SF laundry room, a 107 SF staff room, and restrooms. The outdoor play areas would include a 6,630 SF after-school playground, 2,235 SF infant playground, 3,200 SF open play area, 7,795 SF early preschool playground, and 1,145 SF primrose patch. Canopy and playground shade structures would be located within the outdoor play areas. As part of the proposed project, a new four-foot sidewalk would be constructed adjacent to the proposed preschool/daycare connecting to Woodview Avenue. The Madrone Village shopping center has a shared parking lot that serves all the uses in the center per the PD. Site access would be provided by way of the existing parking lot.

The proposed project would operate between the hours of 6:00 AM and 6:30 PM, Monday through Friday. The morning student drop-off would occur between 6:00 AM and 9:30 AM, with the peak hour anticipated to be between 7:30 AM and 8:30 AM. The evening pickup would be between 3:30 PM and 6:30 PM, with the peak hour anticipated to be between 4:30 PM and 5:30 PM. Special events would occasionally be held in the evenings and on weekends. During regular project operations, staff members would take groups of students outside to the proposed playground areas for approximately 40 minutes, two times per day.

Access to the project site would be provided from existing driveways that currently serve the Madrone Village shopping center. The driveways consist of one existing full-access driveway along Madrone Parkway to the northeast of the project site and one existing right-in/right-out only driveway along Cochrane Road to the southeast of the project site. Continuous vehicular circulation would be provided throughout the parking lot in order to aid the flow of traffic. All parents would be required to park on-site and walk their children to and from the proposed facility and, as such, vehicles

associated with the proposed project are expected to park for approximately five to 10 minutes for each drop-off and pick-up.

Site Description
The approximately 1.62-acre project site, identified by Assessor's Parcel Number (APN) 726-33-029, is located at 735 Cochrane Road in the City of Morgan Hill, California. The General Plan designates the site as Commercial and the site is zoned General Commercial with Planned Development Combining District (CG:PD). The site currently consists of an undeveloped grassy lot with trees along the northwest and southwest borders. Surrounding land uses include undeveloped land to the north, across Woodview Avenue; undeveloped land to the east/northeast as well as commercial uses and an associated parking lot; office space and commercial uses to the south/southwest; and commercial uses to the west, across Woodview Avenue.

Surrounding Uses

	General Plan Land Use	Zoning	Existing Use
North	Industrial	Light Industrial	Undeveloped land
South	General Commercial	General Commercial:Planned Development Combining District	Cochrane Plaza
East	General Commercial	General Commercial:Planned Development Combining District	Hotel and Commercial
West	Industrial	Light Industrial	Cochrane Business Ranch

PROJECT ANALYSIS AND FINDINGS:
ANALYSIS
The proposed project was analyzed with respect to conformance with: 1) Morgan Hill 2035 General Plan; 2) Zoning; and Findings:

1. General Plan Land Use Consistency
The project site is within the Commercial land use designation. The intent of this designation is to allow a wide range of retail businesses, administrative and executive office uses, and professional services, with stand-alone buildings or as part of shopping centers. The project proposal is consistent with, but not limited to, the following General Plan Policies:

Policy CNF-2.3: Quality of Life. *Maintain Morgan Hill's high quality of life for existing and future residents.*
Policy CNF-6.1: Services to Serve Growth. *Manage and schedule urban growth consistent with the ability to provide a full array of urban services and facilities, such as sewer capacity, water, transportation, schools, public safety and other urban services.*
The Day Care Center is a high-quality facility that, if approved, will provide new essential childcare services needed in the City. The facility is a licensed facility by the California Department of Social Services and the Community Care Licensing Division, which provides health and safety reviews of childcare centers.

2. Zoning Consistency
The project site is zoned General Commercial with a Planned Development Combining District. The

Planned development indicates the development standards and allowed uses within the Madrone Village Shopping Center. A Day Care Center use is listed as a conditionally permitted use within the shopping center.

The purpose of a conditional use permit is to require land uses that are generally appropriate for a district, but potentially undesirable on a particular parcel or in large numbers. A conditional use permit is a discretionary action that enables the Planning Commission to ensure that the proposed use is compatible with the neighboring uses and will not create a negative impact on the adjacent properties or the public. To determine this, the Zoning Code provides the Commission with the following findings the project needs to meet to be approved.

Findings

1. The proposed use is allowed in the applicable district.
A Day Care Center is a conditionally allowed use within the Planned Development.

2. The proposed use is consistent with the General Plan, Zoning Code, and any applicable specific plan or area plan adopted by the City Council.
The use is consistent with the General Plan, specifically but not limited to Policy CNF-2.3 and CNF-6.1. It is conditionally allowed by all applicable guiding documents and, if approved, will be built to meet all development standards.

3. The site is suitable and adequate for the proposed use.
The project site is undeveloped and is designed in the precise development plan to be located at the rear of the center with the main entrance facing the interior of the shopping center. The conceptual site plan demonstrates that the proposed Day Care Center can meet all the development standards and all other required site improvements and is a compatible use with the existing uses in the center.

4. The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and future land uses in the vicinity of the property.
The proposed Day Care Center at this location is compatible with the adjacent uses in the commercial center. The size and location of the new facility is ideal and consistent with the precise plan of the Planned Development.

5. The proposed use will not be detrimental to the public health, safety, and welfare.
Day Care Centers require licensing through the Child Care Licensing Program for the State of California. The licensing program ensures that licensed facilities meet established health and safety standards through monitoring of facilities and provides technical assistance. The new construction will meet all current building codes and therefore will not be detrimental to the public health, safety, and welfare.

6. The proposed use would not have a substantial adverse effect on traffic circulation and on the planned capacity of the street system.
A Trip Generation and Operations Analysis was completed for the proposed Day Care Center. The purpose of the analysis is to evaluate the magnitude of traffic that would be added to the roadway system due to the proposed project and to determine whether a comprehensive traffic study is required for the proposed project. The analysis consists of an estimation of project trip generation and evaluation of peak-hour intersection level-of-service analysis at intersections in the immediate vicinity of the project site.

The results of the level-of-service (LOS) analysis show that each of the study intersections currently operates at an acceptable LOS C or better during both the AM and PM peak hours and would continue to do so with the addition of the project's traffic, based on the applicable City of Morgan Hill intersection operations standards.

Additionally, peak-hour volumes at the unsignalized study intersections, including the project driveway at Madrone Parkway, would not meet signal warrant thresholds for any of the study scenarios. Based on the results of the intersection LOS analysis, the project would not have an adverse effect on operations at the study intersections.

Site access was evaluated based on the conceptual site plan provided for this use permit. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, geometric design, and sight distance. Site access was evaluated in accordance with generally accepted traffic engineering standards and transportation planning principles. Vehicular access would be provided via existing driveways which currently serve the Madrone Village shopping center. The driveways consist of one existing full-access driveway along Madrone Parkway and one existing right-in/right-out driveway along Cochrane Road. No improvements to the existing driveways are proposed.

The additional trips that are expected and summarized within the Transportation study conclude no effects on traffic flow are expected along northbound Madrone Parkway. Vehicles traveling southbound turning right into the driveway along Madrone Parkway or traveling westbound turning right into the southern driveway along Cochrane Road may momentarily slow down traffic in these directions, although these movements are not expected to have a significant effect on traffic operations. Because drop-off and pick-ups are done by parking and walking the children in and out of the preschool, there are no anticipated safety concerns. Because drop-off and pick-up are estimated to be 10 minutes on average, each parking stall taken during peak hours is estimated to have a high turnover. Therefore, the number of stalls adequately serve both the new facility and the existing shopping center.

If vehicular circulation and parking for the new facility create more of a delay than anticipated during peak hours, the traffic report for the project provides recommendations on how the day care center can address the concerns and provide smoother transitions for parking, drop-off, and pick-up.

In summary, the study concludes that the proposed project will not result in an adverse effect on operations at intersections in the project area and is consistent with the Morgan Hill 2035 General Plan goals and policies.

7. The proposed use is properly located within the city and adequately served by existing or planned services and infrastructure.
The proposed use at the proposed location introduces a compatible use to the existing adjacent uses. Pursuant to the General Plan, there is sufficient services and infrastructure to support the new Day Care Center at this location.

CONCLUSION:
The proposed use will not adversely impact the public health, safety, or general welfare of the project site or surrounding properties. The new facility will meet all development standards, and as conditioned, will not have an adverse impact on surrounding traffic and circulation. The project is consistent with the General Plan and Zoning Ordinance.

CEQA (California Environmental Quality Act):
The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Senate Bill 131 (SB131), which provides a statutory exemption for new daycare facilities.

COMMUNITY ENGAGEMENT:
The proposed project was publicly noticed (mailing to property owners within 300-feet of the project,

newspaper legal notice, and site posted) for the minimum 10-day period and a sign has been posted at the property's location pursuant to the Planning Division requirements.

ATTACHMENTS:

1. Planning Commission Resolution and Conditions
2. Conceptual Site Plans
3. Primrose School SB 131 Exemption Memo
4. Primrose Trip Generation and Operations Analysis

RESOLUTION NO. 25-21

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL APPROVING A CONDITIONAL USE PERMIT (UP2025-0003) TO ALLOW FOR THE OPERATION OF A NEW DAY CARE FACILITY WITHIN MADRONE VILLAGE. (APN: 723-33-029)

WHEREAS, an application was submitted by Primrose Schools for the request of a conditional use permit to allow operation of a new Day Care Facility ("Project"). The property, identified by Assessor Parcel Number 723-33-029, will be located adjacent to Woodview Drive, between Sutter Boulevard and Madrone Parkway; and

WHEREAS, such request was considered by the Planning Commission at its regular meeting of December 9, 2025; and

WHEREAS, testimony was received at the duly noticed public hearing, along with exhibits and drawings and other materials have been considered in the review process; and

WHEREAS, the City of Morgan Hill is the lead agency on the Project, and the Planning Commission is the decision-making body for the proposed Project; and

WHEREAS, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Senate Bill 131 (SB131), which provides a statutory exemption for new daycare facilities.

NOW, THEREFORE, THE MORGAN HILL PLANNING COMMISSION DOES RESOLVE AS FOLLOWS:

SECTION 1. The project was found to be consistent with the Morgan Hill 2035 General Plan.

SECTION 2. The approved Conditional Use Permit has been found consistent with the Findings of approval contained in Section 18.108.030 of the Zoning Code and hereby adopted:

a. **The proposed use is allowed in the applicable district.**

A Day Care Facility is a conditionally allowed use within the Planned Development.

b. **The proposed use is consistent with the General Plan, Zoning Code, and any applicable specific plan or area plan adopted by the City Council.**

The use is consistent with the General Plan, Specifically but not limited to Policy CNF-2.3 and CNF-6.1. It is conditionally allowed by all applicable guiding documents and, if approved, will be built to meet all development standards.

c. **The site is suitable and adequate for the proposed use.**

The project site is undeveloped and is designed in the precise development plan to be located at the rear of the center with the main entrance facing the interior of the shopping center. The conceptual site plan demonstrates that the proposed Day Care Facility can meet all the development standards and all other required site improvements and is a compatible use with the existing uses in the center.

d. **The location, size, design, and operating characteristics of the proposed use will be compatible with the existing and future land uses in the vicinity of the property.**

The proposed Daycare facility at this location is compatible with the adjacent uses in the commercial center. The size and location of the facility is ideal and consistent with the precise plan of the Planned Development.

e. **The proposed use will not be detrimental to the public health, safety, and welfare.**

Daycare facilities require licensing through the Child Care Licensing Program for the State of California. The licensing program ensures that licensed facilities meet established health and safety standards through monitoring of facilities and providing technical assistance. The new construction will meet all current building codes and therefore will not be detrimental to the public health, safety, and welfare.

f. **The proposed use would not have a substantial adverse effect in traffic circulation and on the planned capacity of the street system.**

A Trip Generation and Operations Analysis was completed for the proposed Daycare facility. The study concludes that the proposed project will not result in an adverse effect on operations at intersections in the project area and is consistent with the Morgan Hill 2035 General Plan goals and policies.

g. **The proposed use is properly located within the city and adequately served by existing or planned services and infrastructure.**

The proposed use at the proposed location introduces a compatible use to the existing adjacent uses. Pursuant to the General Plan, there is sufficient services and infrastructure to support the new daycare facility at this location.

SECTION 3. The Planning Commission hereby finds the project along with the conditions of approval attached in exhibit A to be consistent with the Findings required for the approval of a conditional use permit.

PASSED AND ADOPTED THIS 9th DAY OF DECEMBER 2025, AT A REGULAR MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST: **APPROVED:**

JENNA LUNA, Deputy City Clerk **JAMES WILSON, Chair**

EXHIBIT "A"
STANDARD CONDITIONS

APPLICATION NO: UP2025-0003
THE FOLLOWING APPROVAL REQUIREMENTS AND ANY SPECIAL CONDITIONS SHALL BE APPLIED THROUGH THE DEVELOPMENT APPROVAL PROCESS.

Legend

MHMC= Morgan Hill Municipal Code
MHARH= Morgan Hill Architectural Review Handbook
CMH= City of Morgan Hill
CFC= California Fire Code

I. **PROJECT DESCRIPTION**

Construct a 13,730 square foot building and operate a new Day Care facility that serves approximately 220 students aged from six weeks to four years of age. Hours of operation range from 6:00am to 6:30pm on weekdays with accessional weekend events.

II. **PROJECT CONDITIONS OF APPROVAL**

It shall be the responsibility of the Owner to ensure that any changes or modifications to the Project are in compliance with the original City Conditions of Approval of the Project, which are hereby incorporated herein as set forth in full.

PLANNING DIVISION

A. **Conditional Use Permit.** This Conditional Use Permit approval is limited to the Project Description above and the conceptual plan set on file (UP2025-0003) with the Development Services Department. The proposal will require approval of a Design Permit prior to submittal of a building permit. The approved building plans and landscape plans must be in substantial conformance with the approved Use Permit and future Design Permit plans as determined by the Development Services Director.

B. **Use Permit Amendments**. The Development Services Director may review and approve additions and modifications to the business operations, including hours of operation, if deemed minor. Changes to the business operations deemed major by the Development Services Director will require an amendment to this conditional use permit.

C. **Design Permit.** The applicant shall submit for a Design Permit for the review of the future day care facility.

D. **Defense and Indemnity.** As part of, and in connection, with this application to the City of Morgan Hill, Applicant agrees to defend, indemnify, and hold harmless the City of Morgan Hill, its officers, agents, employees, officials and representatives (Indemnitees) from and against any and all claims, actions, or proceedings arising from any suit for damages or for equitable or injunctive relief which is filed against City to attack, set aside, void or annul its approval of this application or any related decision, or the adoption of any environmental documents which relates to said approval. The City shall promptly notify the Applicant of any such claim, action or proceeding and the City shall cooperate fully in the defense thereof. In the event that Applicant is required to defend Indemnitees in connection with the proceeding, Indemnitees shall retain the right to approve (a) the counsel to so defend Indemnitees; (b) all significant decisions concerning the manner in which the defense is conducted; and (c) any and all settlements, which approval shall not be unreasonably withheld. This indemnification shall include, but is not limited to, (a) all pre-tender litigation costs incurred on behalf of the City, including City's attorney's fees and all other litigation costs and expenses, including expert witnesses, required to defend against any lawsuit brought as a result of City's approval or approvals; (b) reasonable internal City administrative costs, including but not limited to staff time and expense spent on the litigation, after tender is accepted; and (c) all damages, costs, expenses, attorney fees or expert witness fees that may be awarded to the prevailing party arising out of or in connection with the approval of the application or related decision. City may, in its sole discretion, participate in the defense of such action; but such participation shall not relieve Applicant of its obligations under this condition. The undersigned hereby represents that they are the Applicant or are fully empowered by the Applicant as their agent to agree to provide the indemnification, defense and hold harmless obligations, and the signature below represents the unconditional agreement by Applicant to be bound by such conditions.

ENGINEERING DIVISION

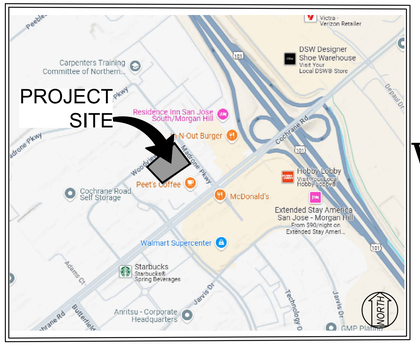
A. The Design Permit will be reviewed for compliance with the Municipal Code including but not limited to the on- and off-site improvements and storm water control plan.

B. Project will be subject to impact fees prior to issuance of any future building permit.

POLICE DEPARTMENT

A. **Safety and Security Plan.** The Police Department may require a safety and security plan for the facility including a security camera plan prior to the issuance of a building permit or site development permit, whichever one is issued first.

B. **Camera Access**. The Police department will require access to camera feed and camera recordings to be able to view real time and recorded footage if/when required.



VICINITY MAP
SCALE: NTS

CONDITIONAL USE PERMIT
AND ADMINISTRATIVE DESIGN PERMIT
FOR
PRIMROSE SCHOOL OF MORGAN HILL
735 COCHRANE ROAD
MORGAN HILL, CA 95037

PROJECT INFORMATION

SITE ADDRESS	735 COCHRANE ROAD
APN	726-33-029
ZONING CLASSIFICATION	GENERAL COMMERCIAL
LOT SIZE (SF)	70,748
PROJECT FLOOR AREA RATIO	0.1900

	EXISTING	PROPOSED
FLOOR AREA (SF)	0	13,730
CANOPY	0	918
TRASH ENCLOSURE	0	223
PLAYGROUND SHADE STRUCTURES	0	855
TOTAL FLOOR AREA	0	15,726
TOTAL FLOOR AREA FOR PARKING REQUIREMENTS	13,730	
TOTAL PARKING STALLS	47	57 (10 NEW (3 ACCESSIBLE STALLS))
NUMBER OF TREES TO REMAIN ON SITE	11	
CUBIC YARDS OF SOIL DISTURBANCE	2500	

LEGEND

PROPERTY LINE
ADJACENT PROPERTY LINE
CENTERLINE
EASEMENT
BUILDING LINE W/ DOOR
BUILDING OVERHANG
CONTOUR
INDEX CONTOUR (15)
CURB
CURB & GUTTER
CONCRETE
FENCE
RETAINING WALL
EDGE OF PAVEMENT
SANITARY SEWER (SS)
STORM DRAIN (SD)
WATER SERVICE (W)
FIRE WATER SERVICE (FW)
UNDERGROUND ELECTRIC (E)
OVERHEAD (OH)
FOUND MONUMENT AS NOTED
LIGHT
STREET LIGHT
TRANSFORMER
FIRE HYDRANT
STORM DRAIN MANHOLE
SANITARY SEWER MANHOLE
CLEAN OUT
GAS METER
UTILITY POLE W/ GUY WIRE
VALVE
CATCH BASIN / DROP INLET
WATER METER
FIRE DEPARTMENT CONNECTION
BACK FLOW PREVENTER
POST INDICATOR VALVE
UTILITY BOX (SIZE VARIES)
SIGN
FLAG POLE
RECORD INFORMATION W/ REFERENCE (100.00')1
TREE W/ SIZE AND ELEVATION 10" / 100.0
SPOT ELEVATION
MAN DOOR

PROJECT DESCRIPTION

DEVELOPMENT OF EMPTY LOT WITH EXISTING PARKING INTO A PRIVATE PRESCHOOL. EXISTING PARKING TO REMAIN AND 10 ADDITIONAL PARKING SPOTS TO BE ADDED WITH 3 OF THE ADDITIONAL 10 BEING HANDICAP ACCESSIBLE STALLS. OTHER SITE IMPROVEMENTS INCLUDE TRASH ENCLOSURE, NEW SIDEWALK PATH OF TRAVEL TO WOODVIEW AVENUE. THE MAXIMUM NUMBER OF PROPOSED STUDENTS IS 200.

ZONING DESIGNATION: GENERAL COMMERCIAL

PROJECT DIRECTORY

CIVIL ENGINEER:
WARE MALCOMB
4683 CHABOT DRIVE, #300
PLEASANTON, CA 94588
PROJECT MANAGER: MICHAEL MURPHY
PHONE#: 925.460.6083 X 1414
EMAIL: MMURPHY@WAREMALCOMB.COM

BUILDING OWNER/CLIENT:
PRIMROSE SCHOOLS
3200 WINDY HILL ROAD
ATLANTA, GA 30339
PRIMARY: KATELYNN SCHEREN
PHONE#: 602.558.7163
EMAIL: KSCHEREN@PRIMROSESCHOOLS.COM

ARCHITECT:
CASCO
12 SUNNEN DR. SUITE 100
ST. LOUIS, MO 63143
PRIMARY: GINA WALTON
PHONE#: 314.821.1100 X 144
EMAIL: GINA.WALTON@THECDCOMPANIES.COM

LANDSCAPE ARCHITECT:
RW STOVER & ASSOCIATES, INC.
1620 NORTH MAIN STREET, SUIT 4
WALNUT CREEK, CA 94596
PRIMARY: RICK STOVER
PHONE#: 925.933.2583 X 105
EMAIL: RSTOVER@RWSLA.COM

UTILITY NOTE

WARE MALCOMB ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS. THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. IT IS, HOWEVER, THE CONTRACTORS RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

SHEET INDEX

CIVIL

SHEET INDEX

1	C0.0 - TITLE SHEET
2	C1.0 - EXISTING CONDITION NOTES
3	C1.1 - EXISTING CONDITION
4	C2.0 - OVERALL SITE PLAN
5	C2.1 - SITE PLAN
6	C3.0 - GRADING PLAN
7	C4.0 - UTILITY PLAN
8	C4.0 - FIRE ACCESS PLAN
9	C5.0 - STORMWATER MANAGEMENT PLAN
10	C5.0 - STORMWATER MANAGEMENT DETAILS
11	C5.2 - STORMWATER MANAGEMENT CALCS

LANDSCAPE

SHEET INDEX

12	L1.1 - PRELIMINARY LANDSCAPE PLAN
13	L1.2 - PRELIMINARY IRRIGATION PLAN
14	L1.3 - PRELIMINARY HYDROZONE PLAN

ARCHITECT

SHEET INDEX

15	A0.0 - LICENSING PLAN
16	A1.3 - ROOF PLAN
17	A4.0 - EXTERIOR ELEVATIONS
18	A4.1 - 3D RENDERINGS
19	A-7.2 - PLAYGROUND / SITE DETAILS
20	A7.3 - SITE DETAILS
21	MATERIAL BOARD AND COLORED ELEVATION
22	COLORED ELEVATIONS
23	PHOTOMETRIC SIGHT LIGHTING DESIGN

CASCO
CASCO DIVERSIFIED CORPORATION
12 SUNNEN DRIVE, SUITE 100, SAINT LOUIS, MISSOURI 63143 T. 314.821.1100

WARE MALCOMB
CIVIL ENGINEERING
4683 chabot dr
suite 300
pleasanton, ca 94588
p 925.244.9620
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735 COCHRANE ROAD
MORGAN HILL, CA 95037

PRIMROSE SCHOOL FRANCHISING COMPANY
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ATLANTA, GEORGIA 30339-5640

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No.	Description	Date

NOT FOR CONSTRUCTION
FOR PLANNING PURPOSES ONLY

City of MH Permit No.	XX
Drawn / Checked	RA/MM
Project Number	SNR23-4028-00
Bid Date	--/--/--
Permit Date	--/--/--
For Construction	--/--/--

TITLE SHEET

C0.0

04/16/25

LEGAL DESCRIPTION

Real property in the City of Morgan Hill, County of Santa Clara, State of California, described as follows:

PARCEL ONE:

PARCEL 1, AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON JULY 10, 2006 AS BOOK 803 OF MAPS AT PAGES 24-25, AND AMENDED BY CERTIFICATE OF CORRECTION RECORDED OCTOBER 16, 2006 DOCUMENT NO. 19143339, SANTA CLARA COUNTY RECORDS.

PARCEL TWO:

A PRIVATE STORM DRAINAGE EASEMENT OVER PARCEL 3 OF SAID PARCEL MAP, BEING SHOWN THEREON AS "10.00' P.S.D.E. FOR THE BENEFIT OF PARCEL 1 AND PARCEL 2".

TABLE A REQUIREMENTS NOTES

2	No address was observed while conducting the fieldwork. (VACANT LOT)
3	The subject parcel DOES NOT lie within a Special Flood Harzard. Refer to Note # 08 for Flood zone classification.
4	The Gross land area is 4.403± ACRES (191,773 ± Square Feet)
6(a)	A zoning report WAS NOT provided to the surveyor. Information obtained from the City of Morgan Hill Planning Department website is noted hereon. (Refer to Note # 05)
8	Substantial features observed in the process of conducting the fieldwork are plotted hereon.
9	Number and type of clearly identifiable parking spaces on surface parking areas, lots and in parking structures are described within the "Parking Summary". Striping of clearly identifiable parking spaces on surface parking areas and lots are plotted hereon.
11(a)	Evidence of underground utilities existing on or serving the surveyed property (in addition to the observed evidence of utilities required pursuant to Section 5.E.iv.) as determined by: (a) plans and/or reports provided by client (with reference as to the sources of information) Note to the client, insurer, and lender - With regard to Table A, item 11, information from the sources checked above will be combined with observed evidence of utilities pursuant to Section 5.E.iv. to develop a view of the underground utilities. However, lacking excavation, the exact location of underground features cannot be accurately, completely, and reliably depicted. In addition, in some jurisdictions, 811 or other similar utility locate requests from surveyors may be ignored or result in an incomplete response, in which case the surveyor shall note on the plat or map how this affected the surveyor's assessment of the location of the utilities. Where additional or more detailed information is required, the client is advised that excavation may be necessary.
13	Names of adjoining owners according to current tax records are noted hereon.
14	The distance to the nearest intersecting street is shown hereon.
16	There was NO evidence of recent earth moving work, building construction, or building additions observed in the process of conducting the fieldwork.
18	Any plottable offsite (i.e., appurtenant) easements or servitudes disclosed in documents provided to or obtained by the surveyor as a part of the survey pursuant to Sections 5 and 6 (and applicable selected Table A items) ARE shown hereon as PARCEL TWO.

EXCEPTIONS TABLE

1. General and special taxes and assessments for the fiscal year 2023-2024, a lien not yet due or payable.
   (NOT A SURVEY MATTER)

2. Assessment liens, if applicable, collected with the general and special taxes, including but not limited to those disclosed by the reflection of the following on the tax roll:

   1915 Bond for RAD 2015-2 (Madrone)
   (NOT A SURVEY MATTER)

3. The lien of special tax assessed pursuant to Chapter 2.5 commencing with Section 53311 of the California Government Code for Community Facilities District No. 2013-1, as disclosed by Notice of Special Tax Lien recorded January 22, 2014 as Document No. 22502535 of official records.
   (NOT A SURVEY MATTER)

4. A notice of assessment recorded May 17, 2007 as Document No. 19433939 of Official Records, executed by City Clerk of the City of Morgan Hill.
   (NOT A SURVEY MATTER)

5. A notice of assessment recorded November 20, 2015 as Document No. 23152598 of Official Records, executed by City Clerk of the City of Morgan Hill.
   (NOT A SURVEY MATTER)

6. The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code.
   (NOT A SURVEY MATTER)

7. The fact that the land lies within the boundaries of the Oja De Agua Redevelopment Project Area, as disclosed by the document recorded June 23, 1981 as Book G169, Pages 270 through 348 of Official Records.
   (NOT A SURVEY MATTER)

8. An easement shown or dedicated on the map of Parcel Map recorded October 13, 2000 and on file in Book 733, Page 11 and 12, of Maps.
   For: public service, landscape and incidental purposes.
   (EASEMENTS PLOTTED HEREON)

9. An easement shown or dedicated on the map of Parcel Map recorded July 10, 2006 and on file in Book 803, Page 24 and 25, of Maps.
   For: private storm drain, landscape, public service, Madrone Parkway and incidental purposes.
   (EASEMENTS PLOTTED HEREON)

10. The terms and provisions contained in the document entitled "Subdivision Improvement Agreement" recorded July 10, 2006 as Document No. 19007432 of official records.
    (NOT PLOTTABLE)

11. An easement for private storm drainage and incidental purposes, recorded July 10, 2006 as Document No. 19007433 of Official Records.
    In Favor of: Madrone Village Shopping Center, LLC, a California limited liability company
    Affects: as described therein
    (EASEMENT PLOTTED HEREON)

12. Covenants, conditions, restrictions, easements, assessments, liens, charges, terms and provisions in the document recorded July 10, 2006 as Document No. 19007434 of Official Records, which provide that a violation thereof shall not defeat or render invalid the lien of any first mortgage or deed of trust made in good faith and for value, but deleting any covenant, condition, or restriction, if any, indicating a preference, limitation, or discrimination based on race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, familial status, marital status, disability, handicap, veteran or military status, genetic information, national origin, source of income as defined in subdivision (p) of Section 12955, or ancestry, to the extent that such covenants, conditions or restrictions violate applicable state or federal laws. Lawful restrictions under state and federal law on the age of occupants in senior housing or housing for older persons shall not be construed as restrictions based on familial status.

    The terms and provisions contained in the document entitled "Assignment or Declarant's Rights Under And Amendment To Declaration of Covenants, Conditions And Restrictions For Madrone Village Shopping Center" recorded June 1, 2016 as Document No. 23322469 of Official Records.
    (EASEMENT NOTED HEREON) (BLANKET IN NATURE)

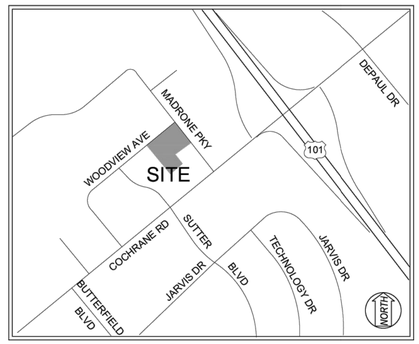
13. The terms and provisions contained in the document entitled "Assignment of Declarant's Rights Under Declaration of Covenants, Conditions and Restrictions for Madrone Village Shopping Center" recorded October 26, 2021 as Document No. 25144821 of Official Records.
    (NOT PLOTTABLE)

14. An ALTA/NSPS survey of recent date which complies with the current minimum standard detail requirements for ALTA/NSPS land title surveys.
    (AS SHOWN HEREON)

15. Any facts, rights, interests or claims which would be disclosed by a correct ALTA/NSPS survey.
    (AS SHOWN HEREON)

16. We find no outstanding voluntary liens of record affecting subject property. An inquiry should be made concerning the existence of any unrecorded lien or other indebtedness which could give rise to any security interest in the subject property.
    (NOT A SURVEY MATTER)

17. Water rights, claims or title to water, whether or not shown by the Public Records.
    (NOT A SURVEY MATTER)



VICINITY MAP
NOT TO SCALE

NOTES

1. All distances shown hereon are in U.S. Survey feet and decimals thereof.

2. This survey was prepared from information furnished in a Preliminary Title Report, prepared by First American Title Insurance Company dated July 19, 2023, Order No. NCS-1186563-SC. No liability is assumed for matters of record not stated in said Preliminary Title Report that may affect the boundary lines, exceptions, or easements affecting the property.

3. The types, locations, sizes and/or depths of existing underground utilities as shown on this topographic survey were obtained from sources of varying reliability. The contractor is cautioned that only actual excavation will reveal the types, extent, sizes, locations and depths of such underground utilities. (A reasonable effort has been made to locate and delineate all unknown underground utilities.) However, the surveyor can assume no responsibility for the completeness or accuracy of its delineation of such underground utilities which may be encountered, but which are not shown on these drawings.

4. A.P.N.: 726-33-029

5. Zoning Note:
   This survey makes no evaluation as to compliance with zoning and building codes and/or ordinances other than current municipal building setback line locations.

   The subject property is currently zoned "CG" (PD); General Commercial (Planned Development)";

   The current building setbacks are per a planned development permit on file with the City of Morgan Hill.

   Information was obtained from the City of Morgan Hill Planning Department Website on July 27, 2023.

6. Basis of Bearings:
   The bearing of North 50°55'03" East taken on the centerline of Woodview Drive as shown on that certain Parcel Map filed for record on July 10, 2006 in Book 803 of Maps at Pages 24-25, Santa Clara County Records was taken as the Basis of all Bearings shown hereon.

7. Benchmark:
   Santa Clara Valley Water District Benchmark "BM-089":
   Brass disk on top and back of sidewalk; at the northeast corner of bridge at Cochrane Road and Highway 101. City of Morgan Hill.
   Elevation: 381.39 feet (Datum) NAVD 1988

8. Flood Zone Note:
   The subject property is shown on the Federal Emergency Management Agency Flood Insurance Rate Map, Community Panel Number 060346 0443 H, dated May 18, 2009, as being located in Flood Zone "X";

   Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas of protected levees from 1% annual chance flood.

   Information was obtained from the FEMA website (www.fema.gov) on July 27, 2023.

PARKING SUMMARY

DESCRIPTION	STALLS
STANDARD PARKING	114
COMPACT PARKING	0
ACCESSIBLE PARKING	0
TOTAL	114

REFERENCES

①	PARCEL MAP	(803 M 24-25)
②	PARCEL MAP	(733 M 11-12)
③	PARCEL MAP	(573 M 8)
④	PARCEL MAP	(596 M 40-41)
⑤	PARCEL MAP	(733 M 9-10)

ENCROACHMENT NOTE

The surveyor does not offer any opinion as to any encroachments onto or from adjoining premises, streets or alleys by any fences, buildings, structures or other improvements. An encroachment is a legal condition, and not a matter of survey. The surveyor is not obligated to determine ownership of such encroachments and is beyond the limits of a surveyor's expertise. The surveyor may be unaware of any written or oral unrecorded agreement that allows for such encroachment.
Items observed while conducting the survey of the Property that may constitute as "potential" encroachments are shown hereon.

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CIVIL ENGINEERING
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suite 300
pleasanton, ca 94588
p 925.244.9620
waremalcomb.com

CASCO
CASCO DIVERSIFIED CORPORATION
12 Sunnen Drive, Suite 100, St. Louis, MO 63143 T 314.821.1100

PRIMROSE SCHOOL

735 COCHRANE ROAD
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PRIMROSE SCHOOL FRANCHISING COMPANY
3200 WINDY HILL ROAD, SUITE 1200 E
ATLANTA, GEORGIA 30339-5640

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No.	Description	Date

NOT FOR CONSTRUCTION

FOR PLANNING PURPOSES ONLY

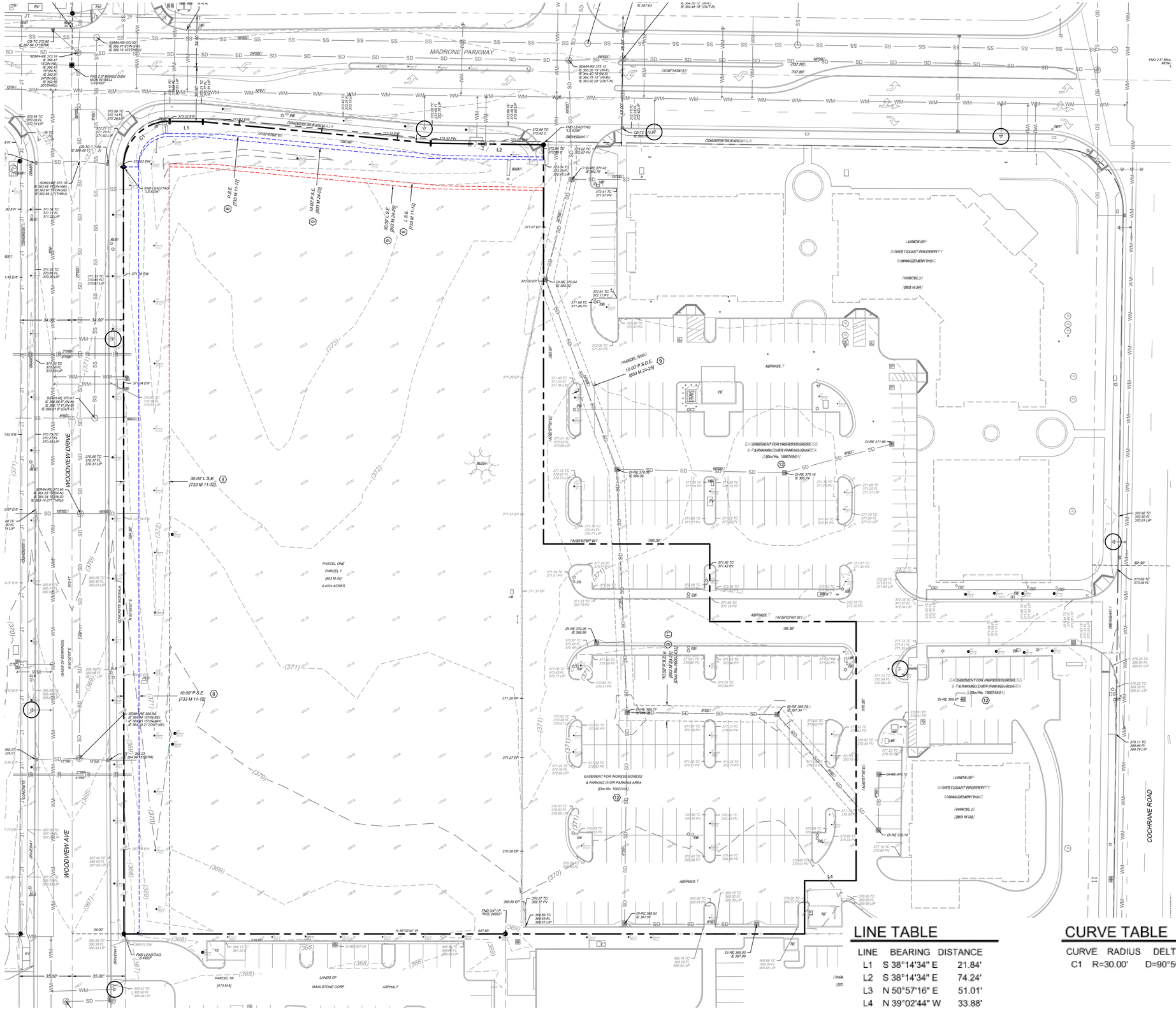
City of MH Permit No.	XX
Drawn / Checked	RA/MM
Project Number	SNR23-4028-00
Bid Date	--/--/--
Permit Date	--/--/--
For Construction	--/--/--

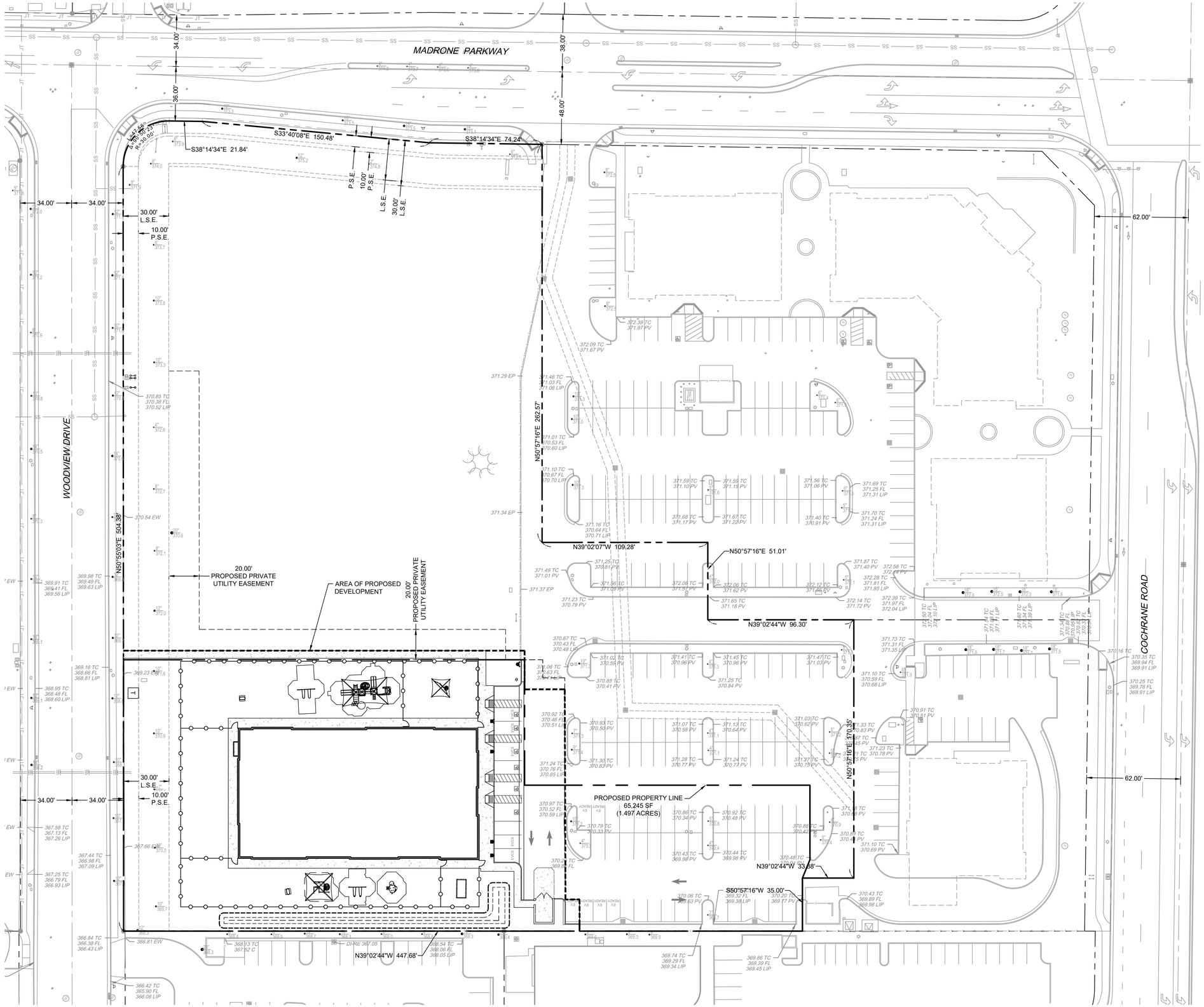
TITLE SHEET

EXISTING CONDITION NOTES

C1.0

04/16/25


MADRONE PARKWAY
WOODVIEW DRIVE
COCHRANE ROAD
CONCRETE SIDEWALK
ASPHALT
PARCEL ONE
PARCEL 1
[803 M 24]
4.403± ACRES
PARCEL 2
[803 M 24]
PARCEL 7B
[573 M 8]
LANDS OF
MAIN STONE CORP
LANDS OF
WWEST COAST PROPERTY
MANAGEMENT INC
EASEMENT FOR INGRESS/EGRESS
& PARKING OVER PARKING AREA
[Doc No. 19007436]
L1
L2
L3
L4
L5
C1
10.00' P.S.E.
[733 M 11-12]
10.00' P.S.E.
[803 M 24-25]
30.00' L.S.E.
[733 M 11-12]
30.00' L.S.E.
[803 M 24-28]
10.00' P.S.D.E.
[803 M 24-25]
30.00' L.S.E.
[803 M 24-25]
10.00' P.S.D.E.
[803 M 24-25]
(DOCS 19007436)
N 39°02'44" W
447.66'
N 50°57'16" E
51.01'
N 39°02'44" W
33.88'
N 50°57'16" E
35.00'
S 38°14'34" E
74.24'
S 38°14'34" E
21.84'
R=30.00'
L=47.56'
Δ=90°50'23"
34.00'
35.00'
24.00'
PARCEL (VAC)
10.00' P.S.D.E.
[803 M 24-25]
EASEMENT FOR INGRESS/EGRESS
& PARKING OVER PARKING AREA
[Doc No. 19007436]
ABANDONED
ABANDONED
ABANDONED



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Drawn / Checked	RA/MM
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For Construction	--/--/--

TITLE SHEET

OVERALL SITE PLAN

SCALE: 1" = 30'

C2.0

04/16/25

WOODVIEW DRIVE

(BASIS OF BEARINGS) N 50°55'03" E

N50°55'03"E 504.38'

CONCRETE

GRASS

BUSH

PARCEL ONE
PARCEL 1
[803 M 24]
4.403 ± ACRES

20.00' PROPOSED PRIVATE UTILITY EASEMENT

20.00' PROPOSED PRIVATE UTILITY EASEMENT

(N) 6' FENCE PER ARCH PLANS (TYP)

(N) ACCESSIBLE PATH OF TRAVEL

(E) FENCE TO REMAIN OUTSIDE OF PROPOSED PL

(N) TRANSFORMER

PRE-SCHOOL / AFTER-SCHOOL PLAYGROUND (6,437 SF +/-)

INFANT PLAYGROUND (2,160 SF +/-)

(3) ACCESSIBLE EVCS

OPEN PLAY AREA (3,200 SF +/-)

13,730 SF (N) BUILDING

(1) LEVEL 3 EVCS
(1)LEVEL 2 EVCS

PRIMROSE PATCH (795 SF +/-)

EARLY PRE-SCHOOL PLAYGROUND (5,385 SF +/-)

(N) 6' FENCE PER ARCH PLANS (TYP)

(N) BIOTREATMENT POND

(N) ACCESSIBLE PARKING STALLS

(N) 10 DEDICATED PARKING STALLS

(E) 31 DEDICATED PARKING STALLS

(N) TRASH ENCLOSURE

(E) 16 DEDICATED PARKING STALLS

PROPOSED PROPERTY LINE
65,245 SF
(1.497 ACRES)

EASEMENT FOR INGRESS/EGRESS & PARKING OVER PARKING AREA
[Doc No. 19007434]

N50°57'16"E 262.57'

N39°02'07"W 109.28'

N50°57'16"E 51.01'

N39°02'44"W 96.30'

N39°02'44"W 33.88'

S50°57'16"W 35.00'

N39°02'44"W 447.68'

76.00'+/-

38.00'

30.00' L.S.E.

10.00' P.S.E.

34.00'

34.00'

76.00'+/-

45.00'+/-

38.00'

6.00'

48.00'+/-

4.00'

25.50'

10.00'

2.00'

47.00'+/-

6.00'

5.00' TYP.

9.00' TYP.

12.00'

18.00'

5.00' TYP.

9.00' TYP.

12.00'

10.00'

6.00'

10.00'

18.00'

30.00'

6.00'

5.00'

14.55'

4.80'

PARCEL 7B
[573 M 8]

LANDS OF
MAIN STONE CORP

PARKING SUMMARY TABLE				
TYPE	SIZE	(E) STALLS	(N) STALLS	(N) EVCS
REGULAR PARKING	9' x 18'	47	2	2
ACCESSIBLE	9' x 18'	0	2	2
VAN ACCESSIBLE	12' x 18'	0	1	1
	TOTAL	47	5	5
TOTAL DEDICATED PARKING STALLS		57		

0 10 20 40
SCALE: 1" = 20'

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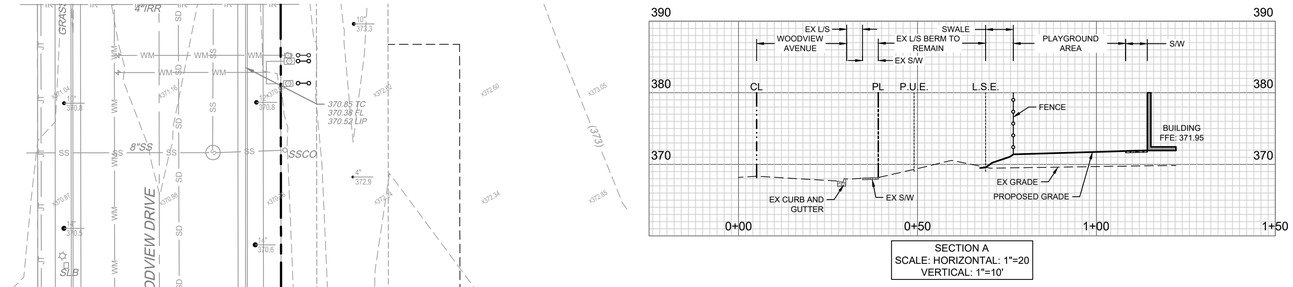
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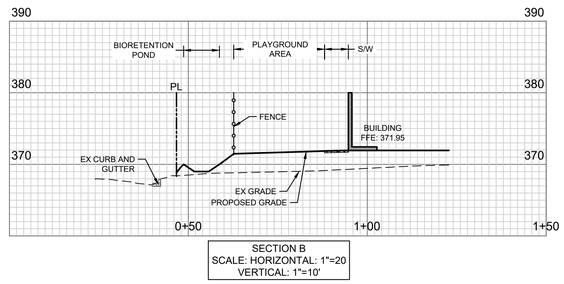
TITLE SHEET

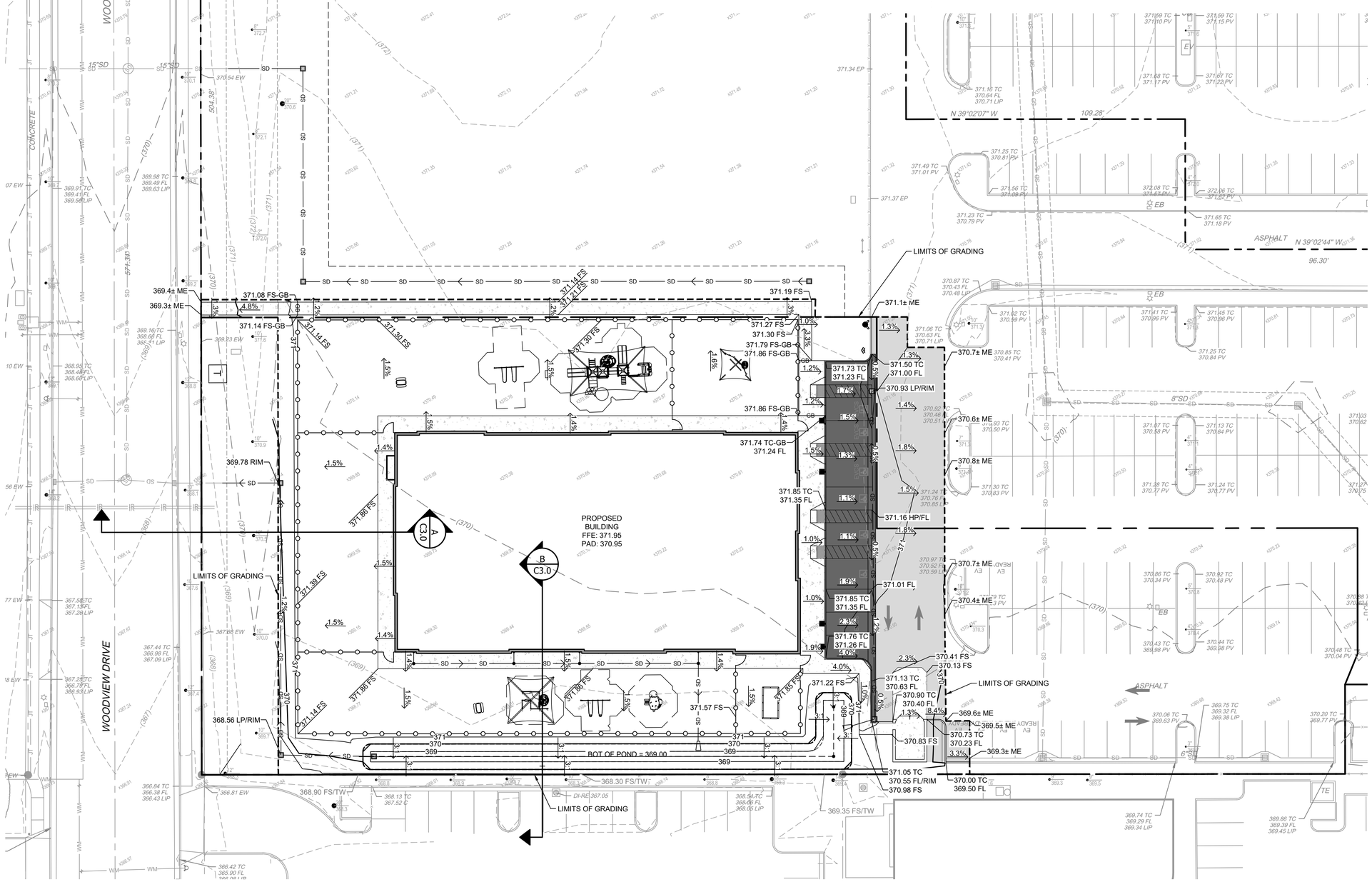
SITE PLAN

C2.1

04/16/25







GRADING LEGEND

5280.00	PROPOSED SPOT ELEVATION
(5280.0)	EXISTING SPOT ELEVATION
2.00%	PROPOSED SLOPE / GRADE
2.00%	EXISTING SLOPE / GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
HP	HIGH POINT
LP	LOW POINT
GB	GRADE BREAK
FFE	FINISHED FLOOR ELEVATION
TFI	TOP FACE OF INLET
TC	TOP OF CURB
ME	MATCH EXISTING
	LIMITS OF GRADING

BENCHMARK:
SANTA CLARA VALLEY WATER DISTRICT
BENCHMARK "BM-089":
BRASS DISK ON TOP AND BACK OF SIDEWALK; AT THE NORTHEAST CORNER OF BRIDGE AT COCHRANE ROAD AND HIGHWAY 101. CITY OF MORGAN HILL.
ELEVATION: 381.39 FEET (DATUM) NAVD 1988

PRELIMINARY EARTHWORK QUANTITIES:

2500 CY - FILL

NOTE:
QUANTITIES SHOWN ARE "FINISHED GRADE" TO "EXISTING GRADE" CALCULATIONS. NO SHRINK, SWELL, OR COMPACTION FACTORS HAVE BEEN USED. PAVEMENT, BUILDING SLAB DEPTHS AND TRENCH SPOILS HAVE NOT BEEN REMOVED FROM THE QUANTITIES LISTED. QUANTITIES ARE SHOWN FOR INFORMATION ONLY AND SHALL BE CONFIRMED BY CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ALL EARTHWORK OPERATIONS SHALL BE PREPARED PER THE GEOTECHNICAL REPORT DATED 09/20/2023, INCLUDING SUBGRADE PREPARATION AND DEPTHS.

LEGEND

CONCRETE PAVING

PROPOSED AC PAVING

EXISTING AC PAVING GRIND AND OVERLAY

0 15 30 60
SCALE: 1" = 30'

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TITLE SHEET

GRADING PLAN

C3.0

04/16/25

INSTALL 6" BPF W/ REDUCER ON (E) 8" STUB

INSTALL 2" METER AND BFP ON (E) 2" STUBS FOR IRR AND DW

40' ~ 6" FW

38' ~ 2" DW

37' ~ 2" IRR

SS TEST MANHOLE
RIM: 372.16
INV: 366.68

CONNECT TO (E) 8" SS STUB
INV: 366.55+/- (8")

32' ~ 8" SS @S=0.004

185' ~ 2" IRR

191' ~ 2" IRR

191' ~ 6" FW

29' ~ 12" SD @S=0.005

CONNECT TO (E) 15" SD STUB
INV: 364.72+/- (15")

150' ~ 6" SS @S=0.007

84' ~ 12" SD @S=0.005

SSMH
RIM: 370.05
INV: 367.73

198' ~ 12" SD @S=0.005

212' ~ 6" SS @S=0.007

210' ~ 6" FW

212' ~ 2" DW

10' ~ 2" IRR

SSCO
INV: 369.21

21'~ 6" SS @ S=0.007

(N) FIRE HYDRANT

10.00'

SS LIFT STATION
(PRIVATE)
RIM: 370.99
INV: 366.91 (6" IN)
INV: 369.36 (6" OUT)

(N) FIRE DEPARTMENT CONNECTION
RIM: 370.93
INV: 369.56

73' ~ 2" DW

79' ~ 6" FW

71' ~ 6" FW

78' ~ 6" SS @S=0.01

(N) ELECTRICAL CONNECTION PER JOINT TRENCH PLANS

(N) TRANSFORMER

(E) SDCB
INV: 364.98 (15")

23' ~ 12" SD @S=0.005

SDCB
RIM: 369.78
INV: 365.25

CONNECT TO (E) 15" SD STUB
INV: 365.07 (15")

PROPOSED BUILDING
FFE: 371.95
PAD: 370.95

2½" DOMESTIC WATER CONNECTION
6" FIRE WATER CONNECTION

SSCO
INV: 367.69

12'~ 6" SS @ S=0.01

SSCO
INV: 367.81

129' ~ 6" SD @S=0.004

47'~ 6" SS @S=0.01

SSMH
RIM: 370.36
INV: 368.22

SDCO
INV: 370.30

SDCO
INV: 370.11

SDCO
INV: 369.98

SDCO
INV: 369.75

112' ~ 6" SD @S=0.005

107' ~ 12" SD @S=0.005

OVERFLOW INLET
RIM: 369.50
INV: 365.98

OUTFALL: 369.00

OUTFALL: 369.60

31' ~ 6" SD @S=0.005

27' ~ 6" SS @S=0.01

ZURN AREA DRAIN
RIM: 370.15
INV: 368.49

RIM: 370.55
INV: 369.05

RIM: 368.56
INV: 365.79

37' ~ 12" SD @S=0.005

BOT OF POND = 369.00

9.00' SD @ S=0.005

PARCEL TWO

ASPHALT

N 50°57'16" E

N 39°02'07" W

109.28'

N 39°02'44" W

96.30'

10"SD

8"SD

6"SD

WOODVIEW DRIVE

BUSH

371.29 EP

371.34 EP

371.37 EP



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TITLE SHEET

UTILITY PLAN

C4.0

04/16/25

MADRONE PARKWAY

WOODVIEW DRIVE

COCHRANE ROAD

CONCRETE SIDEWALK

DRIVEWAY

S 33°40'08" E
150.48'

S 38°14'34" E
(737.76')
737.68'

N 51°15'02" W

LANDS OF
WEST COAST PROPERTY
MANAGEMENT INC
PARCEL 3
[803 M 24]

PARCEL TWO

ASPHALT

LANDS OF
WEST COAST PROPERTY
MANAGEMENT INC
PARCEL 2
[803 M 24]

EASEMENT FOR INGRESS/EGRESS
& PARKING OVER PARKING AREA
[Doc No. 19007434]

PARCEL 7A
[573 M 8]

LANDS OF
BORCH

30.00'

31.00'

26.00'

N 39°02'07" W
109.28'

N 39°02'44" W
96.30'

EMERGENCY VEHICLE
TRUCK TURNING SEE
PROFILE ON THIS SHEET

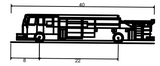
(N) FIRE HYDRANT

(N) FIRE DEPARTMENT
CONNECTION

FILE

SIGN

BUSH



Pumper Fire Truck	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

0 15 30 60

SCALE: 1" = 30'

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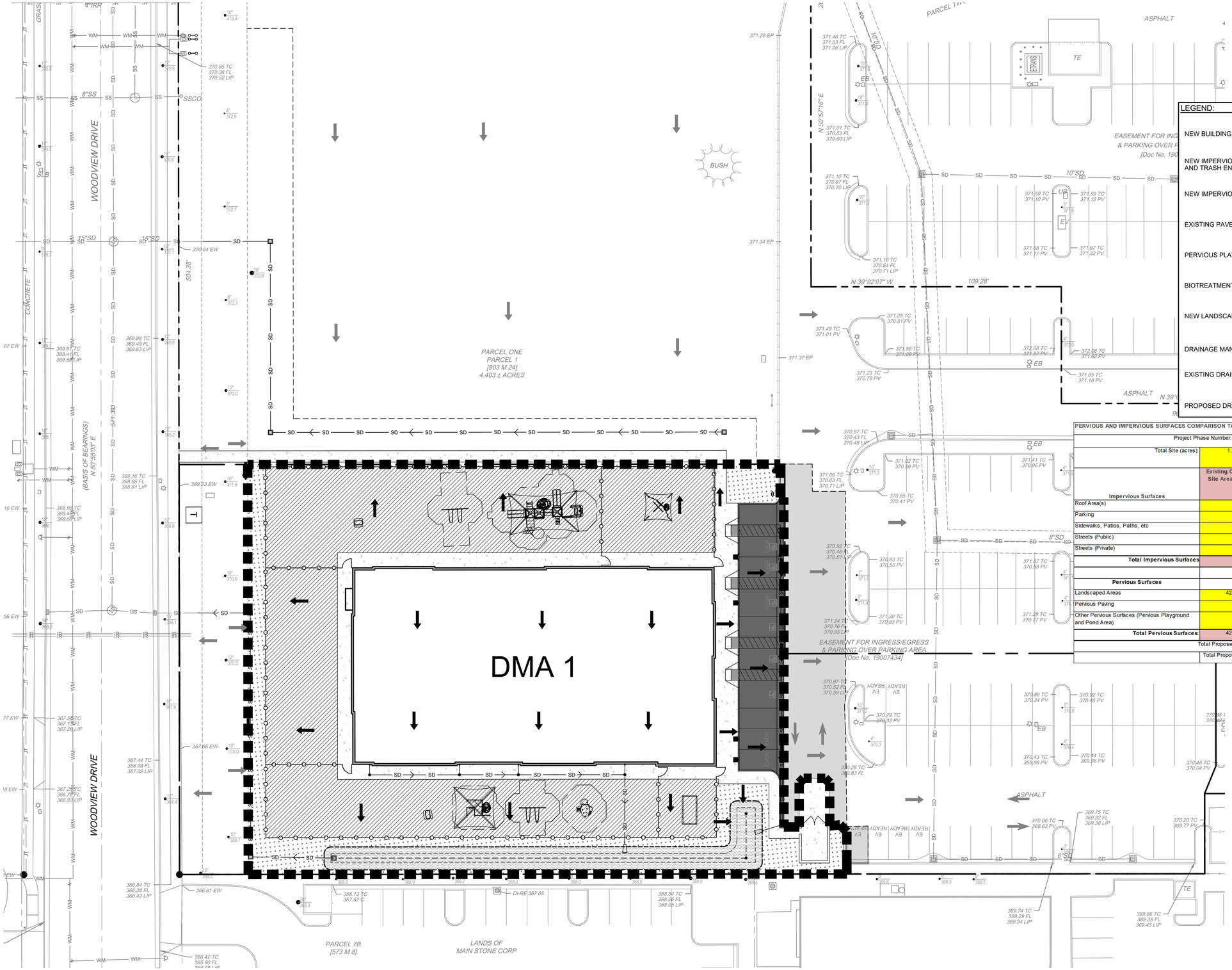
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TITLE SHEET

FIRE ACCESS PLAN

C4.1

04/16/25



LEGEND:

- NEW BUILDING AREA
- NEW IMPERVIOUS SIDEWALK AND TRASH ENCLOSURE
- NEW IMPERVIOUS PARKING
- EXISTING PAVEMENT GRIND AND OVERLAY
- PERVIOUS PLAYGROUND AREA
- BIOTREATMENT POND
- NEW LANDSCAPE AREA
- DRAINAGE MANAGEMENT AREA BOUNDARY
- EXISTING DRAINAGE
- PROPOSED DRAINAGE

PERVIOUS AND IMPERVIOUS SURFACES COMPARISON TABLE

Project Phase Number:			N/A
Total Site (acres):	1.497	Total Area of Site Disturbed (acres):	0.980
	Existing Condition of Site Area Disturbed	Proposed Condition of Site Area Disturbed (square feet)	
		Replaced	New
Impervious Surfaces			
Roof Area(s)	0	0	13,731
Parking	0	0	2,400
Sidewalks, Patios, Paths, etc	0	0	4,510
Streets (Public)	0	0	0
Streets (Private)	0	0	0
Total Impervious Surfaces:	0	0	20,641
Pervious Surfaces			
Landscaped Areas	42,711	4,271	0
Pervious Paving	0	0	0
Other Pervious Surfaces (Pervious Playground and Pond Area)	0	0	15,475
Total Pervious Surfaces:	42,711	4,271	15,475
Total Proposed Replaced + New Impervious Surfaces:			20,641
Total Proposed Replaced + New Pervious Surfaces:			19,746

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STORMWATER MANAGEMENT PLAN

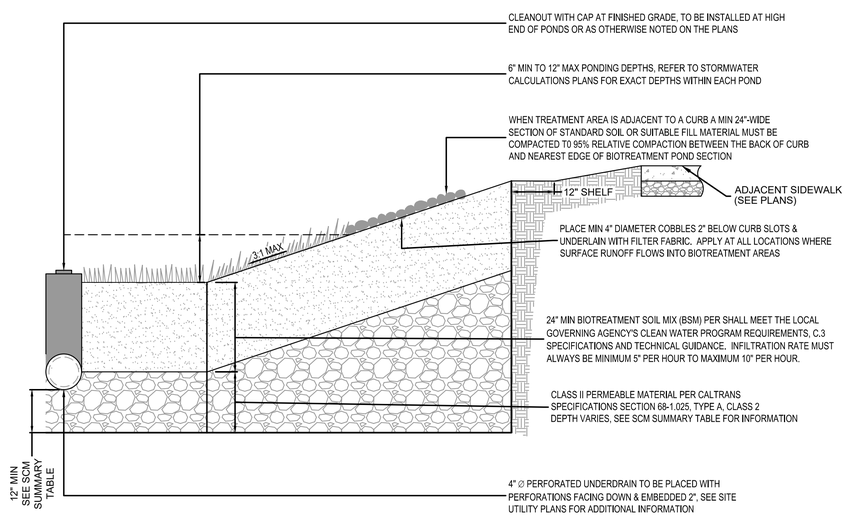
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04/16/25

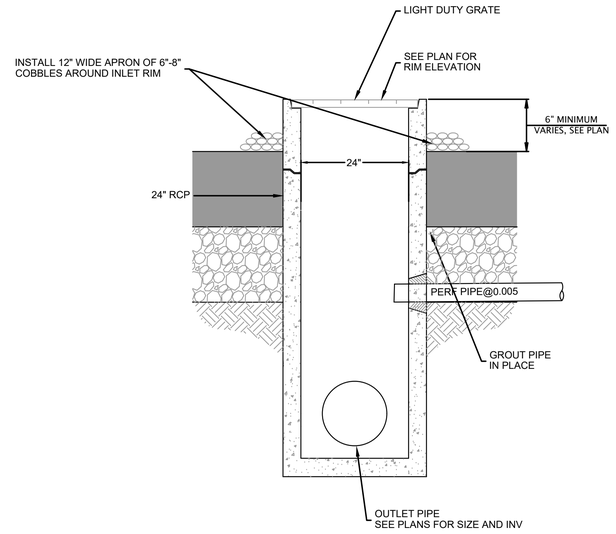
0 10 20 40

SCALE: 1" = 20'

DETAIL 2 - TYPICAL BIORETENTION AREA HALF-SECTION



DETAIL 1 - OVERFLOW INLET AT BIORETENTION BASINS



BIOTREATMENT AREA MAINTENANCE

	SUGGESTED FREQUENCY
	POST-CONTRUCTION
• INSPECT FOR SIGNS OF EROSION, DAMAGE TO VEGETATION, CHANNELIZATION OF FLOW, DEBRIS AND LITTER, AND AREAS OF SEDIMENT ACCUMULATION. PERFORM INSPECTIONS AT THE BEGINNING AND END OF THE WET SEASON. ADDITIONAL INSPECTIONS AFTER PERIODS OF HEAVY RUNOFF ARE DESIRABLE.	SEMI-ANNUAL
• INSPECT BASIN ONCE DURING THE WET SEASON AFTER A LARGE RAIN EVENT TO CONFIRM THE FACILITY IS DRAINING WITHIN 72 HOURS. IF FACILITY FAILS TO DRAIN WITHIN TIMEFRAME, REMOVE & REPLACE TOP 2" OF FILTER MEDIA.	SEMI-ANNUAL
	SUGGESTED FREQUENCY
• MOW GRASS TO MAINTAIN A HEIGHT OF 3-4 INCHES, FOR SAFETY, AESTHETIC, OR OTHER PURPOSES. LITTER SHOULD ALWAYS BE REMOVED PRIOR TO MOWING. CLIPPINGS SHOULD BE COMPOSTED. • IRRIGATE DURING DRY SEASON (APRIL THROUGH OCTOBER) OR WHEN NECESSARY TO MAINTAIN THE VEGETATION. • PROVIDE WEED CONTROL, IF NECESSARY TO CONTROL INVASIVE SPECIES.	AS NEEDED (FREQUENT, SEASONALLY)
• REMOVE LITTER, BRANCHES, ROCKS BLOCKAGES AND OTHER DEBRIS AND DISPOSE OF PROPERLY. • REPAIR ANY DAMAGED AREAS IDENTIFIED DURING INSPECTIONS. EROSION RILLS OR GULLIES SHOULD BE CORRECTED AS NEEDED. BARE AREAS SHOULD BE REPLANTED AS NECESSARY.	SEMI-ANNUAL
• CORRECT EROSION PROBLEMS IN THE SAND/SOIL BED.	AS NEEDED
• PLANT AN ALTERNATIVE GRASS SPECIES IF THE ORIGINAL GRASS COVER HAS NOT BEEN SUCCESSFULLY ESTABLISHED.	ANNUAL (AS NEEDED)
• RESEED AND APPLY MULCH TO DAMAGED AREAS. APPLY 1" TO 2" OF MULCH PREFERABLE IN JUNE AFTER WEEDING.	SEMI-ANNUAL
• REMOVE ALL ACCUMULATED SEDIMENT THAT MAY OBSTRUCT THE PROPER OPERATION OF THE BIO TREATMENT POND. SEDIMENT SHOULD BE REMOVED WHEN IT BUILDS UP TO 3" AT ANY SPOT, OR COVERS VEGETATION, OR ONCE IT HAS ACCUMULATED TO 10% OF THE ORIGINAL DESIGN VOLUME. REPLACE THE GRASS AREAS DAMAGED IN THE PROCESS.	AS NEEDED (INFREQUENT)
• ROTOTILL OR CULTIVATE SURFACE OF SAND/SOIL BED OF IF TREATMENT AREA DOESN'T DRAW DOWN WITHIN 48 HOURS.	AS NEEDED

SOURCE CONTROL MEASURES

1. CONNECT THE FOLLOWING FEATURES TO SANITARY SEWER:
   a. COVERED TRASH/ RECYCLING ENCLOSURES.
4. BENEFICIAL LANDSCAPING.
5. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
6. MAINTENANCE (PAVEMENT SWEEPING, CATCH BASIN CLEANING, GOOD HOUSEKEEPING).
7. STORM DRAIN LABELING.

SITE DESIGN MEASURES

1. PROTECT EXISTING TREES, VEGETATION, AND SOIL.
2. REDUCE EXISTING IMPERVIOUS SURFACES.
3. CREATE NEW PERVIOUS AREAS:
   a. LANDSCAPING
6. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS TO LANDSCAPED AREAS.
7. CLUSTER STRUCTURES/PAVEMENT.
8. PLANT TREES ADJACENT TO AND IN PARKING AREAS AND ADJACENT TO OTHER IMPERVIOUS AREAS.
9. PARKING:
   a. NOT PROVIDED IN EXCESS OF CODE.

BMP NOTES

DISCHARGES FROM NEW COMMERCIAL AND INDUSTRIAL AIR CONDITIONING UNITS SHOULD BE DISCHARGED TO LANDSCAPED AREAS, IF THEY CAN ACCOMMODATE THE CONTINUOUS VOLUME, OR TO THE SANITARY SEWER, WITH THE LOCAL SANITARY SEWER AGENCY'S APPROVAL. IF NONE OF THESE OPTIONS ARE FEASIBLE, AIR CONDITIONING CONDENSATE CAN BE DIRECTLY DISCHARGED INTO THE STOW DRAIN. IF DESCALING OR ANTI-ALGAL AGENTS AIDE USED TO TREAT THE AIR CONDITIONING UNITS, RESIDUES FROM THESE AGENTS MUST BE PROPERLY DISPOSED OF

PERFORMANCE REQUIREMENT STATEMENT

ALL EFFECTIVE ONSITE IMPERVIOUS AREAS ARE TREATED WITH BIORETENTION AREAS (SIZED USING THE 4% RULE).

BIOTREATMENT SOIL REQUIREMENTS

BIORETENTION SOIL MIX SHALL MEET THE REQUIREMENTS AS OUTLINED IN APPENDIX C OF THE C.3 STORM WATER HANDBOOK AND SHALL BE A MIXTURE OF FINE SAND AND COMPOST MEASURED ON A VOLUME BASIS OF 60-70% SAND AND 30-40% COMPOST. CONTRACTOR TO REFER TO APPENDIX C FOR SAND AND COMPOST MATERIAL SPECIFICATIONS.

- PRIOR TO ORDERING THE BIOTREATMENT SOIL MIX OR DELIVERY TO THE PROJECT SITE, CONTRACTOR SHALL PROVIDE A BIOTREATMENT SOIL MIX SPECIFICATION CHECKLIST, COMPLETED BY THE SOIL MIX SUPPLIER AND CERTIFIED TESTING LAB.

BIORETENTION & FLOW-THROUGH PLANTER NOTES

1. SEE GRADING PLAN FOR BASIN FOOTPRINT AND DESIGN ELEVATIONS.
2. PLACE 3 INCHES OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER PLANTINGS.
3. SEE LANDSCAPE PLAN FOR MULCH, PLANT MATERIALS AND IRRIGATION REQUIREMENTS
4. CURB CUTS SHALL BE A MINIMUM 18" WIDE AND SPACED AT 10' O.C. INTERVALS AND SLOPED TO DIRECT STORMWATER TO DRAIN INTO THE BASIN. CURB CUTS SHALL ALSO NOT BE PLACED INLINE WITH OVERFLOW CATCH BASIN. SEE GRADING PLAN FOR MORE DETAIL ON LOCATIONS OF CURB CUTS.
5. A MINIMUM 0.2' DROP BETWEEN STORM WATER ENTRY POINT (I.E. CURB OPENING, FLUSH CURB, ETC.) AND ADJACENT LANDSCAPE FINISHED GRADE.
6. DO NOT COMPACT NATIVE SOIL / SUBGRADE AT BOTTOM OF BASIN. LOOSEN SOIL TO 12" DEPTH.

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No.	Description	Date

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FOR PLANNING PURPOSES ONLY

City of MH Permit No.	XX
Drawn / Checked	RA/MM
Project Number	SNR23-4028-00
Bid Date	--/--/--
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For Construction	--/--/--

TITLE SHEET

STORMWATER MANAGEMENT DETAILS

C5.1

04/16/25

Central Coast Region Stormwater Control Measure Sizing Calculator

Version: 7/2/2018

1. Project Information

Project name:	Primrose Morgan Hill
Project location:	735 Chchrane Rd
Tier 2/Tier 3:	Tier 2 - Treatment
Design rainfall depth (in):	1.7
Total project area (ft2):	42711
Total DMA area (ft2):	40387
Total new impervious area (ft2):	20641
Total replaced impervious within a USA (ft2):	0
Total replaced impervious not in a USA (ft2):	0
Total pervious/landscape area (ft2):	19746
Total SCM area (ft2):	1960

2. DMA Characterization

Add DMA Row | Remove DMA Row

Name	DMA Type	Area (ft2)	Surface Type	New, Replaced?	Connection
DMA 1 - Roof	Drains to SCM	13731	Roof	New	SCM 1
DMA 1 - S/W & Road	Drains to SCM	6910	Concrete or asphalt	New	SCM 1
DMA 1 - Playground	Drains to SCM	15475	Turfblock	New	SCM 1
DMA 1 - Landscape	Self-Treating	4271			

DMA Summary Area

Total assigned DMA area (ft2):	40387
New impervious area (ft2):	20641
Replaced impervious within a USA (ft2):	0
Replaced impervious not in a USA (ft2):	0
Total pervious/landscape area (ft2):	19746

3. SCM Characterization

Add SCM Row | Remove SCM Row

Name	SCM Type	Safety Factor	SCM Soil Type	Infilt. Rate (in/hr)	Area (ft2)	Flow Control Orifice?	Reservoir Depth (in)
SCM 1	Bioretention	2	HSG A/B	0.75	1960	Yes	6

4. Run SBUH Model

Launch Model | Clear Results

5. SCM Minimum Sizing Requirements

SCM Name	Mininum SCM Area (ft2)
SCM 1	826

Central Coast Region Stormwater Control Measure Sizing Calculator

Version: 7/2/2018

1. Project Information

Project name:	Primrose Morgan Hill
Project location:	735 Chchrane Rd
Tier 2/Tier 3:	Tier 2 - Storage
Design rainfall depth (in):	1.7
Total project area (ft2):	42711
Total DMA area (ft2):	40387
Total new impervious area (ft2):	20641
Total replaced impervious within a USA (ft2):	0
Total replaced impervious not in a USA (ft2):	0
Total pervious/landscape area (ft2):	19746
Total SCM area (ft2):	1960

2. DMA Characterization

Add DMA Row | Remove DMA Row

Name	DMA Type	Area (ft2)	Surface Type	New, Replaced?	Connection
DMA 1 - Roof	Drains to SCM	13731	Roof	New	SCM 1
DMA 1 - S/W & Road	Drains to SCM	6910	Concrete or asphalt	New	SCM 1
DMA 1 - Playground	Drains to SCM	15475	Turfblock	New	SCM 1
DMA 1 - Landscape	Self-Treating	4271			

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Add SCM Row | Remove SCM Row

Name	SCM Type	Safety Factor	SCM Soil Type	Infilt. Rate (in/hr)	Area (ft2)	Flow Control Orifice?	Reservoir Depth (in)
SCM 1	Bioretention	2	HSG A/B	0.75	1960	Yes	6

4. Run SBUH Model

Launch Model | Clear Results

5. SCM Minimum Sizing Requirements

SCM Name	Min. Required Storage Vol. (ft3)	Depth Below Underdrain (ft)	Drain Time (hours)	
SCM 1	1578	2.01	25.3	

Central Coast Region Stormwater Control Measure Sizing Calculator

Version: 7/2/2018

1. Project Information

Project name:	Primrose Morgan Hill
Project location:	735 Chchrane Rd
Tier 2/Tier 3:	Tier 3 - Retention
Design rainfall depth (in):	1.7
Total project area (ft2):	42711
Total DMA area (ft2):	40387
Total new impervious area (ft2):	20641
Total replaced impervious within a USA (ft2):	0
Total replaced impervious not in a USA (ft2):	0
Total pervious/landscape area (ft2):	19746
Total SCM area (ft2):	1960

2. DMA Characterization

Add DMA Row | Remove DMA Row

Name	DMA Type	Area (ft2)	Surface Type	New, Replaced?	Connection
DMA 1 - Roof	Drains to SCM	13731	Roof	New	SCM 1
DMA 1 - S/W & Road	Drains to SCM	6910	Concrete or asphalt	New	SCM 1
DMA 1 - Playground	Drains to SCM	15475	Turfblock	New	SCM 1
DMA 1 - Landscape	Self-Treating	4271			

DMA Summary Area

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3. SCM Characterization

Add SCM Row | Remove SCM Row

Name	SCM Type	Safety Factor	SCM Soil Type	Infilt. Rate (in/hr)	Area (ft2)	Flow Control Orifice?	Reservoir Depth (in)
SCM 1	Bioretention	2	HSG A/B	0.75	1960	Yes	6

4. Run SBUH Model

Launch Model | Clear Results

5. SCM Minimum Sizing Requirements

SCM Name	Min. Required Storage Vol. (ft3)	Depth Below Underdrain (ft)	Drain Time (hours)	Orifice Diameter (in)
SCM 1	1578	1.00	25.3	0.34

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TITLE SHEET

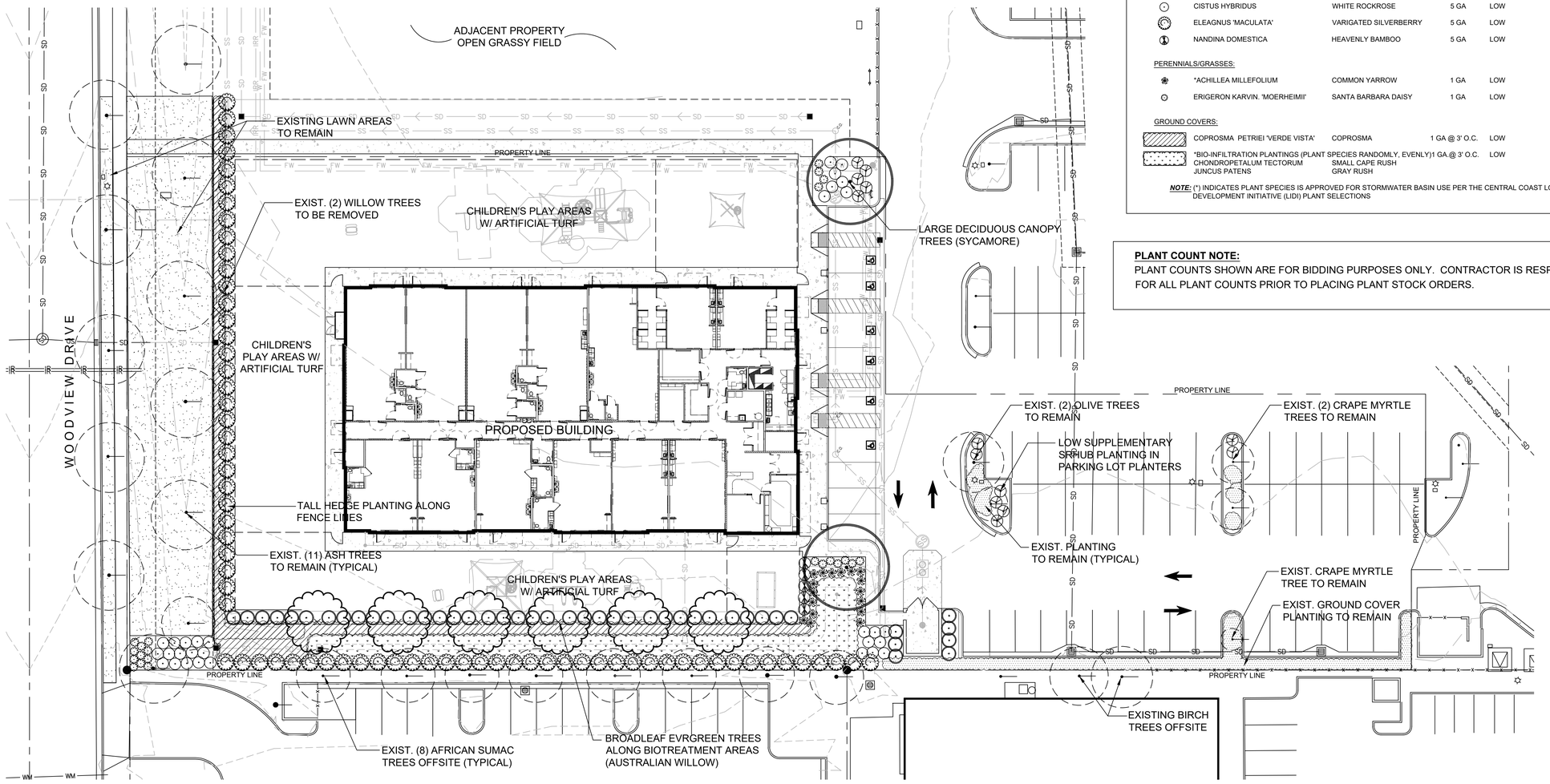
STORMWATER MANAGEMENT CALCS

C5.2

04/16/25

GENERAL NOTES:

1. ALL PLANTING AREAS, EXCEPT LAWN AND STORMWATER PLANTERS, SHALL RECEIVE A 3" MINIMUM DEEP LAYER OF FIR BARK DRESSING.
2. ALL STORMWATER PLANTER BASINS SHALL RECEIVE A 2" LAYER DEEP LAYER OF 3 /8" DIAMETER PEBBLES.
3. ALL PLANTING SHALL BE WATERED BY FULLY AUTOMATIC, WATER-CONSERVING IRRIGATION SYSTEM WITH WEATHER-BASED CONTROLLER OPERATION.



PLANT MATERIALS LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS WATER USE	NUMBER
TREES:					
×	*GEIJERA PARVIFOLIA	AUSTALIAN WILLOW	15 GA	MED	6
•	*PLATANUS RACEMOSA	WESTERN SYCAMORE	15 GA	MED	2
SHRUBS:					
	*ARCTOSTAPHYLOS 'HOWARD MCMINN'	MCMINN MANZANITA	5 GA	LOW	43
	CALLISTEMON 'LITTLE JOHN'	DWARF BOTTLEBRUSH	5 GA	LOW	13
	CISTUS HYBRIDUS	WHITE ROCKROSE	5 GA	LOW	30
	ELEAGNUS 'MACULATA'	VARIGATED SILVERBERRY	5 GA	LOW	70
	NANDINA DOMESTICA	HEAVENLY BAMBOO	5 GA	LOW	5
PERENNIALS/GRASSES:					
	*ACHILLEA MILLEFOLIUM	COMMON YARROW	1 GA	LOW	17
	ERIGERON KARVIN. 'MOERHEIMII'	SANTA BARBARA DAISY	1 GA	LOW	22
GROUND COVERS:					
	COPROSMA PETRIEI 'VERDE VISTA'	COPROSMA	1 GA @ 3' O.C.	LOW	1,978 SF
	*BIO-INFILTRATION PLANTINGS (PLANT SPECIES RANDOMLY, EVENLY) CHONDROPETALUM TECTORUM JUNCUS PATENS	1 GA @ 3' O.C. SMALL CAPE RUSH GRAY RUSH		LOW	2,246 SF

NOTE: (*) INDICATES PLANT SPECIES IS APPROVED FOR STORMWATER BASIN USE PER THE CENTRAL COAST LOW IMPACT DEVELOPMENT INITIATIVE (LIDI) PLANT SELECTIONS

PLANT COUNT NOTE:

PLANT COUNTS SHOWN ARE FOR BIDDING PURPOSES ONLY. CONTRACTOR IS RESPONSIBLE FOR ALL PLANT COUNTS PRIOR TO PLACING PLANT STOCK ORDERS.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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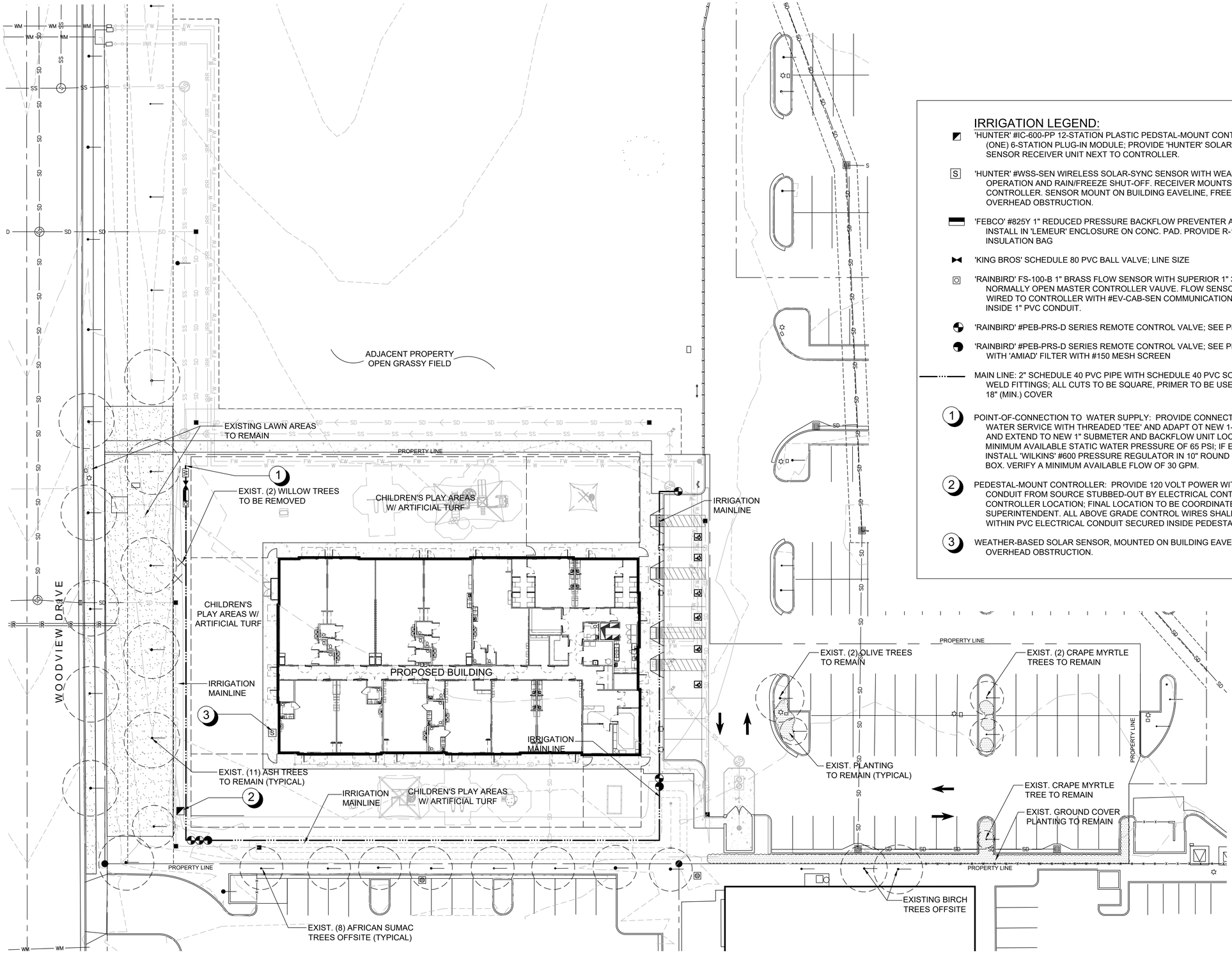
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City of SJ Permit File No.	SP25-XXX
Drawn / Checked	RM/JL
Project Number	SNR23-4028-00
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Permit Date	--/--/--
For Construction	--/--/--

PRELIMINARY
LANDSCAPE PLAN

L1.1

03/17/25



IRRIGATION LEGEND:

- 'HUNTER' #IC-600-PP 12-STATION PLASTIC PEDSTAL-MOUNT CONTROLLER WITH (ONE) 6-STATION PLUG-IN MODULE; PROVIDE 'HUNTER' SOLAR-SYNC SENSOR RECEIVER UNIT NEXT TO CONTROLLER.
- S 'HUNTER' #WSS-SEN WIRELESS SOLAR-SYNC SENSOR WITH WEATHER BASED OPERATION AND RAIN/FREEZE SHUT-OFF. RECEIVER MOUNTS NEXT TO CONTROLLER. SENSOR MOUNT ON BUILDING EAVELINE, FREE OF OVERHEAD OBSTRUCTION.
- 'FEBCO' #825Y 1" REDUCED PRESSURE BACKFLOW PREVENTER ASSEMBLY; INSTALL IN 'LEMEUR' ENCLOSURE ON CONC. PAD. PROVIDE R-19 INSULATION BAG
- 'KING BROS' SCHEDULE 80 PVC BALL VALVE; LINE SIZE
- 'RAINBIRD' FS-100-B 1" BRASS FLOW SENSOR WITH SUPERIOR 1" 3100 SERIES NORMALLY OPEN MASTER CONTROLLER VAUVE. FLOW SENSOR SHALL BE WIRED TO CONTROLLER WITH #EV-CAB-SEN COMMUNICATION CABLE INSIDE 1" PVC CONDUIT.
- 'RAINBIRD' #PEB-PRS-D SERIES REMOTE CONTROL VALVE; SEE PLAN FOR SIZE
- 'RAINBIRD' #PEB-PRS-D SERIES REMOTE CONTROL VALVE; SEE PLAN FOR SIZE; WITH 'AMIAD' FILTER WITH #150 MESH SCREEN
- MAIN LINE: 2" SCHEDULE 40 PVC PIPE WITH SCHEDULE 40 PVC SOLVENT-WELD FITTINGS; ALL CUTS TO BE SQUARE, PRIMER TO BE USED. PROVIDE 18" (MIN.) COVER
- 1 POINT-OF-CONNECTION TO WATER SUPPLY: PROVIDE CONNECTION TO DOMESTIC WATER SERVICE WITH THREADED 'TEE' AND ADAPT OT NEW 1-1/2" PVC MAINLINE AND EXTEND TO NEW 1" SUBMETER AND BACKFLOW UNIT LOCATION. VERIFY A MINIMUM AVAILABLE STATIC WATER PRESSURE OF 65 PSI; IF EXCEEDS 85 PSI INSTALL 'WILKINS' #600 PRESSURE REGULATOR IN 10" ROUND PLASTIC VALVE BOX. VERIFY A MINIMUM AVAILABLE FLOW OF 30 GPM.
- 2 PEDESTAL-MOUNT CONTROLLER: PROVIDE 120 VOLT POWER WITHIN RIGID CONDUIT FROM SOURCE STUBBED-OUT BY ELECTRICAL CONTRACTOR TO CONTROLLER LOCATION; FINAL LOCATION TO BE COORDINATED WITH PROJECT SUPERINTENDENT. ALL ABOVE GRADE CONTROL WIRES SHALL BE CONTAINED WITHIN PVC ELECTRICAL CONDUIT SECURED INSIDE PEDESTAL.
- 3 WEATHER-BASED SOLAR SENSOR, MOUNTED ON BUILDING EAVELINE, FREE OF OVERHEAD OBSTRUCTION.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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PRELIMINARY
IRRIGATION PLAN

L1.2

03/17/25

WATER EFFICIENT LANDSCAPE WORKSHEET - BY HYDROZONE

REFERENCE EVAPOTRANSPIRATION (ETo): 49.2

HYDROZONE #	HYDROZONE / (PLANT WATER USE)	PLANT TYPE	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIGATION EFFICIENCY (IE)	ETAF (PF / IE)	LANDSCAPE AREA (sq. ft.)	ETAF x AREA	ESTIMATED TOTAL WATER USE (ETWU)	% OF TOTAL LANDSCAPE AREA
REGULAR LANDSCAPE AREA:										
1	LOW WATER USE	SHRUBS	0.3	SPRAY	0.75	0.4	2,080	832	25379.3	23%
2	LOW WATER USE	SHRUBS	0.3	BUBBLER	0.81	0.37037037	3,159	1170	35689.7	36%
3	LOW WATER USE	SHRUBS	0.3	DRIP	0.81	0.37037037	3,488	1291.851852	39406.6	39%
4	MEDIUM WATER USE	TREES	0.5	BUBBLER	0.81	0.61728395	126	77.77777778	2372.5	1%
						TOTALS:	8853	3372		100%

SPECIAL LANDSCAPE AREAS:

REC. AREA				1		0	0
POOL				1		0	0
WATER FEATURE 2				1		0	0
				TOTALS:	0	0	
						ETWU TOTAL:	102,848
						MAXIMUM ALLOWED WATER ALLOWANCE (MAWA):	121,523

ETAF CALCULATIONS:

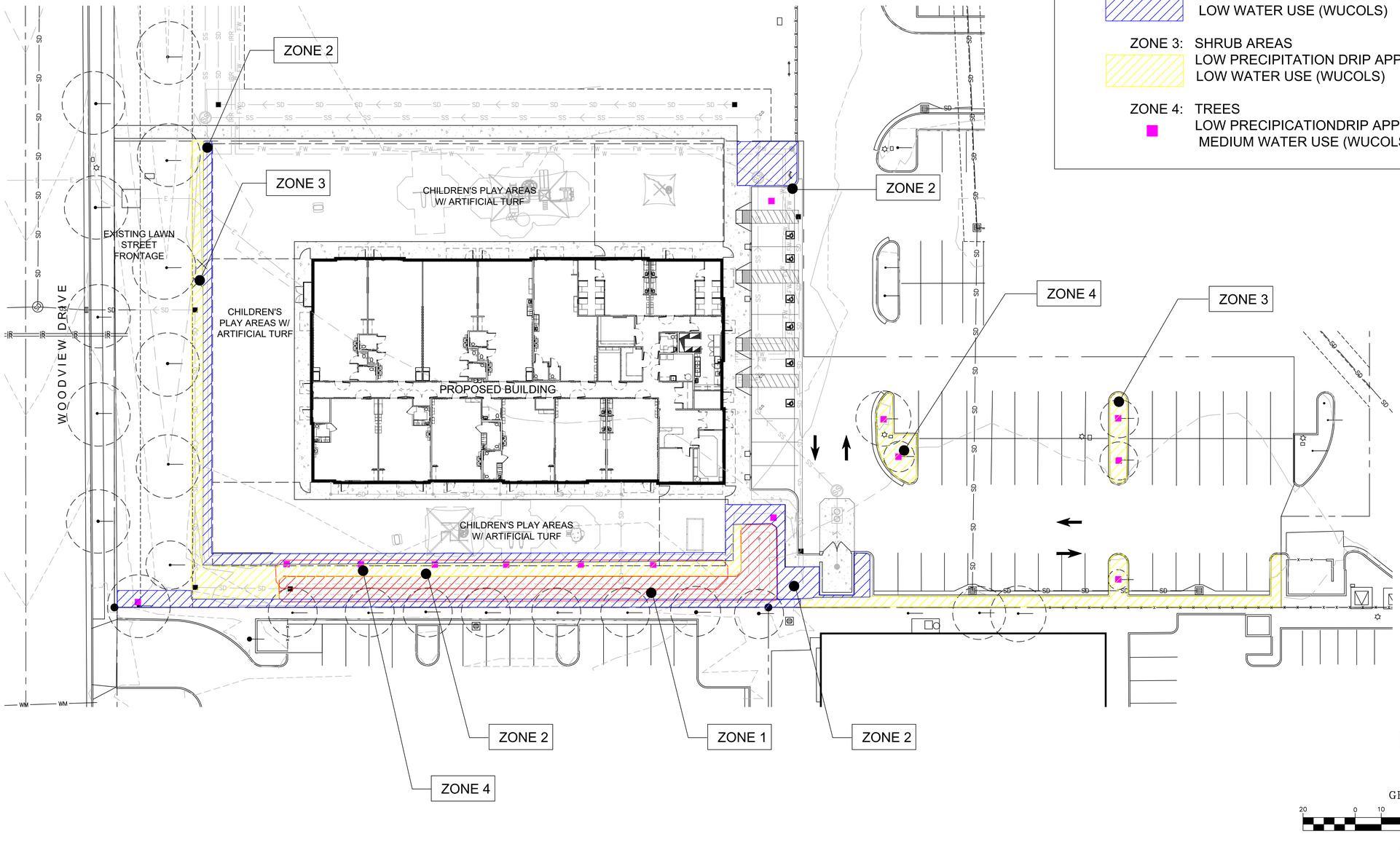
REGULAR LANDSCAPE AREAS:

TOTAL ETAF x AREA	3,372
TOTAL LANDSCAPE AREA	8,853
AVERAGE ETAF	0.38

NOTE: AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE 0.55 OR BELOW FOR RESIDENTIAL AREAS, AND 0.45 OR BELOW FOR NON-RESIDENTIAL AREAS.

ALL LANDSCAPE AREAS:

TOTAL ETAF x AREA	3,372
TOTAL LANDSCAPE AREA	8,853
SITEWIDE ETAF	0.38



HYDROZONE LEGEND:

ZONE1: BIOTREATMENT PLANTER
OVERHEAD SPRAY APPLICATION
LOW WATER USE (WUCOLS)

ZONE 2: SHRUB AREAS
LOW PRECIPIATION BUBBLER APPLICATION
LOW WATER USE (WUCOLS)

ZONE 3: SHRUB AREAS
LOW PRECIPITATION DRIP APPLICATION
LOW WATER USE (WUCOLS)

ZONE 4: TREES
LOW PRECIPICATIONDRIP APPLICATION
MEDIUM WATER USE (WUCOLS)

GRAPHIC SCALE
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(IN FEET)
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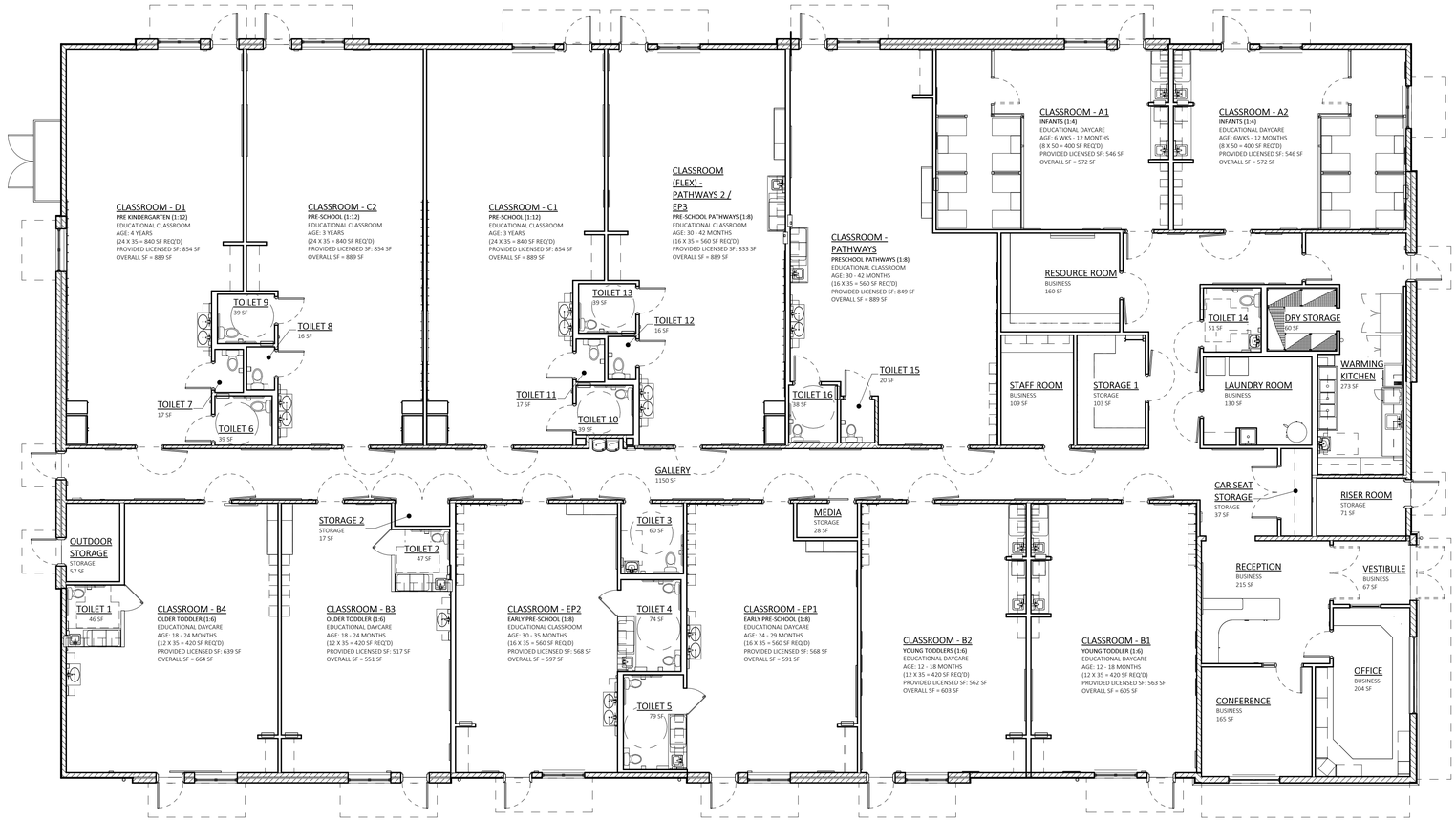
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PRELIMINARY
HYDROZONE PLAN

L1.3

03/17/25

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1 A0.0
NORTH

LICENSING PLAN

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

BUILDING PROGRAM - CA

Primrose School - California (CA) 09/25/2024

Classroom	Ages			Ratio			Max Group Size			Square Footage / FTE			Staff Required	Total SF		Proposed Capacity
	PSFC	State	Proposed	PSFC	State	Proposed	PSFC	State	Proposed	PSFC	State	Proposed		Required	Proposed	
A1 - Infants	0 - 12 Months	0 - 12 Months	0 - 12 Months	1:4	1:4	1:4	8	12	8	50	35	50	2	400	546	8
A2 - Infants	0 - 12 Months	0 - 12 Months	0 - 12 Months	1:4	1:4	1:4	8	12	8	50	35	50	2	400	546	8
B1 - Young Toddlers	12 - 18 Months	12 - 24 Months	12 - 18 Months	1:6	1:4	1:4	12	12	12	35	35	35	3	420	563	12
B2 - Young Toddlers	12 - 18 Months	12 - 24 Months	12 - 18 Months	1:6	1:4	1:4	12	12	12	35	35	35	3	420	562	12
B3 - Older Toddlers	18 - 24 Months	12 - 24 Months	18 - 24 Months	1:6	1:4	1:4	12	12	12	35	35	35	3	420	517	12
B4 - Older Toddlers	18 - 24 Months	12 - 24 Months	18 - 24 Months	1:6	1:4	1:4	12	12	12	35	35	35	3	420	639	12
EP1 - Early Preschool	24 - 29 Months	24 - 29 Months	24 - 29 Months	1:8	1:8	1:8	16	16	16	35	35	35	2	560	568	16
EP2 - Early Preschool	30 - 35 Months	30 - 35 Months	30 - 35 Months	1:8	1:11	1:8	16	16	16	35	35	35	2	560	568	16
PW - Pathways	30 - 42 Months	30 - 42 Months	30 - 42 Months	1:8	1:11	1:8	16	N/A	16	35	35	35	2	560	849	16
PW - Pathways 2/ EP3	30 - 42 Months	30 - 42 Months	30 - 42 Months	1:8	1:11	1:8	16	N/A	16	35	35	35	2	560	833	16
C1 - Preschool	3 Years	3 Years	3 Years	1:12	1:12	1:12	24	N/A	24	35	35	35	2	840	854	24
C2 - Preschool	3 Years	3 Years	3 Years	1:12	1:12	1:12	24	N/A	24	35	35	35	2	840	854	24
D1 - Pre - Kindergarten	4 Years	4 Years	4 Years	1:12	1:12	1:12	24	N/A	24	35	35	35	2	840	854	24
													30	7240	8753	200

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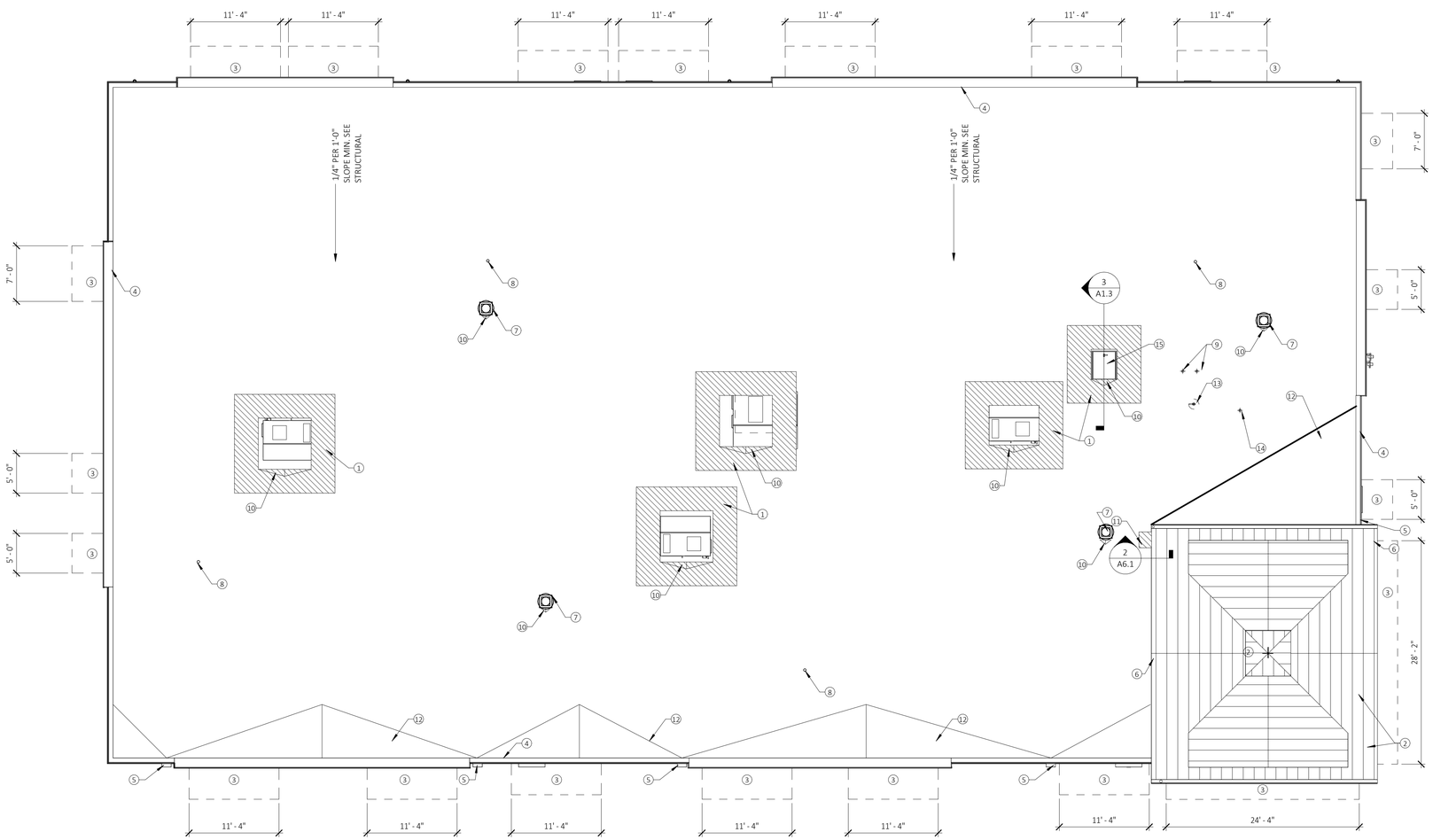
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1 A1.3 ROOF PLAN

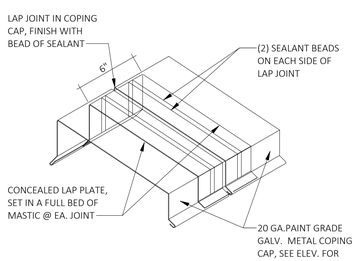
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GENERAL ROOF PLAN NOTES

1. ALL ROOF MOUNTED EQUIPMENT SHALL BE PAINTED TO MATCH ROOF COLOR.
2. REFER TO SPECIFICATIONS FOR ADDITIONAL INFORMATION
3. VERIFY LOCATIONS OF ALL ROOF PARAMETERS WITH STRUCTURAL, PLUMBING, MECHANICAL, AND ARCHITECTURAL DRAWINGS.
4. ALL EQUIPMENT ON ROOF TO BE MOUNTED ON CURBS.
5. EXHAUST FANS AND VENTS TO BE LOCATED A MINIMUM OF 10'-0" FROM A.C. INTAKE AND A MIN. OF 5'-0" FROM PARAPET WALLS. VERIFY ALL LOCATIONS WITH PLUMBING AND MECHANICAL DRAWINGS.
6. ALL ROOF PENETRATIONS TO BE SEALED BY A GENERAL CONTRACTOR.
7. SEE MECHANICAL/PLUMBING DRAWINGS FOR ADDITIONAL NOTES, DETAILS, VENTS, ETC.
8. MECHANICAL SUB-CONSTRACTOR TO COORDINATE INSTALLATION AND ACCEPTANCE OF PRE-FABRICATED CURBS AND PENETRATIONS WITH ROOF MEMBRANE SUB-COTNRACTOR. GENERAL CONTRACTOR TO PROVIDE BLOCKING, NAILING, ETC. AS NECESSARY FOR A WATERTIGHT AND WATERPROOF BUILDING.
9. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO VERIFY, COORDINATE, AND/OR INSTALL ALL ADJACENT AND/OR RELATED FLASHING, BLOCKING, NAILERS, INSULATION STOPS, CRICKETS, ETC. NECESSARY FOR THE COMPLETE INSTALLATION OF THE ROOF MEMBRANE WHICH ARE REQUIRED FOR A COMPLETE WARRANTED, WATERTIGHT, AND WATERPROOF INSTALLATION.
10. ALL ROOF PENETRATIONS REQUIRE PRESSURE TRATED 2 X 6 WOOD BLOCKING AT INSULATION AROUND ENTIRE PERIMETER OF OPENING FOR FLASHING ATTACHMENT IN ACCORDANCE W/ SELECTED ROOF TYPE.
11. GAS PIPING ON ROOF TO BE PAINTED: YELLOW, UNLESS PROHIBITED BY SPECIFIC JOB CONDITIONS. IF THIS OCCURS, VERIFY PAINT COLOR W/ OWNER'S PREPRESENTATIVE PRIOR TO PAINTING.
12. DO NOT ATTACH 4 X 4 WOOD SLEEPERS TO DECK FOR SUPPORT OF GAS PIPING. PROVIDE MEMBRANE-ROOFING PADS BELOW SLEEPERS.

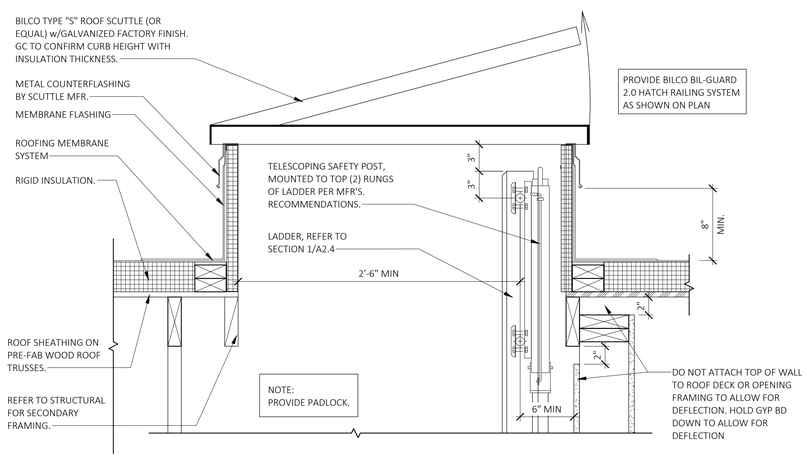
ROOF PLAN KEYED NOTES (X)

1 3'-0" PVC WALK PAD AT RTU OR ROOF HATCH.
2 STANDING SEAM METAL ROOF. REFER TO EXTERIOR ELEVATIONS FOR COLOR.
3 METAL AWNING BELOW. REFER TO EXTERIOR ELEVATIONS FOR COLOR. AWNINGS SHALL BE CENTERED ABOVE EITHER A DOOR, WINDOW OR DOOR/WINDOW PAIR AS SHOWN ON EXTERIOR ELEVATIONS
4 METAL PARAPET COPING. SEE EXTERIOR ELEVATIONS FOR COLOR.
5 METAL SCUPPER BOX AND DOWNSPOUT. REFER TO EXTERIOR ELEVATIONS AND SECTIONS.
6 ALUMINUM GUTTER. SEE EXTERIOR ELEVATIONS FOR COLOR.
7 EXHAUST FAN. REFER TO MECHANICAL DRAWINGS.
8 PLUMBING VENT. REFER TO PLUMBING DRAWINGS.
9 DRYER VENT. REFER TO MECHANICAL DRAWINGS.
10 BUILT-UP TAPERED RIGID INSULATION CRICKET, TYPICAL.
11 AT DOWNSPOUT, PROVIDE 24" X 24" WALK PAD AS SPLASH BLOCK
12 BUILT-UP TAPERED RIGID INSULATION CRICKET. HOLD 4" (MAX) ABOVE PRIMARY DRAIN ELEVATION.
13 HOSE BIBB. REFER TO PLUMBING DRAWINGS.
14 WATER HEATER CONCENTRIC VENT. REFER TO PLUMBING DRAWINGS.
15 30" x 36" ROOF HATCH, SEE 3/A1.3



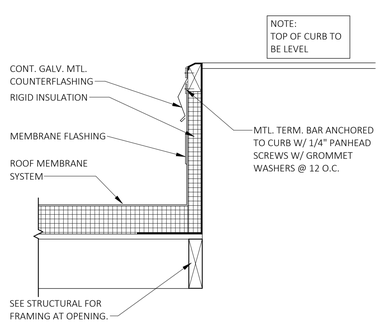
2 A1.3 TYP. COPING LAP JOINT

SCALE: 1 1/2" = 1'-0"



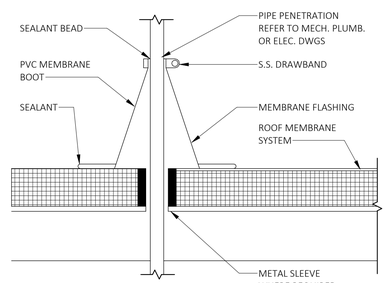
3 A1.3 DETAIL @ ROOF HATCH

SCALE: 1 1/2" = 1'-0"



4 A1.3 DETAIL @ RTU CURB

SCALE: 1 1/2" = 1'-0"



5 A1.3 DETAIL @ PIPE PENETRATION

SCALE: 1 1/2" = 1'-0"

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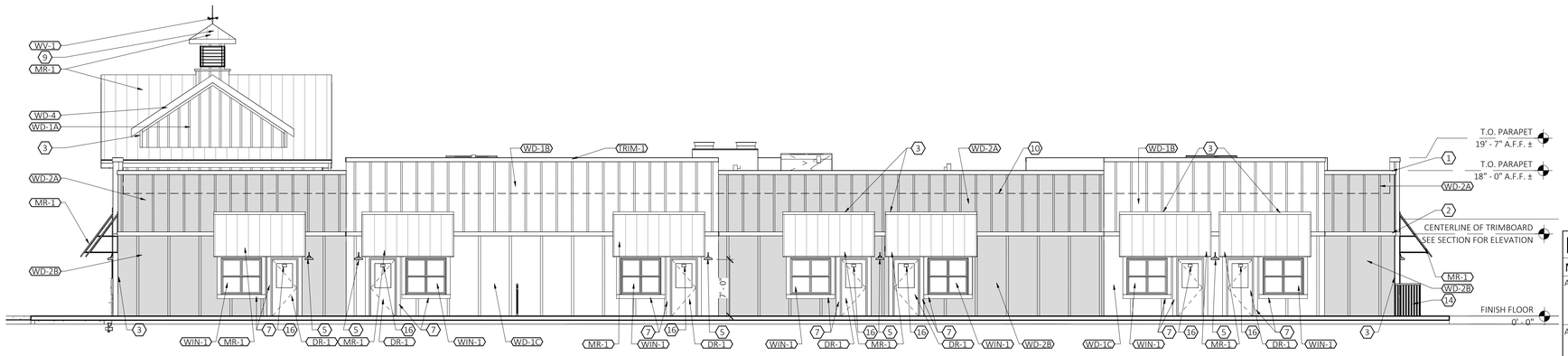
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ROOF PLAN

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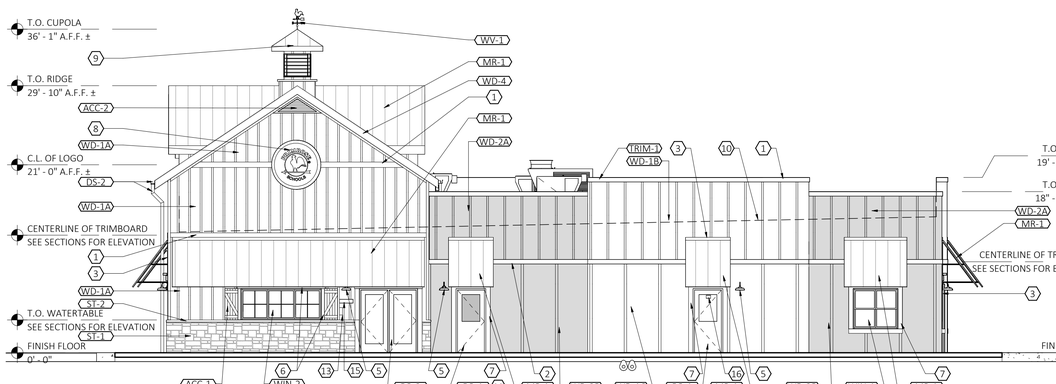
1 A4.0 RIGHT (EAST) ELEVATION

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



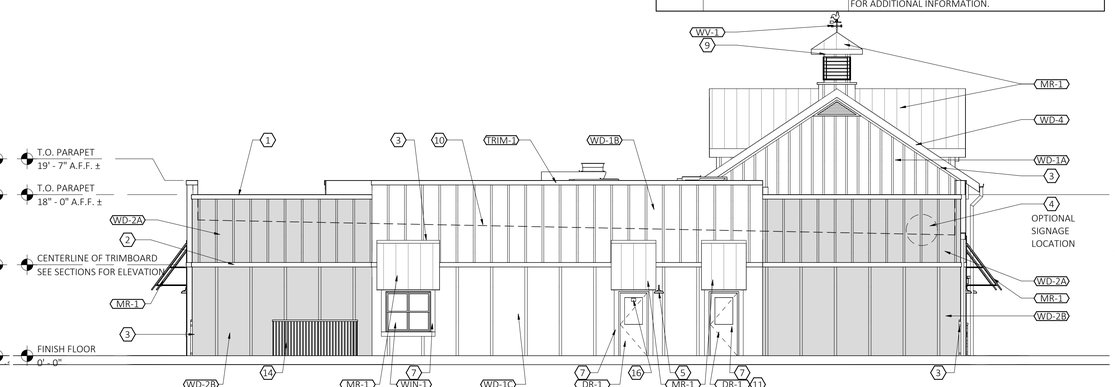
2 A4.0 LEFT (WEST) ELEVATION

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



3 A4.0 FRONT (NORTH) ELEVATION

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



4 A4.0 REAR (SOUTH) ELEVATION

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

ELEVATION KEYED NOTES

1. 5/4 x 8 TRIMBOARD, WD - 2
2. 5/4 x 6 TRIMBOARD, WD - 2
3. 5/4 x 4 TRIMBOARD, WD - 2
4. 42" ROUND LED LIGHTED SIGN (INTERNALLY LIT). SEE 6/A2.4 FOR MOUNTING DETAIL.
5. LIGHTING, REFER TO ELECTRICAL DRAWINGS.
6. TRIMBOARD AT OFFICE & CONF ROOM WINDOWS: HORIZ TO BE 5/4 x 6, VERT TO BE 5/4 x 4, BOTH WD-3
7. TRIMBOARD AT ALL EXTERIOR DOORS AND CLASSROOM WINDOWSA TO BE 5/4 x 6, WD - 3
8. 60" ROUND LED LIGHTED SIGN ()INTERNALLY LIT). SEE 6/A2.4 FOR MOUNTING DETAIL
9. CUPOLA WITH WEATHERVANE. PAINT ALL SURFACES TO MATCH "ARCTIC WHITE", ROOF TO BE MR - 1 REFER TO 1A/A6.3 FOR CONSTRUCTION.
10. ROOF LINE BEHIND PARAPET WALL.
11. GLAZING TO RECIEVE WINDOW FILM, TINT - 1. SEE FINISH SCHEDULE SHEET A2.2
12. DOWNSPOUTS TIED INTO UNDERGROUND STORM SEWER BELOW GRADE.
13. KNOX BOX OR APPROVED EQUAL. COORDINATE LOCATION WITH LOCAL FIRE OFFICIAL
14. 4' - 0" HIGH SOLID VINYL FENCE WITH (2) 3' - 0"W GATES. COLOR TO MATCH "ARCTIC WHITE"
15. BEIGE ALUMINUM PLAQUE W/6" REFLECTIVE BLACK VINYL NUMBERS. PROVIDED BY 1 HOUR SIGN. COORDINATE LOCATION WITH LOCAL FIRE OFFICIAL.
16. 4" REFLECTIVE NUMBERS SEE SIGNAGE PACKAGE

EXTERIOR FINISH LEGEND

MARK	DESCRIPTION	SPECIFICATION
ACC-1	SHUTTERS	EKENA MILLWORK: TWO BATTEN W/Z-BAR BOARD & BATTEN COMPOSITE SHUTTERS. 3' - 6"T x 1' - 6"W. SHUTTERS TO BE ORDERED PRIMED, PAINT TO MATCH "SHERWIN WILLIAMS-SW7047-PORPOISE (DARK)"
ACC-2	LOUVERS	EKENA MILLWORK: 65"W X 21 3/4"H X 1 1/4"P, PITCH 8:12 TRIANGLE GABLE VENT, NON-FUNCTIONAL. ITEM NO. GVTR65X21D (COLOR TO MATCH "SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)"
DR - 1	HALF LITE DOORS	EXTERIOR INSULATED METAL HALF LITE DOOR; COLOR (INTERIOR & EXTERIOR): WHITE. SEE DOOR SCHEDULE FOR ADDITIONAL INFORMATION.
DR - 2	FULL LITE DOOR	EXTERIOR INSULATED METAL FULL LITE DOOR : COLOR (INTERIOR & EXTERIOR): WHITE. SEE DOOR SCHEDULE FOR ADDITIONAL INFORMATION.
DS - 1	SCUPPERS, DOWNSPOUTS	BM COLOR REVIEW #OC - 21 WINTER WHITE. (COLOR TO MATCH "SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)": 6" GUTTERS AND 6" DOWN SPOUTS U.N.O.
DS - 2	GUTTERS ALONG METAL ROOF	COLOR: TO MATCH "MR - 1"
MR-1	METAL ROOF	BERRIDGE CEE-LOCK SYSTEM. COLOR: DARK BRONZE.
ST-1	STONE WAINSCOT	CORONADO: EASTERN MOUNTAIN LEDGE, HURON
ST-2	STONE CAP @ WAINSCOT	CORONADO: CHISELED STONE SILL. COLOR: LIGHT GREY.
TRIM	MISC METAL TRIM & FLASHING	ANY MISC METAL FLASHING AND TRIM NOT NOTED AS TRIM-1 OR TRIM-2 SHOULD MATCH COLOR OF ADJACENT SURFACE. CONTACT ARCHITECT FOR DIRECTION AS REQ'D.
TRIM-1	MTL TRIM @ PARAPET CAP	BM COLOR REVIEW #OC - 21 WINTER WHITE. "SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)"
TRIM-2	MTL TRIM @ METAL ROOF	COLOR: TO MATCH "MR-1"
WD-1A	BOARD & BATTEN SIDING (@ ENTER TOWER)	HARDIE PANEL (4' X 10') & HARDIE TRIM BATTEN BOARDS (2 1/2" WIDE @ 2' - 0" O.C.) FINISH: SMOOTH COLOR: "SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)" (PRIMED AND FIELD PAINTED)
WD-1B	BOARD & BATTEN SIDING (ABOVE 10' -0")	HARDIE PANEL (4' X 10') & HARDIE TRIM BATTEN BOARDS (2 1/2" WIDE @ 16" O.C.) FINISH: SMOOTH COLOR:"SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)" (PRIMED AND FIELD PAINTED)
WD-1C	BOARD & BATTEN SIDING (BELOW 10'-0")	HARDIE PANEL (4' X 10') & HARDIE TRIM BATTEN BOARDS (3 1/2" WIDE @ 16" O.C.) FINISH: SMOOTH COLOR:"SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)" (PRIMED AND FIELD PAINTED)
WD-2	TRIM (FASCIA, FRIEZE, RUNNING TRIM)	HARDIE TRIM BOARDS, 5/4 NT3 SMOOTH, VARIOUS WIDTHS AS REQUIRED (SEE ELEVATIONS). COLOR: "SHERWIN WILLIAMS-SW7016-MINDFUL GRAY (MEDIUM)" (PRIMED AND FIELD PAINTED)
WD-2A	BOARD & BATTEN SIDING (ABOVE 10' -0")	HARDIE PANEL (4' X 10') & HARDIE TRIM BATTEN BOARDS (2 1/2" WIDE @ 16" O.C.) FINISH: SMOOTH COLOR:"SHERWIN WILLIAMS-SW7016-MINDFUL GRAY (MEDIUM)" (PRIMED AND FIELD PAINTED)
WD-2B	BOARD & BATTEN SIDING (BELOW 10'-0")	HARDIE PANEL (4' X 10') & HARDIE TRIM BATTEN BOARDS (2 1/2" WIDE @ 16" O.C.) FINISH: SMOOTH COLOR:"SHERWIN WILLIAMS-SW7016-MINDFUL GRAY (MEDIUM)" (PRIMED AND FIELD PAINTED)
WD-3	TRIM (DOOR AND WINDOW TRIM)	HARDIE TRIM BOARDS, 5/4 NT3 SMOOTH, VARIOUS WIDTHS AS REQUIRED (SEE ELEVATIONS) COLOR: "SHERWIN WILLIAMS-SW7047-PORPOISE (DARK)" (PRIMED AND FIELD PAINTED)
WD-4	TRIM (FASCIA TRIM @ METAL ROOF)	HARDIE TRIM BOARDS, 5/4 NT3 SMOOTH, SEE WALL SECTIONS FOR SIZE. COLOR: PAINT TO MATCH MR-1
WIN - 1	VINYL WINDOWS	ANDERSEN: SILVERLINE 2200 SERIES. COLOR: WHITE. SEE WINDOW SCHEDULE.
WIN - 2	VINYL WINDOWS (@ OFFICE)	ANDERSEN: 100 SERIES. COLOR: WHITE. SEE WINDOW SCHEDULE
WV-1	WEATHER VANE	LARGE COPPER ROOSTER WEATHERVANE. SEE 1A/A6.3 FOR ADDITIONAL INFORMATION.

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EXTERIOR ELEVATIONS

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1
A4.1

FRONT VIEW FROM PARKING LOT

SCALE: NOT TO SCALE



2
A4.1

VIEW FROM WOODVIEW AVENUE

SCALE: NOT TO SCALE

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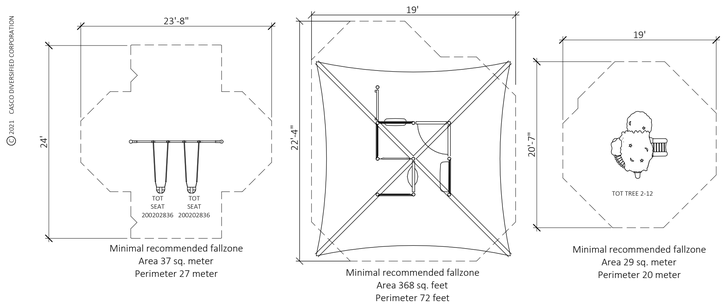
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3D RENDERINGS

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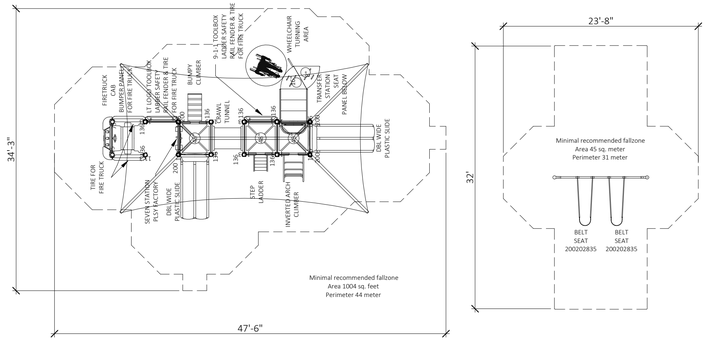
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1 A7.2 EARLY PRESCHOOL PLAYGROUND EQUIPMENT (PLAY POWER)

SCALE: NTS



2 A7.2 AFTER SCHOOL / PRESCHOOL PLAYGROUND EQUIPMENT (PLAY POWER)

SCALE: NTS

NOTES:
FALL SURFACING SHALL COMPLY WITH ASTM F1951 FOR WHEELCHAIR ACCESSIBILITY & ASTM F1292 FOR FALL ATTENUATION.

3 A7.2 ARTIFICIAL TURF

SCALE: 3/4" = 1'-0"

4 A7.2 PRIMROSE PATCH

SCALE: 3/4" = 1'-0"

PLAYGROUND EQUIPMENT GENERAL NOTES:

1. THE AMERICAN WITH DISABILITIES ACT (ADA) MAY REQUIRE THAT YOU MAKE YOUR PARK AND/OR PLAYGROUND ACCESSIBLE WHEN VIEWED IN ITS ENTIRETY. PLEASE CONSULT YOUR LEGAL COUNSEL TO DETERMINE IF THE ADA APPLIES TO YOU.
2. FOR PLAYGROUND EQUIPMENT TO BE CONSIDERED ACCESSIBLE, ACCESSIBLE SURFACING MUST BE UTILIZED IN APPLICABLE AREAS.
3. ALTHOUGH A PARTICULAR PLAYGROUND DESIGN MAY NOT MEET THE PROPOSED ACCESS BOARD REGULATIONS IN REGARDS TO THE APPROPRIATE NUMBER OF GROUND LEVEL EVENTS, THE ACTUAL PLAYGROUND MAY BE IN COMPLIANCE WHEN CONSIDERING PLAY COMPONENTS.
4. ALL DECK HEIGHTS ARE MEASURES FROM TOP OF GROUND COVER.
5. FALL ABSORBING GROUND COVER IS REQUIRED UNDER AND AROUND ALL PLAY EQUIPMENT.
6. THE MINIMUM RECOMMENDED FALL ZONE AROUND THE ENTIRE PLAY STRUCTURE IS SHOWN. THIS ZONE MUST BE FREE OF ALL TRIPPING OR COLLISION HAZARDS(I.E.ROOTS, ROCKS, BOARDER MATERIAL, ECT.).
7. PLAYGROUND EQUIPMENT MUST MEET THE PERFORMANCE AND SAFETY REQUIREMENTS OF ASTM FOR CHILDREN 2-12 YEARS OLD. NOT ALL EQUIPMENT MAY BE APPROPRIATE FOR ALL CHILDREN. SUPERVISION IS REQUIRED.
8. ALL POST LENGTHS ARE IDENTIFIED BY TEXT SHOWING THE POST LENGTHS, I.E. 96 REPRESENTS A 96-INCH POST, AND 2210 REPRESENTS A 2210MM POST.
9. THE REQUIREMENT FOR A KID KUBE INSTALLATION IS THAT A LEVEL SITE BE USED.
10. THE REQUIREMENT FOR A PLAY BUILDER INSTALLATION IS THAT THE POST CANNOT BE SET PRIOR RO INSTALLING THE DECKS.
11. PICNIC TABLE/SANDBOX TO BE PLACED AT COSTUMER'S DISCRETION. DECK-TO-DECK ENCLOSE PANEL LOCATIONS ARE MARKED BY AN ASTERISK. THE HEIGHT OF EACH PANEL MAY BE FOUND BY SUBTRACTING THE LOWEST DECK FROM THE HIGHEST DECK TO WHICH THE DECK-TO-DECK ENCLOSE PANEL MOUNTS.
12. RUBBER FALL ZONE MATS SHALL BE PLACED AT THE END OF EACH PLAYGROUND SLIDE AND UNDERNEATH EACH SWING.

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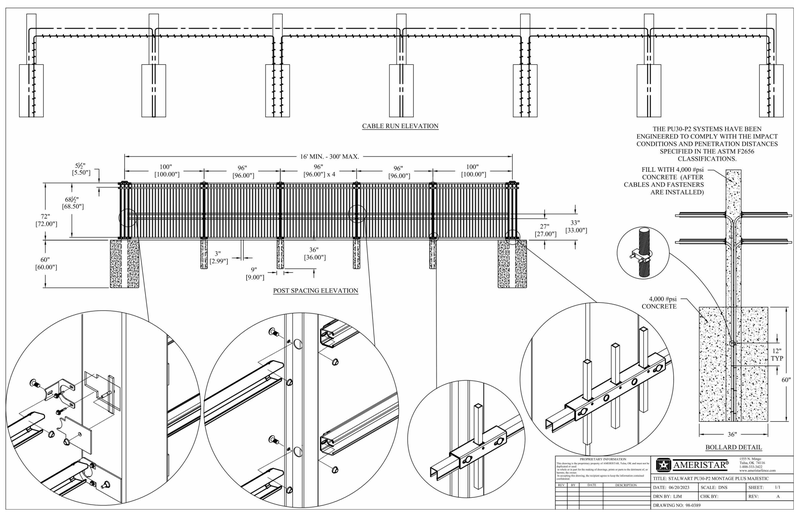
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PLAYGROUND / SITE DETAILS

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1 A7.3 IMPACT RATED FENCING - 6' TALL

SCALE: 12" = 1'-0"

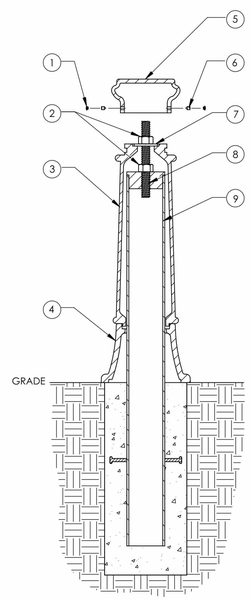
DISCLAIMER: ENGINEERING AND DESIGN FOR CRASH RATED FENCING AND/OR BOLLARDS WAS PROVIDED BY MANUFACTURER.

BOLLARDSUSA
A DIVISION OF JR HOE

Type P - Pipe Mount

Series: Classic

Product Number: 150-RT



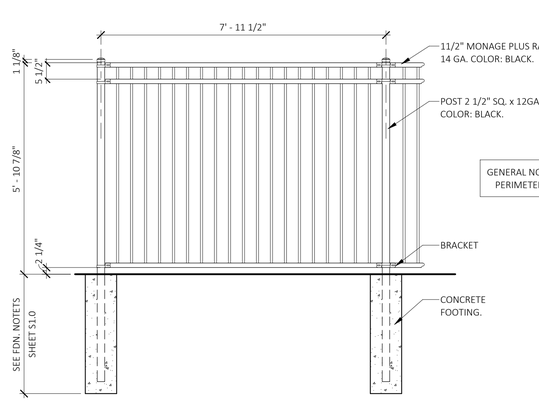
ITEM	QTY	PART	WEIGHT
1	2	Plastic screw caps.	.18 g. ea.
2	2	1" Stainless steel nuts.	.34 lbs. ea.
3	1	6" Cast Iron plain bollard body.	51.6 lbs.
4	1	6" Cast Iron taper bollard base.	31.7 lbs.
5	1	6" Cast Iron round bollard top.	13.6 lbs.
6	2	3/8" Stainless steel set screws.	3.7 g. ea.
7	1	1" Stainless steel washer.	.36 lbs.
8	1	9"-Long 1" dia. stainless steel all-thread.	1.64 lbs.
9	1	4" diameter sched. 40 steel pipe, 48" length,with threaded plug attached.	47.4 lbs.

-Install interior pipe according to engineering requirements, screw threaded rod into threaded plug on top of pipe, tighten 1" nut onto washer securing bollard in place, then use set screws to secure round top on tightly.

-Footer detail is for reference only; proper footer construction depends on local soil conditions and engineering requirements.

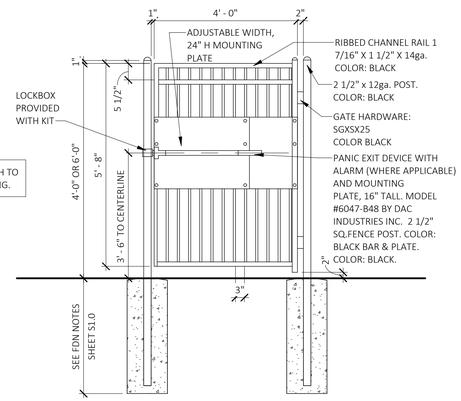
2 A7.3 DECORATIVE BOLLARD

SCALE: 12" = 1'-0"



3 A7.3 FENCE ELEVATION

SCALE: 1/2" = 1'-0"



4 A7.3 GATE ELEVATION

SCALE: 1/2" = 1'-0"

GENERAL NOTE: ADD PRIVACY MESH TO PERIMETER PLAYGROUND FENCING.

CASCO
CASCO DIVERSIFIED CORPORATION
12 Sunnen Drive, Suite 100, St. Louis, MO 63143 T: 314-821-1100

PRIMROSE SCHOOLS

735 COCHRANE ROAD
MORGAN HILL, CA 95037

PRIMROSE SCHOOL FRANCHISING COMPANY
3200 WINDY HILL ROAD, SUITE 1200 E
ATLANTA, GEORGIA 30339-5640

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CONSTR. DOC. & REVISIONS

06/12/25

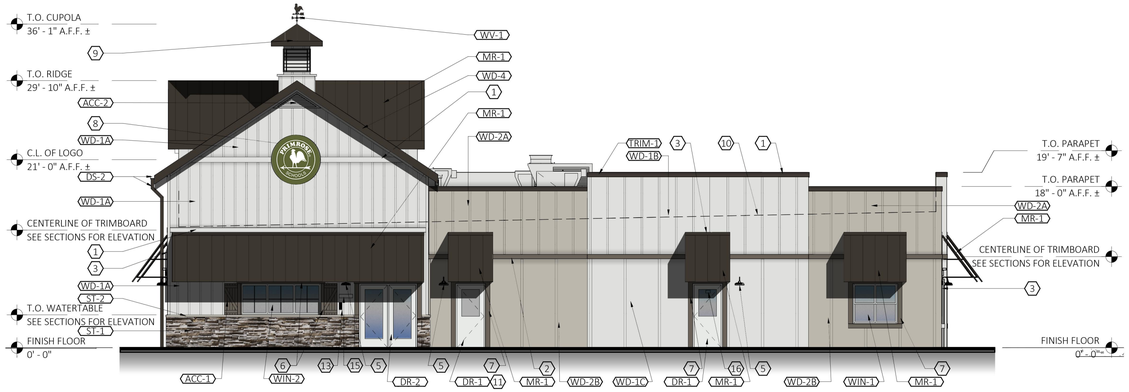
NOT FOR CONSTRUCTION

Drawn/Checked	ADJ/MS
Project Number	2504907
Bid Date	--/--/--
Permit Date	--/--/--
For Construction	--/--/--

SITE DETAILS

A7.3

6/11/2025 3:01:02 PM



FRONT ELEVATION

ELEVATION KEYED NOTES ⓧ

1. 5/4 x 8 TRIMBOARD, WD - 2
2. 5/4 x 6 TRIMBOARD, WD - 2
3. 5/4 x 4 TRIMBOARD, WD - 2
4. 42" ROUND LED LIGHTED SIGN (INTERNALLY LIT). SEE 6/A2.4 FOR MOUNTING DETAIL.
5. LIGHTING, REFER TO ELECTRICAL DRAWINGS.
6. TRIMBOARD AT OFFICE & CONF ROOM WINDOWS: HORIZ TO BE 5/4 x 6, VERT TO BE 5/4 x 4, BOTH WD-3
7. TRIMBOARD AT ALL EXTERIOR DOORS AND CLASSROOM WINDOWSA TO BE 5/4 x 6, WD - 3
8. 60" ROUND LED LIGHTED SIGN (JINTERNALLY LIT). SEE 6/A2.4 FOR MOUNTING DETAIL
9. CUPOLA WITH WEATHERVANE. PAINT ALL SURFACES TO MATCH "ARCTIC WHITE", ROOF TO BE MR - 1 REFER TO 1A/A6.3 FOR CONSTRUCTION.
10. ROOF LINE BEHIND PARAPET WALL.
11. GLAZING TO RECIEVE WINDOW FILM, TINT - 1. SEE FINISH SCHEDULE SHEET A2.2
12. DOWNSPOUTS TIED INTO UNDERGROUND STORM SEWER BELOW GRADE.
13. KNOX BOX OR APPROVED EQUAL. COORDINATE LOCATION WITH LOCAL FIRE OFFICIAL
14. 4' - 0" HIGH SOLID VINYL FENCE WITH (2) 3' - 0"W GATES. COLOR TO MATCH "ARCTIC WHITE"
15. BEIGE ALUMINUM PLAQUE W/6" REFLECTIVE BLACK VINYL NUMBERS. PROVIDED BY 1 HOUR SIGN. COORDINATE LOCATION WITH LOCAL FIRE OFFICIAL.
16. 4" REFLECTIVE NUMBERS SEE SIGNAGE PACKAGE

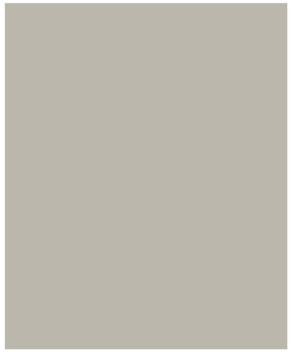


MR-1



ST-1

WD-1



WD-2



WD-3



WD-4

EXTERIOR FINISH LEGEND

MARK	DESCRIPTION	SPECIFICATION
ACC-1	SHUTTERS	EKENA MILLWORK: TWO BATTEN W/Z-BAR BOARD & BATTEN COMPOSITE SHUTTERS. 3' - 6"T x 1' - 6"W. SHUTTERS TO BE ORDERED PRIMED, PAINT TO MATCH "SHERWIN WILLIAMS-SW7047-PORPOISE (DARK)"
ACC-2	LOUVERS	EKENA MILLWORK: 65"W X 21 3/4"H X 1 1/4"P, PITCH 8:12 TRIANGLE GABLE VENT, NON-FUNCTIONAL. ITEM NO. GVTR65X21D (COLOR TO MATCH "SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)"
DR - 1	HALF LITE DOORS	EXTERIOR INSULATED METAL HALF LITE DOOR; COLOR (INTERIOR & EXTERIOR): WHITE. SEE DOOR SCHEDULE FOR ADDITIONAL INFORMATION.
DR - 2	FULL LITE DOOR	EXTERIOR INSULATED METAL FULL LITE DOOR : COLOR (INTERIOR & EXTERIOR): WHITE. SEE DOOR SCHEDULE FOR ADDITIONAL INFORMATION.
DS - 1	SCUPPERS, DOWNSPOUTS	BM COLOR REVIEW #OC - 21 WINTER WHITE. (COLOR TO MATCH "SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)": 6" GUTTERS AND 6" DOWN SPOUTS U.N.O.
DS - 2	GUTTERS ALONG METAL ROOF	COLOR: TO MATCH "MR - 1"
MR-1	METAL ROOF	BERRIDGE CEE-LOCK SYSTEM. COLOR: DARK BRONZE.
ST-1	STONE WAINSCOT	CORONADO: EASTERN MOUNTAIN LEDGE, HURON
ST-2	STONE CAP @ WAINSCOT	CORONADO: CHISELED STONE SILL. COLOR: LIGHT GREY.
TRIM	MISC METAL TRIM & FLASHING	ANY MISC METAL FLASHING AND TRIM NOT NOTED AS TRIM-1 OR TRIM-2 SHOULD MATCH COLOR OF ADJACENT SURFACE. CONTACT ARCHITECT FOR DIRECTION AS REQ'D.
TRIM-1	MTL TRIM @ PARAPET CAP	BM COLOR REVIEW #OC - 21 WINTER WHITE. "SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)"
TRIM-2	MTL TRIM @ METAL ROOF	COLOR: TO MATCH "MR-1"
WD-1A	BOARD & BATTEN SIDING (@ ENTER TOWER)	HARDIE PANEL (4' X 10') & HARDIE TRIM BATTEN BOARDS (2 1/2" WIDE @ 2' - 0" O.C.) FINISH: SMOOTH COLOR: "SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)" (PRIMED AND FIELD PAINTED)
WD-1B	BOARD & BATTEN SIDING (ABOVE 10' -0")	HARDIE PANEL (4' X 10') & HARDIE TRIM BATTEN BOARDS (2 1/2" WIDE @ 16" O.C.) FINISH: SMOOTH COLOR:"SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)" (PRIMED AND FIELD PAINTED)
WD-1C	BOARD & BATTEN SIDING (BELOW 10'-0")	HARDIE PANEL (4' X 10') & HARDIE TRIM BATTEN BOARDS (3 1/2" WIDE @ 16" O.C.) FINISH: SMOOTH COLOR:"SHERWIN WILLIAMS-SW7063-NEBULOUS WHITE (LIGHT)" (PRIMED AND FIELD PAINTED)
WD-2	TRIM (FASCIA, FRIEZE, RUNNING TRIM)	HARDIE TRIM BOARDS, 5/4 NT3 SMOOTH, VARIOUS WIDTHS AS REQUIRED (SEE ELEVATIONS). COLOR: "SHERWIN WILLIAMS-SW7016-MINDFUL GRAY (MEDIUM)" (PRIMED AND FIELD PAINTED)
WD-2A	BOARD & BATTEN SIDING (ABOVE 10' -0")	HARDIE PANEL (4' X 10') & HARDIE TRIM BATTEN BOARDS (2 1/2" WIDE @ 16" O.C.) FINISH: SMOOTH COLOR:"SHERWIN WILLIAMS-SW7016-MINDFUL GRAY (MEDIUM)" (PRIMED AND FIELD PAINTED)
WD-2B	BOARD & BATTEN SIDING (BELOW 10'-0")	HARDIE PANEL (4' X 10') & HARDIE TRIM BATTEN BOARDS (2 1/2" WIDE @ 16" O.C.) FINISH: SMOOTH COLOR:"SHERWIN WILLIAMS-SW7016-MINDFUL GRAY (MEDIUM)" (PRIMED AND FIELD PAINTED)
WD-3	TRIM (DOOR AND WINDOW TRIM)	HARDIE TRIM BOARDS, 5/4 NT3 SMOOTH, VARIOUS WIDTHS AS REQUIRED (SEE ELEVATIONS) COLOR: "SHERWIN WILLIAMS-SW7047-PORPOISE (DARK)" (PRIMED AND FIELD PAINTED)
WD-4	TRIM (FASCIA TRIM @ METAL ROOF)	HARDIE TRIM BOARDS, 5/4 NT3 SMOOTH, SEE WALL SECTIONS FOR SIZE. COLOR: PAINT TO MATCH MR-1
WIN - 1	VINYL WINDOWS	ANDERSEN: SILVERLINE 2200 SERIES. COLOR: WHITE. SEE WINDOW SCHEDULE.
WIN - 2	VINYL WINDOWS (@ OFFICE)	ANDERSEN: 100 SERIES. COLOR: WHITE. SEE WINDOW SCHEDULE
WV-1	WEATHER VANE	LARGE COPPER ROOSTER WEATHERVANE. SEE 1A/A6.3 FOR ADDITIONAL INFORMATION.

PROPOSED BUILDING FOR:

PRIMROSE SCHOOL
FRANCHISING COMPANY
3200 WINDY HILL ROAD, SUITE 1200E
ATLANTA, GEORGIA 30339-5640

MATERIAL BOARD AND COLORED ELEVATION
PRIMROSE SCHOOL
735 Cochrane Road
Morgan Hill, CA 95037
09/29/25

12 Sunnen Drive, Suite 100
St. Louis, MO 63143
o: 314.821.1100

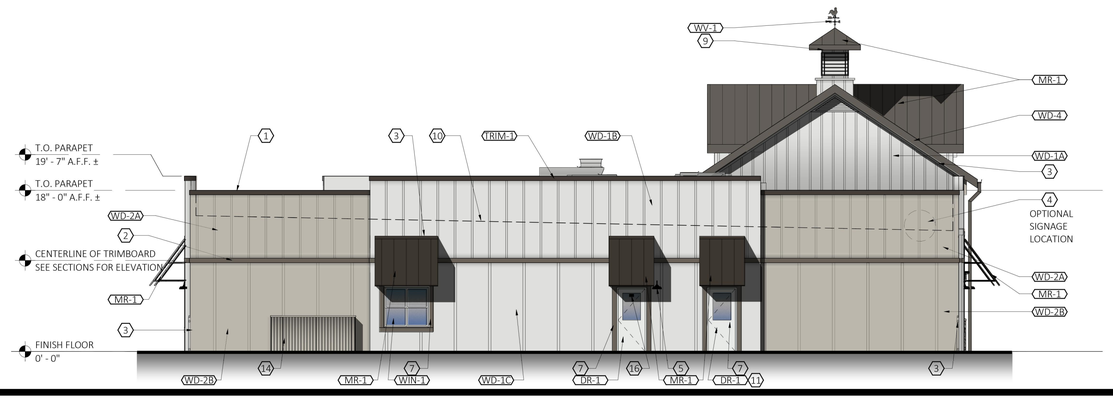
CASCO



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

PROPOSED BUILDING FOR:

PRIMROSE SCHOOL
FRANCHISING COMPANY
3200 WINDY HILL ROAD, SUITE 1200E
ATLANTA, GEORGIA 30339-5640

COLORED ELEVATIONS
PRIMROSE SCHOOL
735 Cochrane Road
Morgan Hill, CA 95037

12 Sunnen Drive, Suite 100
St. Louis, MO 63143
o: 314.821.1100

CASCO

Schedule

Symbol	Label	Quantity	Catalog Number	Description	Lamp	Lumens Per Lamp	Light Loss Factor	Wattage
○	G	14	H-15312-B-119-CGU-119 / 12-LED3-30-BCM-M	Hi-Lite MFG H-151312 Series Wall Mount Decorative Style RLM Reflector LED Unit	LED/3000K (FULL CUTOFF DESIGN)	1049	1	11.9
▢ ▢	S1	12	2/CR1-A-H25-H3	ESTIMATED DOUBLE HEAD D180 EXISTING 250W METAL HALIDE SPAULDING CIMARRON AREA UNIT	250W CLEAR ED-28 SUPER METAL HALIDE, HORIZONTAL POSITION	20033	0.67	576

Statistics

Description	Symbol	Avg	Max	Min	Max / Min	Avg / Min
Parking Lot Area Light Levels	+	2.1 fc	8.9 fc	0.3 fc	29.7:1	7.0:1
Property Line Light Levels	+	0.6 fc	6.6 fc	0.0 fc	N/A	N/A
Overall Site Light Levels	+	0.9 fc	8.9 fc	0.0 fc	N/A	N/A

MADRONE PARKWAY

Primrose School - Morgan Hill, CA
Photometric Site Lighting Design

Designer
Adam Carrier
Date
10/02/2025
Scale
Not to Scale
Drawing No.

Summary

1 of 1

RANE PLANNING & MANAGEMENT

WWW.RANEYMANAGEMENT.COM

NORTHERN CALIFORNIA
1501 SPORTS DRIVE, SUITE A
SACRAMENTO, CA 95834
TEL: 916.372.6100 · FAX: 916.419.6108

November 14, 2025

To: Tiffany Brown, Senior Planner
City of Morgan Hill
17575 Peak Avenue
Morgan Hill, CA 95037

Subject: Primrose School Project Senate Bill (SB) 131 Exemption Memorandum

Ms. Brown:

Raney has prepared the following memorandum to demonstrate the Primrose School Project's (proposed project) exemption from review under the California Environmental Quality Act (CEQA) pursuant to SB 131.

Project Description

The following provides a description of the project site's current location and setting, as well as the project components.

Project Location and Setting

The approximately 1.62-acre project site, identified by Assessor's Parcel Number (APN) 726-33-029, is located at 735 Cochrane Road in the City of Morgan Hill, California (see Figure 1 and Figure 2 at the end of this document). The site currently consists of an undeveloped grassy lot with trees along the northwest and southwest borders. Surrounding land uses include undeveloped land to the north, across Woodview Avenue; undeveloped land to the east/northeast as well as commercial uses and an associated parking lot; office space and commercial uses to the south/southwest; and commercial uses to the west, across Woodview Avenue. The City of Morgan Hill 2035 General Plan designates the site as Commercial and the site is zoned General Commercial (CG).

Project Components

The proposed project would include the construction of a 13,730-square foot (sf) private preschool/daycare that would employ 27 staff members and serve a maximum of 212 students aged from six weeks to four years, or from infant daycare to pre-kindergarten (see Figure 3 at the end of this document). Associated site development would include five outdoor play areas, two biotreatment ponds on the southern edge and southeastern corner of the project site, and improvements to a portion of the adjacent southern parking lot. The proposed building would include 13 classrooms ranging from 517 sf to 854 sf, a 273-sf warming kitchen, a 204-sf office area, a 215-sf reception area, and other smaller ancillary rooms including but not limited to a 165-sf conference room, a 130-sf laundry room, a 107-sf staff room, and 16 toilets (see Figure 4 at the end of this document). The outdoor play areas would include a 6,630-sf after-school playground, 2,235-sf infant playground, 3,200-sf open play area, 7,795-sf early preschool playground, and 1,145-sf primrose patch. Canopy and playground shade structures would be located within the outdoor play areas. As part of the proposed project, a new four-foot sidewalk would be constructed along the site's southwestern boundary connecting to Woodview Avenue. A total of 10 new parking stalls would be constructed along the eastern side of the proposed preschool building, which would consist of seven regular parking stalls, two Americans with

Disabilities Act (ADA) compliant accessible stalls, and one van accessible stall. In addition, the existing parking lot east of the site would be available for preschool use, as the parking lot would be shared with the existing commercial uses. Site access would be provided by way of the existing parking lot.

The proposed project would operate between the hours of 6:00 AM and 6:30 PM, Monday through Friday. The morning student drop off would occur between 6:00 AM and 9:30 AM, with the peak hour anticipated to be between 7:30 AM and 8:30 AM. The evening pickup would be between 3:30 PM and 6:30 PM, with the peak hour anticipated to be between 4:30 PM and 5:30 PM. Special events would occasionally be held in the evenings and on weekends. During regular project operations, staff members would take groups of students outside to the proposed playground areas for approximately 40 minutes, two times per day.

Access to the project site would be provided from existing driveways that currently serve the Madrone Village shopping center. The driveways consist of one existing full-access driveway along Madrone Parkway to the northeast of the project site and one existing right-in/right-out only driveway along Cochrane Road to the southeast of the project site. Continuous vehicular circulation would be provided throughout the parking lot in order to aid the flow of traffic. All parents would be required to park on-site and walk their children to and from the proposed facility and, as such, vehicles associated with the proposed project are expected to park for approximately five to 10 minutes for each drop-off and pick-up.

The proposed project would require City approval of a Conditional Use Permit and a Design Permit.

Senate Bill 131 Exemption

On June 30, 2025, California Governor Gavin Newsom signed SB 131 into effect. SB 131 includes updated provisions for development projects that are considered statutorily exempt from review under CEQA. Pursuant to Public Resources Code (PRC) Section 21080.69(a)(1), as amended by SB 131, a project that consists exclusively of a day care center not located in a residential area would be exempt from CEQA review. Section 1596.76 of the Health and Safety Code defines a “day care center” as a child day care facility other than a family day care home, including infant centers, preschools, extended day care facilities, and school age childcare centers, as well as childcare centers licensed pursuant to Section 1596.951 of the Health and Safety Code. As discussed above, the proposed project would include construction of a 13,536-sf private preschool/daycare. The City of Morgan Hill 2035 General Plan designates the site as Commercial and the site is zoned CG. The project site is generally surrounded by commercial uses and undeveloped land. As such development of the proposed preschool/daycare would not occur within a residential area. Additionally, the project site is not located within any “natural and protected lands” as defined in PRC Section 21067.5. Therefore, in accordance with SB 131, the proposed project would be statutorily exempt from review under CEQA. However, as described below, the City of Morgan Hill has voluntarily included discussions related to environmental topics that are of common community concern.

Key Environmental Analysis Topics

The statutory exemption pursuant to PRC Section 21080.69(a)(1), for which the proposed project qualifies, is not contingent upon whether the project meets certain environmental criteria, other than the specification that the project cannot be located on natural and protected lands, as defined pursuant to Section 21067.5. Notwithstanding, in the interest of public disclosure, the City of

Morgan Hill has voluntarily provided the following discussion related to noise and transportation, as those are often community concerns.

Noise

In order to assess the potential noise effects associated with the proposed project, an Environmental Noise and Vibration Assessment was prepared by Bollard Acoustical Consultants, Inc. (BAC) (See Attachment A).[1]

Noise impacts associated with on-site construction activities were evaluated as part of the Environmental Noise and Vibration Assessment. Section 8.28.040(D) of the Morgan Hill Municipal Code exempts construction noise provided that such activities do not occur during set hours. Specifically, construction activities are prohibited other than between the hours of 7:00 AM to 8:00 PM, Monday through Friday and between the hours of 9:00 AM to 6:00 PM on Saturday. Construction activities may not occur on Sundays or federal holidays. Construction activities associated with the proposed project would occur pursuant to Municipal Code Section 8.28.040(D) and would thereby be exempt from Municipal Code noise level criteria. As shown in Table 20 of the Environmental Noise and Vibration Assessment, construction equipment associated with the proposed project would result in maximum noise levels of approximately 58 decibels (dB) L_{max} to 88 dB L_{max} at nearby commercial and office uses. Such equipment noise levels would be below or within the range of ambient maximum noise levels within the project vicinity during exempted construction activity hours. Nonetheless, depending upon the location, equipment types, and associated duration of construction operations within the project area, the possibility exists that during certain construction phases, on-site project construction noise levels could have the potential to result in short-duration, temporary increases in ambient conditions within the immediate project vicinity. Using the highest maximum noise levels measured during City-exempted construction hours, and the highest predicted construction equipment maximum noise levels, BAC calculated that ambient plus project construction equipment noise level increases could result in maximum noise level increases of 0.1 dB L_{max} to 2.7 dB L_{max} at nearby commercial and office uses. Such an increase would be below the 5 dB significance criteria employed in compliance with General Plan Policy SSI-8.6. Therefore, construction noise associated with the proposed project would not result in a substantial increase to ambient noise levels.

Using the Federal Highway Administration (FHWA) Traffic Noise Model, BAC estimated increases in existing traffic noise levels at nearby sensitive noise receptors along the project area roadway segments as a result of the proposed project. Under existing plus project conditions, BAC identified a maximum traffic noise level increase of 0.4 dB. In addition, under cumulative plus project conditions, BAC identified a maximum traffic noise level increase of 2.9 dB compared to existing levels. Such increases in traffic noise would be below the 3.0 dB significance threshold as established by Morgan Hill General Plan Policy SSI-8.5. As such, under both scenarios, BAC determined that project-generated increases in traffic would not result in a substantial increase in off-site traffic noise levels in the project vicinity.

BAC also evaluated noise level increases as a result of on-site operational noise sources. Project operational noise sources would include noise associated with parking lot movements, building rooftop mechanical equipment, and playground activities. Morgan Hill Municipal Code Section 18.76.090 establishes an exterior noise level standard for commercial land uses of 65 dB L_{eq}. In addition, Morgan Hill General Plan Policy SSI-8.6 states that noise levels produced by stationary noise sources associated with new projects shall be considered significant if they substantially

[1] Bollard Acoustical Consultants, Inc. *Environmental Noise and Vibration Assessment.* September 25, 2025.

exceed existing ambient noise levels. However, Policy SSI-8.6 does not contain numeric increase significance criteria. As such, a 5 dB increase in noise levels above ambient conditions at the nearest sensitive noise receptor was assumed to be significant. BAC determined that parking lot activities would result in a maximum noise level of 55 dB L_{eq} along the property line of APN 726-33-003 at a distance of 60 feet, and a maximum noise level increase of 2.7 dB L_{eq} at APN 726-33-003. With respect to rooftop mechanical equipment, BAC determined that the proposed project would result in a maximum noise level of 55 dB L_{eq} along the property line of APN 726-33-004 at a distance of 100 feet, and a maximum noise level increase of 2.5 dB L_{eq} at APN 726-33-004. Playground activities were anticipated to generate a maximum noise level of 64 dB L_{eq} at a distance of 30 feet, along the property line of APN 726-33-004, and BAC estimated the playground areas would result in a maximum noise level increase of 4.0 dB L_{eq} at APN 726-33-003. When combined, BAC estimated that total on-site operational noise sources would result in a maximum noise level of 65 dB L_{eq} at APN 726-33-004 and would result in a maximum noise level increase of 5.7 dB L_{eq} at APN 726-33-003. As such, combined operational noise levels associated with the project would not exceed the 65 dB L_{eq} noise level standard established by Morgan Hill Municipal Code Section 18.76.090. Although combined project operational noises could result in a noise level increase above 5 dB, the maximum noise level standard refers to outdoor noise levels, and the noise-sensitive space for commercial and office uses is the interior environment. As the nearby commercial and office uses do not include sensitive outdoor areas, they are generally regarded as noise-generating sources and are not considered to be noise sensitive. Therefore, the proposed project would not result in a substantial increase in ambient noise levels as a result of on-site operational noise.

With regard to vibration impacts associated with project construction, Section 18.76.130 of the Morgan Hill Municipal Code states that vibration transmitted through the ground that is discernible without instruments at the lot line of the use is prohibited. However, vibrations from temporary construction, demolition, and vehicles that enter and leave the lot are exempt from the standard. According to BAC, construction activities associated with the proposed project are expected to be below the Federal Transit Administration (FTA) threshold for damage to engineered structures at 25 feet. In addition, except for vibratory roller use, construction related vibration levels are expected to be below FTA thresholds for land uses with primary daytime uses. However, vibratory rollers are typically used for larger paving activities including roadways and large parking lots. Based on the size of the parking area that would require paving, project construction would use smaller equipment such as a plate compactor or walk-behind vibratory roller, which generate substantially less vibration. Therefore, the proposed project would not result in a significant impact regarding construction related vibration.

Vehicle Miles Traveled

Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts, with other relevant considerations consisting of the effects of the project on transit and non-motorized travel. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips, with one end within the project site.

In order to assess potential VMT impacts associated with the proposed project, a VMT Assessment was prepared for the proposed project by Hexagon Transportation Consultants, Inc.

(Hexagon) (See Attachment B).[2] Resolution No. 24-039 was adopted by the Morgan Hill City Council in 2024 and provides screening criteria and thresholds of significance regarding VMT consistent with SB 743. The City of Morgan Hill VMT screening criteria are limited to general land use categories such as residential, office, industrial, and retail. Therefore, the assessment of VMT for non-standard land uses such as the proposed preschool requires a conversion to an equivalent amount of one of the general land uses that has similar trip-generating and trip-origin/destination characteristics.

The number of daily trips, trip origination/destination, and the resulting VMT associated with the proposed preschool would be similar to that of local-serving retail, because the preschool would primarily serve families living in Morgan Hill. As such, the VMT Assessment based its findings on a conversion of the proposed preschool to an equivalent amount of local-serving retail space, with estimated daily trips compared through the use of trip rates published by the Institute of Transportation Engineers (ITE) for the proposed daycare center and typical retail uses.

The VMT Assessment estimated daily site-generated vehicular traffic for the proposed daycare center based on trip generation rates compiled in the ITE Trip Generation Manual, 11th Edition. Rates for "Day Care Center" (ITE Land Use 565) were used to estimate the trips generated by the proposed project. Based on the trip generation rate and the project size, the proposed daycare center is estimated to generate 867 new daily vehicle trips.

The results of the conversion of the proposed preschool to an equivalent amount of retail/commercial space indicated that the proposed project would generate net new daily trips equivalent to that of an approximately 16,000-sf retail development. The City of Morgan Hill determined that facilities less than 50,000-sf in size are considered to be local-serving retail developments. Therefore, the daily trips and resulting VMT estimated to be generated by the proposed project would be equivalent to that generated by retail uses of less than 50,000 square feet in size, and the project may be presumed to be a local-serving facility. As such, the proposed project would meet the adopted City of Morgan Hill VMT screening criteria. In addition, the Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) published by the Governor's Office of Planning and Research (OPR) (now known as the Office of Land Use and Climate Innovation [LCI]) suggests that by adding retail opportunities into the urban fabric and, thereby, improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Furthermore, the nearest existing preschool facilities are located more than one mile south of the project site. As such, the location of the proposed project would provide a proximate location for residents to a preschool, thus resulting in shorter trips and subsequent reduction in VMT generated by City residents for the purposes of traveling to a preschool. Overall, as the proposed project has trip-generating characteristics of a local-serving retail facility and meets the City of Morgan Hill screening criteria, the project would not result in a significant effect related to VMT.

If you have any questions regarding the contents of this document, please do not hesitate to contact me at (916) 372-6100, or via email at npappani@raneymanagement.com.

Thank you,

[2] Hexagon Transportation Consultants, Inc. *VMT Assessment for the Proposed Primrose Preschool Development in Morgan Hill, California.* October 14, 2025.

Nick Pappani
Vice President
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www.raneymanagement.com

Attachments:

Attachment A – Environmental Noise & Vibration Assessment
Attachment B – VMT Assessment

Figure 1
Regional Project Location

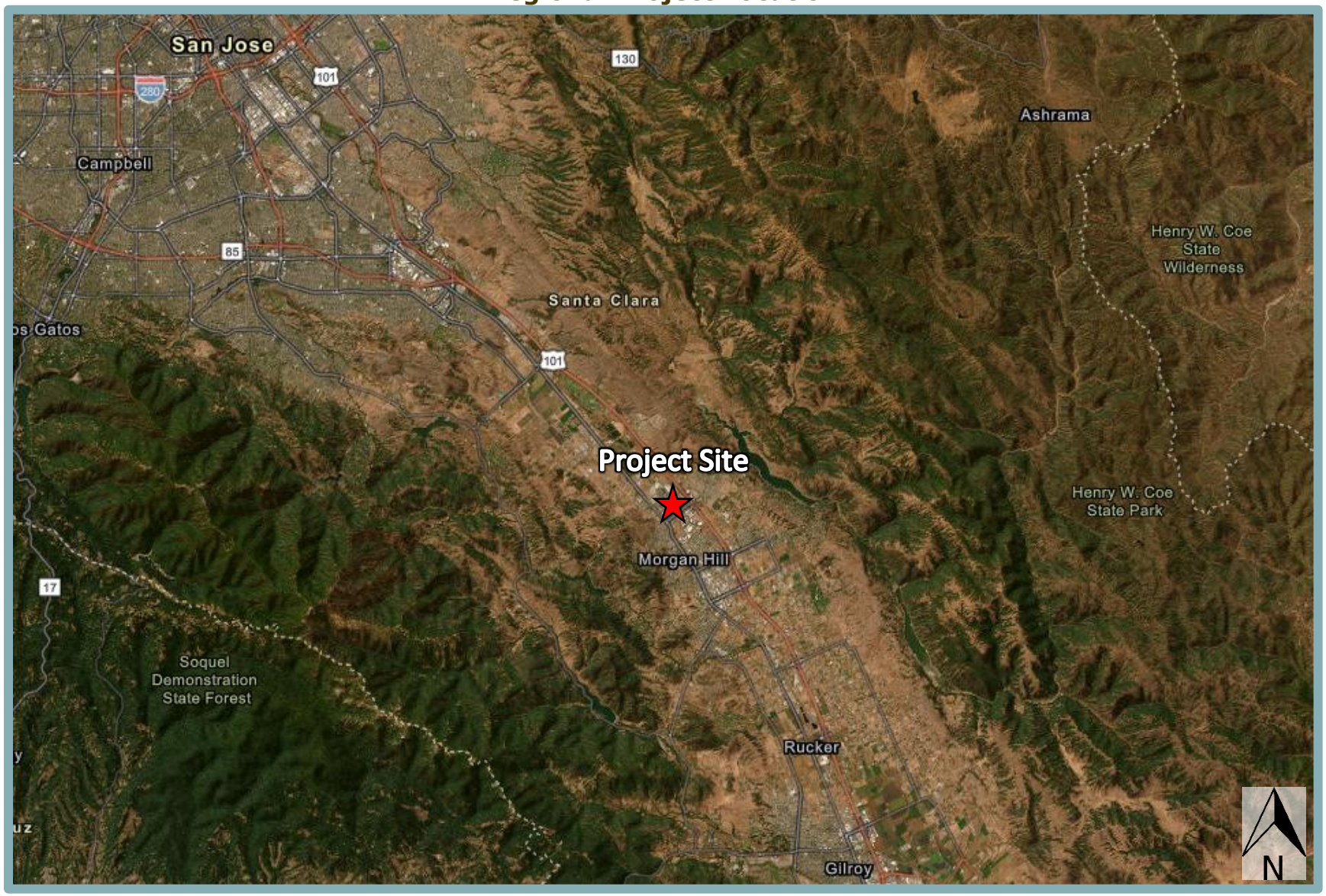


Figure 2
Project Vicinity Map

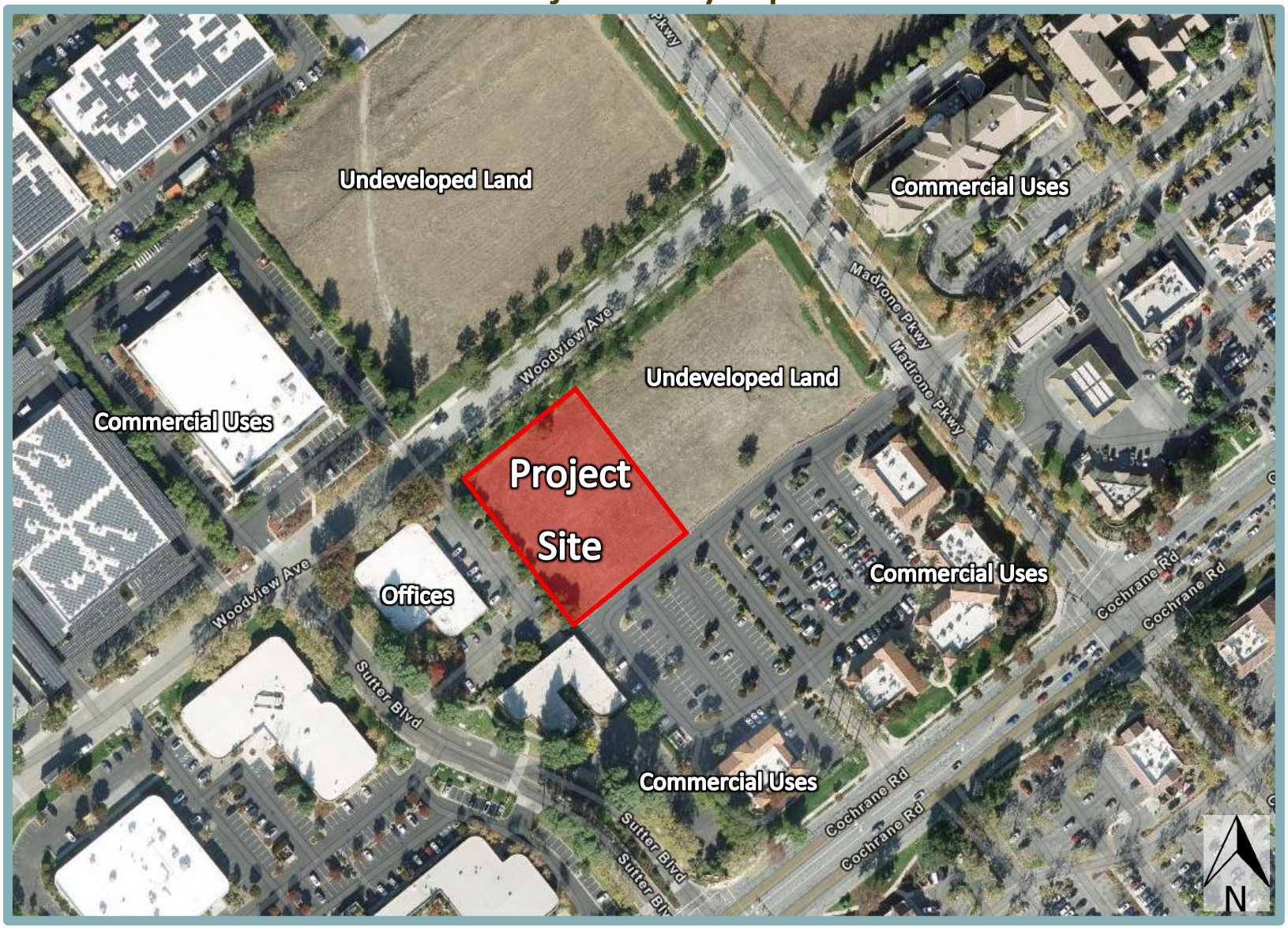


Figure 3
Proposed Site Plan

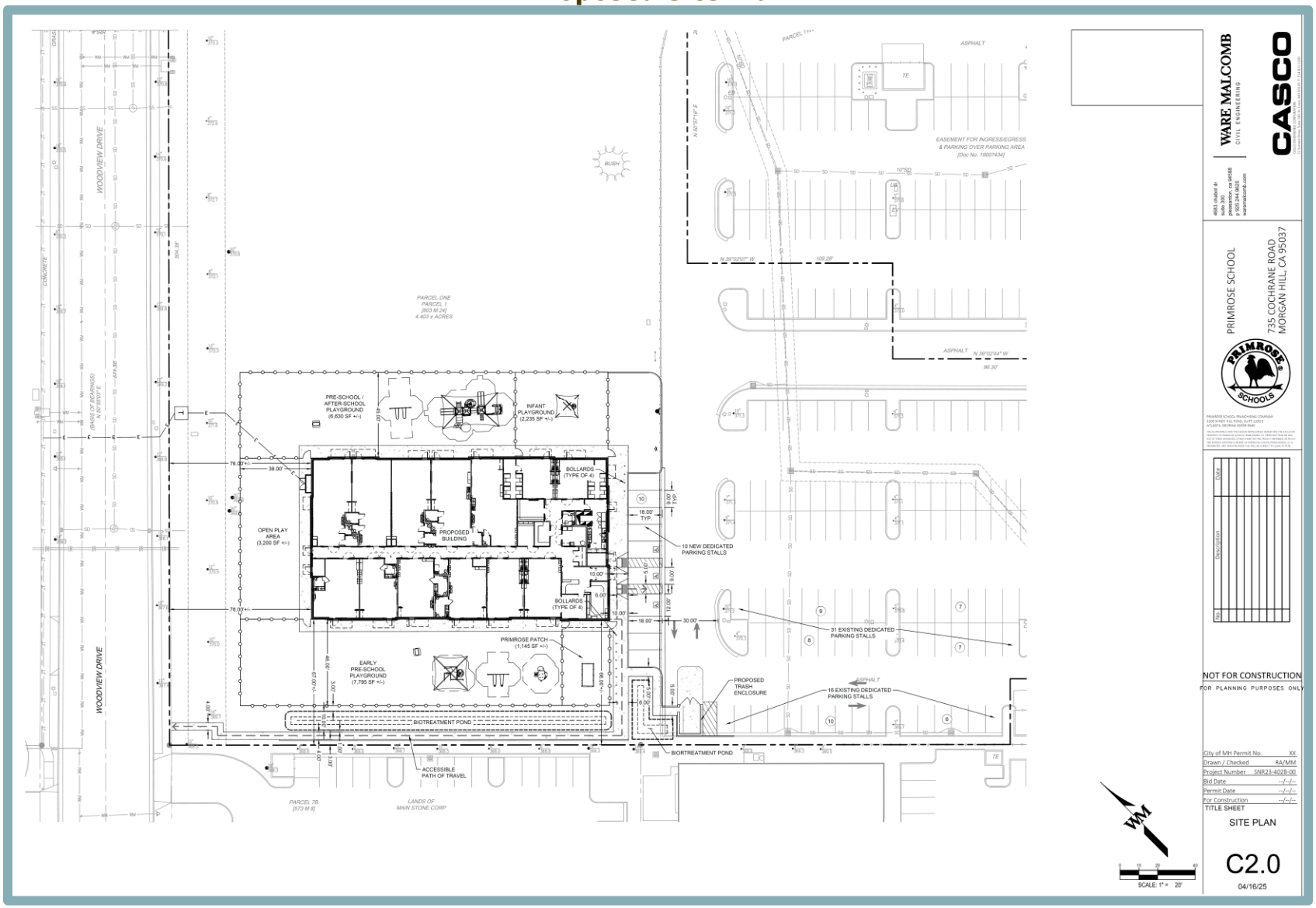
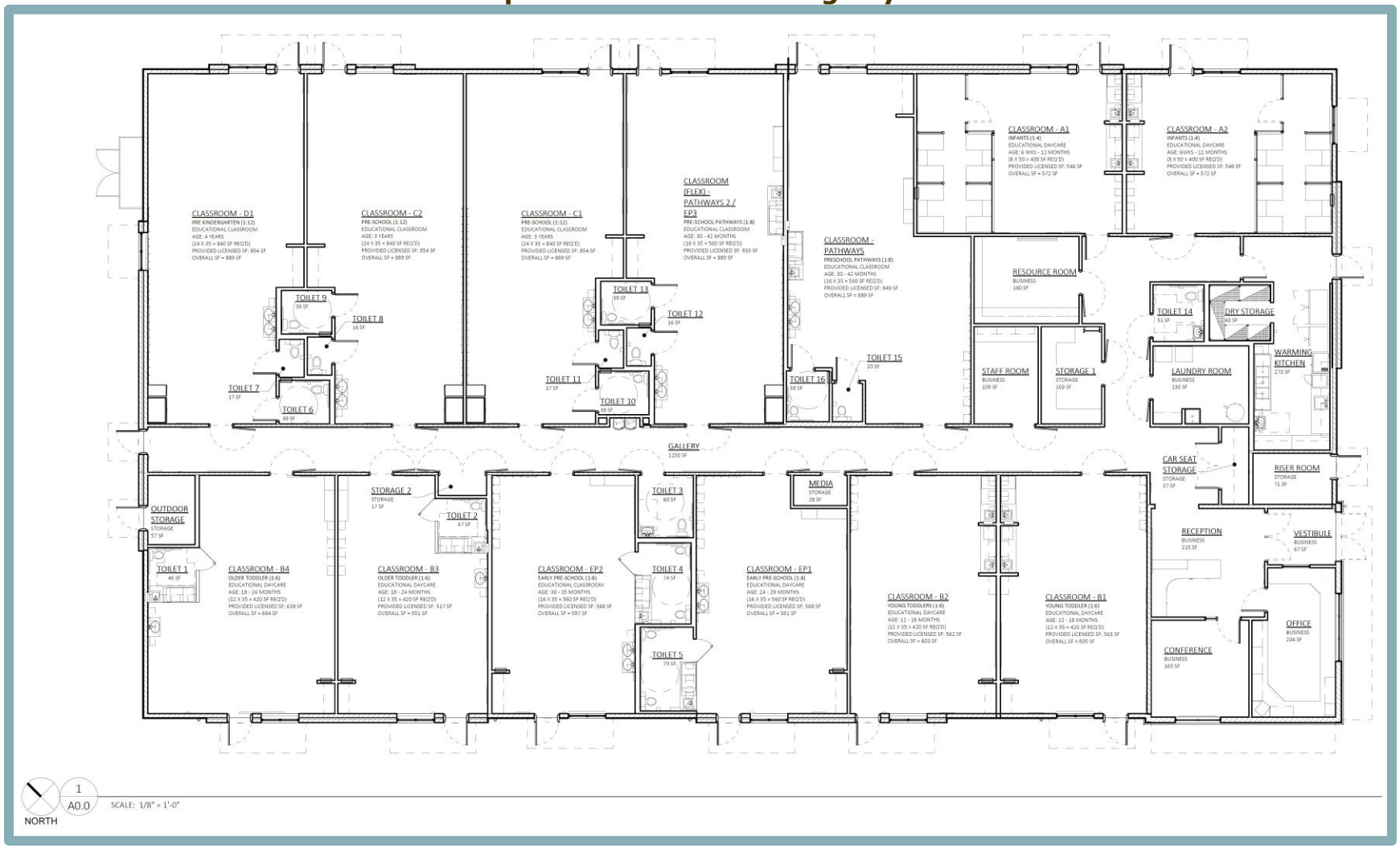


Figure 4
Proposed Interior Building Layout



Attachment A

Environmental Noise & Vibration Assessment

Attachment B

VMT Assessment

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: October 14, 2025

To: Nick Pappani, Raney Planning & Management

From: Robert Del Rio, T.E., Luis Descanzo

Subject: Trip Generation and Operations Analysis for the Proposed Primrose Preschool Development in Morgan Hill, California

Hexagon Transportation Consultants, Inc. has completed a trip generation and operations analysis for the proposed Primrose Preschool Development project located at 375 Cochrane Road (APN 726-33-029) in Morgan Hill, California (see Figure 1). The project as proposed would consist of a 13,730 square foot (s.f.) private preschool with a capacity of up to 212 children. Vehicular access would be provided via existing driveways which currently serve the Madrone Village shopping center. The driveways consist of one existing full-access driveway along Madrone Parkway and one existing right-in/right-out only driveway along Cochrane Road. No improvements to the existing driveways are proposed. Approximately 110 existing parking spaces within the Madrone Village parking lot would be shared between existing commercial uses and the proposed project. An additional 10 new parking stalls designated solely for the proposed project would be provided along the southeast side of the preschool building. The methodology, results, and recommendations of the analysis are discussed below.

Scope of Study

The current General Plan, *Morgan Hill 2035 General Plan,* adopted in July 2016 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, this traffic operations analysis which includes a peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The traffic operations analysis supplements the California Environmental Quality Act (CEQA) required VMT analysis provided in a separate memorandum. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The purpose of the trip generation and operations analysis is to evaluate the magnitude of traffic that would be added to the roadway system due to the proposed project and to determine whether a comprehensive traffic study is required for the proposed project. The analysis consists of an estimation of project trip generation and evaluation peak-hour intersection level of service analysis at intersections in the immediate vicinity of the project site. Traffic conditions were evaluated for the scenarios listed below.

Existing Conditions. Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were represented by traffic counts collected in March 2023, September 2023, and August 2025 at the study intersections (see Appendix).

Existing Plus Project Conditions. Existing plus project peak-hour traffic volumes were estimated by adding to the existing traffic volumes the additional traffic that would be generated by the

Figure 1
Site Location

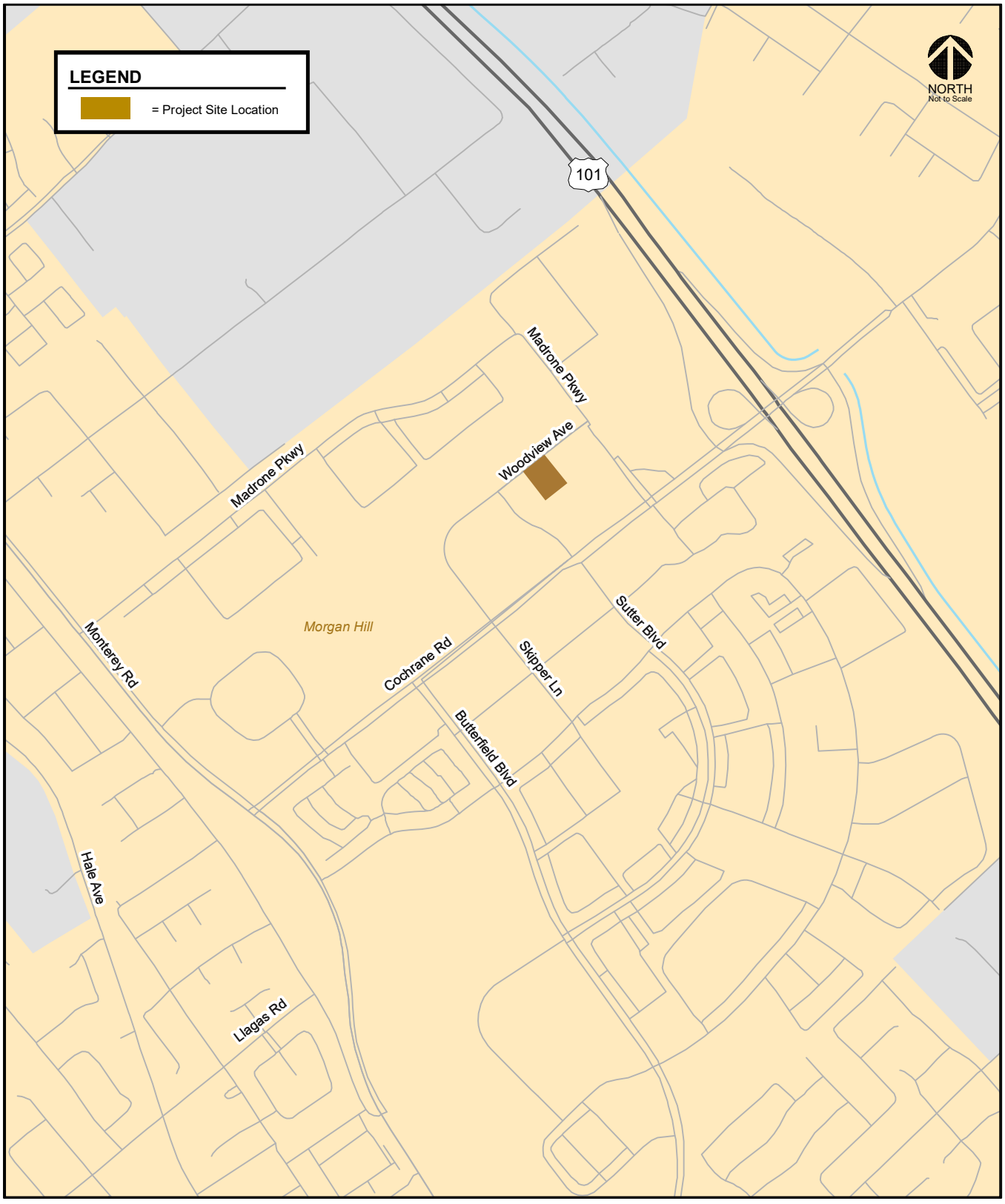
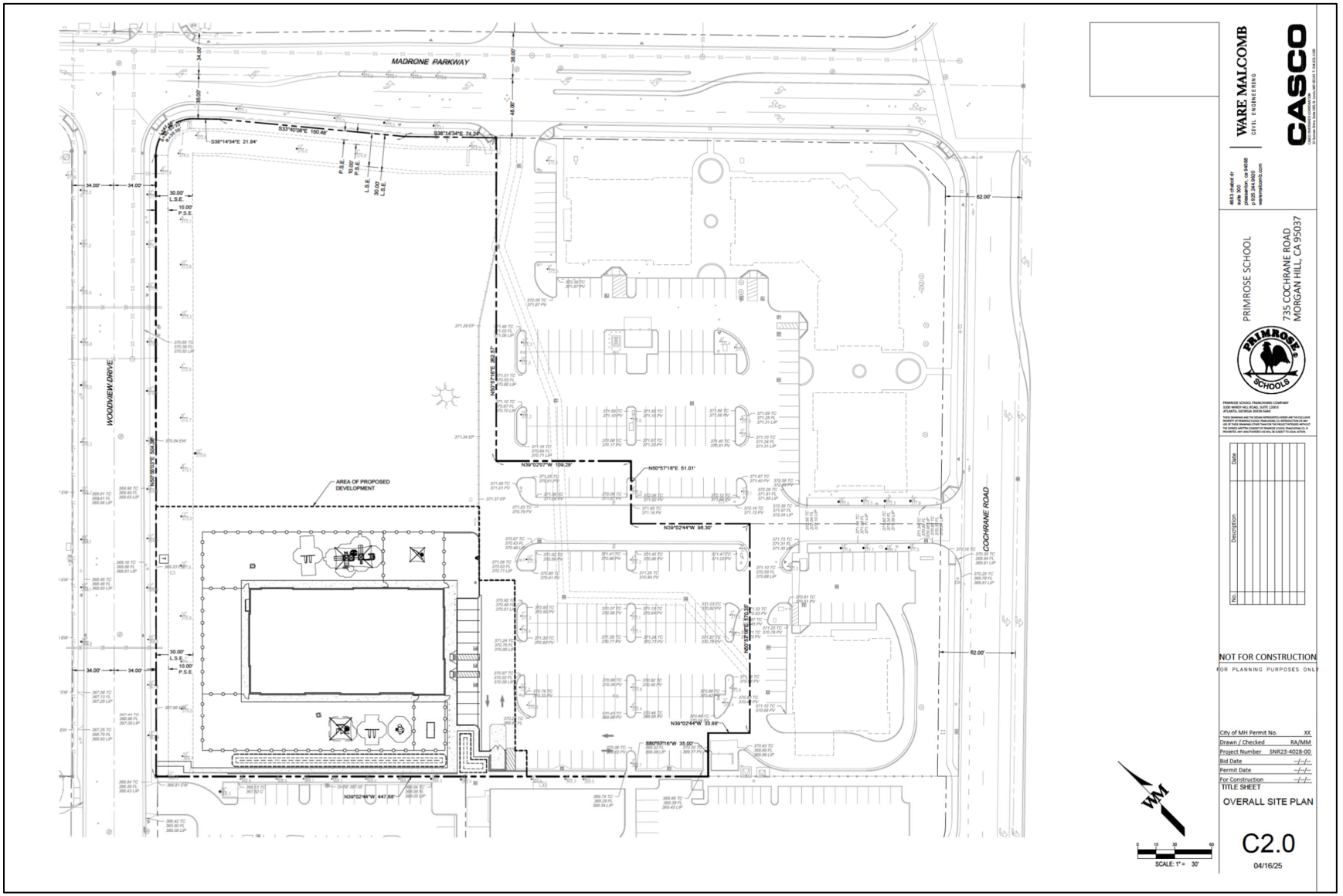


Figure 2
Site Plan



proposed project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects of the proposed project on existing traffic conditions.

Year 2035 Cumulative Conditions. Year 2035 Cumulative conditions represent future traffic volumes on the future transportation network. Year 2035 Cumulative conditions include traffic growth projected to occur in the Year 2035 without the proposed project.

Year 2035 Cumulative with Project Conditions. Year 2035 Cumulative with project conditions consists of Year 2035 Cumulative traffic conditions with the addition of project traffic.

Project Trip Generation Estimates and Assignment

In determining the project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The research is compiled in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition (2021)*. The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development. Trip generation rates for "Day Care Center" (ITE Land Use 565) were used to estimate the trips generated by the proposed daycare facility. Based on the trip generation rates and the project size, it is estimated that the proposed daycare center will generate 165 new vehicle trips (87 inbound and 78 outbound) during the AM peak hour and 167 vehicle trips (78 inbound and 89 outbound) during the PM peak hour (see Table 1).

Table 1
Trip Generation Summary

				AM Peak Hour					PM Peak Hour				
		Daily		Split		Trips			Split		Trips		
Land Use	Size	Rate	Trips	In	Out	In	Out	Total	In	Out	In	Out	Total
Preschool[1]	212 Students	4.090	867	53%	47%	87	78	165	47%	53%	78	89	167
Trips by Non-Working Parents[2]			260			26	23	50			23	27	50
Trips by Working Parents[2]			607			61	55	116			55	62	117

Source: ITE Trip Generation Manual, 11th Edition 2021.
[1]Average trip rates (in trips per student) for "Day Care Center" (ITE Land Use 565) are used.
[2] It was assumed that 30% and 70% of the total trips are generated by non-working and working parents, respectively.

The directional distribution of site-generated traffic to and from the project site was estimated based on the existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the location of the project driveways, freeway access points, and the locations of complimentary land uses. For developing the trip distribution patterns for non-working and working parents, it was assumed that 30% of the students who are driven to school would be dropped off/picked up by a non-working parent and 70% of the students who are driven to school would be dropped off/picked up by a working parent.

For non-working parents, it was assumed that during both the AM and PM peak hours, the origin of the inbound project trip and the destination of the outbound project trip would be the student's home. For working parents, during the AM peak hour, the origin of the inbound trip would be the student's home and the destination of the outbound trip would be the parent's employment location. The trip distribution pattern would reverse during the PM peak hour for working parents, where the inbound trip would originate at the parent's employment location and the outbound trip would terminate at the student's home. Trip distribution patterns to and from places of employment were developed based on existing travel patterns on the surrounding roadway network that reflect typical weekday commute patterns.

Figure 3 shows the two separate trip distribution patterns used for the project: (1) residential to preschool trips, and (2) preschool to employment trips generated by working parents (AM outbound and PM inbound only).

The peak-hour project trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns, the roadway network connections, and the project driveway locations. The project trip assignment of project trips at the study intersections is shown on Figure 4.

Intersection Level of Service Analysis

Traffic conditions at the following 5 signalized and 3 unsignalized study intersections were analyzed for the weekday AM and PM peak hours of traffic:

1. Woodview Avenue/Skipper Lane and Cochrane Road
2. Sutter Boulevard and Cochrane Road
3. Madrone Parkway/Cochrane Plaza and Cochrane Road
4. US 101 Southbound Ramps and Cochrane Road
5. US 101 Northbound Ramps and Cochrane Road
6. Sutter Boulevard and Woodview Avenue (*unsignalized*)
7. Madrone Parkway and Woodview Avenue (*unsignalized*)
8. Madrone Parkway and Project Driveway (*unsignalized*)

Other intersections in the project area were not studied because the addition of project trips will be minimal, less than 10 peak hour trips per lane. The weekday AM peak hour of traffic generally falls within the 7:00 AM to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 PM to 6:00 PM period. It is during these times that the most congested traffic conditions occur on a typical weekday.

Signalized Intersection Analysis

Signalized study intersections are subject to the City of Morgan Hill's level of service standards. The City of Morgan Hill's level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations based on average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of Morgan Hill methodology employs the CMP defaults values for the analysis parameters, which include adjusted saturation flow rates to reflect conditions in Santa Clara County. All intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of the following:

- **LOS F** for Downtown intersections and segments including at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Street;
- **LOS E** for the following intersections and freeway zones:
  - Main Avenue and Del Monte Avenue
  - Main Avenue and Depot Street
  - Dunne Avenue and Del Monte Avenue
  - Dunne Avenue and Monterey Avenue
  - Dunne Avenue and Church Street
  - Dunne Avenue and Depot Street
  - Cochrane Road and Monterey Road
  - Tennant Avenue and Monterey Road

Figure 3
Project Trip Distribution

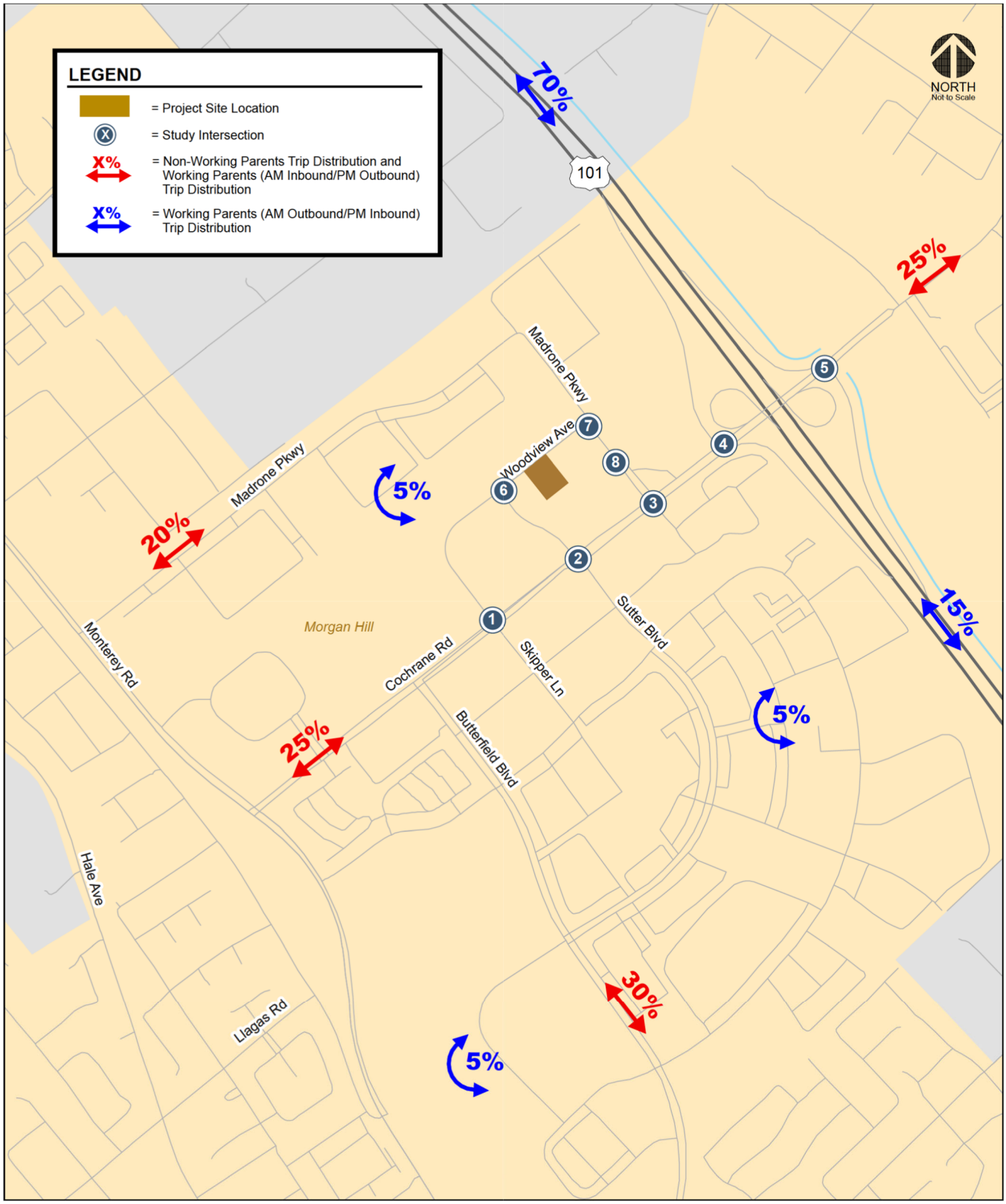
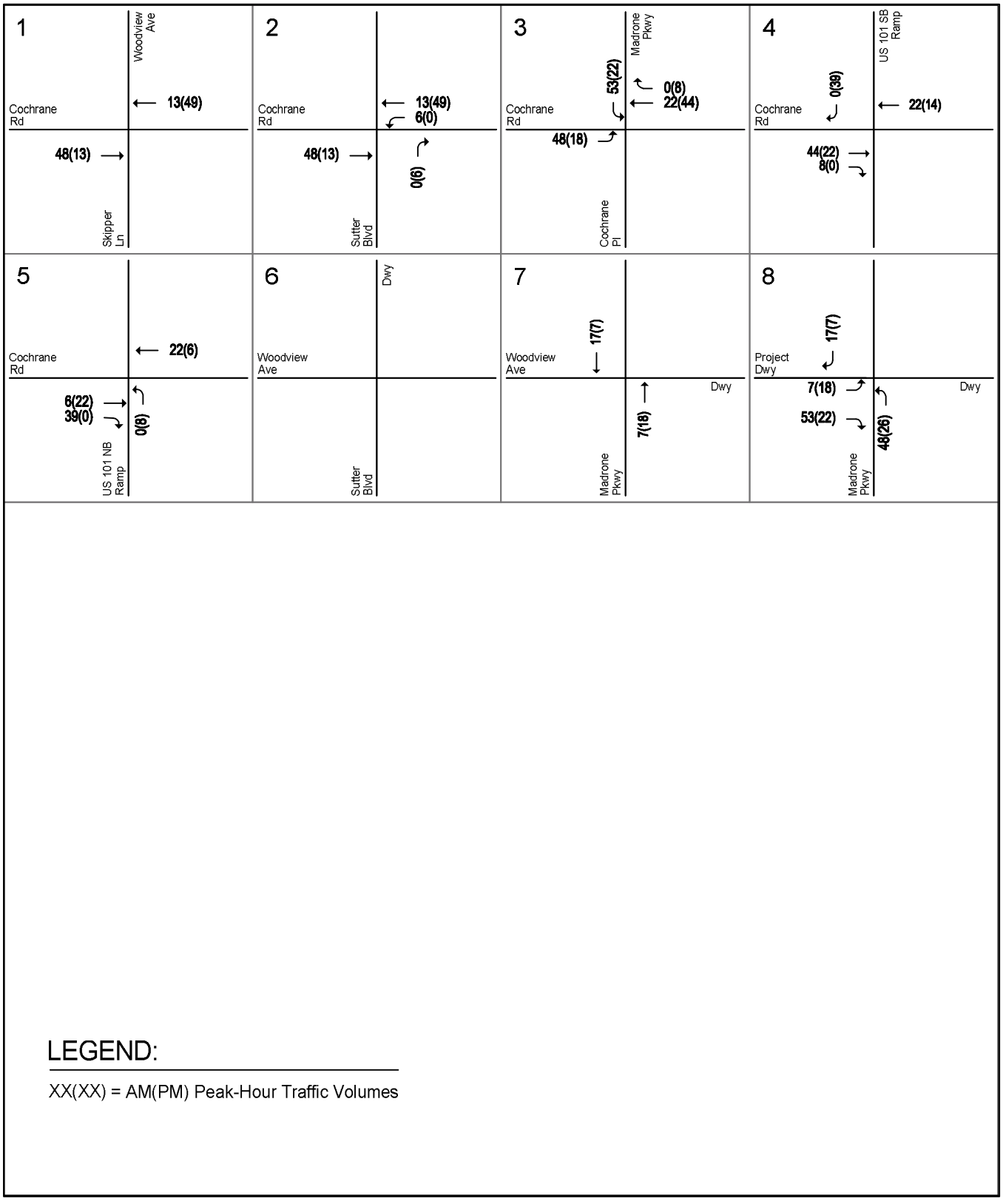


Figure 4
Project Trip Assignment



- Tennant Avenue and Butterfield Boulevard
- Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive
- Dunne Avenue Freeway Zone: from Walnut Grove Drive/East Dunne Avenue to Condit Road/East Dunne Avenue
- Tennant Avenue Freeway Zone: from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue

According to the City of Morgan Hill level of service guidelines, a development is said to create a significant adverse effect on traffic conditions at a signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or LOS E as identified above) under no project conditions to an unacceptable level (LOS E or F) under project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F as identified above) under no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

Unsignalized Intersections

The methodology used to determine the level of service for unsignalized intersections is also TRAFFIX and the *2000 HCM* methodology for unsignalized intersection analysis. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the *2000 HCM* methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and corresponding level of service is the average for all approaches at the intersection. The City uses a minimum acceptable level of service standard of LOS D for unsignalized intersections, in accordance with its adopted threshold of significance in its Guidelines for Preparation of Transportation Impact Reports.

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Level of Service Results

The results of the level of service analysis show that each of the study intersections currently operate at an acceptable LOS C or better during both the AM and PM peak hours and would continue to do so with the addition of project traffic, based on the applicable City of Morgan Hill intersection operations standards. All study intersections are projected to operate at acceptable levels of service under Year 2035 Cumulative and Year 2035 Cumulative plus project conditions during both the AM and PM peak hours.

Additionally, peak-hour volumes at the unsignalized study intersections, including the project driveway at Madrone Parkway, would not meet signal warrant thresholds for any of the study scenarios.

Based on the results of the intersection level of service analysis, the project would not have an adverse effect on operations at the study intersections. The results of level of service analysis are summarized in Table 2.

Site Access

The evaluation of site access is based on the site plan prepared by Ware Malcomb Civil Engineering dated April 2025. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, geometric design, and sight distance. Site access was evaluated in accordance with generally accepted traffic engineering standards and transportation planning principles.

Vehicular access would be provided via existing driveways which currently serve the Madrone Village shopping center. The driveways consist of one existing full-access driveway along Madrone Parkway and one existing right-in/right-out only driveway along Cochrane Road. No improvements to the existing driveways are proposed.

Driveway Design

City of Morgan Hill design standard A-11 requires cross-drain commercial driveways to measure between 16 and 36 feet along the street entrance. Both the Madrone Parkway and Cochrane Road driveways are cross-drain and currently measure approximately 30 feet wide, and would therefore meet City standards for driveway width.

Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that a total of 165 new vehicle trips (87 inbound and 78 outbound) during the AM peak hour and 167 vehicle trips (78 inbound and 89 outbound) during the PM peak hour. Figure 5 shows the estimated project trips at the project driveways

The eastern driveway located along Madrone Parkway is a full-access driveway, with a 115-foot northbound left turn pocket as well as a median break on Madrone Parkway to facilitate vehicles turning into and out of the driveway. Turning movement counts collected on August 19, 2025 indicate that northbound left-turn volumes currently consist of 65 vehicles during the AM peak-hour and 87 vehicles during the PM peak-hour. As proposed, the project (at full capacity) can be expected to add up to 48 northbound left-turn trips during the AM peak-hour and 26 northbound left-turn trips during the PM peak-hour.

Under project conditions, the northbound left-turn movement is expected to have an average delay of 7.8 and 8.5 seconds in the AM and PM peak hours, respectively. As shown on Table 3, these delays would result in a 95th percentile queue of one vehicle. These trips are expected to be fully accommodated by the existing left turn pocket, and thus no effects to traffic flow are expected along

Table 2
Intersection Level of Service Summary

Int. #	Intersection	LOS Standard	Ex/2035 Control	Peak Hour	Count Date	Existing Warrant Met?	Existing Delay[1]	Existing LOS	Existing Plus Project Warrant Met?	Existing Plus Project Delay[1]	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C	Year 2035 Cumulative Warrant Met?	Year 2035 Cumulative Delay[1]	Year 2035 Cumulative LOS	Year 2035 Cumulative with Project Warrant Met?	Year 2035 Cumulative with Project Delay[1]	Year 2035 Cumulative with Project LOS	Year 2035 Cumulative with Project Incr. In Crit. Delay	Year 2035 Cumulative with Project Incr. In Crit. V/C
1	Woodview Avenue/Skipper Lane and Cochrane Road	D	Signal	AM	03/07/23	--	15.5	B	--	14.9	B	-0.6	0.010	--	18.2	B	--	17.7	B	-0.5	0.010
				PM	03/07/23	--	12.4	B	--	12.2	B	-0.1	0.015	--	18.2	B	--	17.7	B	-2.5	-0.009
2	Sutter Boulevard and Cochrane Road	D	Signal	AM	03/07/23	--	17.1	B	--	17.1	B	0.0	0.013	--	18.8	B	--	18.9	B	0.0	0.013
				PM	03/07/23	--	18.1	B	--	18.4	B	0.0	0.003	--	18.8	B	--	19.0	B	0.0	0.003
3	Madrone Parkway/Cochrane Plaza and Cochrane Road	E	Signal	AM	09/26/23	--	19.6	B	--	21.9	C	3.5	0.056	--	17.9	B	--	20.2	C	3.6	0.049
				PM	09/26/23	--	33.7	C	--	34.2	C	0.3	0.007	--	35.1	D	--	35.7	D	0.3	0.007
4	US 101 SB Ramps and Cochrane Road	E	Signal	AM	09/26/23	--	12.8	B	--	12.8	B	0.2	0.013	--	13.9	B	--	14.0	B	0.3	0.013
				PM	09/26/23	--	15.9	B	--	16.2	B	0.4	0.018	--	18.5	B	--	18.8	B	0.6	0.018
5	US 101 NB Ramps and Cochrane Road	E	Signal	AM	09/21/23	--	8.1	A	--	8.1	A	0.0	0.000	--	7.4	A	--	7.4	A	0.0	0.000
				PM	09/21/23	--	10.5	B	--	10.5	B	0.0	0.009	--	9.8	A	--	9.8	A	0.1	0.009
6	Sutter Boulevard/Driveway and Woodview Avenue	D	TWSC	AM	08/19/25	No	8.8	A	No	8.8	A	N/A	N/A	No	9.1	A	No	9.1	A	N/A	N/A
				PM	08/19/25	No	9.4	A	No	9.4	A	N/A	N/A	No	9.7	A	No	9.7	A	N/A	N/A
7	Madrone Parkway and Woodview Avenue/Driveway	D	TWSC	AM	08/19/25	No	12.2	B	No	12.4	B	N/A	N/A	No	14.7	B	No	15.1	C	N/A	N/A
				PM	08/19/25	No	12.3	B	No	12.6	B	N/A	N/A	No	13.8	B	No	14.1	B	N/A	N/A
8	Madrone Parkway and Project Dwy/Dwy	D	TWSC	AM	08/19/25	No	14.0	B	No	16.4	C	N/A	N/A	No	16.2	C	No	19.4	C	N/A	N/A
				PM	08/19/25	No	16.4	C	No	18.3	C	N/A	N/A	No	17.5	C	No	19.6	C	N/A	N/A

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection.
The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled movement with the highest delay.
AWSC = all-way stop-controlled; TWSC = two-way stop-controlled; OWSC = one-way stop-controlled

Figure 5
Project Trips at Site Driveways

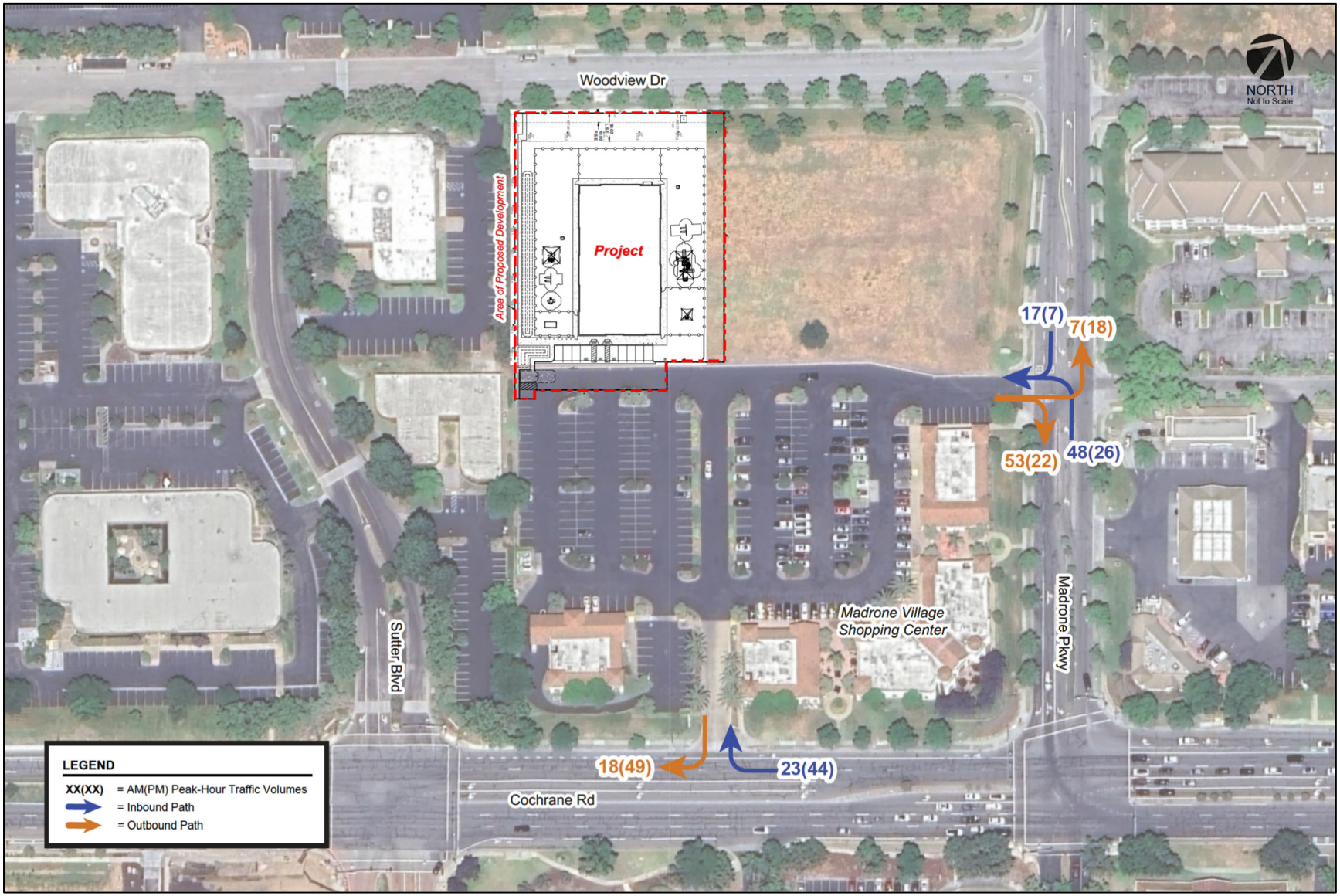


Table 3
Driveway Queueing Summary

Measurement	Madrone Parkway and Project Dwy/Dwy			
	Northbound Left		Eastbound L/T/R	
	NBL AM	NBL PM	EB AM	EB PM
Existing Conditions				
Cycle Length (sec)[1]	7.7	8.4	10.5	10.7
Lanes	1	1	1	1
Volume (vph)	65	87	57	84
Volume (vphpl)	65	87	57	84
Avg. Queue (veh/ln.)	0.1	0.2	0.2	0.2
Avg. Queue[1] (ft./ln)	3	5	4	6
95th %. Queue (veh/ln.)	1	1	1	1
95th %. Queue (ft./ln)[2]	25	25	25	25
Storage (ft./ ln.)	115	115	100	100
Adequate (Y/N)	YES	YES	YES	YES
Existing Plus Project Conditions				
Cycle Length (sec)[1]	7.8	8.5	11.1	13.0
Lanes	1	1	1	1
Volume (vph)	113	113	117	124
Volume (vphpl)	113	113	117	124
95th %. Queue (veh/ln.)	1	1	2	2
95th %. Queue (ft./ln)[2]	25	25	50	50
Storage (ft./ ln.)	115	115	100	100
Adequate (Y/N)	YES	YES	YES	YES

Notes:
[1] Cycle lengths for signalized intersections, and control delays for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued

northbound Madrone Parkway. Vehicles travelling southbound turning right into the driveway along Madrone Parkway or travelling westbound turning right into the southern driveway along Cochrane Road may momentarily slow down traffic in these directions, although these movements are not expected to have a significant effect on traffic operations.

Under project conditions, vehicles turning out of the Madrone Parkway driveway (113 AM and 122 PM peak hour trips, including non-project trips) are expected to have a vehicle delay of 11.1 seconds and 13.0 seconds per vehicle during the AM and PM peak hours, respectively. With a maximum queue of no more than two vehicles, outbound queues at the Madrone Parkway driveway would not affect on-site vehicle circulation.

Sight Distance

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Madrone Parkway and Cochrane Road. Landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is most often the stopping sight distance, which varies depending on roadway speeds.

Madrone Parkway has a posted speed limit of 35 mph. Based on a design speed of 40 mph, the recommended Caltrans' stopping sight distance is 300 feet. Based on the project site plan and observations in the field, the existing driveway has adequate sight distance along northbound and southbound Madrone Parkway.

Cochrane Road has a posted speed limit of 45 mph. Based on a design speed of 50 mph, the recommended Caltrans' stopping sight distance is 430 feet. Based on the project site plan and observations in the field, the existing driveway has adequate sight distance along westbound Cochrane Road.

On-Site Circulation

Drive aisles within the existing parking lot currently measure at least 25 feet wide, which are adequate for two-way vehicular circulation. The site plan also indicates that proposed new parking stalls along the south project frontage would be located along a 30-foot wide drive aisle. As proposed, all drive aisles would exceed the City standard's minimum width of 25 feet and would provide sufficient room for vehicles to back out of adjacent 90-degree parking spaces. Additionally, continuous vehicular circulation would be provided throughout the parking lot and no dead-end aisles are proposed.

Drop-off and Pick-up Operations

The proposed preschool program is scheduled to start at 7:00 AM and end at 6:00 PM. Parents would drop-off and pick-up students anytime during operating hours. Unlike typical K-12 schools which have a regular bell schedule, the proposed preschool would not have a typical AM peak drop-off period and PM peak pick-up period. Student drop-offs would occur at random during morning hours, some of which would overlap with the regular AM peak hour of adjacent street traffic. Student pick-ups would occur at random during afternoon, some of which would overlap with the regular PM peak hour of adjacent street traffic.

Since the proposed project would serve young children, all parents will be required to park on-site and walk their students to and from the proposed facility. It is estimated that on average each vehicle would be parked on site for approximately 10 minutes for each drop-off and pick-up. As proposed, approximately 120 vehicle spaces would be available. It is estimated that the proposed preschool would have 30 full- and part-time employees on different shifts. To be conservative, it is assumed that half of the staff (15 staff members) would drive alone and arrive at the site before 7:00 AM. Thus, 15 spaces would be occupied by the staff and 105 spaces would be available for parents to park their vehicles. Assuming each vehicle would occupy one parking space for 10 minutes on average, each parking space would accommodate 6 vehicles over a one-hour period. In total, the 105 available spaces would accommodate 630 vehicles during the AM peak hour period, which is much greater than the 83 inbound vehicle trips that the project would generate. Therefore, queueing issues would not be expected to occur on the project site, and vehicle queues would not be expected to back up and affect traffic operations within Madrone Village shopping center and surrounding roadways.

Recommendation: The proposed preschool should frequently monitor the parking availability and on-site queuing during the peak drop-off and pick-up periods. In case of a parking shortage or vehicle queuing that extends back to project driveways, the preschool could implement an official staggered student drop-off and pick-up program to ensure sufficient on-site parking is available for parents at all times and eliminate the potential for excessive vehicle queues.

Recommendation: The proposed preschool should encourage teachers/employees to park away from the preschool building. This would ensure the parking stalls closest to the proposed facility would be more readily available for efficient student drop-off/pick-up operations.

Emergency Vehicles and Truck Access and Circulation

It is anticipated that delivery trucks, garbage trucks, and emergency vehicles would require access to the proposed facility's parking lot. The largest vehicle accessing the site would be a firetruck, approximately 40 feet in length. Truck turning templates shown on Figure 2 show that sufficient space would be provided for firetrucks to circulate through the surface parking lot without operational issues.

The site plan shows a proposed trash enclosure in the northwest corner of the surface parking lot. Garbage trucks will have sufficient space to circulate through the surface parking lot without operational issues.

Parking

The City of Morgan Hill parking code (Chapter 18.72.030) requires day care centers to provide one parking space for every 300 s.f. of floor area. With a proposed floor area of 13,730 s.f., the project would be required to provide a minimum of 46 off-street parking spaces. Approximately 120 parking stalls would be available, consisting of approximately 110 existing parking stalls within the Madrone Village shopping center and 10 new parking stalls on-site, which would exceed the City's minimum requirements for off-street parking.

Recommendation: The 10 proposed new parking stalls along the southeast side of the preschool building would be designated for preschool use only and should be clearly marked with posted signage.

Transit, Pedestrian, and Bicycle Facility Evaluation

The nearest VTA bus routes in the project area run along Monterey Road and Cochrane Road. Local Route 87 (Morgan Hill Civic Center to Burnett Avenue) stops at the intersection of Cochrane Road and Sutter Boulevard, approximately 0.2-mile walking distance from the site. Frequent Route 68 and Rapid Route 568 (Gilroy Transit Center to San Jose Diridon Transit Center) serve bus stops at the intersection of Monterey Avenue and Cochrane Road, approximately 0.7-mile walking distance from the project site.

In the vicinity of the project site, there are sidewalks along most roadways and crosswalks provided at signalized intersections. The nearest residential uses are located approximately 1/3-mile from the project site, west of Butterfield Boulevard and south of Cochrane Road. A continuous pedestrian route is provided via sidewalks and crosswalks along Cochrane Road. There are missing sidewalks within the industrial area west of the project site, along Sutter Boulevard and Woodview Avenue. However, these employment uses are not likely to generate significant pedestrian traffic.

There are bike lanes in the project area along Cochrane Road and Sutter Boulevard. The project is not expected to generate a significant amount of bicycle trips since the facility caters to families with young children. Bike trips may be generated by staff members residing locally within Morgan Hill. The demand

generated by the proposed project could be accommodated by the existing bicycle facilities in the vicinity of the project site.

Traffic Study Requirements

The need for the preparation of a comprehensive traffic impact analysis for a particular development is based on its estimated trip generation and its effect on surrounding transportation facilities. The City of Morgan Hill requires the completion of a full traffic impact analysis if one of the following criteria are met:

1. Generates 100 or more net new peak hour trips; except that projects located in the 14-block Downtown Core area are exempt from this requirement. Net new peak hour trips are defined as the number of trips generated by the proposed development minus trips generated by existing development on the project site. (This threshold is consistent with the Valley Transportation Authority (VTA) policy.)

2. Adds 50 to 99 net new peak hour trips to the roadway system where nearby intersections are currently operating at or below the City's LOS standard, or projected to operate at or below the City's LOS standard with traffic added by approved developments; except that projects located in the 14-block Downtown Core area are exempt from this requirement. Adjacent or nearby intersections are defined as intersections to which the proposed development or proposed land use change adds 10 or more vehicle peak hour trips per lane.

3. Creates a transportation issue that City staff requests to have analyzed.

The proposed project will result in the addition of 165 net new AM peak-hour trips and 167 net new PM peak-hour trips to the roadway system under existing plus project conditions.

The results of the intersection level of service analysis show that all study intersections are currently operating at better than the City's LOS standards and the addition of project traffic would not result in the degradation of the study intersections' levels of service during the AM and PM peak hours.

Therefore, the evaluation of trip generation and intersection operations concludes that the proposed project will not result in an adverse effect on operations to intersections in the project area and is consistent with the *Morgan Hill 2035 General Plan* goals and policies. However, City staff ultimately determine the need for traffic studies for new developments.

Primrose Preschool Development

Technical Appendices

October 14, 2025

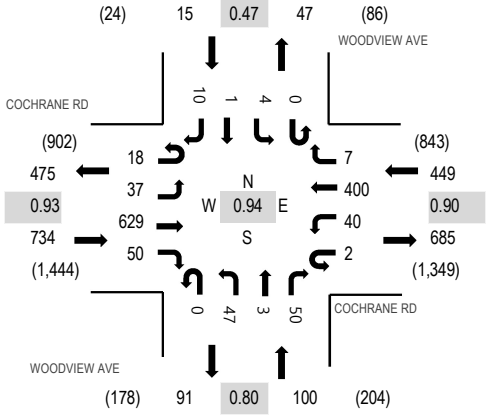
Appendix A

Peak-Hour Traffic Counts

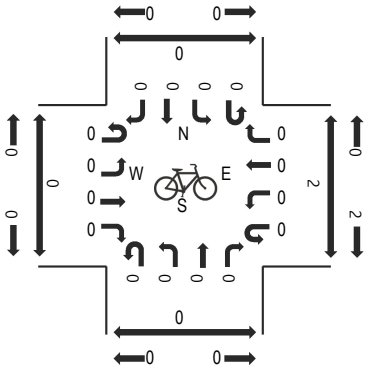
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WOODVIEW AVE & COCHRANE RD AM
Date: Tuesday, March 7, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

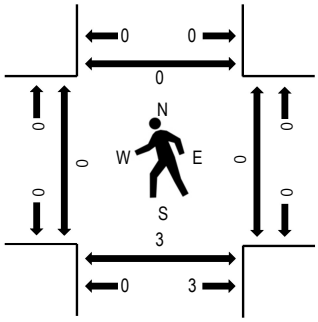
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				WOODVIEW AVE Northbound				WOODVIEW AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	5	3	169	14	0	11	76	0	0	16	0	19	0	0	0	0	313	1,267	0	0	0	0
7:15 AM	16	4	142	12	1	8	98	3	0	13	2	10	0	1	0	2	312	1,280	0	0	0	0
7:30 AM	10	7	171	6	0	12	73	2	0	7	3	6	0	0	1	0	298	1,274	0	0	0	0
7:45 AM	8	8	177	13	0	17	90	0	0	9	0	14	0	2	0	6	344	1,298	0	0	3	0
8:00 AM	5	14	132	13	0	6	118	2	0	18	2	13	0	1	0	2	326	1,248	0	0	0	0
8:15 AM	2	3	159	12	1	6	100	1	0	10	0	10	0	1	0	1	306		0	0	0	0
8:30 AM	3	12	161	12	1	11	92	4	0	10	1	13	0	0	1	1	322		0	0	0	0
8:45 AM	6	7	128	10	0	13	90	7	0	12	1	15	0	2	0	3	294		0	0	1	0

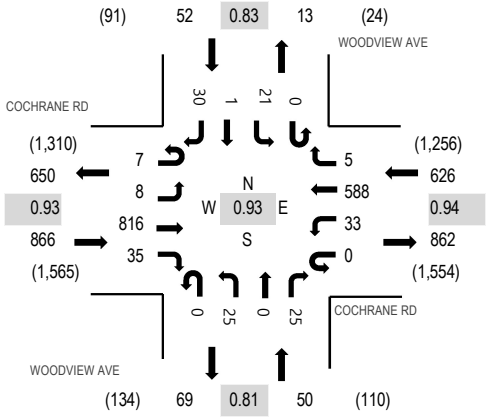
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Lights	18	37	598	49	2	39	389	7	0	47	3	50	0	4	1	10	1,254
Mediums	0	0	24	1	0	1	11	0	0	0	0	0	0	0	0	0	37
Total	18	37	629	50	2	40	400	7	0	47	3	50	0	4	1	10	1,298

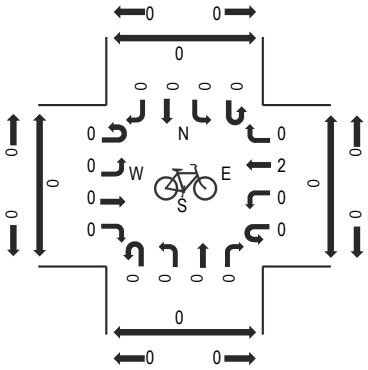
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 WOODVIEW AVE & COCHRANE RD PM
Date: Tuesday, March 7, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

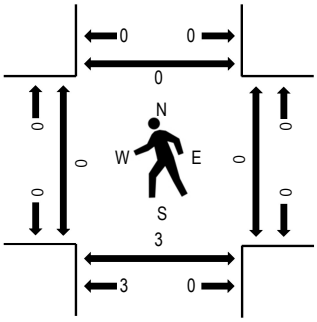
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				WOODVIEW AVE Northbound				WOODVIEW AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	9	1	201	10	0	6	161	2	0	5	1	11	0	1	3	10	421	1,565	0	2	0	1
4:15 PM	2	4	168	5	0	6	129	2	0	9	0	4	0	7	0	7	343	1,573	0	0	0	0
4:30 PM	3	2	220	8	0	9	150	2	0	4	0	11	0	3	0	6	418	1,594	0	0	0	0
4:45 PM	3	4	199	8	0	12	131	0	0	7	0	3	0	7	0	9	383	1,503	0	0	0	0
5:00 PM	0	0	221	9	0	9	161	1	0	7	0	8	0	9	0	4	429	1,457	0	0	1	0
5:15 PM	1	2	176	10	0	3	146	2	0	7	0	3	0	2	1	11	364		0	0	2	0
5:30 PM	1	0	137	7	0	7	155	0	0	7	0	7	0	2	1	3	327		0	0	0	0
5:45 PM	3	0	145	6	0	13	149	0	0	8	1	7	0	2	1	2	337		0	0	0	1

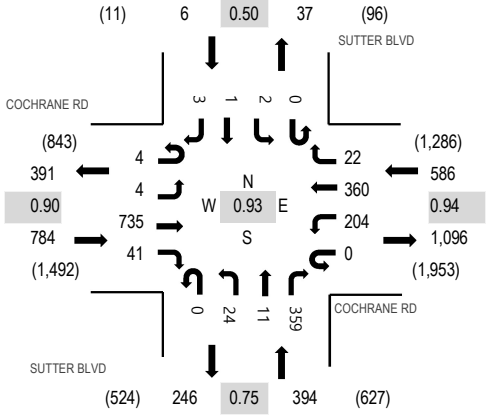
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Lights	6	8	807	35	0	32	581	5	0	24	0	24	0	21	1	30	1,574
Mediums	0	0	6	0	0	1	7	0	0	1	0	1	0	0	0	0	16
Total	7	8	816	35	0	33	588	5	0	25	0	25	0	21	1	30	1,594

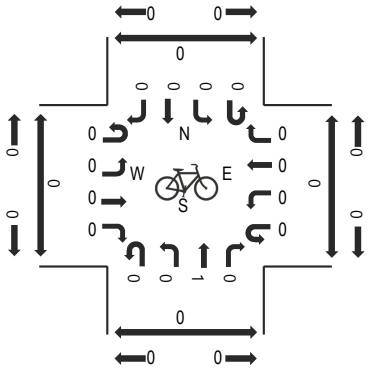
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SUTTER BLVD & COCHRANE RD AM
Date: Tuesday, March 7, 2023
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

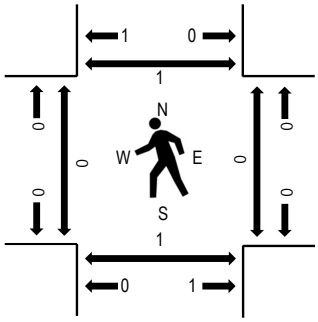
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				SUTTER BLVD Northbound				SUTTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	1	200	11	0	43	77	2	0	8	5	119	0	0	0	1	468	1,770	0	0	0	1
7:15 AM	1	1	158	5	0	53	103	4	0	5	1	90	0	2	0	1	424	1,734	0	0	0	0
7:30 AM	1	0	174	13	0	49	81	8	0	5	1	71	0	0	0	0	403	1,718	0	0	0	0
7:45 AM	1	2	203	12	0	59	99	8	0	6	4	79	0	0	1	1	475	1,733	0	0	1	0
8:00 AM	0	4	165	6	3	66	111	6	0	14	0	56	0	0	0	1	432	1,646	0	0	0	0
8:15 AM	0	2	161	13	0	49	102	15	0	5	4	56	0	0	0	1	408		0	0	0	0
8:30 AM	0	2	181	13	0	58	103	13	0	5	3	40	0	0	0	0	418		0	0	0	0
8:45 AM	0	0	156	5	0	68	96	10	0	13	0	37	0	2	0	1	388		0	0	0	0

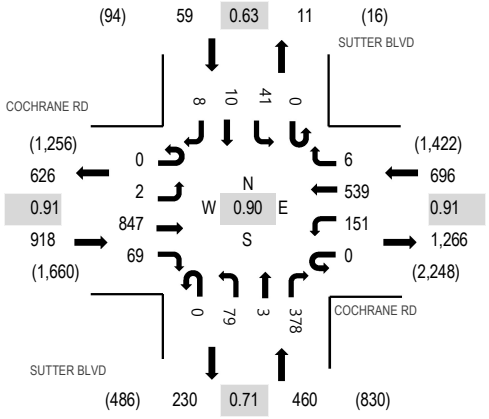
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	1	0	3	2	0	0	0	0	0	0	0	0	0	13
Lights	3	4	709	40	0	199	346	21	0	24	11	344	0	2	1	3	1,707
Mediums	1	0	19	0	0	2	12	1	0	0	0	15	0	0	0	0	50
Total	4	4	735	41	0	204	360	22	0	24	11	359	0	2	1	3	1,770

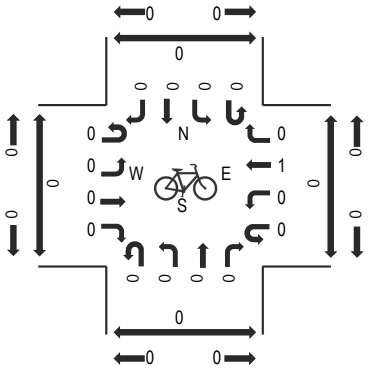
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SUTTER BLVD & COCHRANE RD PM
Date: Tuesday, March 7, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

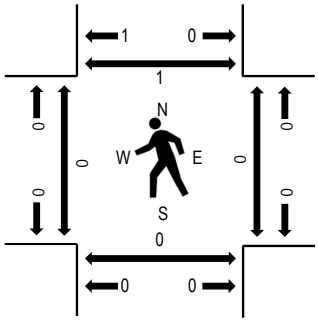
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				SUTTER BLVD Northbound				SUTTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	206	14	0	43	144	1	0	24	1	99	0	10	3	1	546	2,092	0	0	0	1
4:15 PM	4	0	168	16	1	39	113	2	0	19	1	74	0	4	3	1	445	2,129	0	0	0	0
4:30 PM	0	0	219	13	0	42	133	2	0	23	1	145	0	6	3	5	592	2,133	0	0	0	0
4:45 PM	0	1	212	23	0	43	127	2	0	15	1	71	0	10	3	1	509	1,975	0	0	0	1
5:00 PM	0	1	230	21	0	31	147	1	0	22	1	105	0	20	2	2	583	1,914	0	0	0	0
5:15 PM	0	0	186	12	0	35	132	1	0	19	0	57	0	5	2	0	449		0	0	0	0
5:30 PM	0	0	155	13	0	39	144	0	0	16	0	59	0	5	1	2	434		0	0	0	2
5:45 PM	0	0	143	23	1	61	138	0	0	23	0	54	0	3	1	1	448		0	0	0	1

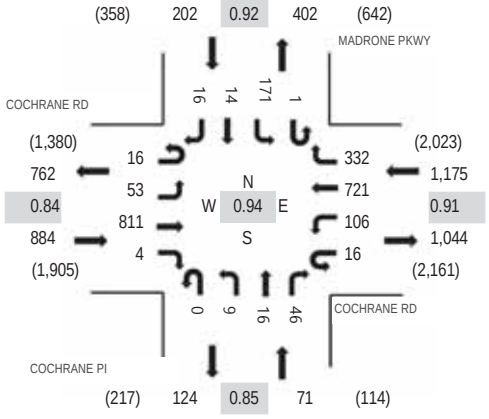
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	5
Lights	0	2	838	69	0	151	532	6	0	78	3	373	0	40	9	8	2,109
Mediums	0	0	5	0	0	0	7	0	0	1	0	4	0	1	1	0	19
Total	0	2	847	69	0	151	539	6	0	79	3	378	0	41	10	8	2,133

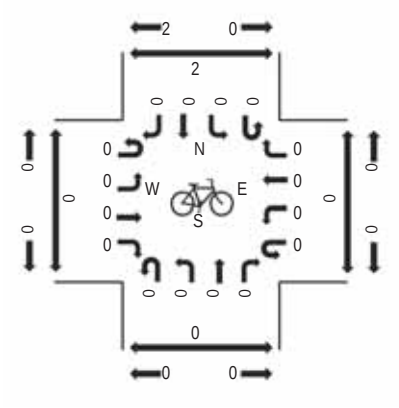
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 37 COCHRANE PI & COCHRANE RD AM
Date: Tuesday, September 26, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

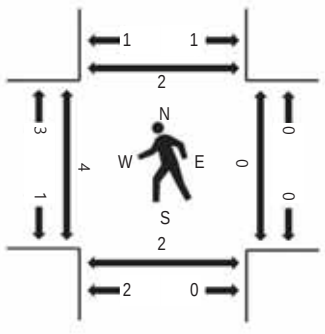
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				COCHRANE PI Northbound				MADRONE PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	13	297	3	1	12	117	39	0	1	2	5	0	27	1	5	524	2,082	0	0	1	1
7:15 AM	7	10	242	0	1	21	158	35	0	3	1	3	0	22	5	3	511	2,179	0	0	0	0
7:30 AM	2	14	237	1	9	8	114	57	0	0	5	9	0	32	4	11	503	2,248	0	0	0	1
7:45 AM	3	9	217	3	1	25	181	44	0	0	5	11	0	39	2	4	544	2,332	1	0	1	0
8:00 AM	5	13	200	0	6	27	191	105	0	2	5	12	0	41	6	8	621	2,318	2	0	0	1
8:15 AM	2	10	191	0	4	20	172	109	0	3	4	14	0	47	4	0	580		1	0	0	1
8:30 AM	6	21	203	1	5	34	177	74	0	4	2	9	1	44	2	4	587		0	0	1	0
8:45 AM	2	6	183	3	3	27	190	56	0	1	2	11	0	35	8	3	530		1	0	0	1

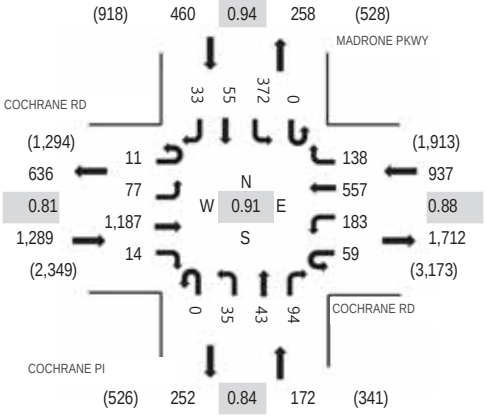
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	10	0	0	0	9	1	0	0	0	0	0	4	0	0	24
Lights	16	53	770	4	16	105	685	324	0	9	16	46	1	161	14	16	2,236
Mediums	0	0	31	0	0	1	27	7	0	0	0	0	0	6	0	0	72
Total	16	53	811	4	16	106	721	332	0	9	16	46	1	171	14	16	2,332

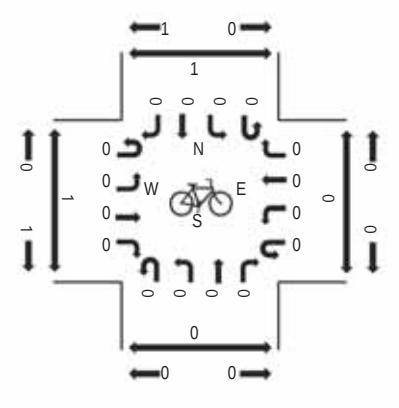
(303) 216-2439
www.alltrafficdata.net

Location: 37 COCHRANE PI & COCHRANE RD PM
Date: Tuesday, September 26, 2023
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

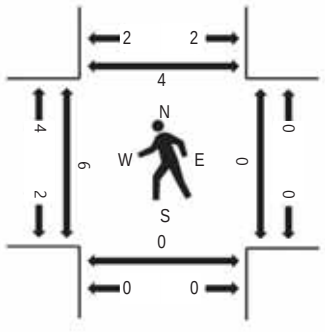
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				COCHRANE PI Northbound				MADRONE PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	6	16	308	4	10	42	153	35	0	9	16	27	0	99	11	12	748	2,858	1	0	0	1
4:15 PM	1	21	269	3	20	53	122	35	0	10	11	28	0	99	8	7	687	2,825	1	0	0	1
4:30 PM	0	16	380	2	11	47	151	32	0	4	6	18	0	99	11	9	786	2,848	2	0	0	1
4:45 PM	4	24	230	5	18	41	131	36	0	12	10	21	0	75	25	5	637	2,676	2	0	0	1
5:00 PM	3	16	295	3	14	51	131	35	0	11	17	20	1	104	8	6	715	2,663	1	0	0	0
5:15 PM	3	26	245	13	21	53	155	36	0	9	2	23	1	99	12	12	710		3	0	0	0
5:30 PM	5	21	206	7	17	42	115	30	0	14	15	24	0	98	13	7	614		2	0	0	0
5:45 PM	2	23	182	10	22	52	164	38	0	10	9	15	0	76	10	11	624		0	0	0	1

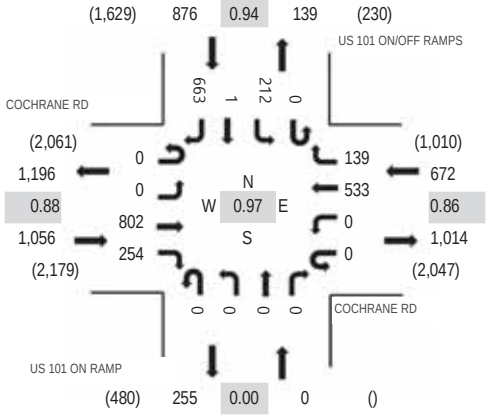
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	8	0	0	0	0	0	0	2	0	0	15
Lights	11	76	1,163	14	59	181	537	137	0	35	43	93	0	368	55	33	2,805
Mediums	0	1	19	0	0	2	12	1	0	0	0	1	0	2	0	0	38
Total	11	77	1,187	14	59	183	557	138	0	35	43	94	0	372	55	33	2,858

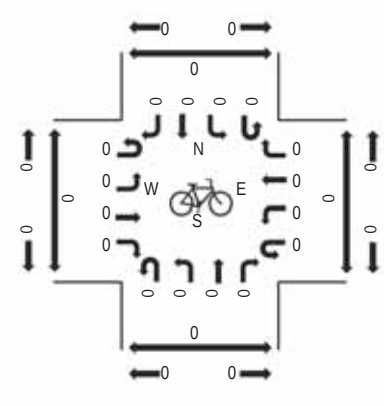
(303) 216-2439
www.alltrafficdata.net

Location: 57 US 101 ON RAMP & COCHRANE RD AM
Date: Tuesday, September 26, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

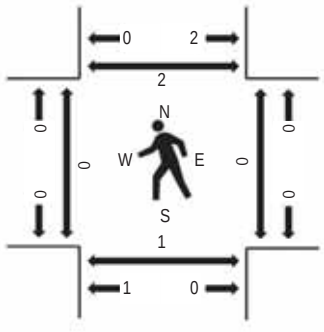
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US 101 ON RAMP Northbound				US 101 ON/OFF RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	282	47	0	0	32	14	0	0	0	0	0	30	0	139	544	2,256	0	0	0	0
7:15 AM	1	0	225	42	0	0	60	23	0	0	0	0	0	24	0	169	544	2,381	0	0	1	1
7:30 AM	0	0	204	76	0	0	62	27	0	0	0	0	0	34	0	124	527	2,500	0	0	1	0
7:45 AM	0	0	212	64	0	0	90	41	0	0	0	0	0	66	0	168	641	2,604	0	0	0	0
8:00 AM	0	0	199	52	0	0	159	36	0	0	0	0	0	50	0	173	669	2,562	0	0	0	0
8:15 AM	0	0	208	68	0	0	143	27	0	0	0	0	0	45	0	172	663		0	0	0	1
8:30 AM	0	0	183	70	0	0	141	35	0	0	0	0	0	51	1	150	631		0	0	1	1
8:45 AM	0	0	186	60	0	0	93	27	0	0	0	0	0	48	0	185	599		0	0	0	0

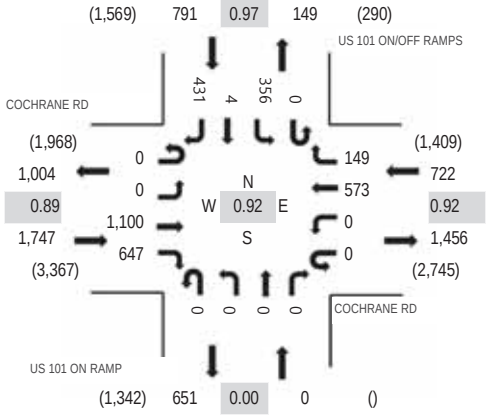
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	13	0	0	5	3	0	0	0	0	0	4	0	5	31
Lights	0	0	776	227	0	0	511	134	0	0	0	0	0	200	1	638	2,487
Mediums	0	0	25	14	0	0	17	2	0	0	0	0	0	8	0	20	86
Total	0	0	802	254	0	0	533	139	0	0	0	0	0	212	1	663	2,604

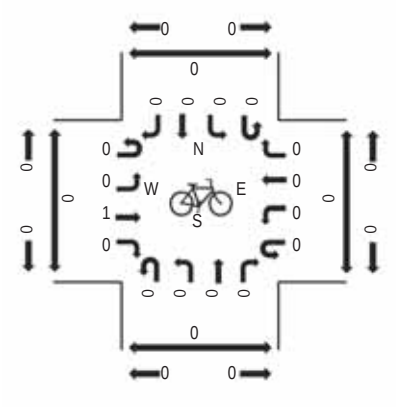
(303) 216-2439
www.alltrafficdata.net

Location: 57 US 101 ON RAMP & COCHRANE RD PM
Date: Tuesday, September 26, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

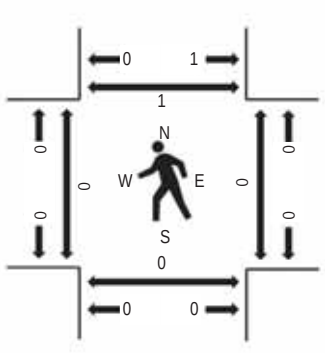
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US 101 ON RAMP Northbound				US 101 ON/OFF RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	298	162	0	0	136	28	0	0	0	0	0	66	0	121	811	3,205	0	0	0	1
4:15 PM	0	0	210	212	0	0	157	40	0	0	0	0	0	84	1	84	788	3,245	0	0	0	0
4:30 PM	0	0	322	173	0	0	148	35	0	0	0	0	0	95	0	111	884	3,260	0	0	0	0
4:45 PM	0	0	239	139	0	0	130	34	0	0	0	0	0	83	4	93	722	3,144	0	0	0	1
5:00 PM	0	0	294	180	0	0	147	35	0	0	0	0	0	82	0	113	851	3,140	0	0	0	0
5:15 PM	0	0	245	155	0	0	148	45	0	0	0	0	0	96	0	114	803		0	0	0	0
5:30 PM	0	0	226	180	0	0	116	33	0	0	0	0	0	112	0	101	768		0	0	0	0
5:45 PM	0	0	196	136	0	0	137	40	0	0	0	0	0	97	0	112	718		0	0	0	1

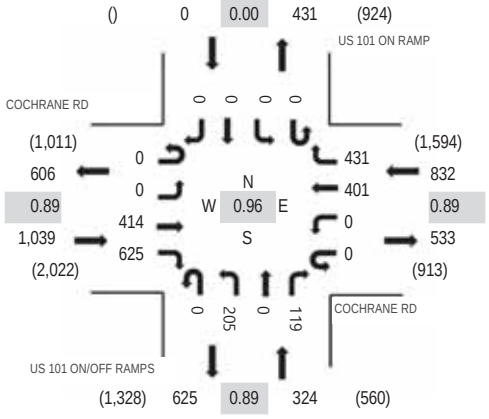
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	5	0	0	4	1	0	0	0	0	0	3	0	0	16
Lights	0	0	1,083	639	0	0	560	145	0	0	0	0	0	351	4	425	3,207
Mediums	0	0	14	3	0	0	9	3	0	0	0	0	0	2	0	6	37
Total	0	0	1,100	647	0	0	573	149	0	0	0	0	0	356	4	431	3,260

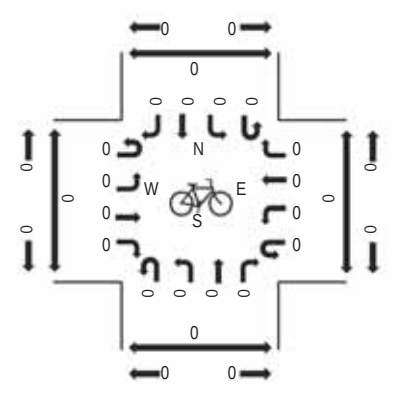
(303) 216-2439
www.alltrafficdata.net

Location: 56 US 101 ON/OFF RAMPS & COCHRANE RD AM
Date: Thursday, September 21, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

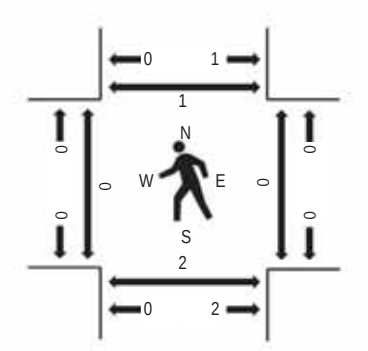
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US 101 ON/OFF RAMPS Northbound				US 101 ON RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	40	262	0	0	41	187	0	6	0	8	0	0	0	0	544	2,103	0	0	0	0
7:15 AM	0	0	47	207	0	0	58	145	0	25	1	16	0	0	0	0	499	2,128	0	0	1	0
7:30 AM	0	0	64	197	0	0	72	158	0	27	0	19	0	0	0	0	537	2,195	0	0	0	0
7:45 AM	0	0	91	169	0	0	93	89	0	54	0	27	0	0	0	0	523	2,146	0	0	1	0
8:00 AM	0	0	106	130	0	0	133	109	0	59	0	32	0	0	0	0	569	2,073	0	0	0	0
8:15 AM	0	0	153	129	0	0	103	75	0	65	0	41	0	0	0	0	566		0	0	1	1
8:30 AM	0	0	109	112	0	0	91	97	0	43	0	36	0	0	0	0	488		0	0	0	0
8:45 AM	0	0	84	122	0	0	80	63	0	61	0	40	0	0	0	0	450		0	0	1	0

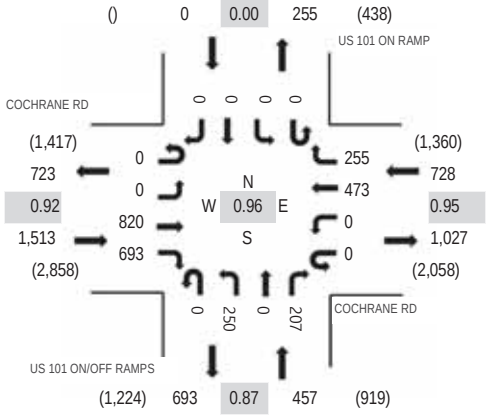
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	19	0	0	4	7	0	3	0	1	0	0	0	0	37
Lights	0	0	398	583	0	0	383	416	0	198	0	113	0	0	0	0	2,091
Mediums	0	0	13	23	0	0	14	8	0	4	0	5	0	0	0	0	67
Total	0	0	414	625	0	0	401	431	0	205	0	119	0	0	0	0	2,195

(303) 216-2439
www.alltrafficdata.net

Location: 56 US 101 ON/OFF RAMPS & COCHRANE RD PM
Date: Thursday, September 21, 2023
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

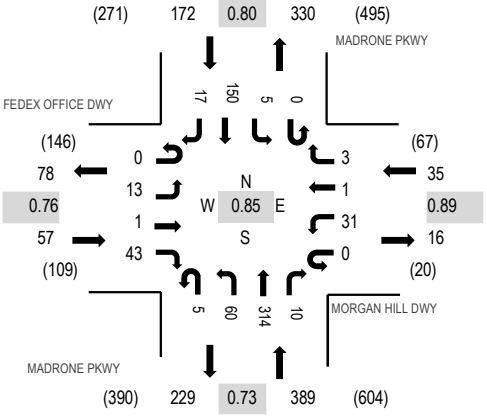
Peak Hour - Motorized Vehicles


()
0
0.00
255
(438)
US 101 ON RAMP
COCHRANE RD
(1,417)
(1,360)
723
728
0.92
0.95
1,513
1,027
(2,858)
(2,058)
820
693
473
0
0
0

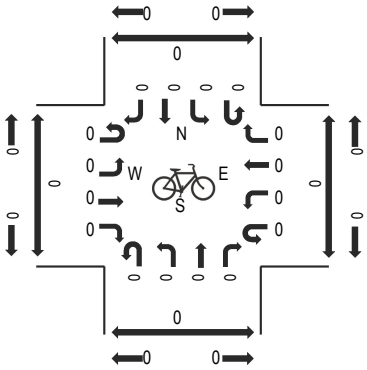
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 MADRONE PKWY & MORGAN HILL DWY AM
Date: Tuesday, August 19, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

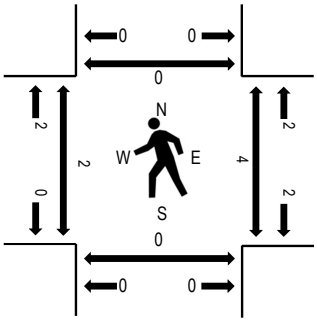
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FEDEX OFFICE DWY Eastbound				MORGAN HILL DWY Westbound				MADRONE PKWY Northbound				MADRONE PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	1	12	0	5	5	0	4	12	32	0	0	0	14	3	90	429	5	2	0	0
7:15 AM	0	3	1	10	0	7	0	0	0	15	31	0	0	0	14	2	83	530	0	0	0	0
7:30 AM	0	1	0	10	0	8	1	2	2	11	35	0	0	0	39	4	113	632	2	1	0	0
7:45 AM	0	2	1	8	0	10	0	1	0	18	63	1	0	1	34	4	143	653	2	0	0	0
8:00 AM	0	6	0	8	0	6	0	0	2	9	121	1	0	1	33	4	191	622	0	0	0	0
8:15 AM	0	2	0	17	0	9	0	0	2	17	80	3	0	1	49	5	185		0	4	0	0
8:30 AM	0	3	0	10	0	6	1	2	1	16	50	5	0	2	34	4	134		0	0	0	0
8:45 AM	0	4	1	7	0	4	0	0	5	12	55	1	0	0	20	3	112		1	0	0	0

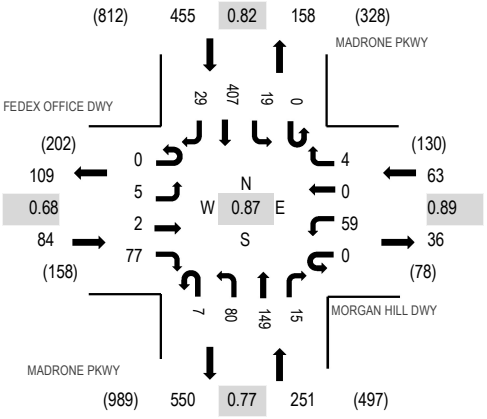
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	3
Lights	0	13	1	42	0	30	1	3	5	58	310	10	0	5	141	17	636
Mediums	0	0	0	1	0	0	0	0	0	2	3	0	0	0	8	0	14
Total	0	13	1	43	0	31	1	3	5	60	314	10	0	5	150	17	653

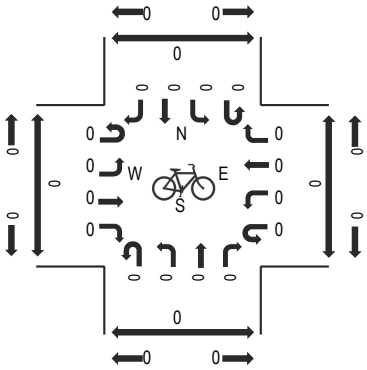
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 MADRONE PKWY & MORGAN HILL DWY PM
Date: Tuesday, August 19, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

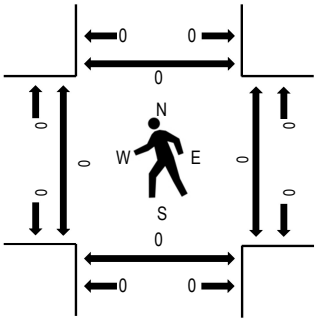
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FEDEX OFFICE DWY Eastbound				MORGAN HILL DWY Westbound				MADRONE PKWY Northbound				MADRONE PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	1	27	0	12	0	0	3	30	44	4	0	4	104	13	245	853	0	0	0	0
4:15 PM	0	1	0	20	0	18	0	1	0	19	33	2	0	8	99	6	207	800	0	0	0	0
4:30 PM	0	0	1	18	0	11	0	2	0	12	38	6	0	4	132	3	227	767	0	0	0	0
4:45 PM	0	1	0	12	0	18	0	1	4	19	34	3	0	3	72	7	174	734	0	0	0	0
5:00 PM	0	2	0	14	0	13	0	4	0	11	40	4	0	3	92	9	192	744	0	0	0	0
5:15 PM	0	0	0	14	0	17	0	2	4	15	40	5	0	3	71	3	174		0	0	0	0
5:30 PM	0	1	0	18	0	9	0	3	3	19	39	3	0	8	86	5	194		0	0	0	0
5:45 PM	0	3	0	22	0	13	1	5	5	20	31	7	0	9	58	10	184		0	0	0	0

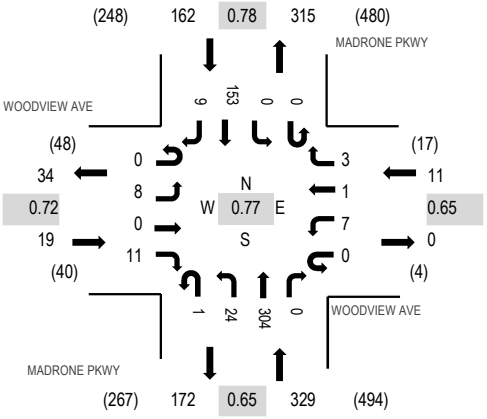
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	5	2	76	0	59	0	4	7	79	146	13	0	19	404	27	841
Mediums	0	0	0	1	0	0	0	0	0	1	2	2	0	0	3	2	11
Total	0	5	2	77	0	59	0	4	7	80	149	15	0	19	407	29	853

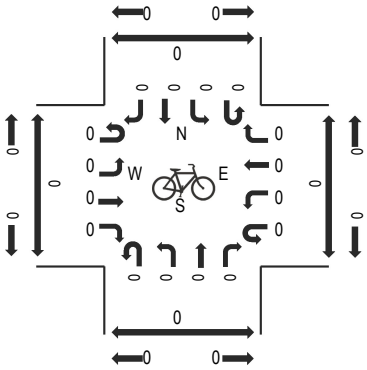
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 MADRONE PKWY & WOODVIEW AVE AM
Date: Tuesday, August 19, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

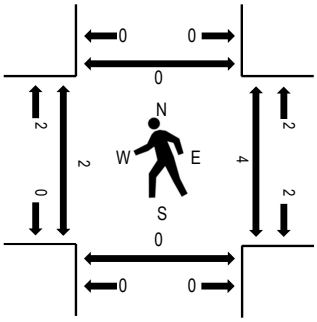
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WOODVIEW AVE Eastbound				WOODVIEW AVE Westbound				MADRONE PKWY Northbound				MADRONE PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	0	2	0	1	1	1	0	3	30	0	0	1	12	0	53	305	0	2	0	0
7:15 AM	0	3	0	2	0	0	0	0	0	0	36	0	0	0	14	0	55	421	0	0	0	0
7:30 AM	1	2	1	2	0	2	0	1	0	4	33	1	0	0	39	0	86	509	3	0	1	0
7:45 AM	0	5	0	3	0	3	0	2	0	4	59	0	0	0	35	0	111	521	2	0	0	0
8:00 AM	0	1	0	2	0	1	0	1	0	7	120	0	0	0	32	5	169	494	0	0	0	0
8:15 AM	0	1	0	3	0	2	1	0	0	4	80	0	0	0	50	2	143		0	4	0	0
8:30 AM	0	1	0	3	0	1	0	0	1	9	45	0	0	0	36	2	98		0	0	0	0
8:45 AM	0	3	0	3	0	0	0	0	1	4	53	0	1	1	17	1	84		0	0	0	0

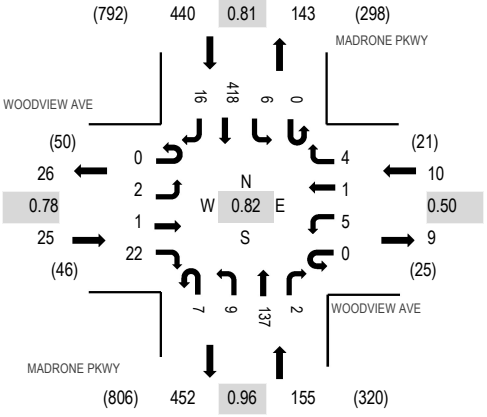
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
Lights	0	7	0	11	0	6	1	3	1	24	300	0	0	0	145	9	507
Mediums	0	1	0	0	0	0	0	0	0	0	3	0	0	0	8	0	12
Total	0	8	0	11	0	7	1	3	1	24	304	0	0	0	153	9	521

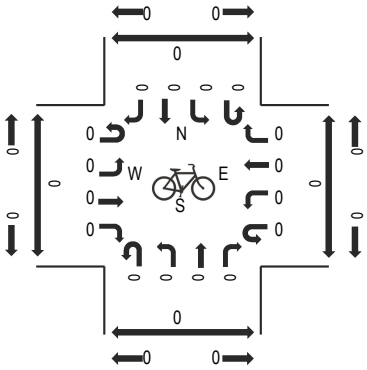
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 MADRONE PKWY & WOODVIEW AVE PM
Date: Tuesday, August 19, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

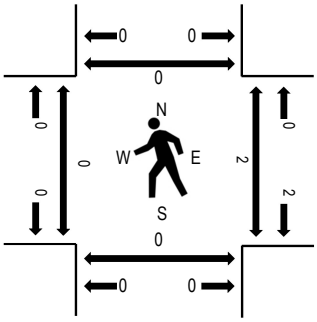
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WOODVIEW AVE Eastbound				WOODVIEW AVE Westbound				MADRONE PKWY Northbound				MADRONE PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	1	7	0	0	0	2	4	3	38	0	0	1	110	4	170	630	0	2	0	0
4:15 PM	0	0	0	4	0	0	0	0	0	0	34	0	0	1	108	2	149	615	0	0	0	0
4:30 PM	0	1	0	7	0	4	0	2	1	4	36	0	0	1	127	8	191	598	0	0	0	0
4:45 PM	0	1	0	4	0	1	1	0	2	2	29	2	0	3	73	2	120	550	0	0	0	0
5:00 PM	0	2	0	6	0	0	1	1	2	0	41	0	0	0	94	8	155	549	0	0	0	0
5:15 PM	0	1	0	3	0	1	0	1	1	2	37	1	0	10	72	3	132		0	0	0	0
5:30 PM	0	0	0	2	0	5	0	0	2	1	37	2	0	2	91	1	143		0	0	0	0
5:45 PM	0	2	0	5	0	0	1	1	3	4	32	0	0	1	67	3	119		2	0	0	0

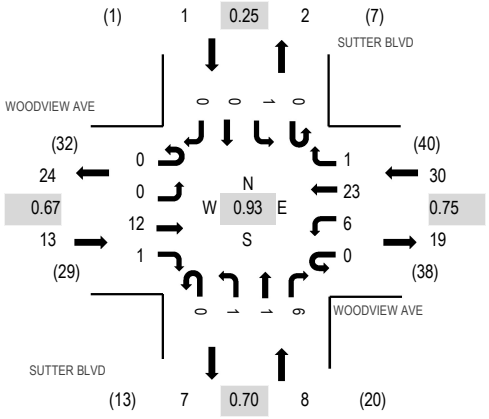
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	2	1	21	0	5	1	4	7	9	134	2	0	6	414	16	622
Mediums	0	0	0	1	0	0	0	0	0	0	2	0	0	0	4	0	7
Total	0	2	1	22	0	5	1	4	7	9	137	2	0	6	418	16	630

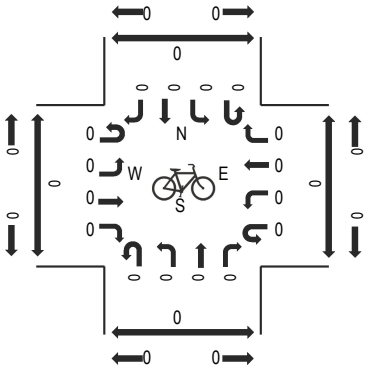
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 SUTTER BLVD & WOODVIEW AVE AM
Date: Tuesday, August 19, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

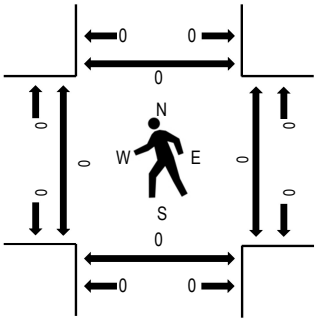
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WOODVIEW AVE Eastbound				WOODVIEW AVE Westbound				SUTTER BLVD Northbound				SUTTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	3	0	0	1	3	0	0	0	0	1	0	0	0	0	8	40	0	0	0	2
7:15 AM	0	1	2	1	0	0	1	0	0	0	2	3	0	0	0	0	10	45	0	0	0	0
7:30 AM	0	1	2	0	0	1	1	0	0	1	1	3	0	0	0	0	10	49	0	0	0	0
7:45 AM	0	0	5	1	0	0	3	0	0	0	1	2	0	0	0	0	12	52	0	0	0	0
8:00 AM	0	0	3	0	0	1	8	1	0	0	0	0	0	0	0	0	13	50	0	0	0	0
8:15 AM	0	0	3	0	0	3	5	0	0	1	0	1	0	1	0	0	14		0	0	0	0
8:30 AM	0	0	1	0	0	2	7	0	0	0	0	3	0	0	0	0	13		0	0	0	0
8:45 AM	0	0	4	2	0	1	2	0	0	0	0	1	0	0	0	0	10		0	0	0	0

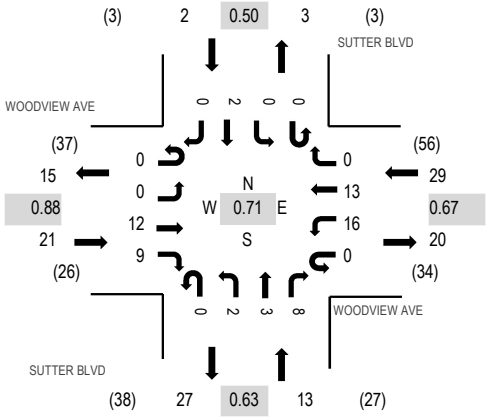
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	12	1	0	6	23	1	0	1	1	6	0	0	0	0	51
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	12	1	0	6	23	1	0	1	1	6	0	1	0	0	52

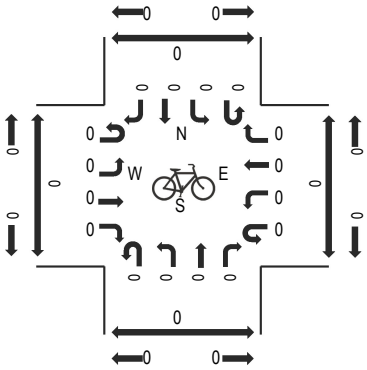
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 SUTTER BLVD & WOODVIEW AVE PM
Date: Tuesday, August 19, 2025
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

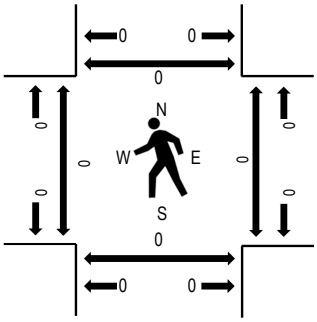
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WOODVIEW AVE Eastbound				WOODVIEW AVE Westbound				SUTTER BLVD Northbound				SUTTER BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	3	3	0	6	4	0	0	0	0	2	0	0	1	0	19	65	0	0	0	0
4:15 PM	0	0	2	3	0	2	1	0	0	0	2	2	0	0	1	0	13	62	0	0	0	0
4:30 PM	0	0	3	2	0	6	6	0	0	2	1	3	0	0	0	0	23	60	0	0	0	0
4:45 PM	0	0	4	1	0	2	2	0	0	0	0	1	0	0	0	0	10	41	0	0	0	0
5:00 PM	0	0	1	0	0	4	6	0	0	2	0	2	0	1	0	0	16	47	0	0	0	2
5:15 PM	0	0	1	1	0	2	4	0	0	1	0	2	0	0	0	0	11		0	0	0	0
5:30 PM	0	0	0	0	0	2	0	0	0	1	0	1	0	0	0	0	4		0	0	0	0
5:45 PM	0	0	1	1	0	1	8	0	0	0	0	5	0	0	0	0	16		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
Lights	0	0	12	9	0	15	13	0	0	0	3	7	0	0	2	0	61
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	12	9	0	16	13	0	0	2	3	8	0	0	2	0	65

Appendix B

Volumes Summary

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 1 78091 104
Intersection Name: Woodview Avenue/Skipper Lane and Cochrane Road
Peak Hour: AM
Count Date: 03/07/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**10**	**1**	**4**	**7**	**400**	**42**	**50**	**3**	**47**	**50**	**629**	**55**	**1,298**
Model - 2023 (Ex Net) (b)	*10*	*0*	*14*	*55*	*609*	*0*	*0*	*0*	*3*	*5*	*1,097*	*40*	*1,833*
Model - 2035 No Project (Ex Net) (c)	*10*	*0*	*14*	*53*	*612*	*37*	*22*	*1*	*25*	*23*	*1,197*	*78*	*2,073*
Model - 2050 (Ex Net) (d)	*11*	*1*	*13*	*51*	*616*	*84*	*49*	*2*	*52*	*45*	*1,323*	*126*	*2,373*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*11*	*1*	*13*	*51*	*616*	*84*	*49*	*2*	*52*	*45*	*1,323*	*126*	*2,373*
Year 2035 Cumulative without Project Conditions	**10**	**1**	**4**	**7**	**403**	**79**	**72**	**4**	**69**	**68**	**729**	**93**	**1,540**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*48*	*0*	*61*
Existing Plus Project Conditions	**10**	**1**	**4**	**7**	**413**	**42**	**50**	**3**	**47**	**50**	**677**	**55**	**1,359**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**10**	**1**	**4**	**7**	**416**	**79**	**72**	**4**	**69**	**68**	**777**	**93**	**1,601**
=(k)+(m)													

Int.#[Model#](Traffix#) 2 78092 105
Intersection Name: Sutter Boulevard and Cochrane Road
Peak Hour: AM
Count Date: 03/07/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**3**	**1**	**2**	**22**	**360**	**204**	**359**	**11**	**24**	**41**	**735**	**8**	**1,770**
Model - 2023 (Ex Net) (b)	*7*	*2*	*13*	*39*	*617*	*307*	*99*	*2*	*39*	*64*	*1,022*	*24*	*2,235*
Model - 2035 No Project (Ex Net) (c)	*8*	*2*	*13*	*42*	*621*	*316*	*183*	*8*	*73*	*70*	*1,138*	*24*	*2,499*
Model - 2050 (Ex Net) (d)	*10*	*2*	*12*	*45*	*627*	*328*	*289*	*15*	*115*	*78*	*1,284*	*24*	*2,829*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*10*	*2*	*12*	*45*	*627*	*328*	*289*	*15*	*115*	*78*	*1,284*	*24*	*2,829*
Year 2035 Cumulative without Project Conditions	**4**	**1**	**2**	**25**	**364**	**213**	**443**	**17**	**58**	**47**	**851**	**8**	**2,034**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*13*	*6*	*0*	*0*	*0*	*0*	*48*	*0*	*67*
Existing Plus Project Conditions	**3**	**1**	**2**	**22**	**373**	**210**	**359**	**11**	**24**	**41**	**783**	**8**	**1,837**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**4**	**1**	**2**	**25**	**377**	**219**	**443**	**17**	**58**	**47**	**899**	**8**	**2,101**
=(k)+(m)													

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 3 78082 106
Intersection Name: Madrone Parkway/Cochrane Plaza and Cochrane Road
Peak Hour: AM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**16**	**14**	**172**	**332**	**721**	**122**	**46**	**16**	**9**	**4**	**811**	**69**	**2,332**
Model - 2023 (Ex Net) (b)	*15*	*7*	*68*	*206*	*948*	*125*	*79*	*6*	*0*	*0*	*1,036*	*99*	*2,589*
Model - 2035 No Project (Ex Net) (c)	*19*	*6*	*74*	*336*	*960*	*123*	*78*	*7*	*0*	*0*	*1,253*	*82*	*2,938*
Model - 2050 (Ex Net) (d)	*25*	*4*	*81*	*499*	*976*	*120*	*76*	*8*	*0*	*0*	*1,525*	*61*	*3,375*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*25*	*4*	*81*	*499*	*976*	*120*	*76*	*8*	*0*	*0*	*1,525*	*61*	*3,375*
Year 2035 Cumulative without Project Conditions	**20**	**14**	**178**	**462**	**733**	**122**	**46**	**17**	**9**	**4**	**1,028**	**69**	**2,703**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*53*	*0*	*22*	*0*	*0*	*0*	*0*	*0*	*0*	*48*	*123*
Existing Plus Project Conditions	**16**	**14**	**225**	**332**	**743**	**122**	**46**	**16**	**9**	**4**	**811**	**117**	**2,455**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**20**	**14**	**231**	**462**	**755**	**122**	**46**	**17**	**9**	**4**	**1,028**	**117**	**2,826**
=(k)+(m)													

Int.#[Model#](Traffix#) 4 77910 107
Intersection Name: US 101 SB Ramps and Cochrane Road
Peak Hour: AM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**663**	**0**	**212**	**139**	**533**	**0**	**0**	**0**	**0**	**254**	**802**	**0**	**2,603**
Model - 2023 (Ex Net) (b)	*674*	*0*	*151*	*183*	*607*	*0*	*0*	*0*	*0*	*271*	*914*	*0*	*2,800*
Model - 2035 No Project (Ex Net) (c)	*721*	*0*	*228*	*222*	*698*	*0*	*0*	*0*	*0*	*295*	*1,110*	*0*	*3,275*
Model - 2050 (Ex Net) (d)	*780*	*0*	*325*	*270*	*811*	*0*	*0*	*0*	*0*	*326*	*1,356*	*0*	*3,868*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*780*	*0*	*325*	*270*	*811*	*0*	*0*	*0*	*0*	*326*	*1,356*	*0*	*3,868*
Year 2035 Cumulative without Project Conditions	**710**	**0**	**289**	**178**	**624**	**0**	**0**	**0**	**0**	**278**	**998**	**0**	**3,078**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*22*	*0*	*0*	*0*	*0*	*8*	*44*	*0*	*74*
Existing Plus Project Conditions	**663**	**0**	**212**	**139**	**555**	**0**	**0**	**0**	**0**	**262**	**846**	**0**	**2,677**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**710**	**0**	**289**	**178**	**646**	**0**	**0**	**0**	**0**	**286**	**1,042**	**0**	**3,152**
=(k)+(m)													

Int.#[Model#](Traffix#) 5 77920 108
Intersection Name: US 101 NB Ramps and Cochrane Road
Peak Hour: AM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**0**	**0**	**431**	**401**	**0**	**119**	**0**	**205**	**625**	**414**	**0**	**2,195**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*777*	*583*	*0*	*128*	*0*	*206*	*650*	*414*	*0*	*2,758*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*966*	*731*	*0*	*120*	*0*	*188*	*766*	*571*	*0*	*3,343*
Model - 2050 (Ex Net) (d)	*0*	*0*	*0*	*1,202*	*915*	*0*	*111*	*0*	*166*	*912*	*768*	*0*	*4,074*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*1,202*	*915*	*0*	*111*	*0*	*166*	*912*	*768*	*0*	*4,074*
Year 2035 Cumulative without Project Conditions	**0**	**0**	**0**	**620**	**549**	**0**	**119**	**0**	**205**	**741**	**571**	**0**	**2,805**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*22*	*0*	*0*	*0*	*0*	*39*	*6*	*0*	*67*
Existing Plus Project Conditions	**0**	**0**	**0**	**431**	**423**	**0**	**119**	**0**	**205**	**664**	**420**	**0**	**2,262**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**0**	**0**	**0**	**620**	**571**	**0**	**119**	**0**	**205**	**780**	**577**	**0**	**2,872**
=(k)+(m)													

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 6 78080 700
Intersection Name: Sutter Boulevard/Driveway and Woodview Avenue
Peak Hour: AM
Count Date: 08/19/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**0**	**1**	**1**	**23**	**6**	**6**	**1**	**1**	**1**	**12**	**0**	**52**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*1*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*0*	*1*	*0*	*9*	*0*	*0*	*2*	*36*	*0*	*48*
Model - 2050 (Ex Net) (d)	*0*	*0*	*0*	*0*	*2*	*0*	*21*	*0*	*0*	*4*	*80*	*0*	*107*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*0*	*2*	*0*	*21*	*0*	*0*	*4*	*80*	*0*	*107*
Year 2035 Cumulative without Project Conditions	**0**	**0**	**1**	**1**	**24**	**6**	**15**	**1**	**1**	**2**	**48**	**0**	**99**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Plus Project Conditions	**0**	**0**	**1**	**1**	**23**	**6**	**6**	**1**	**1**	**1**	**12**	**0**	**52**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**0**	**0**	**1**	**1**	**24**	**6**	**15**	**1**	**1**	**2**	**48**	**0**	**99**
=(k)+(m)													

Int.#[Model#](Traffix#) 7 78125 701
Intersection Name: Madrone Parkway and Woodview Avenue/Driveway
Peak Hour: AM
Count Date: 08/19/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**9**	**153**	**0**	**3**	**1**	**7**	**0**	**304**	**25**	**11**	**0**	**8**	**521**
Model - 2023 (Ex Net) (b)	*0*	*19*	*0*	*0*	*0*	*0*	*0*	*149*	*0*	*0*	*0*	*0*	*168*
Model - 2035 No Project (Ex Net) (c)	*0*	*35*	*0*	*0*	*0*	*0*	*0*	*269*	*0*	*2*	*0*	*38*	*344*
Model - 2050 (Ex Net) (d)	*0*	*55*	*0*	*0*	*0*	*0*	*0*	*419*	*1*	*4*	*0*	*86*	*565*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*0*	*55*	*0*	*0*	*0*	*0*	*0*	*419*	*1*	*4*	*0*	*86*	*565*
Year 2035 Cumulative without Project Conditions	**9**	**169**	**0**	**3**	**1**	**7**	**0**	**424**	**25**	**13**	**0**	**46**	**697**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*17*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*24*
Existing Plus Project Conditions	**9**	**170**	**0**	**3**	**1**	**7**	**0**	**311**	**25**	**11**	**0**	**8**	**545**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**9**	**186**	**0**	**3**	**1**	**7**	**0**	**431**	**25**	**13**	**0**	**46**	**721**
=(k)+(m)													

Int.#[Model#](Traffix#) 8 78128 702
Intersection Name: Madrone Parkway and Project Dwy/Dwy
Peak Hour: AM
Count Date: 08/19/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**17**	**150**	**5**	**3**	**1**	**31**	**10**	**314**	**65**	**43**	**1**	**13**	**653**
Model - 2023 (Ex Net) (b)	*0*	*18*	*0*	*2*	*0*	*34*	*99*	*143*	*69*	*35*	*0*	*3*	*403*
Model - 2035 No Project (Ex Net) (c)	*3*	*30*	*3*	*3*	*0*	*34*	*96*	*262*	*66*	*35*	*0*	*3*	*535*
Model - 2050 (Ex Net) (d)	*7*	*45*	*7*	*4*	*0*	*33*	*93*	*410*	*63*	*34*	*0*	*4*	*700*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*7*	*45*	*7*	*4*	*0*	*33*	*93*	*410*	*63*	*34*	*0*	*4*	*700*
Year 2035 Cumulative without Project Conditions	**20**	**162**	**8**	**4**	**1**	**31**	**10**	**433**	**65**	**43**	**1**	**13**	**791**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*17*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*48*	*53*	*0*	*7*	*125*
Existing Plus Project Conditions	**34**	**150**	**5**	**3**	**1**	**31**	**10**	**314**	**113**	**96**	**1**	**20**	**778**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**37**	**162**	**8**	**4**	**1**	**31**	**10**	**433**	**113**	**96**	**1**	**20**	**916**
=(k)+(m)													

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 1 78091 104
Intersection Name: Woodview Avenue/Skipper Lane and Cochrane Road
Peak Hour: PM
Count Date: 03/07/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**30**	**1**	**21**	**5**	**588**	**33**	**25**	**0**	**25**	**35**	**816**	**15**	**1,594**
Model - 2023 (Ex Net) (b)	*55*	*0*	*62*	*27*	*890*	*0*	*0*	*0*	*19*	*4*	*512*	*21*	*1,590*
Model - 2035 No Project (Ex Net) (c)	*96*	*3*	*57*	*25*	*769*	*31*	*59*	*1*	*98*	*23*	*448*	*25*	*1,634*
Model - 2050 (Ex Net) (d)	*148*	*6*	*51*	*23*	*617*	*69*	*132*	*3*	*196*	*47*	*368*	*29*	*1,689*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*148*	*6*	*51*	*23*	*617*	*69*	*132*	*3*	*196*	*47*	*368*	*29*	*1,689*
Year 2035 Cumulative without Project Conditions	**71**	**4**	**21**	**5**	**588**	**64**	**84**	**1**	**104**	**54**	**816**	**19**	**1,830**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*49*	*0*	*0*	*0*	*0*	*0*	*13*	*0*	*62*
Existing Plus Project Conditions	**30**	**1**	**21**	**5**	**637**	**33**	**25**	**0**	**25**	**35**	**829**	**15**	**1,656**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**71**	**4**	**21**	**5**	**637**	**64**	**84**	**1**	**104**	**54**	**829**	**19**	**1,892**
=(k)+(m)													

Int.#[Model#](Traffix#) 2 78092 105
Intersection Name: Sutter Boulevard and Cochrane Road
Peak Hour: PM
Count Date: 03/07/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**8**	**10**	**41**	**6**	**539**	**151**	**378**	**3**	**79**	**69**	**847**	**2**	**2,133**
Model - 2023 (Ex Net) (b)	*35*	*6*	*50*	*19*	*765*	*121*	*350*	*6*	*116*	*72*	*489*	*14*	*2,043*
Model - 2035 No Project (Ex Net) (c)	*29*	*18*	*49*	*19*	*633*	*238*	*365*	*6*	*163*	*78*	*471*	*16*	*2,084*
Model - 2050 (Ex Net) (d)	*22*	*32*	*48*	*18*	*467*	*385*	*384*	*6*	*221*	*85*	*449*	*19*	*2,136*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*22*	*32*	*48*	*18*	*467*	*385*	*384*	*6*	*221*	*85*	*449*	*19*	*2,136*
Year 2035 Cumulative without Project Conditions	**8**	**22**	**41**	**6**	**539**	**268**	**393**	**3**	**126**	**75**	**847**	**4**	**2,332**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*49*	*0*	*6*	*0*	*0*	*0*	*13*	*0*	*68*
Existing Plus Project Conditions	**8**	**10**	**41**	**6**	**588**	**151**	**384**	**3**	**79**	**69**	**860**	**2**	**2,201**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**8**	**22**	**41**	**6**	**588**	**268**	**399**	**3**	**126**	**75**	**860**	**4**	**2,400**
=(k)+(m)													

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 3 78082 106
Intersection Name: Madrone Parkway/Cochrane Plaza and Cochrane Road
Peak Hour: PM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**33**	**55**	**372**	**138**	**557**	**242**	**94**	**43**	**35**	**14**	**1,187**	**88**	**2,858**
Model - 2023 (Ex Net) (b)	*131*	*15*	*246*	*104*	*773*	*133*	*181*	*13*	*0*	*0*	*831*	*58*	*2,485*
Model - 2035 No Project (Ex Net) (c)	*110*	*15*	*330*	*111*	*778*	*130*	*174*	*12*	*0*	*0*	*814*	*70*	*2,544*
Model - 2050 (Ex Net) (d)	*84*	*15*	*434*	*120*	*784*	*126*	*166*	*10*	*0*	*0*	*792*	*86*	*2,617*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*84*	*15*	*434*	*120*	*784*	*126*	*166*	*10*	*0*	*0*	*792*	*86*	*2,617*
Year 2035 Cumulative without Project Conditions	**33**	**55**	**456**	**145**	**562**	**242**	**94**	**43**	**35**	**14**	**1,187**	**100**	**2,966**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*22*	*8*	*44*	*0*	*0*	*0*	*0*	*0*	*0*	*18*	*92*
Existing Plus Project Conditions	**33**	**55**	**394**	**146**	**601**	**242**	**94**	**43**	**35**	**14**	**1,187**	**106**	**2,950**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**33**	**55**	**478**	**153**	**606**	**242**	**94**	**43**	**35**	**14**	**1,187**	**118**	**3,058**
=(k)+(m)													

Int.#[Model#](Traffix#) 4 77910 107
Intersection Name: US 101 SB Ramps and Cochrane Road
Peak Hour: PM
Count Date: 09/26/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**431**	**4**	**356**	**149**	**573**	**0**	**0**	**0**	**0**	**647**	**1,100**	**0**	**3,260**
Model - 2023 (Ex Net) (b)	*458*	*0*	*810*	*102*	*552*	*0*	*0*	*0*	*0*	*184*	*1,074*	*0*	*3,180*
Model - 2035 No Project (Ex Net) (c)	*466*	*0*	*981*	*59*	*553*	*0*	*0*	*0*	*0*	*224*	*1,095*	*0*	*3,378*
Model - 2050 (Ex Net) (d)	*477*	*0*	*1,194*	*5*	*555*	*0*	*0*	*0*	*0*	*273*	*1,122*	*0*	*3,626*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*477*	*0*	*1,194*	*5*	*555*	*0*	*0*	*0*	*0*	*273*	*1,122*	*0*	*3,626*
Year 2035 Cumulative without Project Conditions	**439**	**4**	**527**	**149**	**574**	**0**	**0**	**0**	**0**	**687**	**1,121**	**0**	**3,501**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*39*	*0*	*0*	*0*	*14*	*0*	*0*	*0*	*0*	*0*	*22*	*0*	*75*
Existing Plus Project Conditions	**470**	**4**	**356**	**149**	**587**	**0**	**0**	**0**	**0**	**647**	**1,122**	**0**	**3,335**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**478**	**4**	**527**	**149**	**588**	**0**	**0**	**0**	**0**	**687**	**1,143**	**0**	**3,576**
=(k)+(m)													

Int.#[Model#](Traffix#) 5 77920 108
Intersection Name: US 101 NB Ramps and Cochrane Road
Peak Hour: PM
Count Date: 09/21/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**0**	**0**	**255**	**473**	**0**	**207**	**0**	**250**	**693**	**820**	**0**	**2,698**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*219*	*394*	*0*	*332*	*0*	*260*	*594*	*1,290*	*0*	*3,089*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*354*	*430*	*0*	*313*	*0*	*181*	*544*	*1,533*	*0*	*3,355*
Model - 2050 (Ex Net) (d)	*0*	*0*	*0*	*523*	*475*	*0*	*289*	*0*	*83*	*481*	*1,836*	*0*	*3,687*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*523*	*475*	*0*	*289*	*0*	*83*	*481*	*1,836*	*0*	*3,687*
Year 2035 Cumulative without Project Conditions	**0**	**0**	**0**	**390**	**509**	**0**	**207**	**0**	**250**	**693**	**1,063**	**0**	**3,112**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*8*	*0*	*22*	*0*	*36*
Existing Plus Project Conditions	**0**	**0**	**0**	**255**	**479**	**0**	**207**	**0**	**258**	**693**	**842**	**0**	**2,734**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**0**	**0**	**0**	**390**	**515**	**0**	**207**	**0**	**258**	**693**	**1,085**	**0**	**3,148**
=(k)+(m)													

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 6 78080 700
Intersection Name: Sutter Boulevard/Driveway and Woodview Avenue
Peak Hour: PM
Count Date: 08/19/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**0**	**2**	**0**	**0**	**13**	**16**	**8**	**3**	**2**	**9**	**12**	**0**	**65**
Model - 2023 (Ex Net) (b)	*0*	*0*	*0*	*0*	*3*	*1*	*0*	*0*	*1*	*0*	*3*	*0*	*8*
Model - 2035 No Project (Ex Net) (c)	*0*	*0*	*0*	*0*	*41*	*7*	*0*	*0*	*2*	*0*	*3*	*0*	*54*
Model - 2050 (Ex Net) (d)	*0*	*0*	*0*	*0*	*89*	*14*	*1*	*0*	*3*	*1*	*4*	*0*	*112*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*0*	*0*	*0*	*0*	*89*	*14*	*1*	*0*	*3*	*1*	*4*	*0*	*112*
Year 2035 Cumulative without Project Conditions	**0**	**2**	**0**	**0**	**51**	**22**	**8**	**3**	**3**	**9**	**12**	**0**	**111**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing Plus Project Conditions	**0**	**2**	**0**	**0**	**13**	**16**	**8**	**3**	**2**	**9**	**12**	**0**	**65**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**0**	**2**	**0**	**0**	**51**	**22**	**8**	**3**	**3**	**9**	**12**	**0**	**111**
=(k)+(m)													

Int.#[Model#](Traffix#) 7 78125 701
Intersection Name: Madrone Parkway and Woodview Avenue/Driveway
Peak Hour: PM
Count Date: 08/19/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**16**	**418**	**6**	**4**	**1**	**5**	**2**	**137**	**16**	**22**	**1**	**2**	**630**
Model - 2023 (Ex Net) (b)	*1*	*156*	*0*	*0*	*0*	*0*	*0*	*31*	*3*	*1*	*0*	*0*	*192*
Model - 2035 No Project (Ex Net) (c)	*41*	*231*	*0*	*0*	*0*	*0*	*0*	*63*	*4*	*5*	*0*	*0*	*344*
Model - 2050 (Ex Net) (d)	*91*	*324*	*0*	*0*	*0*	*0*	*0*	*103*	*5*	*9*	*0*	*1*	*533*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*91*	*324*	*0*	*0*	*0*	*0*	*0*	*103*	*5*	*9*	*0*	*1*	*533*
Year 2035 Cumulative without Project Conditions	**56**	**493**	**6**	**4**	**1**	**5**	**2**	**169**	**17**	**26**	**1**	**2**	**782**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*0*	*7*	*0*	*0*	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*25*
Existing Plus Project Conditions	**16**	**425**	**6**	**4**	**1**	**5**	**2**	**155**	**16**	**22**	**1**	**2**	**655**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**56**	**500**	**6**	**4**	**1**	**5**	**2**	**187**	**17**	**26**	**1**	**2**	**807**
=(k)+(m)													

Int.#[Model#](Traffix#) 8 78128 702
Intersection Name: Madrone Parkway and Project Dwy/Dwy
Peak Hour: PM
Count Date: 08/19/25

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions (a)	**29**	**407**	**19**	**4**	**0**	**59**	**15**	**149**	**87**	**77**	**2**	**5**	**853**
Model - 2023 (Ex Net) (b)	*3*	*154*	*1*	*3*	*3*	*139*	*66*	*30*	*80*	*101*	*1*	*3*	*584*
Model - 2035 No Project (Ex Net) (c)	*6*	*225*	*4*	*8*	*2*	*133*	*64*	*52*	*78*	*97*	*1*	*7*	*677*
Model - 2050 (Ex Net) (d)	*10*	*314*	*8*	*15*	*1*	*126*	*61*	*80*	*75*	*91*	*1*	*12*	*794*
Model - 2050 (Ex Net) - Project Site Credit (e)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Model - 2050 No Project (Ex Net) (f)	*10*	*314*	*8*	*15*	*1*	*126*	*61*	*80*	*75*	*91*	*1*	*12*	*794*
Year 2035 Cumulative without Project Conditions	**32**	**478**	**22**	**9**	**0**	**59**	**15**	**171**	**87**	**77**	**2**	**9**	**962**
k=(a)+max(c-b,0)													
Project Trips on Existing Network (m)	*7*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*26*	*22*	*0*	*18*	*73*
Existing Plus Project Conditions	**36**	**407**	**19**	**4**	**0**	**59**	**15**	**149**	**113**	**99**	**2**	**23**	**926**
=(a)+(m)													
Year 2035 Cumulative with Project Conditions	**39**	**478**	**22**	**9**	**0**	**59**	**15**	**171**	**113**	**99**	**2**	**27**	**1,035**
=(k)+(m)													

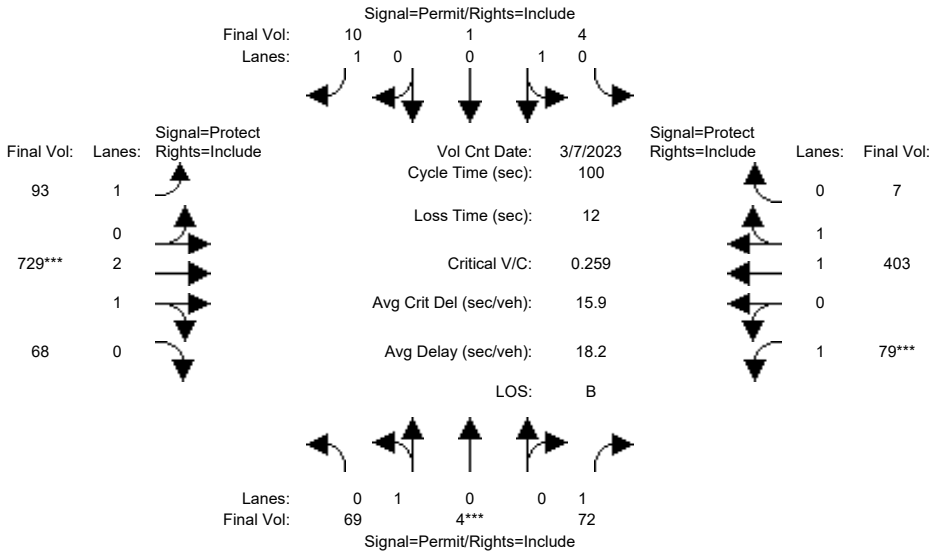
Appendix C

Intersection Level of Service Calculations

City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #104: Woodview Avenue and Cochrane Road



Street Name:	Woodview Avenue						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	69	4	72	4	1	10	93	729	68	79	403	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	4	72	4	1	10	93	729	68	79	403	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	4	72	4	1	10	93	729	68	79	403	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	4	72	4	1	10	93	729	68	79	403	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	4	72	4	1	10	93	729	68	79	403	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	4	72	4	1	10	93	729	68	79	403	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	0.95	0.05	1.00	0.80	0.20	1.00	1.00	2.73	0.27	1.00	1.96	0.04
Final Sat.:	1701	99	1750	1440	360	1750	1750	5122	478	1750	3637	63
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.01	0.05	0.14	0.14	0.05	0.11	0.11
Crit Moves:		****						****		****		
Green Time:	15.7	15.7	15.7	15.7	15.7	15.7	28.0	54.9	54.9	17.4	44.3	44.3
Volume/Cap:	0.26	0.26	0.26	0.02	0.02	0.04	0.19	0.26	0.26	0.26	0.25	0.25
Delay/Veh:	37.6	37.6	37.6	35.7	35.7	35.8	27.6	11.9	11.9	36.2	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	37.6	37.6	35.7	35.7	35.8	27.6	11.9	11.9	36.2	17.5	17.5
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2k95thQ:	5	5	5	0	0	1	5	8	8	4	8	8

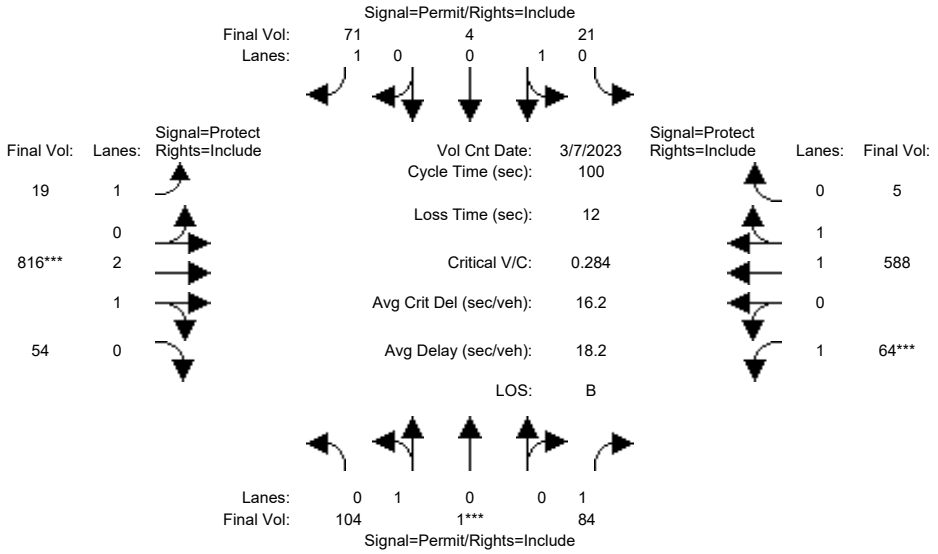
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #104: Woodview Avenue and Cochrane Road



Street Name:	Woodview Avenue						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	104	1	84	21	4	71	19	816	54	64	588	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1	84	21	4	71	19	816	54	64	588	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1	84	21	4	71	19	816	54	64	588	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1	84	21	4	71	19	816	54	64	588	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1	84	21	4	71	19	816	54	64	588	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1	84	21	4	71	19	816	54	64	588	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.84	0.16	1.00	1.00	2.81	0.19	1.00	1.98	0.02
Final Sat.:	1783	17	1750	1512	288	1750	1750	5252	348	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.01	0.01	0.04	0.01	0.16	0.16	0.04	0.16	0.16
Crit Moves:		****						****		****		
Green Time:	20.5	20.5	20.5	20.5	20.5	20.5	20.5	54.6	54.6	12.9	47.0	47.0
Volume/Cap:	0.28	0.28	0.23	0.07	0.07	0.20	0.05	0.28	0.28	0.28	0.34	0.34
Delay/Veh:	34.0	34.0	33.5	32.1	32.1	33.2	32.0	12.2	12.2	40.1	16.9	16.9
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:	34.0	34.0	33.5	32.1	32.1	33.2	32.0	12.2	12.2	40.1	16.9	16.9
LOS by Move:	C	C	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	6	6	5	1	1	4	1	9	9	4	11	11

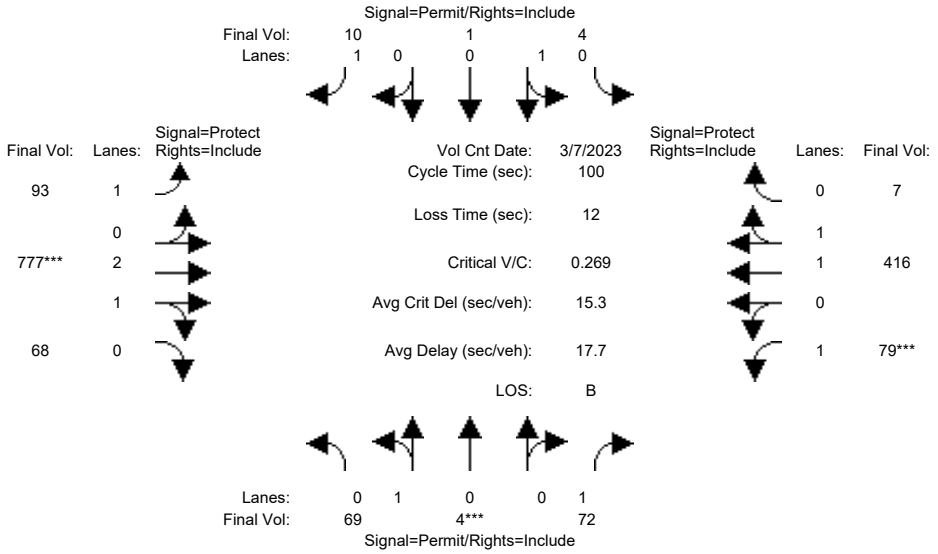
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #104: Woodview Avenue and Cochrane Road



Street Name:	Woodview Avenue						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	69	4	72	4	1	10	93	729	68	79	403	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	4	72	4	1	10	93	729	68	79	403	7
Added Vol:	0	0	0	0	0	0	0	48	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	4	72	4	1	10	93	777	68	79	416	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	4	72	4	1	10	93	777	68	79	416	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	4	72	4	1	10	93	777	68	79	416	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	4	72	4	1	10	93	777	68	79	416	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	0.95	0.05	1.00	0.80	0.20	1.00	1.00	2.75	0.25	1.00	1.97	0.03
Final Sat.:	1701	99	1750	1440	360	1750	1750	5149	451	1750	3639	61
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.01	0.05	0.15	0.15	0.05	0.11	0.11
Crit Moves:		****						****		****		
Green Time:	15.1	15.1	15.1	15.1	15.1	15.1	27.7	56.1	56.1	16.8	45.2	45.2
Volume/Cap:	0.27	0.27	0.27	0.02	0.02	0.04	0.19	0.27	0.27	0.27	0.25	0.25
Delay/Veh:	38.1	38.1	38.2	36.2	36.2	36.3	27.8	11.4	11.4	36.8	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	38.1	38.2	36.2	36.2	36.3	27.8	11.4	11.4	36.8	17.0	17.0
LOS by Move:	D	D	D	D	D	D	C	B	B	D	B	B
HCM2k95thQ:	5	5	5	0	0	1	5	9	9	4	8	8

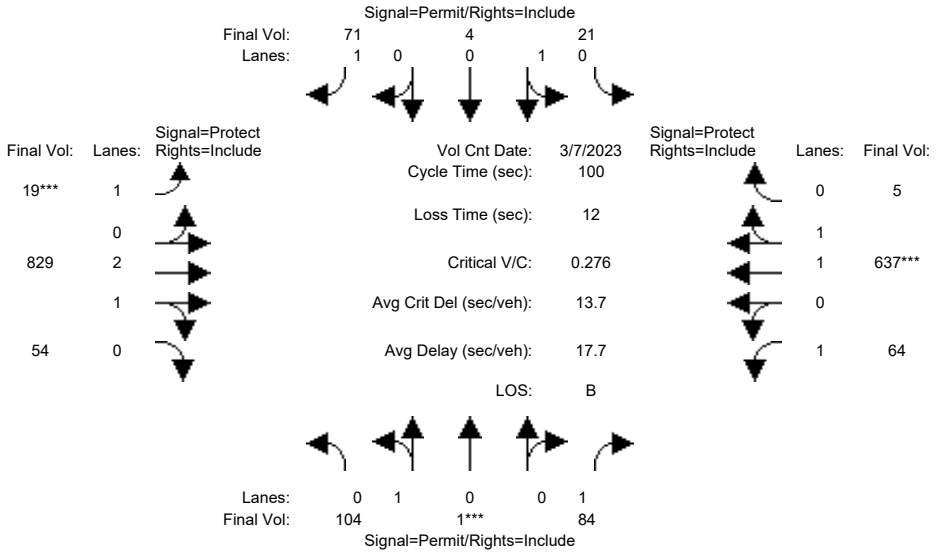
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #104: Woodview Avenue and Cochrane Road



Street Name:	Woodview Avenue						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	104	1	84	21	4	71	19	816	54	64	588	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1	84	21	4	71	19	816	54	64	588	5
Added Vol:	0	0	0	0	0	0	0	13	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1	84	21	4	71	19	829	54	64	637	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1	84	21	4	71	19	829	54	64	637	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1	84	21	4	71	19	829	54	64	637	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1	84	21	4	71	19	829	54	64	637	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.99	0.01	1.00	0.84	0.16	1.00	1.00	2.81	0.19	1.00	1.98	0.02
Final Sat.:	1783	17	1750	1512	288	1750	1750	5257	342	1750	3671	29
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.05	0.01	0.01	0.04	0.01	0.16	0.16	0.04	0.17	0.17
Crit Moves:		****					****				****	
Green Time:	20.4	20.4	20.4	20.4	20.4	20.4	7.0	46.8	46.8	20.8	60.6	60.6
Volume/Cap:	0.29	0.29	0.24	0.07	0.07	0.20	0.16	0.34	0.34	0.18	0.29	0.29
Delay/Veh:	34.1	34.1	33.6	32.2	32.2	33.3	44.3	16.9	16.9	32.8	9.5	9.5
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:	34.1	34.1	33.6	32.2	32.2	33.3	44.3	16.9	16.9	32.8	9.5	9.5
LOS by Move:	C	C	C	C	C	C	D	B	B	C	A	A
HCM2k95thQ:	6	6	5	1	1	4	1	11	11	3	9	9

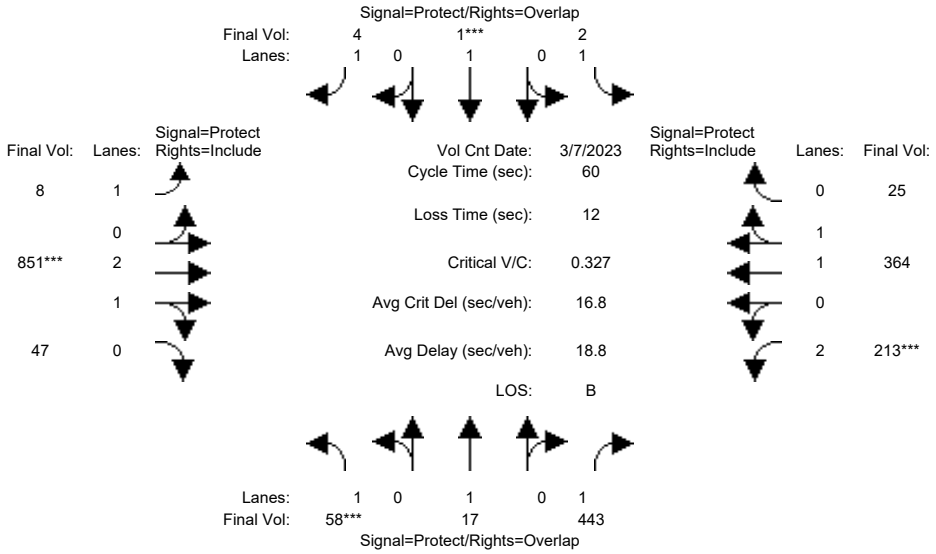
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	58	17	443	2	1	4	8	851	47	213	364	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	17	443	2	1	4	8	851	47	213	364	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	17	443	2	1	4	8	851	47	213	364	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	17	443	2	1	4	8	851	47	213	364	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	17	443	2	1	4	8	851	47	213	364	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	17	443	2	1	4	8	851	47	213	364	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.84	0.16	2.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5307	293	3150	3462	238
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.25	0.00	0.00	0.00	0.00	0.16	0.16	0.07	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	19.2	7.0	10.0	22.8	12.8	21.8	21.8	9.2	18.2	18.2
Volume/Cap:	0.28	0.05	0.79	0.01	0.00	0.01	0.02	0.44	0.44	0.44	0.35	0.35
Delay/Veh:	25.0	21.1	26.1	23.5	20.8	11.6	18.7	14.6	14.6	23.7	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	21.1	26.1	23.5	20.8	11.6	18.7	14.6	14.6	23.7	16.4	16.4
LOS by Move:	C	C	C	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	3	1	19	0	0	0	0	8	8	4	6	6

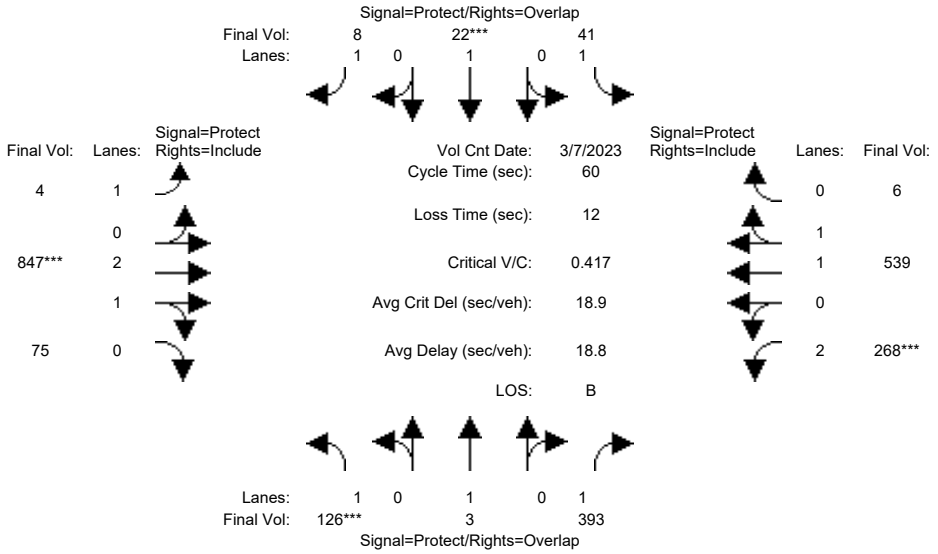
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	126	3	393	41	22	8	4	847	75	268	539	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	3	393	41	22	8	4	847	75	268	539	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	3	393	41	22	8	4	847	75	268	539	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	3	393	41	22	8	4	847	75	268	539	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	3	393	41	22	8	4	847	75	268	539	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	3	393	41	22	8	4	847	75	268	539	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.75	0.25	2.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5144	455	3150	3659	41
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.22	0.02	0.01	0.00	0.00	0.16	0.16	0.09	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	8.5	10.9	20.9	7.6	10.0	22.1	12.1	19.4	19.4	10.0	17.4	17.4
Volume/Cap:	0.51	0.01	0.64	0.18	0.07	0.01	0.01	0.51	0.51	0.51	0.51	0.51
Delay/Veh:	25.5	20.1	18.8	23.8	21.2	12.0	19.1	16.6	16.6	23.5	18.2	18.2
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:	25.5	20.1	18.8	23.8	21.2	12.0	19.1	16.6	16.6	23.5	18.2	18.2
LOS by Move:	C	C	B	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	6	0	15	2	1	0	0	9	9	5	8	8

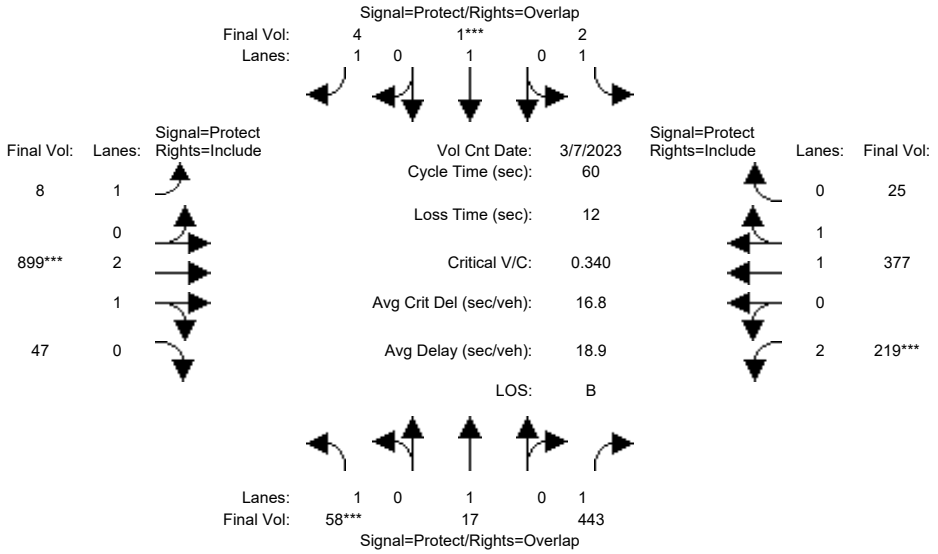
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	58	17	443	2	1	4	8	851	47	213	364	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	17	443	2	1	4	8	851	47	213	364	25
Added Vol:	0	0	0	0	0	0	0	48	0	6	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	17	443	2	1	4	8	899	47	219	377	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	17	443	2	1	4	8	899	47	219	377	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	17	443	2	1	4	8	899	47	219	377	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	17	443	2	1	4	8	899	47	219	377	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.85	0.15	2.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5321	278	3150	3470	230
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.25	0.00	0.00	0.00	0.00	0.17	0.17	0.07	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	19.0	7.0	10.0	22.8	12.8	22.0	22.0	9.0	18.2	18.2
Volume/Cap:	0.28	0.05	0.80	0.01	0.00	0.01	0.02	0.46	0.46	0.46	0.36	0.36
Delay/Veh:	25.0	21.1	26.7	23.5	20.8	11.6	18.7	14.7	14.7	24.0	16.5	16.5
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:	25.0	21.1	26.7	23.5	20.8	11.6	18.7	14.7	14.7	24.0	16.5	16.5
LOS by Move:	C	C	C	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	3	1	19	0	0	0	0	9	9	4	6	6

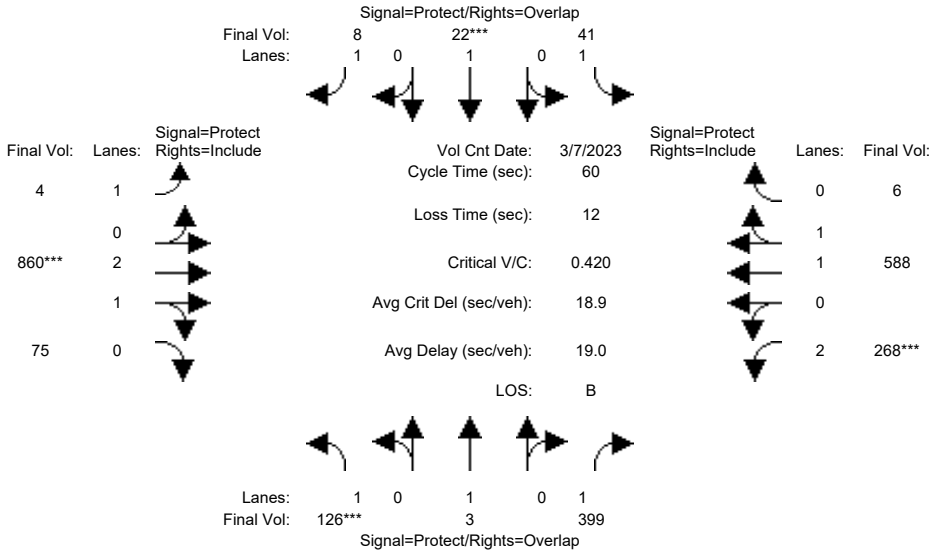
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	126	3	393	41	22	8	4	847	75	268	539	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	3	393	41	22	8	4	847	75	268	539	6
Added Vol:	0	0	6	0	0	0	0	13	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	3	399	41	22	8	4	860	75	268	588	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	3	399	41	22	8	4	860	75	268	588	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	3	399	41	22	8	4	860	75	268	588	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	3	399	41	22	8	4	860	75	268	588	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.75	0.25	2.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5150	449	3150	3663	37
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.23	0.02	0.01	0.00	0.00	0.17	0.17	0.09	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	8.4	10.8	20.8	7.6	10.0	22.2	12.2	19.6	19.6	10.0	17.4	17.4
Volume/Cap:	0.51	0.01	0.66	0.19	0.07	0.01	0.01	0.51	0.51	0.51	0.55	0.55
Delay/Veh:	25.7	20.2	19.2	23.8	21.2	12.0	19.1	16.6	16.6	23.6	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	20.2	19.2	23.8	21.2	12.0	19.1	16.6	16.6	23.6	18.7	18.7
LOS by Move:	C	C	B	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	6	0	15	2	1	0	0	9	9	5	9	9

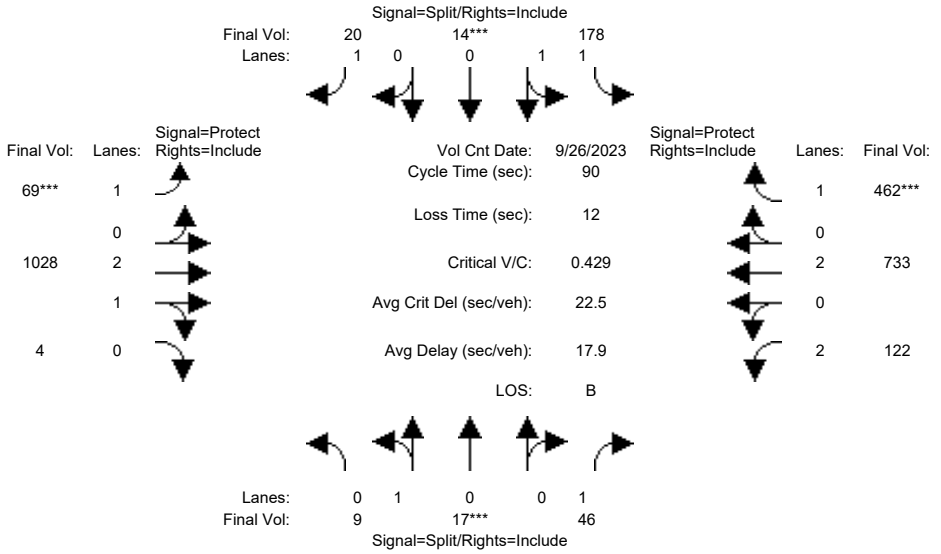
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	9	17	46	178	14	20	69	1028	4	122	733	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	17	46	178	14	20	69	1028	4	122	733	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	17	46	178	14	20	69	1028	4	122	733	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	17	46	178	14	20	69	1028	4	122	733	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	17	46	178	14	20	69	1028	4	122	733	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	17	46	178	14	20	69	1028	4	122	733	462
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.35	0.65	1.00	1.86	0.14	1.00	1.00	2.99	0.01	2.00	2.00	1.00
Final Sat.:	623	1177	1750	3291	259	1750	1750	5578	22	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.05	0.05	0.01	0.04	0.18	0.18	0.04	0.19	0.26
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	10.3	10.3	10.3	7.5	40.6	40.6	17.1	50.2	50.2
Volume/Cap:	0.13	0.13	0.24	0.47	0.47	0.10	0.47	0.41	0.41	0.20	0.35	0.47
Delay/Veh:	36.4	36.4	37.1	38.2	38.2	35.9	41.8	16.7	16.7	30.9	11.0	12.3
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:	36.4	36.4	37.1	38.2	38.2	35.9	41.8	16.7	16.7	30.9	11.0	12.3
LOS by Move:	D	D	D	D	D	D	D	B	B	C	B	B
HCM2k95thQ:	2	2	3	7	7	1	4	12	12	4	11	16

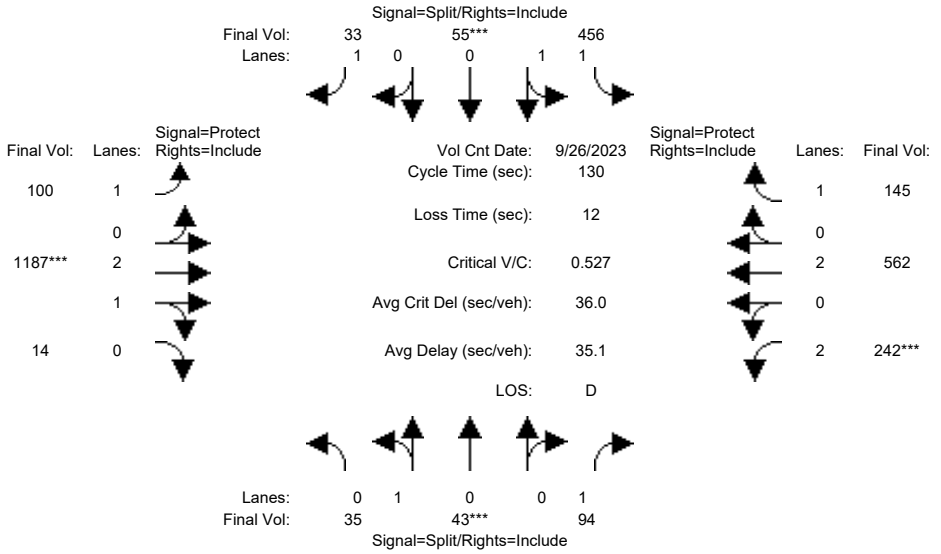
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	35	43	94	456	55	33	100	1187	14	242	562	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	94	456	55	33	100	1187	14	242	562	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	94	456	55	33	100	1187	14	242	562	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	94	456	55	33	100	1187	14	242	562	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	94	456	55	33	100	1187	14	242	562	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	94	456	55	33	100	1187	14	242	562	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.45	0.55	1.00	1.79	0.21	1.00	1.00	2.96	0.04	2.00	2.00	1.00
Final Sat.:	808	992	1750	3168	382	1750	1750	5535	65	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.14	0.14	0.02	0.06	0.21	0.21	0.08	0.15	0.08
Crit Moves:		****			****			****			****	
Green Time:	13.2	13.2	13.2	35.5	35.5	35.5	20.0	52.9	52.9	18.9	51.8	51.8
Volume/Cap:	0.43	0.43	0.53	0.53	0.53	0.07	0.37	0.53	0.53	0.53	0.37	0.21
Delay/Veh:	56.4	56.4	58.3	40.7	40.7	35.1	50.2	29.4	29.4	52.5	27.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	58.3	40.7	40.7	35.1	50.2	29.4	29.4	52.5	27.8	25.8
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	7	7	9	18	18	2	7	21	21	11	15	8

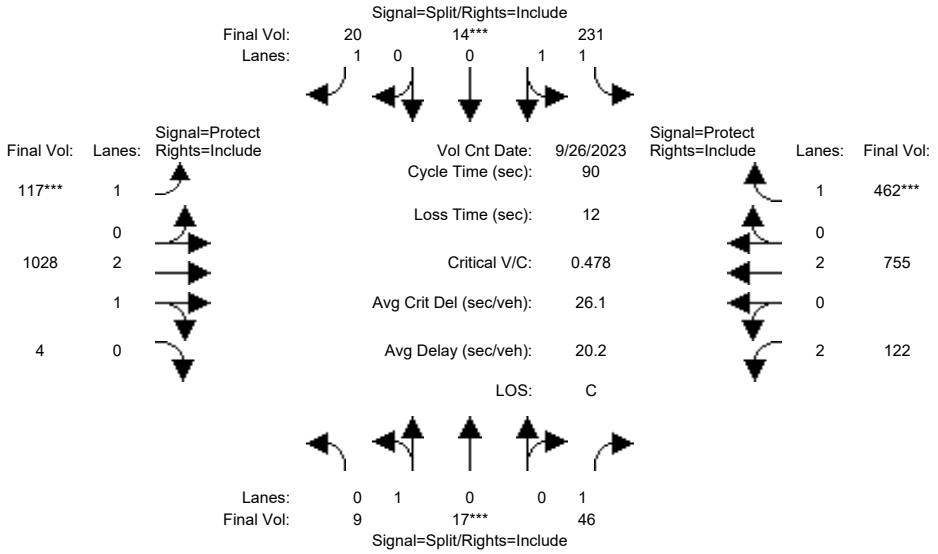
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	9	17	46	178	14	20	69	1028	4	122	733	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	17	46	178	14	20	69	1028	4	122	733	462
Added Vol:	0	0	0	53	0	0	48	0	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	17	46	231	14	20	117	1028	4	122	755	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	17	46	231	14	20	117	1028	4	122	755	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	17	46	231	14	20	117	1028	4	122	755	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	17	46	231	14	20	117	1028	4	122	755	462
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.35	0.65	1.00	1.89	0.11	1.00	1.00	2.99	0.01	2.00	2.00	1.00
Final Sat.:	623	1177	1750	3347	203	1750	1750	5578	22	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.07	0.07	0.01	0.07	0.18	0.18	0.04	0.20	0.26
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	11.7	11.7	11.7	11.4	39.6	39.6	16.7	44.9	44.9
Volume/Cap:	0.13	0.13	0.24	0.53	0.53	0.09	0.53	0.42	0.42	0.21	0.40	0.53
Delay/Veh:	36.4	36.4	37.1	37.7	37.7	34.6	39.2	17.4	17.4	31.2	14.2	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	37.1	37.7	37.7	34.6	39.2	17.4	17.4	31.2	14.2	16.0
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	B
HCM2k95thQ:	2	2	3	8	8	1	7	12	12	4	13	18

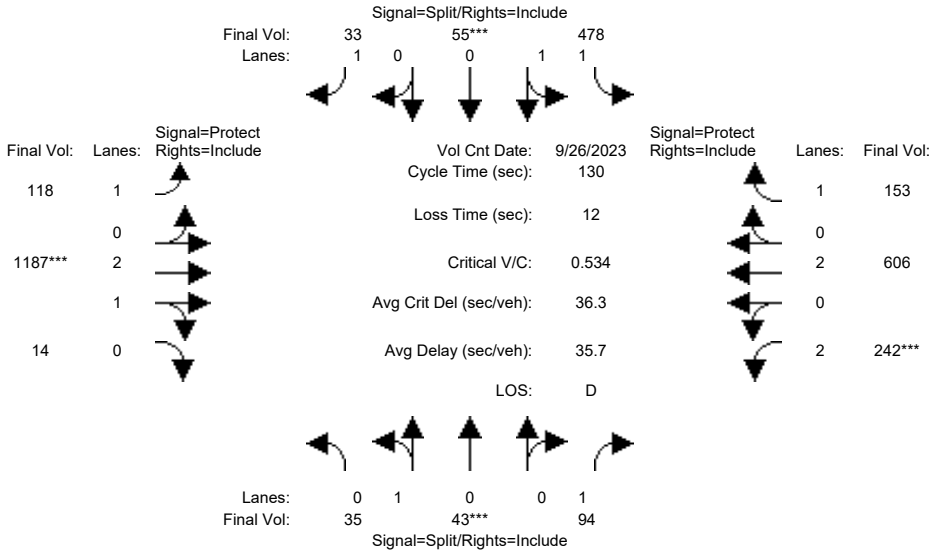
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	35	43	94	456	55	33	100	1187	14	242	562	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	94	456	55	33	100	1187	14	242	562	145
Added Vol:	0	0	0	22	0	0	18	0	0	0	44	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	94	478	55	33	118	1187	14	242	606	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	94	478	55	33	118	1187	14	242	606	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	94	478	55	33	118	1187	14	242	606	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	94	478	55	33	118	1187	14	242	606	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.45	0.55	1.00	1.80	0.20	1.00	1.00	2.96	0.04	2.00	2.00	1.00
Final Sat.:	808	992	1750	3184	366	1750	1750	5535	65	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.15	0.15	0.02	0.07	0.21	0.21	0.08	0.16	0.09
Crit Moves:		****			****			****			****	
Green Time:	13.1	13.1	13.1	36.5	36.5	36.5	21.1	52.2	52.2	18.7	49.8	49.8
Volume/Cap:	0.43	0.43	0.53	0.53	0.53	0.07	0.42	0.53	0.53	0.53	0.42	0.23
Delay/Veh:	56.6	56.6	58.7	40.1	40.1	34.3	49.9	29.9	29.9	52.9	29.6	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:	56.6	56.6	58.7	40.1	40.1	34.3	49.9	29.9	29.9	52.9	29.6	27.3
LOS by Move:	E	E	E	D	D	C	D	C	C	D	C	C
HCM2k95thQ:	7	7	9	18	18	2	9	22	22	12	16	9

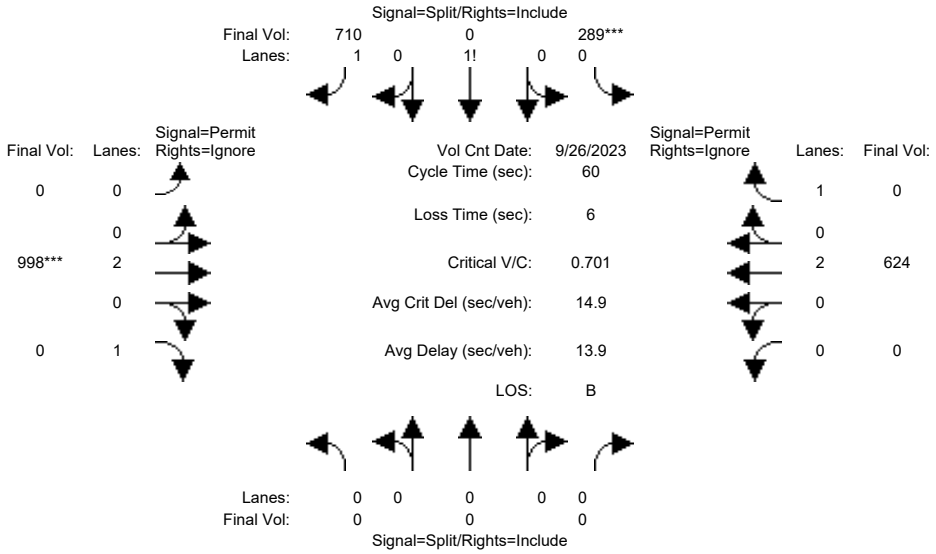
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	289	0	710	0	998	278	0	624	178
Growth Adj:	1.00	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	289	0	710	0	998	278	0	624	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	289	0	710	0	998	278	0	624	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	289	0	710	0	998	0	0	624	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	289	0	710	0	998	0	0	624	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	289	0	710	0	998	0	0	624	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.45	0.00	1.55	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	785	0	2715	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.26	0.00	0.26	0.00	0.00	0.16	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.5	0.0	31.5	0.0	22.5	0.0	0.0	22.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.00	0.50	0.00	0.70	0.00	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	12.3	0.0	9.4	0.0	17.5	0.0	0.0	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.3	0.0	9.4	0.0	17.5	0.0	0.0	14.2	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	20	0	12	0	17	0	0	8	0

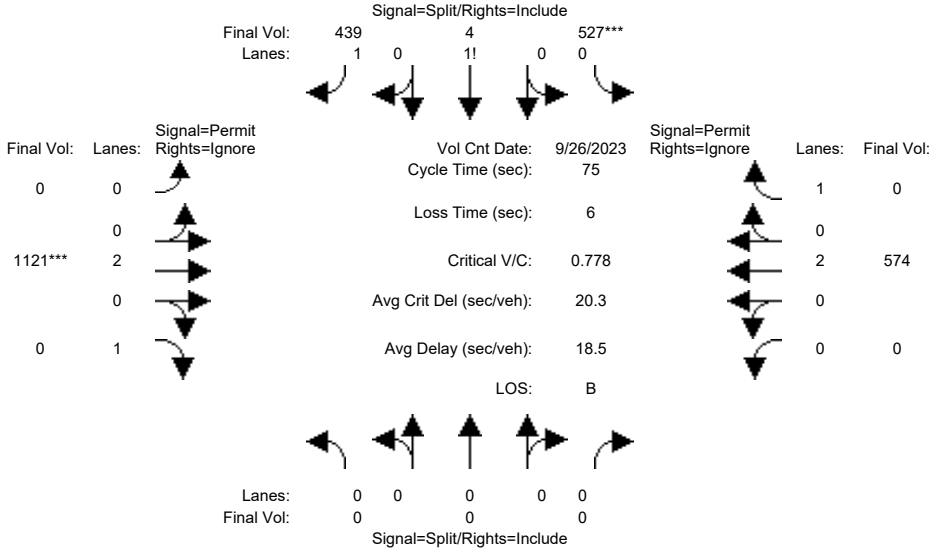
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	527	4	439	0	1121	687	0	574	149
Growth Adj:	1.00	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	527	4	439	0	1121	687	0	574	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	527	4	439	0	1121	687	0	574	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	527	4	439	0	1121	0	0	574	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	527	4	439	0	1121	0	0	574	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	527	4	439	0	1121	0	0	574	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.69	0.01	1.30	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1253	10	2272	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.19	0.00	0.30	0.00	0.00	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	40.5	40.5	40.5	0.0	28.5	0.0	0.0	28.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.78	0.78	0.36	0.00	0.78	0.00	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	16.8	16.8	9.9	0.0	23.2	0.0	0.0	17.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.8	16.8	9.9	0.0	23.2	0.0	0.0	17.2	0.0
LOS by Move:	A	A	A	B	B	A	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	28	28	10	0	24	0	0	9	0

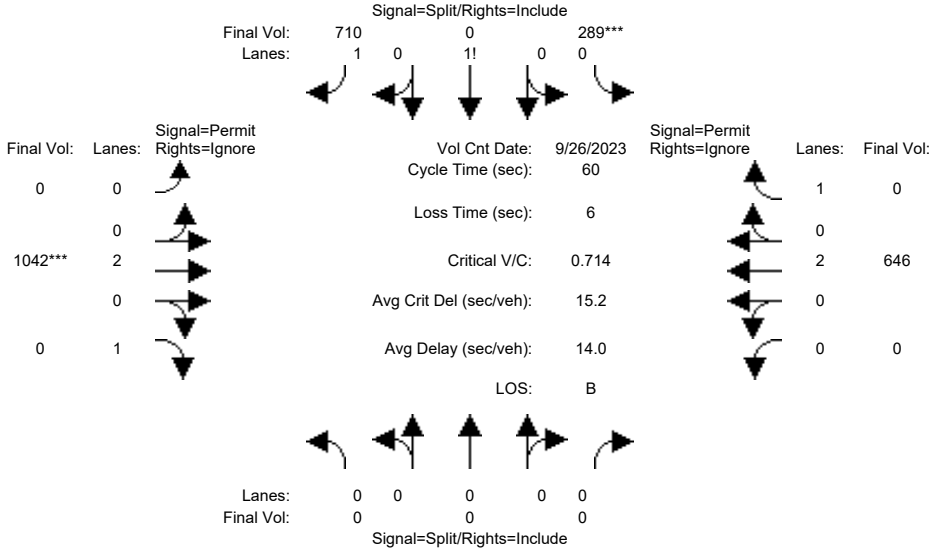
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	289	0	710	0	998	278	0	624	178
Growth Adj:	1.00	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	289	0	710	0	998	278	0	624	178
Added Vol:	0	0	0	0	0	0	0	44	8	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	289	0	710	0	1042	286	0	646	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	289	0	710	0	1042	0	0	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	289	0	710	0	1042	0	0	646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	289	0	710	0	1042	0	0	646	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.45	0.00	1.55	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	785	0	2715	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.37	0.00	0.26	0.00	0.27	0.00	0.00	0.17	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	30.9	0.0	30.9	0.0	23.1	0.0	0.0	23.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.51	0.00	0.71	0.00	0.00	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	12.9	0.0	9.7	0.0	17.4	0.0	0.0	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.9	0.0	9.7	0.0	17.4	0.0	0.0	13.9	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	21	0	12	0	18	0	0	9	0

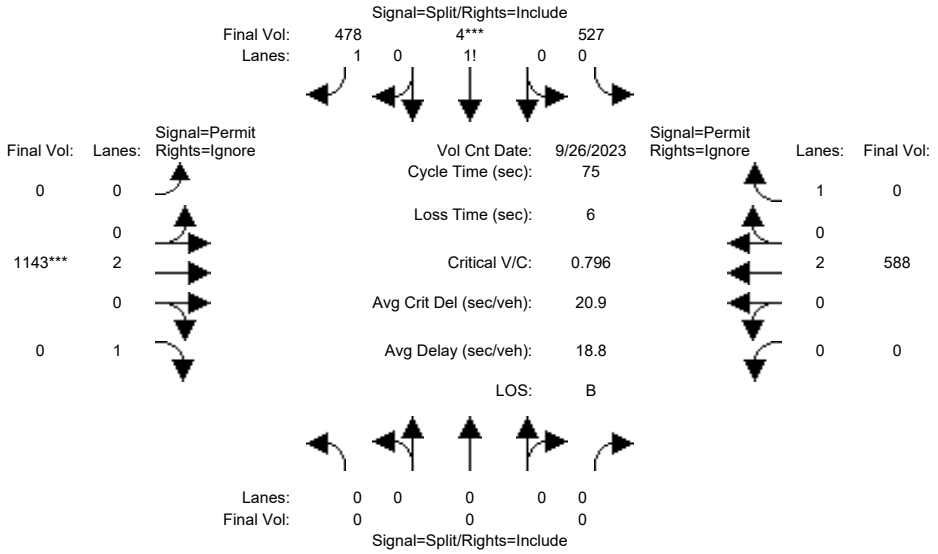
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	527	4	439	0	1121	687	0	574	149
Growth Adj:	1.00	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	527	4	439	0	1121	687	0	574	149
Added Vol:	0	0	0	0	0	39	0	22	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	527	4	478	0	1143	687	0	588	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	527	4	478	0	1143	0	0	588	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	527	4	478	0	1143	0	0	588	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	527	4	478	0	1143	0	0	588	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.68	0.01	1.31	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1221	9	2304	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.43	0.43	0.21	0.00	0.30	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	40.7	40.7	40.7	0.0	28.3	0.0	0.0	28.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.38	0.00	0.80	0.00	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	17.4	17.4	10.0	0.0	23.9	0.0	0.0	17.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	17.4	10.0	0.0	23.9	0.0	0.0	17.4	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	30	30	10	0	25	0	0	9	0

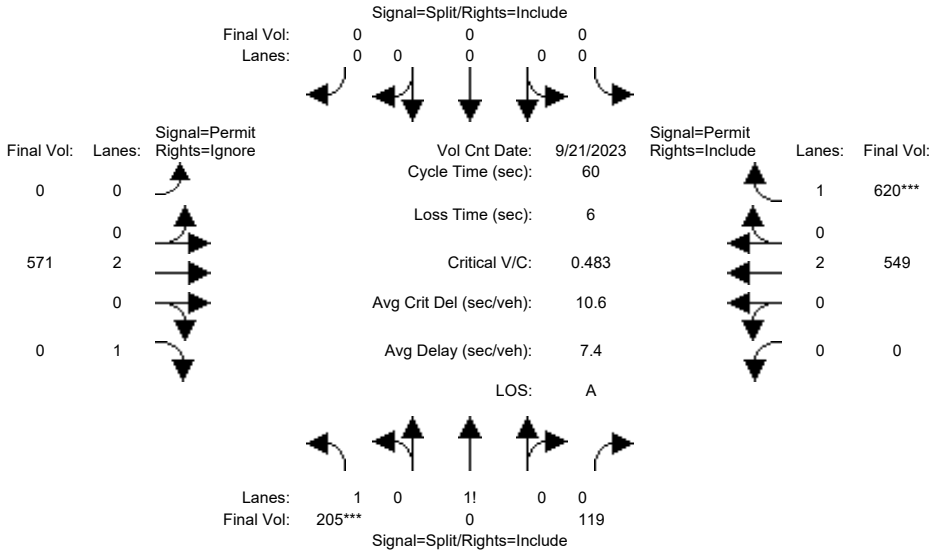
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	571	741	0	549	620
Growth Adj:	1.00	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	0	119	0	0	0	0	571	741	0	549	620
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	119	0	0	0	0	571	741	0	549	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	119	0	0	0	0	571	0	0	549	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	119	0	0	0	0	571	0	0	549	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	119	0	0	0	0	571	0	0	549	620
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2560	0	940	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.14	0.35
Crit Moves:	****											****
Green Time:	15.7	0.0	15.7	0.0	0.0	0.0	0.0	38.3	0.0	0.0	38.3	38.3
Volume/Cap:	0.31	0.00	0.48	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.23	0.56
Delay/Veh:	17.9	0.0	19.2	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.6	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	0.0	19.2	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.6	6.7
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	4	0	0	4	13

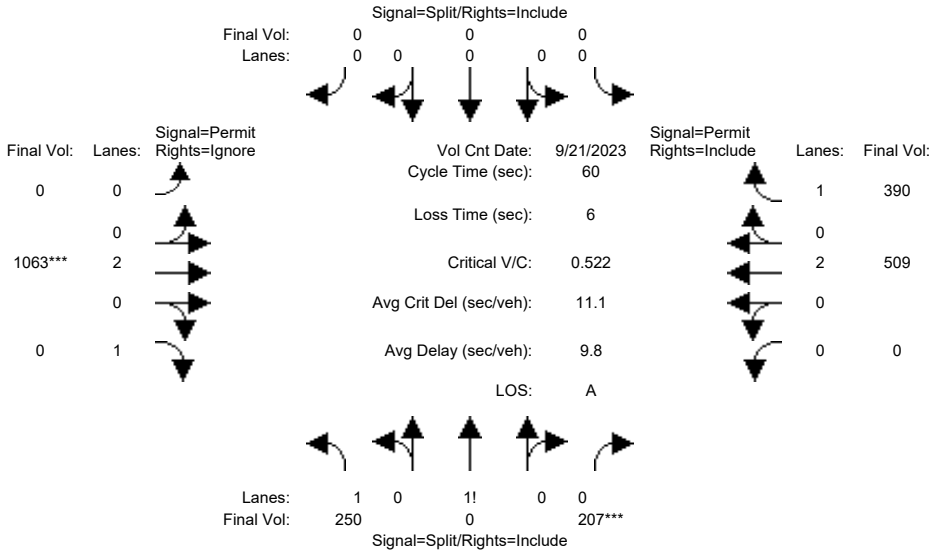
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	1063	693	0	509	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	1063	693	0	509	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	207	0	0	0	0	1063	693	0	509	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	207	0	0	0	0	1063	0	0	509	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	207	0	0	0	0	1063	0	0	509	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	207	0	0	0	0	1063	0	0	509	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2409	0	1091	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.13	0.22
Crit Moves:			****					****				
Green Time:	21.8	0.0	21.8	0.0	0.0	0.0	0.0	32.2	0.0	0.0	32.2	32.2
Volume/Cap:	0.29	0.00	0.52	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.25	0.42
Delay/Veh:	13.7	0.0	15.6	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.5	8.6
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:	13.7	0.0	15.6	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.5	8.6
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	11	0	0	0	0	12	0	0	5	9

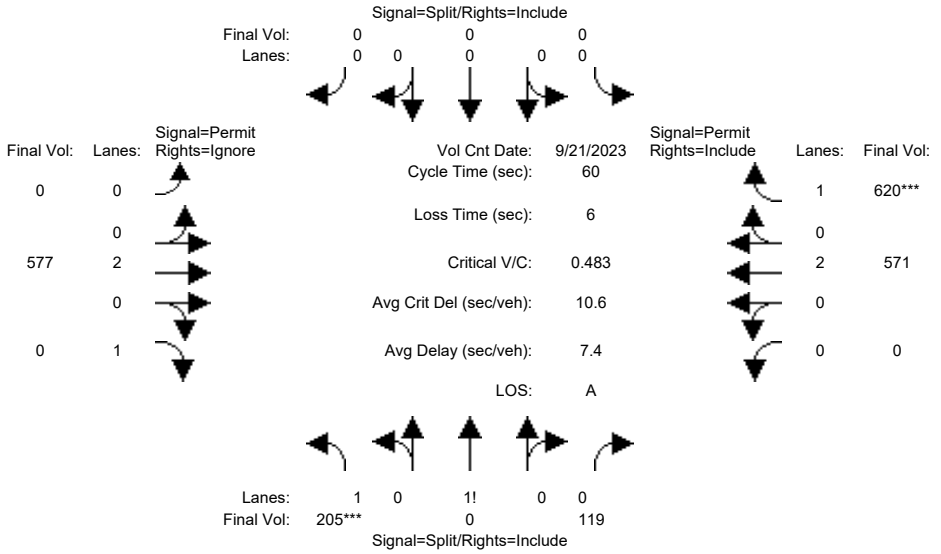
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	571	741	0	549	620
Growth Adj:	1.00	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	0	119	0	0	0	0	571	741	0	549	620
Added Vol:	0	0	0	0	0	0	0	6	39	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	119	0	0	0	0	577	780	0	571	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	119	0	0	0	0	577	0	0	571	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	119	0	0	0	0	577	0	0	571	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	119	0	0	0	0	577	0	0	571	620
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2560	0	940	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.15	0.35
Crit Moves:	****											****
Green Time:	15.7	0.0	15.7	0.0	0.0	0.0	0.0	38.3	0.0	0.0	38.3	38.3
Volume/Cap:	0.31	0.00	0.48	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.24	0.56
Delay/Veh:	17.9	0.0	19.2	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	0.0	19.2	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	6.7
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	4	0	0	4	13

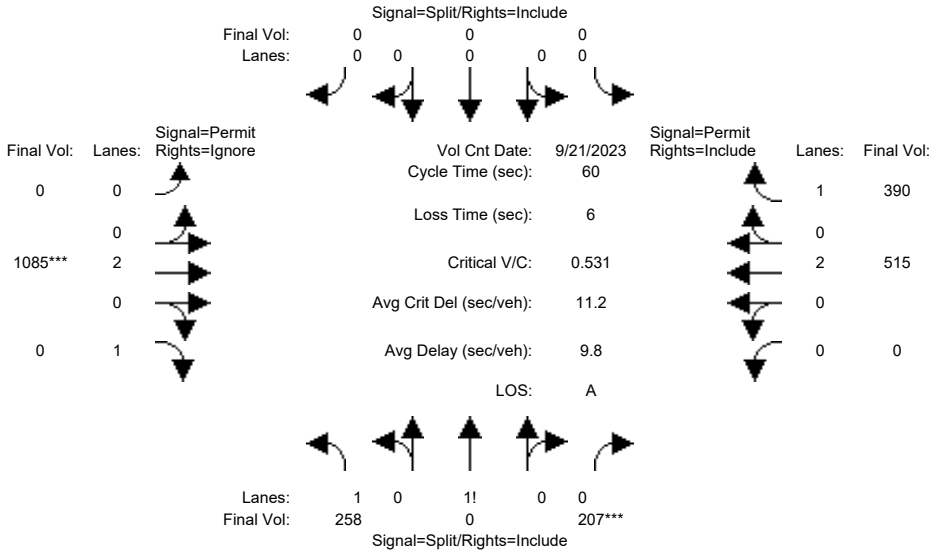
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	1063	693	0	509	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	1063	693	0	509	390
Added Vol:	8	0	0	0	0	0	0	22	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	0	207	0	0	0	0	1085	693	0	515	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	258	0	207	0	0	0	0	1085	0	0	515	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	0	207	0	0	0	0	1085	0	0	515	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	258	0	207	0	0	0	0	1085	0	0	515	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2422	0	1078	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.19	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.14	0.22
Crit Moves:			****					****				
Green Time:	21.7	0.0	21.7	0.0	0.0	0.0	0.0	32.3	0.0	0.0	32.3	32.3
Volume/Cap:	0.29	0.00	0.53	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.25	0.41
Delay/Veh:	13.8	0.0	15.7	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.5	8.5
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:	13.8	0.0	15.7	0.0	0.0	0.0	0.0	9.2	0.0	0.0	7.5	8.5
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	11	0	0	0	0	12	0	0	5	9

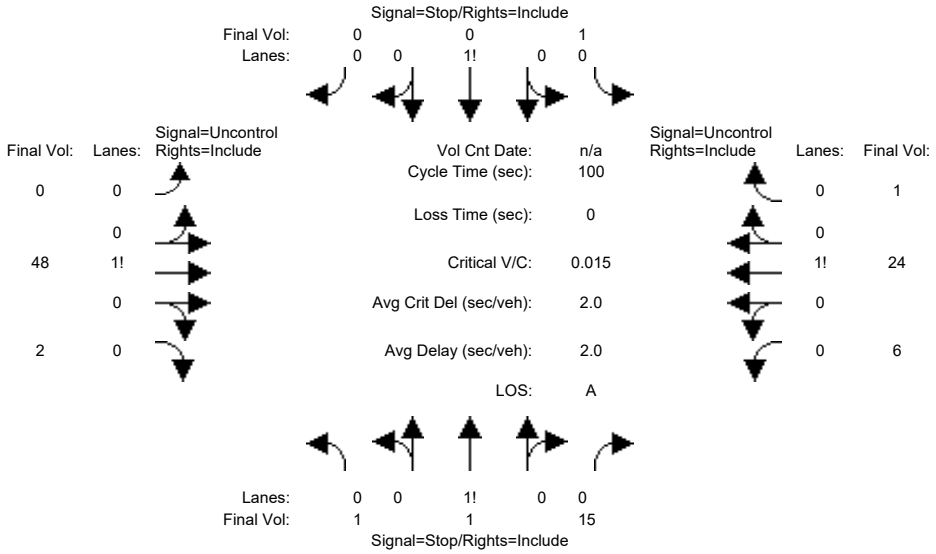
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #700: Sutter Blvd and Woodview Ave



Street Name:	Sutter Blvd						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	1	15	1	0	0	0	48	2	6	24	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	15	1	0	0	0	48	2	6	24	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	15	1	0	0	0	48	2	6	24	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	15	1	0	0	0	48	2	6	24	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	15	1	0	0	0	48	2	6	24	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	86	86	49	94	xxxx	xxxxx	xxxx	xxxx	xxxxx	50	xxxx	xxxxx
Potent Cap.:	906	808	1025	895	xxxx	xxxxx	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx
Move Cap.:	903	805	1025	878	xxxx	xxxxx	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1001	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.7			9.1			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

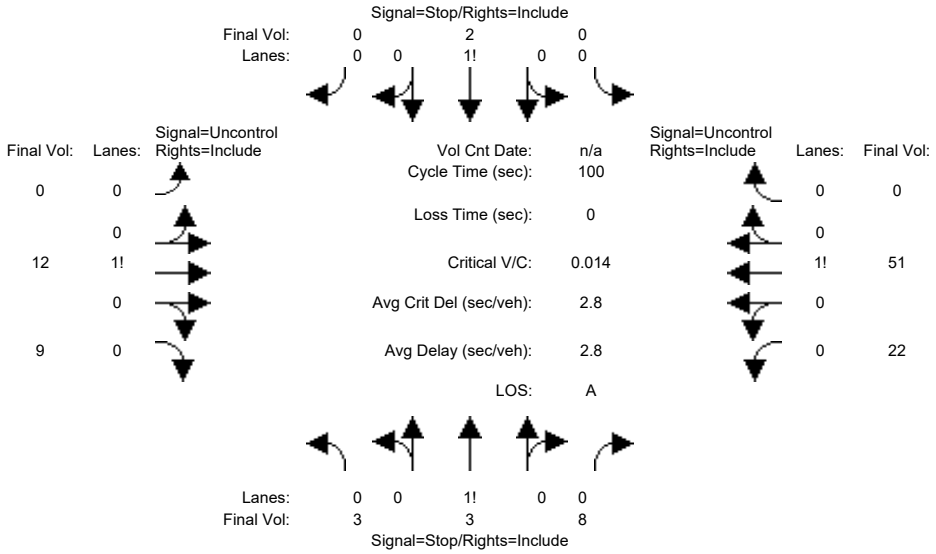
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #700: Sutter Blvd and Woodview Ave



Street Name:	Sutter Blvd						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	3	3	8	0	2	0	0	12	9	22	51	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	3	8	0	2	0	0	12	9	22	51	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3	8	0	2	0	0	12	9	22	51	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	3	8	0	2	0	0	12	9	22	51	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	3	8	0	2	0	0	12	9	22	51	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	113	112	17	xxxx	116	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	870	782	1068	xxxx	778	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	859	772	1068	xxxx	767	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	A	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	942	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.9			9.7			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

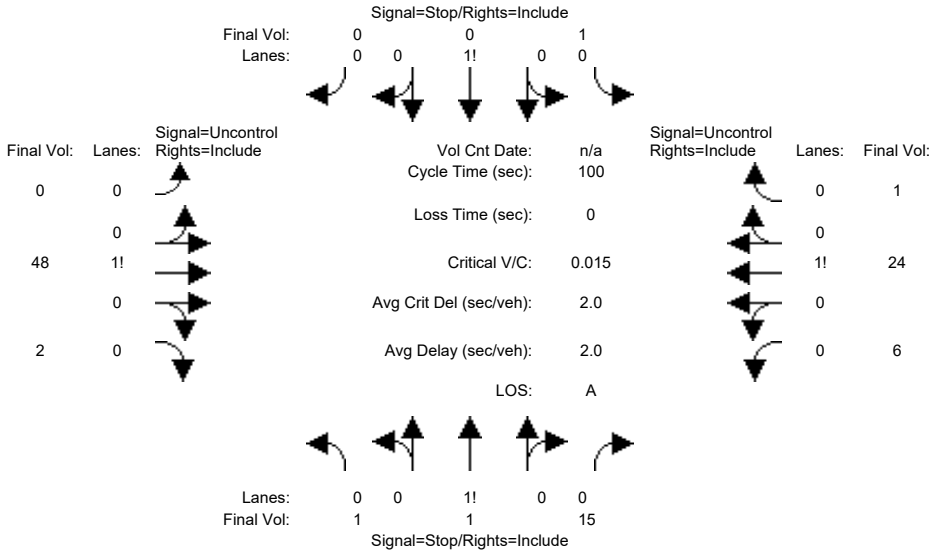
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #700: Sutter Blvd and Woodview Ave



Street Name:	Sutter Blvd						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	1	15	1	0	0	0	48	2	6	24	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	15	1	0	0	0	48	2	6	24	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	15	1	0	0	0	48	2	6	24	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	15	1	0	0	0	48	2	6	24	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	15	1	0	0	0	48	2	6	24	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	86	86	49	94	xxxx	xxxxx	xxxx	xxxx	xxxxx	50	xxxx	xxxxx
Potent Cap.:	906	808	1025	895	xxxx	xxxxx	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx
Move Cap.:	903	805	1025	878	xxxx	xxxxx	xxxx	xxxx	xxxxx	1570	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1001	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.7			9.1			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

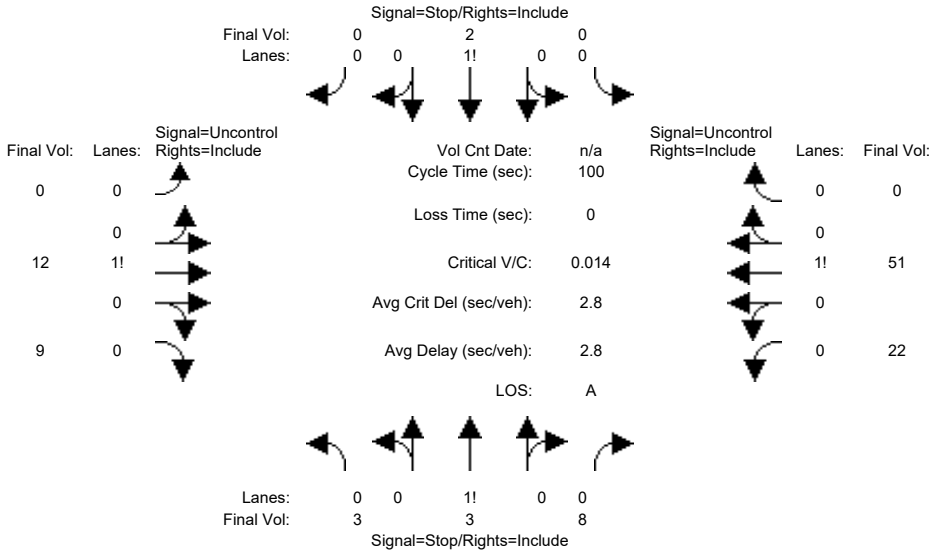
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #700: Sutter Blvd and Woodview Ave



Street Name:	Sutter Blvd						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	3	3	8	0	2	0	0	12	9	22	51	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	3	8	0	2	0	0	12	9	22	51	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	3	8	0	2	0	0	12	9	22	51	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	3	8	0	2	0	0	12	9	22	51	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	3	8	0	2	0	0	12	9	22	51	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	113	112	17	xxxx	116	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	870	782	1068	xxxx	778	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	859	772	1068	xxxx	767	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	A	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	942	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.9			9.7			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

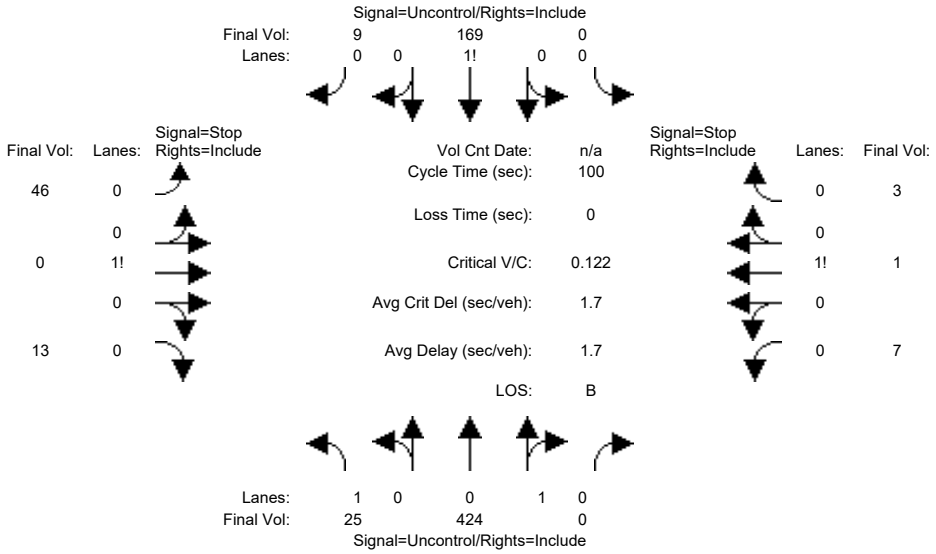
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #701: Madrone Pkwy and Woodview Ave



Street Name:	Madrone Pkwy						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	25	424	0	0	169	9	46	0	13	7	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	424	0	0	169	9	46	0	13	7	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	424	0	0	169	9	46	0	13	7	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	424	0	0	169	9	46	0	13	7	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	424	0	0	169	9	46	0	13	7	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	178	xxxx	xxxxx	xxxx	xxxx	xxxxx	650	648	174	654	652	424
Potent Cap.:	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	385	392	875	383	390	634
Move Cap.:	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx	378	385	875	372	383	634
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.00	0.01	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	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	432	xxxxx	xxxx	420	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.7	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			14.7			13.8		
ApproachLOS:	*			*			B			B		

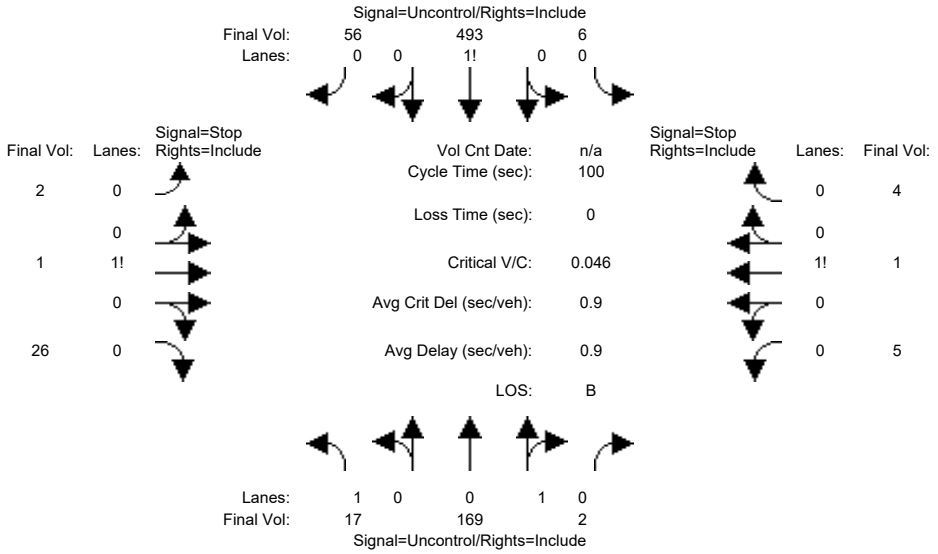
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #701: Madrone Pkwy and Woodview Ave



Street Name:	Madrone Pkwy						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	17	169	2	6	493	56	2	1	26	5	1	4
Growth Adj:	1.00	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	169	2	6	493	56	2	1	26	5	1	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	169	2	6	493	56	2	1	26	5	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	169	2	6	493	56	2	1	26	5	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	169	2	6	493	56	2	1	26	5	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	549	xxxx	xxxxx	171	xxxx	xxxxx	740	738	521	751	765	170
Potent Cap.:	1031	xxxx	xxxxx	1418	xxxx	xxxxx	335	348	559	330	336	879
Move Cap.:	1031	xxxx	xxxxx	1418	xxxx	xxxxx	328	341	559	309	329	879
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.05	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	522	xxxxx	xxxx	420	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	13.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.3			13.8		
ApproachLOS:	*			*			B			B		

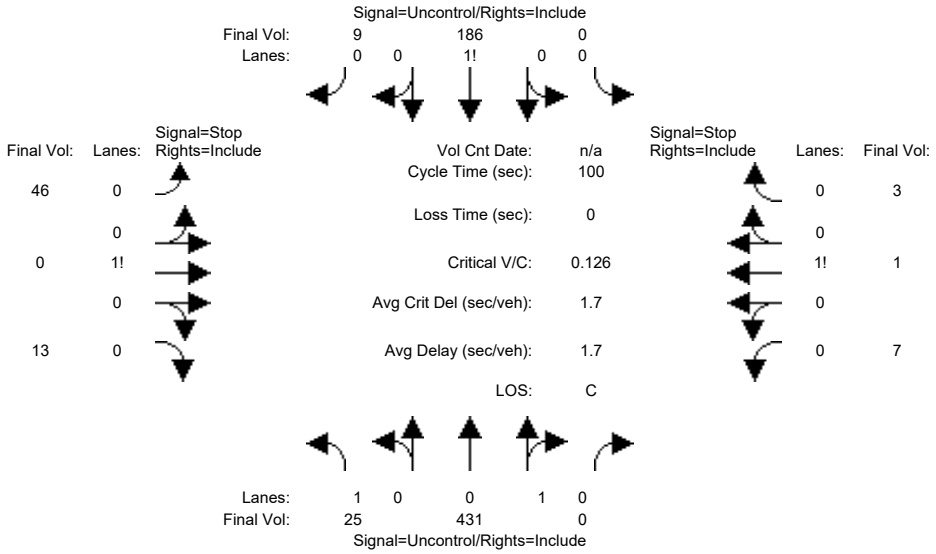
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #701: Madrone Pkwy and Woodview Ave



Street Name:	Madrone Pkwy						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	25	424	0	0	169	9	46	0	13	7	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	424	0	0	169	9	46	0	13	7	1	3
Added Vol:	0	7	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	431	0	0	186	9	46	0	13	7	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	431	0	0	186	9	46	0	13	7	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	431	0	0	186	9	46	0	13	7	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	195	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	672	191	678	676	431
Potent Cap.:	1390	xxxx	xxxxx	xxxx	xxxx	xxxxx	371	380	856	369	378	629
Move Cap.:	1390	xxxx	xxxxx	xxxx	xxxx	xxxxx	364	373	856	358	371	629
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.02	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	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	417	xxxxx	xxxx	407	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.1	xxxxx	xxxxx	14.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			15.1			14.1		
ApproachLOS:	*			*			C			B		

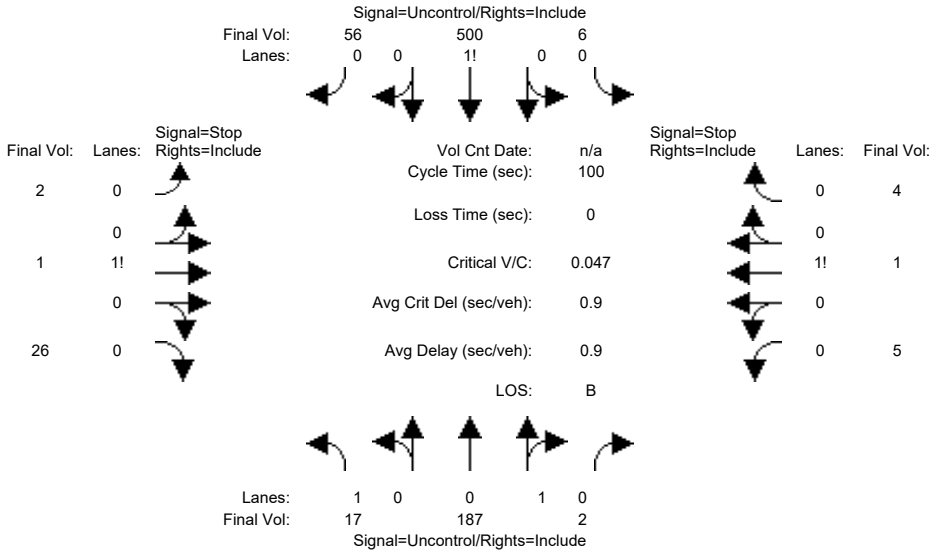
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #701: Madrone Pkwy and Woodview Ave



Street Name:	Madrone Pkwy						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	17	169	2	6	493	56	2	1	26	5	1	4
Growth Adj:	1.00	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	169	2	6	493	56	2	1	26	5	1	4
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	187	2	6	500	56	2	1	26	5	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	187	2	6	500	56	2	1	26	5	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	187	2	6	500	56	2	1	26	5	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	556	xxxx	xxxxx	189	xxxx	xxxxx	765	763	528	776	790	188
Potent Cap.:	1025	xxxx	xxxxx	1397	xxxx	xxxxx	323	337	554	317	325	859
Move Cap.:	1025	xxxx	xxxxx	1397	xxxx	xxxxx	315	330	554	297	318	859
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.05	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	515	xxxxx	xxxx	406	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	14.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			12.4			14.1		
ApproachLOS:	*			*			B			B		

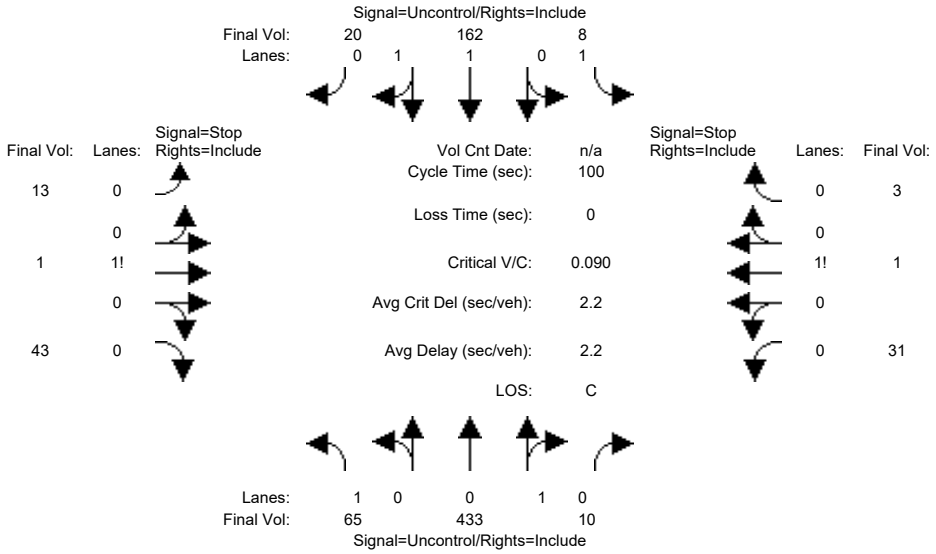
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #702: Madrone Pkwy and Project Driveway



Street Name:	Madrone Pkwy						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	65	433	10	8	162	20	13	1	43	31	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	433	10	8	162	20	13	1	43	31	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	433	10	8	162	20	13	1	43	31	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	433	10	8	162	20	13	1	43	31	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	433	10	8	162	20	13	1	43	31	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	182	xxxx	xxxxx	443	xxxx	xxxxx	758	761	91	666	766	438
Potent Cap.:	1405	xxxx	xxxxx	1128	xxxx	xxxxx	326	337	972	376	335	623
Move Cap.:	1405	xxxx	xxxxx	1128	xxxx	xxxxx	311	320	972	344	317	623
Volume/Cap:	0.05	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.00	0.04	0.09	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	639	xxxxx	xxxx	357	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	xxxxx	16.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.2			16.2		
ApproachLOS:	*			*			B			C		

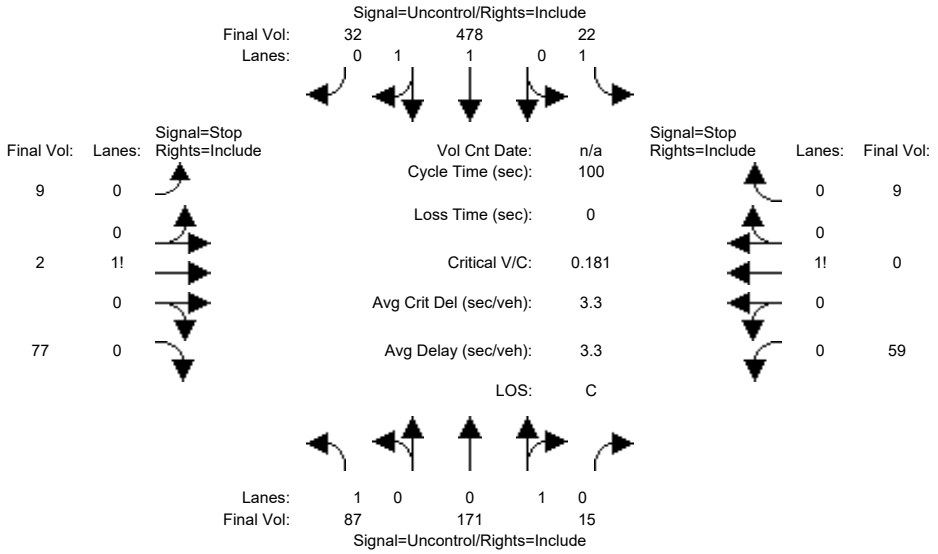
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #702: Madrone Pkwy and Project Driveway



Street Name:	Madrone Pkwy						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	87	171	15	22	478	32	9	2	77	59	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	171	15	22	478	32	9	2	77	59	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	171	15	22	478	32	9	2	77	59	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	171	15	22	478	32	9	2	77	59	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	87	171	15	22	478	32	9	2	77	59	0	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	510	xxxx	xxxxx	186	xxxx	xxxxx	895	898	255	637	907	179
Potent Cap.:	1065	xxxx	xxxxx	1401	xxxx	xxxxx	264	281	789	393	278	870
Move Cap.:	1065	xxxx	xxxxx	1401	xxxx	xxxxx	242	254	789	327	251	870
Volume/Cap:	0.08	xxxx	xxxx	0.02	xxxx	xxxx	0.04	0.01	0.10	0.18	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	616	xxxxx	xxxx	356	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	17.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.8			17.5		
ApproachLOS:	*			*			B			C		

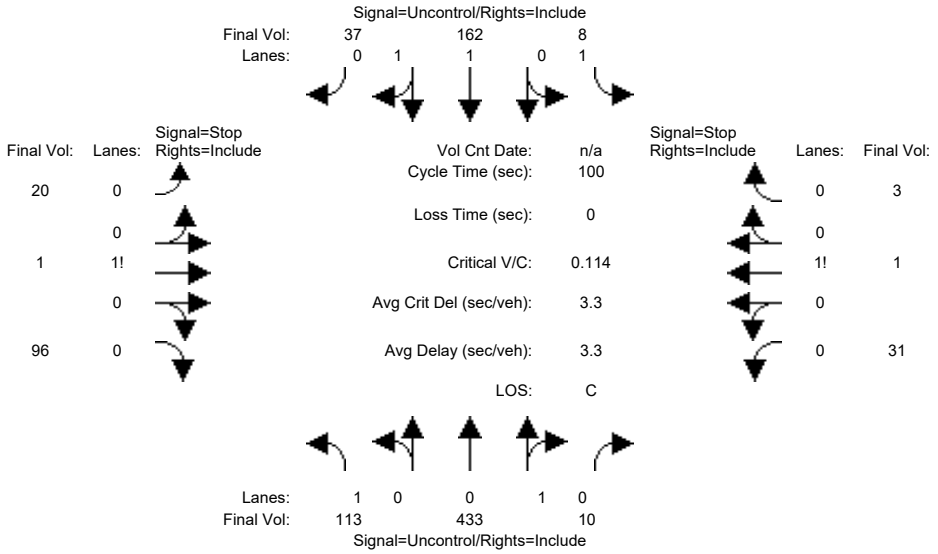
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #702: Madrone Pkwy and Project Driveway



Street Name:	Madrone Pkwy						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	65	433	10	8	162	20	13	1	43	31	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	433	10	8	162	20	13	1	43	31	1	3
Added Vol:	48	0	0	0	0	17	7	0	53	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	433	10	8	162	37	20	1	96	31	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	433	10	8	162	37	20	1	96	31	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	113	433	10	8	162	37	20	1	96	31	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	199	xxxx	xxxxx	443	xxxx	xxxxx	863	866	100	762	879	438
Potent Cap.:	1385	xxxx	xxxxx	1128	xxxx	xxxxx	277	294	962	324	288	623
Move Cap.:	1385	xxxx	xxxxx	1128	xxxx	xxxxx	257	268	962	271	263	623
Volume/Cap:	0.08	xxxx	xxxx	0.01	xxxx	xxxx	0.08	0.00	0.10	0.11	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	645	xxxxx	xxxx	285	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	0.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	19.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.8			19.4		
ApproachLOS:	*			*			B			C		

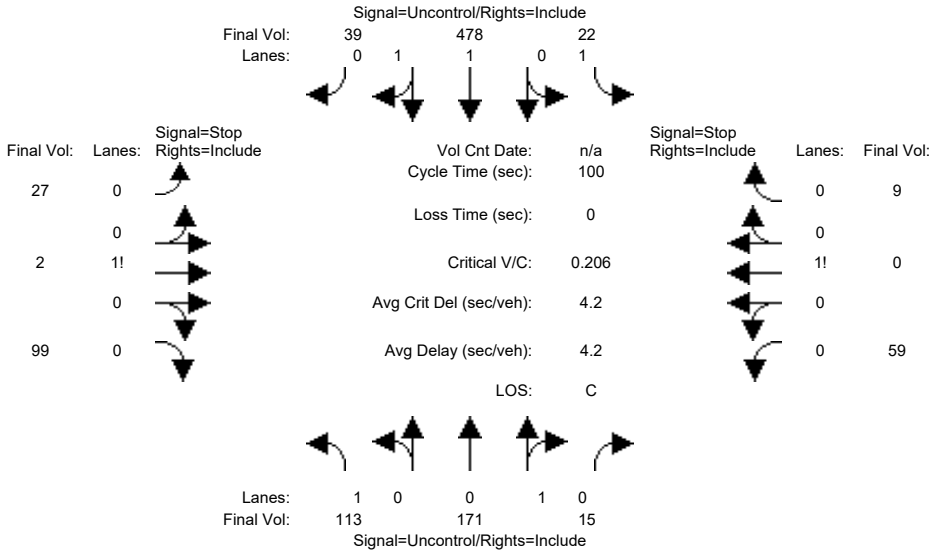
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #702: Madrone Pkwy and Project Driveway



Street Name:	Madrone Pkwy						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	87	171	15	22	478	32	9	2	77	59	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	171	15	22	478	32	9	2	77	59	0	9
Added Vol:	26	0	0	0	0	7	18	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	171	15	22	478	39	27	2	99	59	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	171	15	22	478	39	27	2	99	59	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	113	171	15	22	478	39	27	2	99	59	0	9
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	517	xxxx	xxxxx	186	xxxx	xxxxx	951	954	259	689	966	179
Potent Cap.:	1059	xxxx	xxxxx	1401	xxxx	xxxxx	242	261	785	363	257	870
Move Cap.:	1059	xxxx	xxxxx	1401	xxxx	xxxxx	217	229	785	286	226	870
Volume/Cap:	0.11	xxxx	xxxx	0.02	xxxx	xxxx	0.12	0.01	0.13	0.21	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	494	xxxxx	xxxx	314	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.8	xxxxx	xxxxx	19.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			14.8			19.6		
ApproachLOS:	*			*			B			C		

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

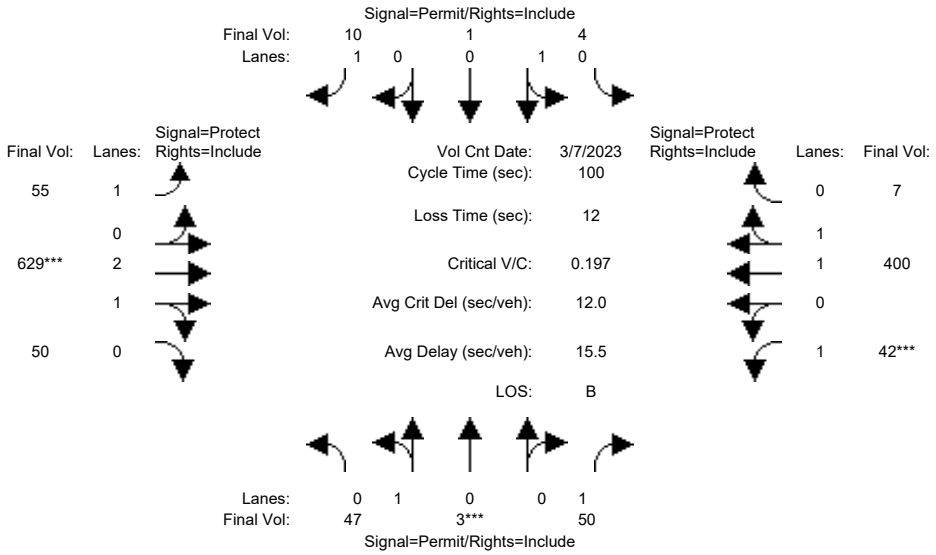
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #104: Woodview Avenue and Cochrane Road



Street Name:	Woodview Avenue						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	47	3	50	4	1	10	55	629	50	42	400	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	3	50	4	1	10	55	629	50	42	400	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	3	50	4	1	10	55	629	50	42	400	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	3	50	4	1	10	55	629	50	42	400	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	3	50	4	1	10	55	629	50	42	400	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	3	50	4	1	10	55	629	50	42	400	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	0.94	0.06	1.00	0.80	0.20	1.00	1.00	2.77	0.23	1.00	1.96	0.04
Final Sat.:	1692	108	1750	1440	360	1750	1750	5187	412	1750	3636	64
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.00	0.01	0.03	0.12	0.12	0.02	0.11	0.11
Crit Moves:		****						****		****		
Green Time:	14.1	14.1	14.1	14.1	14.1	14.1	28.7	61.7	61.7	12.2	45.1	45.1
Volume/Cap:	0.20	0.20	0.20	0.02	0.02	0.04	0.11	0.20	0.20	0.20	0.24	0.24
Delay/Veh:	38.3	38.3	38.4	37.0	37.0	37.2	26.3	8.4	8.4	39.9	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	38.3	38.4	37.0	37.0	37.2	26.3	8.4	8.4	39.9	17.0	17.0
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	0	0	1	3	6	6	2	8	8

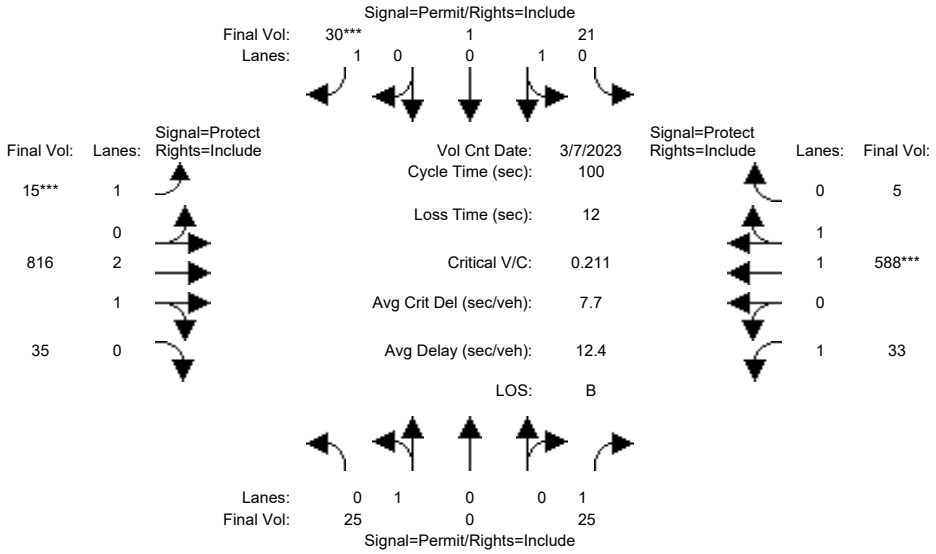
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #104: Woodview Avenue and Cochrane Road



Street Name:	Woodview Avenue						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	25	0	25	21	1	30	15	816	35	33	588	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	25	21	1	30	15	816	35	33	588	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	25	21	1	30	15	816	35	33	588	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	25	21	1	30	15	816	35	33	588	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	25	21	1	30	15	816	35	33	588	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	25	21	1	30	15	816	35	33	588	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.95	0.05	1.00	1.00	2.87	0.13	1.00	1.98	0.02
Final Sat.:	1800	0	1750	1718	82	1750	1750	5369	230	1750	3669	31
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.02	0.01	0.15	0.15	0.02	0.16	0.16
Crit Moves:						****	****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	7.0	53.4	53.4	24.6	71.0	71.0
Volume/Cap:	0.14	0.00	0.14	0.12	0.12	0.17	0.12	0.28	0.28	0.08	0.23	0.23
Delay/Veh:	41.4	0.0	41.5	41.3	41.3	41.7	44.1	12.9	12.9	29.1	5.1	5.1
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:	41.4	0.0	41.5	41.3	41.3	41.7	44.1	12.9	12.9	29.1	5.1	5.1
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
HCM2k95thQ:	2	0	2	2	2	2	1	9	9	2	6	6

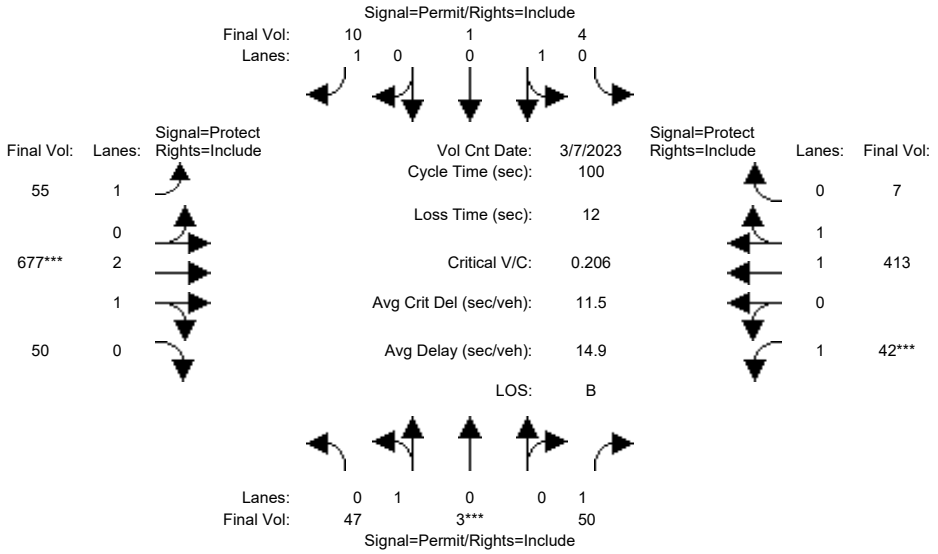
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #104: Woodview Avenue and Cochrane Road



Street Name:	Woodview Avenue						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	47	3	50	4	1	10	55	629	50	42	400	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	3	50	4	1	10	55	629	50	42	400	7
Added Vol:	0	0	0	0	0	0	0	48	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	3	50	4	1	10	55	677	50	42	413	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	3	50	4	1	10	55	677	50	42	413	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	3	50	4	1	10	55	677	50	42	413	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	3	50	4	1	10	55	677	50	42	413	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.97	0.95
Lanes:	0.94	0.06	1.00	0.80	0.20	1.00	1.00	2.79	0.21	1.00	1.97	0.03
Final Sat.:	1692	108	1750	1440	360	1750	1750	5214	385	1750	3638	62
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.00	0.00	0.01	0.03	0.13	0.13	0.02	0.11	0.11
Crit Moves:		****						****		****		
Green Time:	13.5	13.5	13.5	13.5	13.5	13.5	28.4	62.9	62.9	11.6	46.1	46.1
Volume/Cap:	0.21	0.21	0.21	0.02	0.02	0.04	0.11	0.21	0.21	0.21	0.25	0.25
Delay/Veh:	38.9	38.9	39.0	37.6	37.6	37.7	26.5	7.9	7.9	40.5	16.5	16.5
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:	38.9	38.9	39.0	37.6	37.6	37.7	26.5	7.9	7.9	40.5	16.5	16.5
LOS by Move:	D	D	D	D	D	D	C	A	A	D	B	B
HCM2k95thQ:	3	3	3	0	0	1	3	6	6	3	8	8

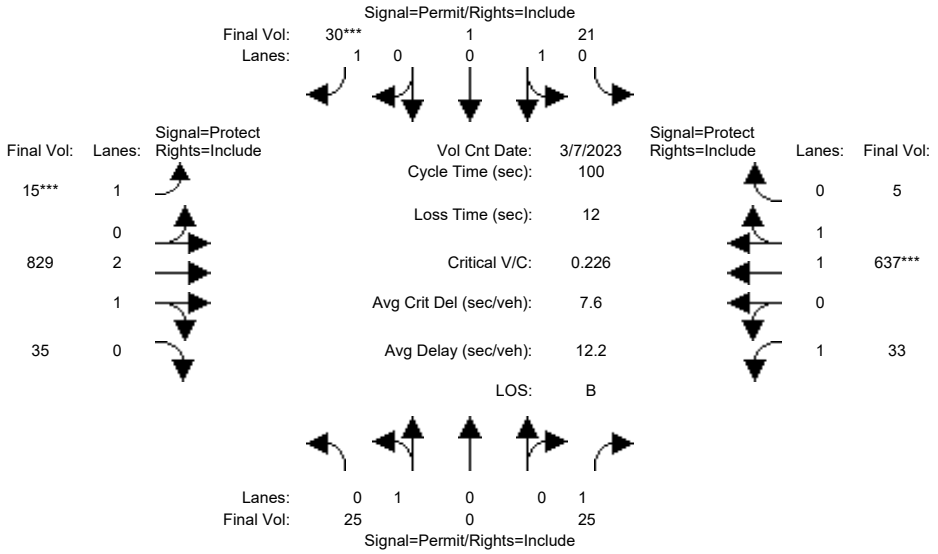
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #104: Woodview Avenue and Cochrane Road



Street Name:	Woodview Avenue						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	25	0	25	21	1	30	15	816	35	33	588	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	25	21	1	30	15	816	35	33	588	5
Added Vol:	0	0	0	0	0	0	0	13	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	25	21	1	30	15	829	35	33	637	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	25	21	1	30	15	829	35	33	637	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	25	21	1	30	15	829	35	33	637	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	25	21	1	30	15	829	35	33	637	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	0.95	0.05	1.00	1.00	2.87	0.13	1.00	1.98	0.02
Final Sat.:	1800	0	1750	1718	82	1750	1750	5373	227	1750	3671	29
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.01	0.02	0.01	0.15	0.15	0.02	0.17	0.17
Crit Moves:						****	****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	10.0	7.0	53.7	53.7	24.3	71.0	71.0
Volume/Cap:	0.14	0.00	0.14	0.12	0.12	0.17	0.12	0.29	0.29	0.08	0.24	0.24
Delay/Veh:	41.4	0.0	41.5	41.3	41.3	41.7	44.1	12.8	12.8	29.2	5.1	5.1
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:	41.4	0.0	41.5	41.3	41.3	41.7	44.1	12.8	12.8	29.2	5.1	5.1
LOS by Move:	D	A	D	D	D	D	D	B	B	C	A	A
HCM2k95thQ:	2	0	2	2	2	2	1	9	9	2	7	7

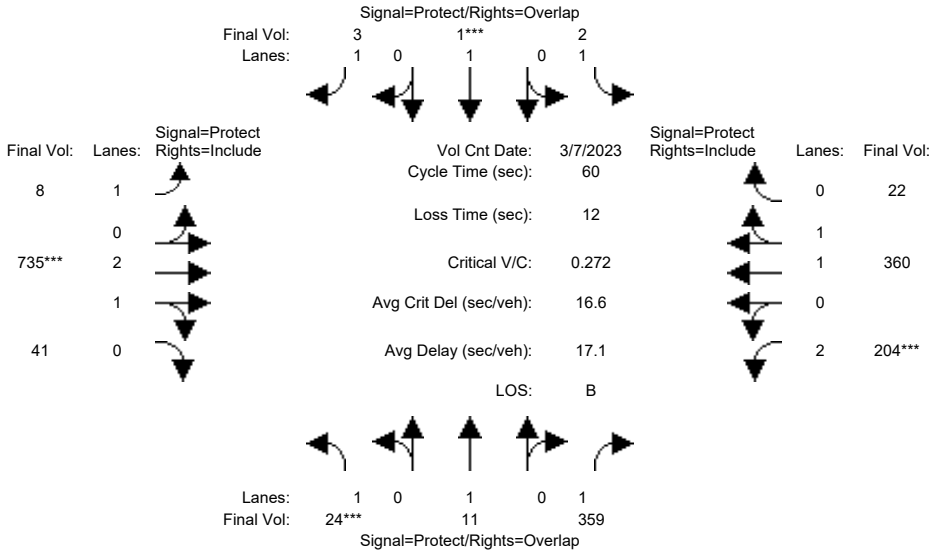
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	24	11	359	2	1	3	8	735	41	204	360	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	11	359	2	1	3	8	735	41	204	360	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	11	359	2	1	3	8	735	41	204	360	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	11	359	2	1	3	8	735	41	204	360	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	11	359	2	1	3	8	735	41	204	360	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	11	359	2	1	3	8	735	41	204	360	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.84	0.16	2.00	1.88	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5304	296	3150	3487	213
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.21	0.00	0.00	0.00	0.00	0.14	0.14	0.06	0.10	0.10
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	19.9	7.0	10.0	22.8	12.8	21.1	21.1	9.9	18.2	18.2
Volume/Cap:	0.12	0.03	0.62	0.01	0.00	0.00	0.02	0.39	0.39	0.39	0.34	0.34
Delay/Veh:	24.0	21.0	18.9	23.5	20.8	11.6	18.7	14.7	14.7	22.9	16.4	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	21.0	18.9	23.5	20.8	11.6	18.7	14.7	14.7	22.9	16.4	16.4
LOS by Move:	C	C	B	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	1	0	13	0	0	0	0	7	7	4	5	5

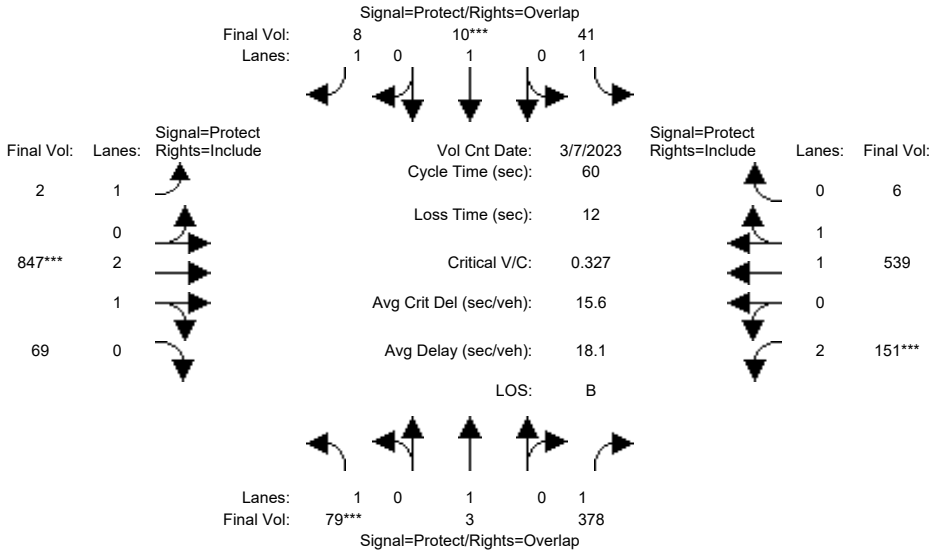
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	79	3	378	41	10	8	2	847	69	151	539	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	3	378	41	10	8	2	847	69	151	539	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	3	378	41	10	8	2	847	69	151	539	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	3	378	41	10	8	2	847	69	151	539	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	3	378	41	10	8	2	847	69	151	539	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	3	378	41	10	8	2	847	69	151	539	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.77	0.23	2.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5178	422	3150	3659	41
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.22	0.02	0.01	0.00	0.00	0.16	0.16	0.05	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	17.0	7.0	10.0	22.8	12.8	24.0	24.0	7.0	18.2	18.2
Volume/Cap:	0.39	0.01	0.76	0.20	0.03	0.01	0.01	0.41	0.41	0.41	0.48	0.48
Delay/Veh:	25.7	20.9	26.4	24.5	21.0	11.6	18.6	13.1	13.1	25.3	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	20.9	26.4	24.5	21.0	11.6	18.6	13.1	13.1	25.3	17.4	17.4
LOS by Move:	C	C	C	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	4	0	17	2	0	0	0	8	8	3	8	8

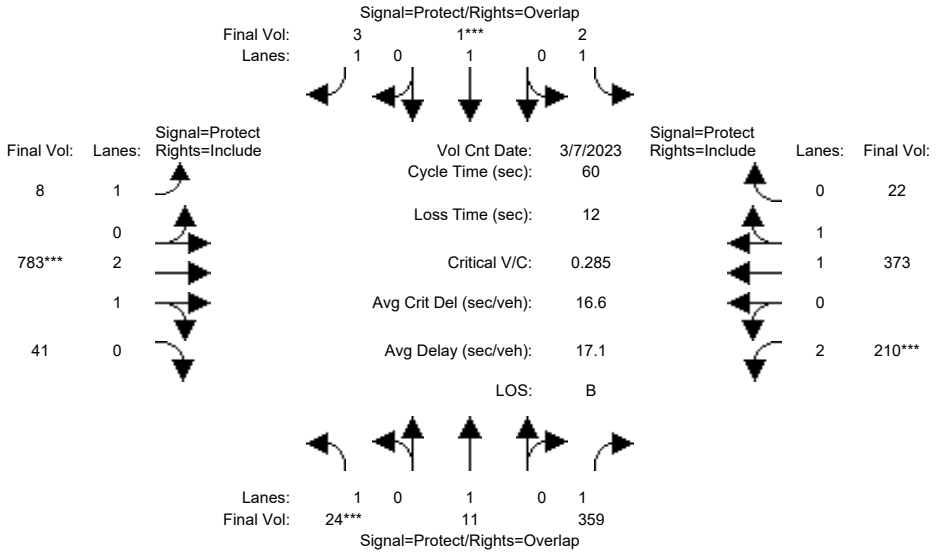
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	24	11	359	2	1	3	8	735	41	204	360	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	11	359	2	1	3	8	735	41	204	360	22
Added Vol:	0	0	0	0	0	0	0	48	0	6	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	11	359	2	1	3	8	783	41	210	373	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	11	359	2	1	3	8	783	41	210	373	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	11	359	2	1	3	8	783	41	210	373	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	11	359	2	1	3	8	783	41	210	373	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.85	0.15	2.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5321	279	3150	3494	206
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.21	0.00	0.00	0.00	0.00	0.15	0.15	0.07	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	19.7	7.0	10.0	22.8	12.8	21.3	21.3	9.7	18.2	18.2
Volume/Cap:	0.12	0.03	0.63	0.01	0.00	0.00	0.02	0.41	0.41	0.41	0.35	0.35
Delay/Veh:	24.0	21.0	19.2	23.5	20.8	11.6	18.7	14.7	14.7	23.2	16.5	16.5
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:	24.0	21.0	19.2	23.5	20.8	11.6	18.7	14.7	14.7	23.2	16.5	16.5
LOS by Move:	C	C	B	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	1	0	13	0	0	0	0	8	8	4	6	6

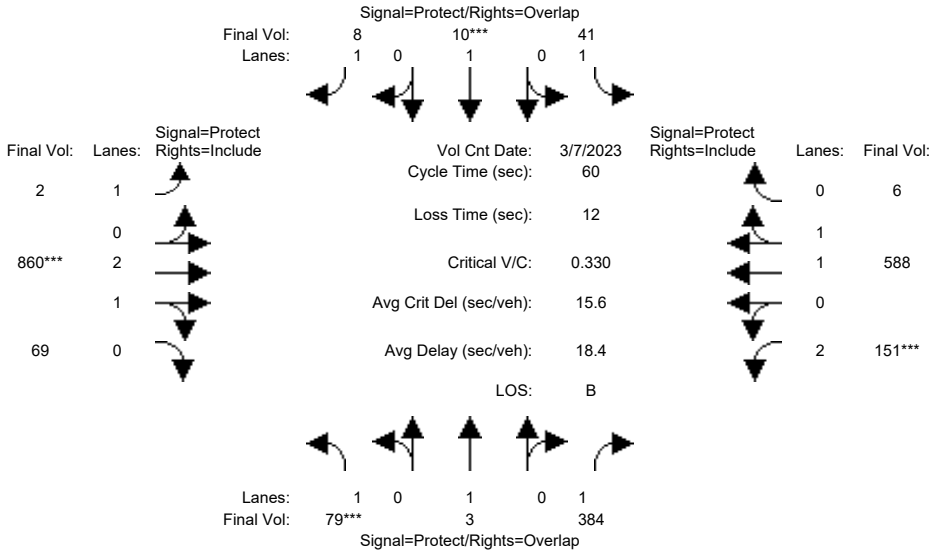
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #105: Sutter Boulevard and Cochrane Road



Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Mar 2023 <<												
Base Vol:	79	3	378	41	10	8	2	847	69	151	539	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	3	378	41	10	8	2	847	69	151	539	6
Added Vol:	0	0	6	0	0	0	0	13	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	3	384	41	10	8	2	860	69	151	588	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	3	384	41	10	8	2	860	69	151	588	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	3	384	41	10	8	2	860	69	151	588	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	3	384	41	10	8	2	860	69	151	588	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.77	0.23	2.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5184	416	3150	3663	37
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.22	0.02	0.01	0.00	0.00	0.17	0.17	0.05	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	17.0	7.0	10.0	22.8	12.8	24.0	24.0	7.0	18.2	18.2
Volume/Cap:	0.39	0.01	0.77	0.20	0.03	0.01	0.01	0.41	0.41	0.41	0.53	0.53
Delay/Veh:	25.7	20.9	27.2	24.5	21.0	11.6	18.6	13.1	13.1	25.3	17.8	17.8
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:	25.7	20.9	27.2	24.5	21.0	11.6	18.6	13.1	13.1	25.3	17.8	17.8
LOS by Move:	C	C	C	C	C	B	B	B	B	C	B	B
HCM2k95thQ:	4	0	17	2	0	0	0	8	8	3	9	9

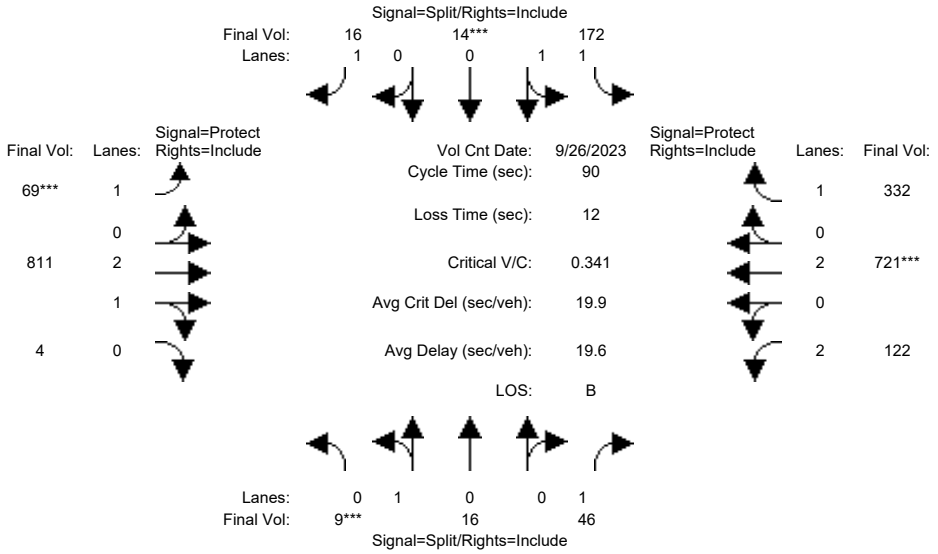
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	9	16	46	172	14	16	69	811	4	122	721	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	16	46	172	14	16	69	811	4	122	721	332
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	16	46	172	14	16	69	811	4	122	721	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	16	46	172	14	16	69	811	4	122	721	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	16	46	172	14	16	69	811	4	122	721	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	16	46	172	14	16	69	811	4	122	721	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.36	0.64	1.00	1.85	0.15	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	648	1152	1750	3283	267	1750	1750	5572	27	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.05	0.05	0.01	0.04	0.15	0.15	0.04	0.19	0.19
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	12.7	12.7	12.7	9.5	36.1	36.1	19.3	45.8	45.8
Volume/Cap:	0.13	0.13	0.24	0.37	0.37	0.07	0.37	0.36	0.36	0.18	0.37	0.37
Delay/Veh:	36.3	36.3	37.1	35.5	35.5	33.7	38.7	19.0	19.0	29.0	13.5	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	37.1	35.5	35.5	33.7	38.7	19.0	19.0	29.0	13.5	13.6
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	B
HCM2k95thQ:	2	2	3	6	6	1	4	10	10	4	12	12

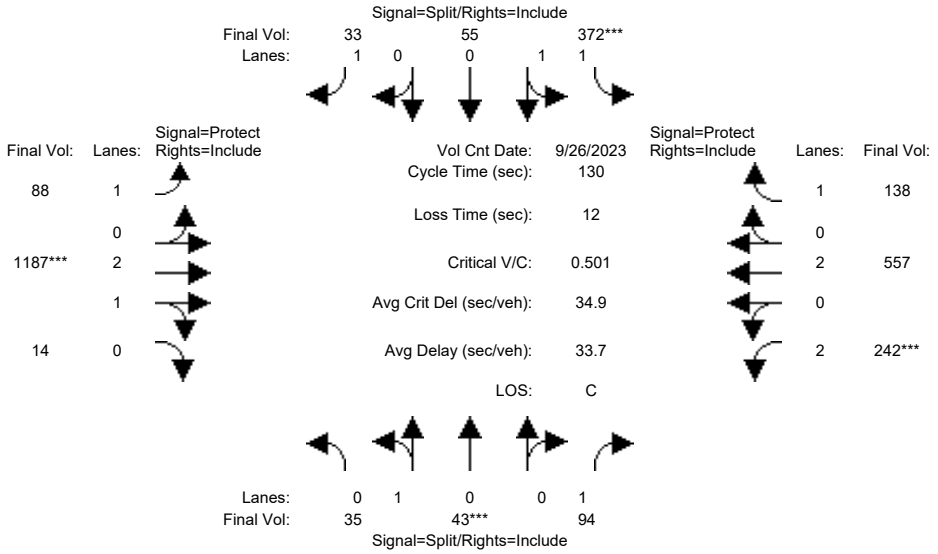
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	35	43	94	372	55	33	88	1187	14	242	557	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	94	372	55	33	88	1187	14	242	557	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	94	372	55	33	88	1187	14	242	557	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	94	372	55	33	88	1187	14	242	557	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	94	372	55	33	88	1187	14	242	557	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	94	372	55	33	88	1187	14	242	557	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.45	0.55	1.00	1.75	0.25	1.00	1.00	2.96	0.04	2.00	2.00	1.00
Final Sat.:	808	992	1750	3093	457	1750	1750	5535	65	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.12	0.12	0.02	0.05	0.21	0.21	0.08	0.15	0.08
Crit Moves:		****		****				****		****		
Green Time:	13.9	13.9	13.9	31.2	31.2	31.2	20.3	55.6	55.6	19.9	55.3	55.3
Volume/Cap:	0.40	0.40	0.50	0.50	0.50	0.08	0.32	0.50	0.50	0.50	0.34	0.19
Delay/Veh:	55.5	55.5	56.9	43.1	43.1	38.3	49.4	27.2	27.2	51.3	25.3	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	55.5	56.9	43.1	43.1	38.3	49.4	27.2	27.2	51.3	25.3	23.4
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	7	7	9	15	15	2	6	21	21	11	14	7

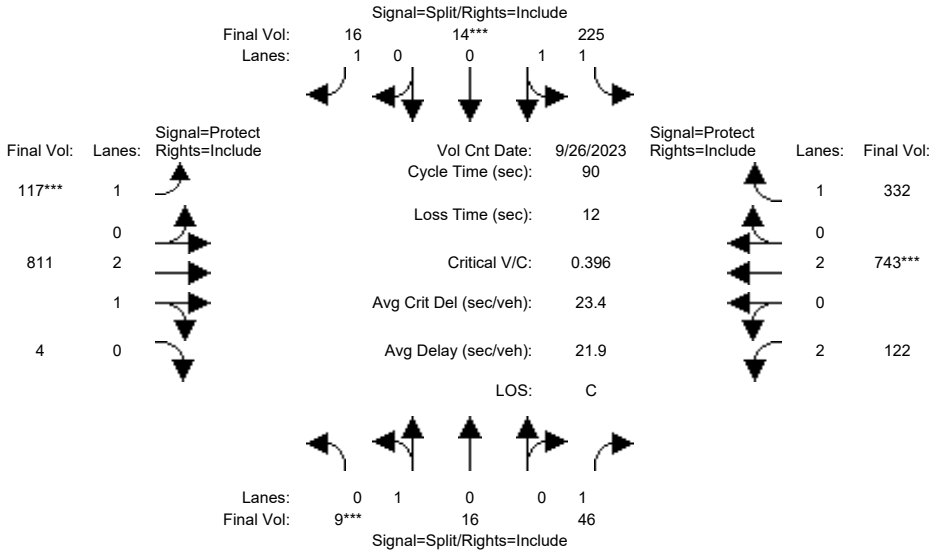
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	9	16	46	172	14	16	69	811	4	122	721	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	16	46	172	14	16	69	811	4	122	721	332
Added Vol:	0	0	0	53	0	0	48	0	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	16	46	225	14	16	117	811	4	122	743	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	16	46	225	14	16	117	811	4	122	743	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	16	46	225	14	16	117	811	4	122	743	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	16	46	225	14	16	117	811	4	122	743	332
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.36	0.64	1.00	1.88	0.12	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	648	1152	1750	3342	208	1750	1750	5572	27	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.03	0.07	0.07	0.01	0.07	0.15	0.15	0.04	0.20	0.19
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	13.9	13.9	13.9	13.8	35.3	35.3	18.8	40.3	40.3
Volume/Cap:	0.13	0.13	0.24	0.44	0.44	0.06	0.44	0.37	0.37	0.18	0.44	0.42
Delay/Veh:	36.3	36.3	37.1	35.1	35.1	32.6	35.7	19.6	19.6	29.4	17.2	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	37.1	35.1	35.1	32.6	35.7	19.6	19.6	29.4	17.2	17.3
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	B
HCM2k95thQ:	2	2	3	7	7	1	6	10	10	4	14	13

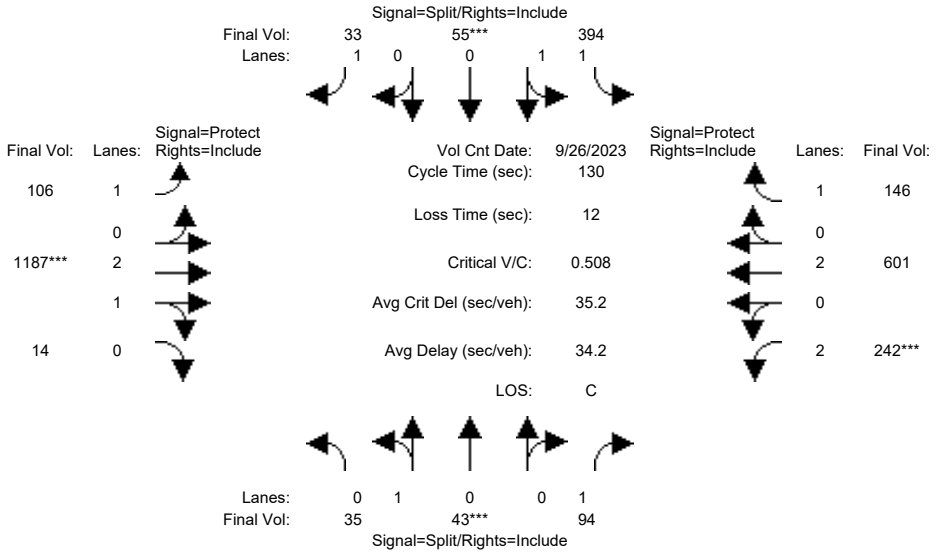
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	35	43	94	372	55	33	88	1187	14	242	557	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	43	94	372	55	33	88	1187	14	242	557	138
Added Vol:	0	0	0	22	0	0	18	0	0	0	44	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	43	94	394	55	33	106	1187	14	242	601	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	43	94	394	55	33	106	1187	14	242	601	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	43	94	394	55	33	106	1187	14	242	601	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	43	94	394	55	33	106	1187	14	242	601	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.45	0.55	1.00	1.76	0.24	1.00	1.00	2.96	0.04	2.00	2.00	1.00
Final Sat.:	808	992	1750	3115	435	1750	1750	5535	65	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.13	0.13	0.02	0.06	0.21	0.21	0.08	0.16	0.08
Crit Moves:		****			****			****			****	
Green Time:	13.7	13.7	13.7	32.4	32.4	32.4	20.6	54.9	54.9	19.7	53.9	53.9
Volume/Cap:	0.41	0.41	0.51	0.51	0.51	0.08	0.38	0.51	0.51	0.51	0.38	0.20
Delay/Veh:	55.8	55.8	57.2	42.5	42.5	37.4	49.8	27.8	27.8	51.6	26.6	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	55.8	57.2	42.5	42.5	37.4	49.8	27.8	27.8	51.6	26.6	24.4
LOS by Move:	E	E	E	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	7	7	9	16	16	2	8	21	21	11	15	8

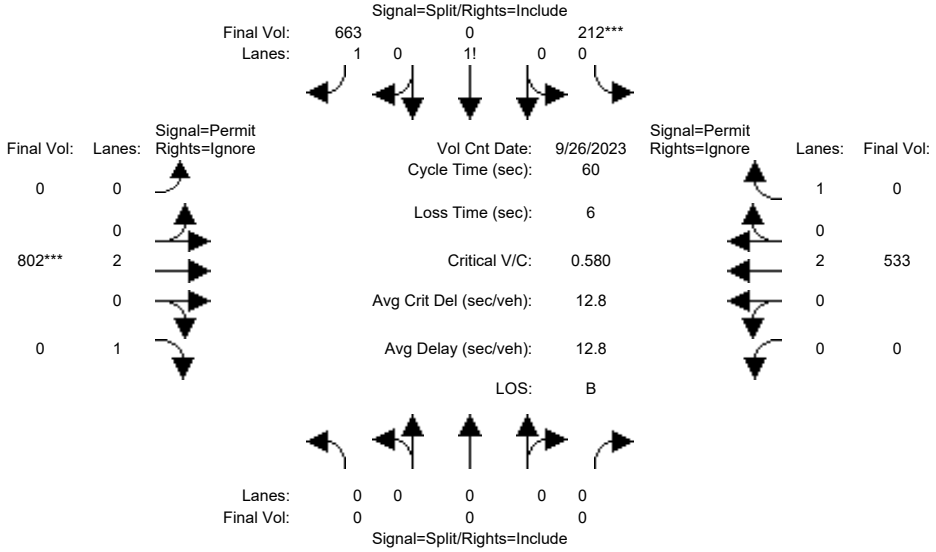
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	212	0	663	0	802	254	0	533	139
Growth Adj:	1.00	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	212	0	663	0	802	254	0	533	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	212	0	663	0	802	254	0	533	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	212	0	663	0	802	0	0	533	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	0	663	0	802	0	0	533	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	212	0	663	0	802	0	0	533	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.39	0.00	1.61	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	683	0	2817	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.24	0.00	0.21	0.00	0.00	0.14	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.2	0.0	32.2	0.0	21.8	0.0	0.0	21.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.44	0.00	0.58	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	9.9	0.0	8.6	0.0	16.0	0.0	0.0	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.9	0.0	8.6	0.0	16.0	0.0	0.0	14.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	15	0	10	0	13	0	0	7	0

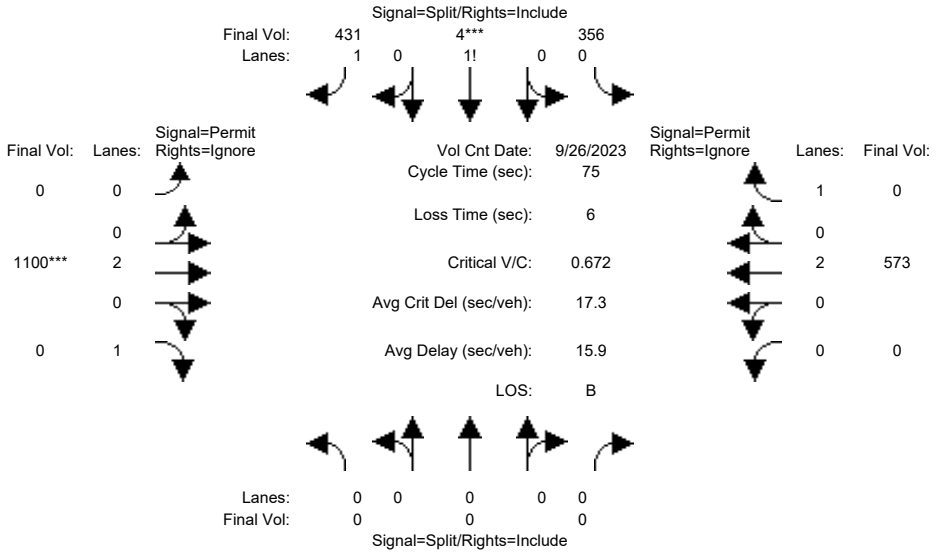
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	356	4	431	0	1100	647	0	573	149
Growth Adj:	1.00	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	356	4	431	0	1100	647	0	573	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	356	4	431	0	1100	647	0	573	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	356	4	431	0	1100	0	0	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	356	4	431	0	1100	0	0	573	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	356	4	431	0	1100	0	0	573	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.62	0.01	1.37	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1083	12	2405	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.18	0.00	0.29	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	36.7	36.7	36.7	0.0	32.3	0.0	0.0	32.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.37	0.00	0.67	0.00	0.00	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	16.1	12.0	0.0	18.2	0.0	0.0	14.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.1	16.1	12.0	0.0	18.2	0.0	0.0	14.4	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	21	21	10	0	20	0	0	8	0

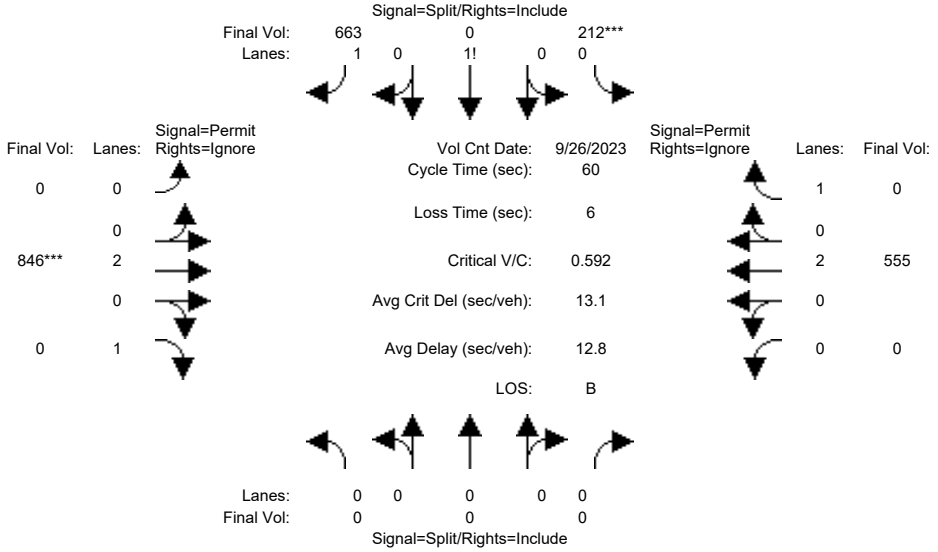
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	212	0	663	0	802	254	0	533	139
Growth Adj:	1.00	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	212	0	663	0	802	254	0	533	139
Added Vol:	0	0	0	0	0	0	0	44	8	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	212	0	663	0	846	262	0	555	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	212	0	663	0	846	0	0	555	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	0	663	0	846	0	0	555	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	212	0	663	0	846	0	0	555	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.39	0.00	1.61	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	683	0	2817	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.24	0.00	0.22	0.00	0.00	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.5	0.0	31.5	0.0	22.5	0.0	0.0	22.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.45	0.00	0.59	0.00	0.00	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	10.5	0.0	9.0	0.0	15.7	0.0	0.0	13.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.5	0.0	9.0	0.0	15.7	0.0	0.0	13.9	0.0
LOS by Move:	A	A	A	B	A	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	15	0	11	0	13	0	0	7	0

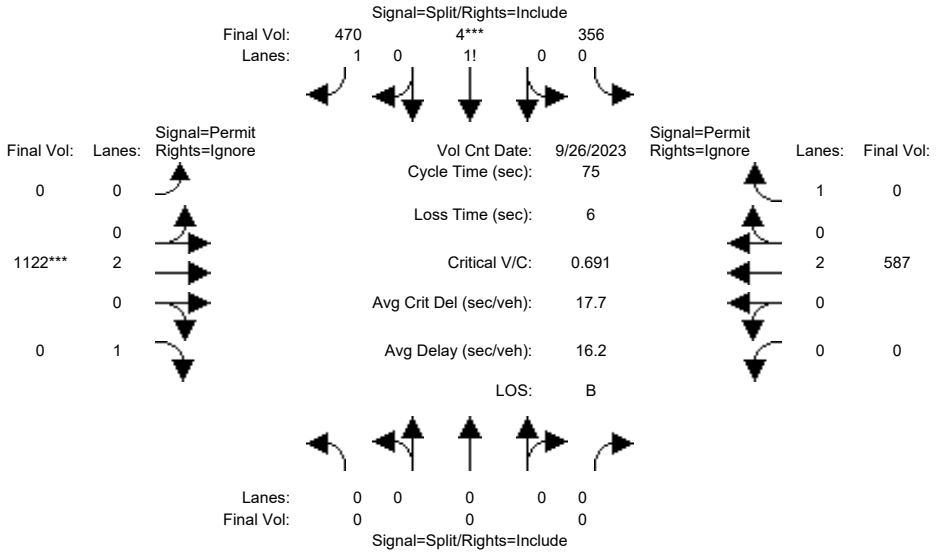
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #107: US 101 SB Ramps and Cochrane Road



Street Name:	US 101 SB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 26 Sep 2023 <<												
Base Vol:	0	0	0	356	4	431	0	1100	647	0	573	149
Growth Adj:	1.00	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	356	4	431	0	1100	647	0	573	149
Added Vol:	0	0	0	0	0	39	0	22	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	356	4	470	0	1122	647	0	587	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	356	4	470	0	1122	0	0	587	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	356	4	470	0	1122	0	0	587	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	356	4	470	0	1122	0	0	587	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.60	0.01	1.39	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1047	12	2441	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.19	0.00	0.30	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	36.9	36.9	36.9	0.0	32.1	0.0	0.0	32.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.39	0.00	0.69	0.00	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	16.4	16.4	12.1	0.0	18.7	0.0	0.0	14.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.4	16.4	12.1	0.0	18.7	0.0	0.0	14.7	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	22	22	11	0	21	0	0	9	0

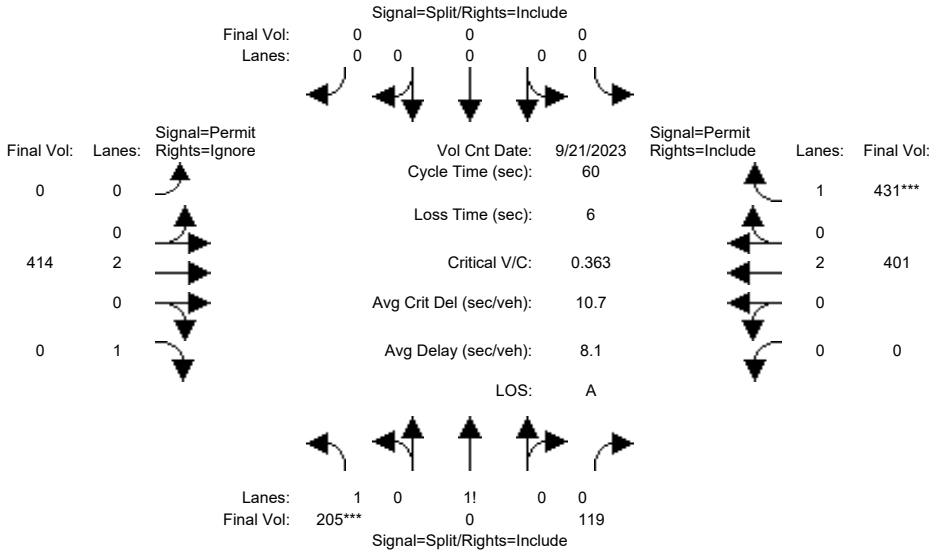
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	414	625	0	401	431
Growth Adj:	1.00	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	0	119	0	0	0	0	414	625	0	401	431
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	119	0	0	0	0	414	625	0	401	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	119	0	0	0	0	414	0	0	401	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	119	0	0	0	0	414	0	0	401	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	119	0	0	0	0	414	0	0	401	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2560	0	940	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.11	0.25
Crit Moves:	****											****
Green Time:	18.3	0.0	18.3	0.0	0.0	0.0	0.0	35.7	0.0	0.0	35.7	35.7
Volume/Cap:	0.26	0.00	0.41	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.18	0.41
Delay/Veh:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	6.8
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:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	6.8
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	3	0	0	3	9

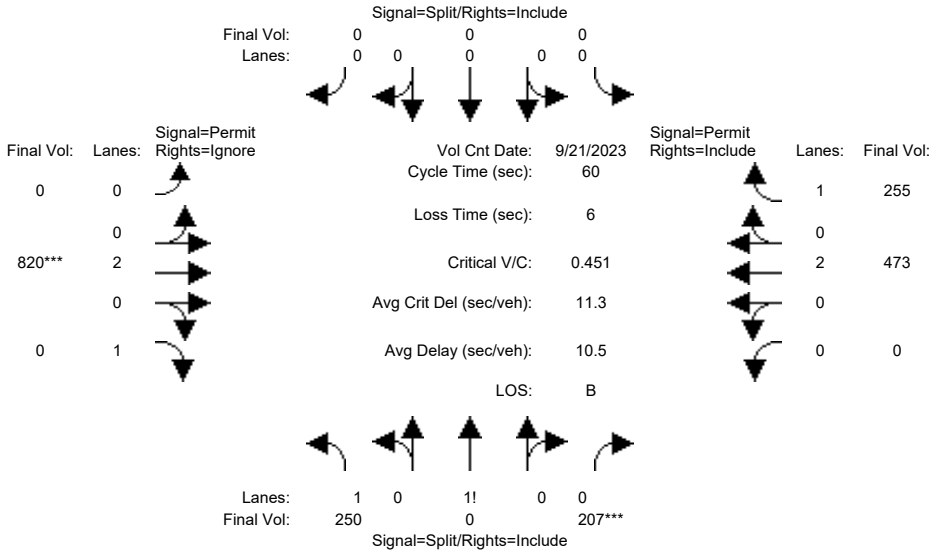
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	820	693	0	473	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	820	693	0	473	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	0	207	0	0	0	0	820	693	0	473	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	250	0	207	0	0	0	0	820	0	0	473	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	0	207	0	0	0	0	820	0	0	473	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	250	0	207	0	0	0	0	820	0	0	473	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2409	0	1091	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.19	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.12	0.15
Crit Moves:			****					****				
Green Time:	25.3	0.0	25.3	0.0	0.0	0.0	0.0	28.7	0.0	0.0	28.7	28.7
Volume/Cap:	0.25	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.26	0.30
Delay/Veh:	11.3	0.0	12.7	0.0	0.0	0.0	0.0	10.6	0.0	0.0	9.4	9.7
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:	11.3	0.0	12.7	0.0	0.0	0.0	0.0	10.6	0.0	0.0	9.4	9.7
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	5	0	10	0	0	0	0	9	0	0	5	6

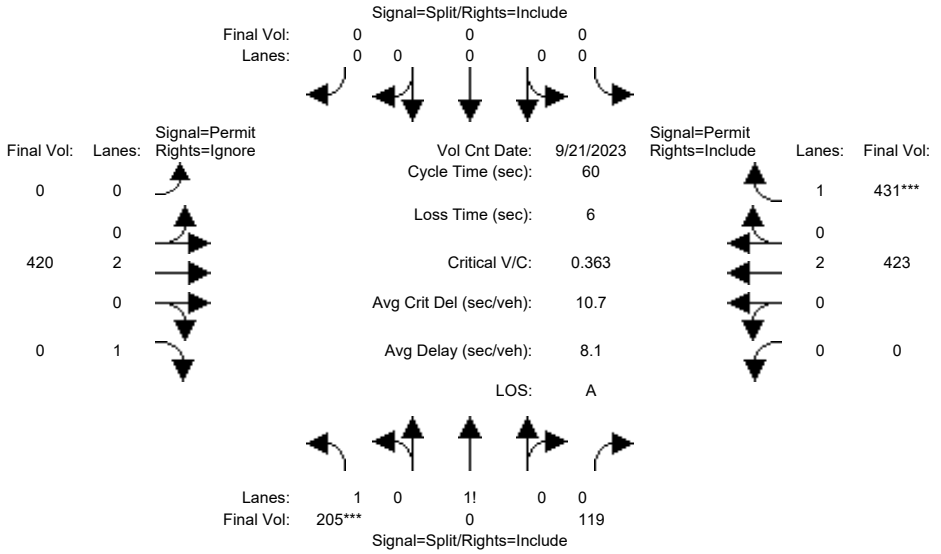
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	205	0	119	0	0	0	0	414	625	0	401	431
Growth Adj:	1.00	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	0	119	0	0	0	0	414	625	0	401	431
Added Vol:	0	0	0	0	0	0	0	6	39	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	0	119	0	0	0	0	420	664	0	423	431
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	0	119	0	0	0	0	420	0	0	423	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	0	119	0	0	0	0	420	0	0	423	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	0	119	0	0	0	0	420	0	0	423	431
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2560	0	940	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.11	0.25
Crit Moves:	****											****
Green Time:	18.3	0.0	18.3	0.0	0.0	0.0	0.0	35.7	0.0	0.0	35.7	35.7
Volume/Cap:	0.26	0.00	0.41	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.19	0.41
Delay/Veh:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	6.8
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:	15.8	0.0	16.9	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	6.8
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	8	0	0	0	0	3	0	0	4	9

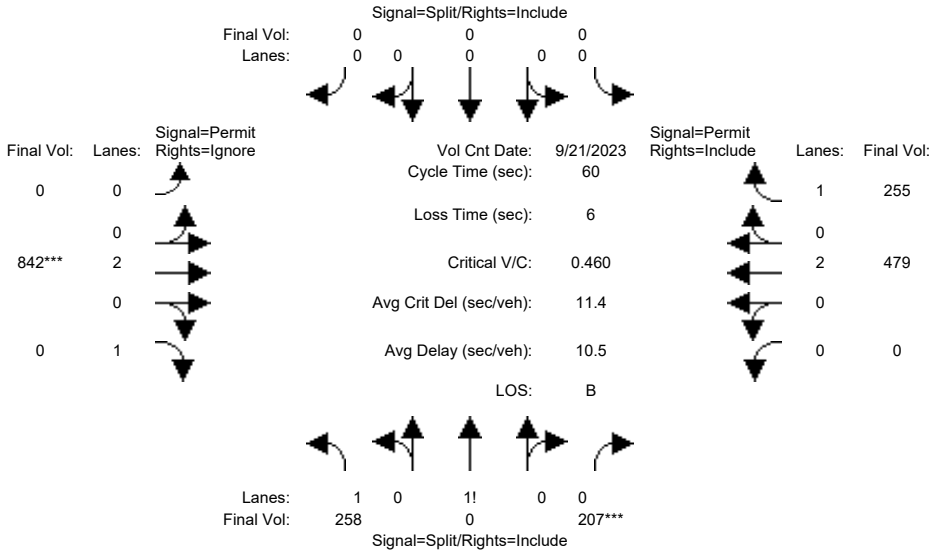
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #108: US 101 NB Ramps and Cochrane Road



Street Name:	US 101 NB Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2023 <<												
Base Vol:	250	0	207	0	0	0	0	820	693	0	473	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	0	207	0	0	0	0	820	693	0	473	255
Added Vol:	8	0	0	0	0	0	0	22	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	0	207	0	0	0	0	842	693	0	479	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	258	0	207	0	0	0	0	842	0	0	479	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	0	207	0	0	0	0	842	0	0	479	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	258	0	207	0	0	0	0	842	0	0	479	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2422	0	1078	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.19	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.13	0.15
Crit Moves:			****					****				
Green Time:	25.1	0.0	25.1	0.0	0.0	0.0	0.0	28.9	0.0	0.0	28.9	28.9
Volume/Cap:	0.25	0.00	0.46	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.26	0.30
Delay/Veh:	11.5	0.0	12.9	0.0	0.0	0.0	0.0	10.5	0.0	0.0	9.3	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	0.0	12.9	0.0	0.0	0.0	0.0	10.5	0.0	0.0	9.3	9.6
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	5	0	10	0	0	0	0	10	0	0	5	6

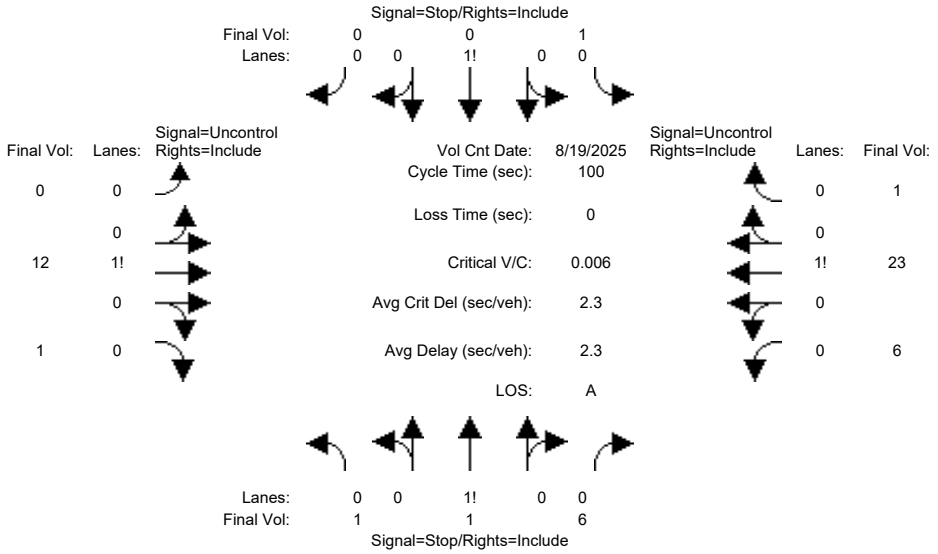
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) AM

Intersection #700: Sutter Blvd and Woodview Ave



Street Name:	Sutter Blvd						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Aug 2025 <<												
Base Vol:	1	1	6	1	0	0	0	12	1	6	23	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	6	1	0	0	0	12	1	6	23	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	6	1	0	0	0	12	1	6	23	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	6	1	0	0	0	12	1	6	23	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	6	1	0	0	0	12	1	6	23	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	48	49	13	52	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	xxxxx
Potent Cap.:	958	847	1074	953	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	955	844	1074	944	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1023	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.5			8.8			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

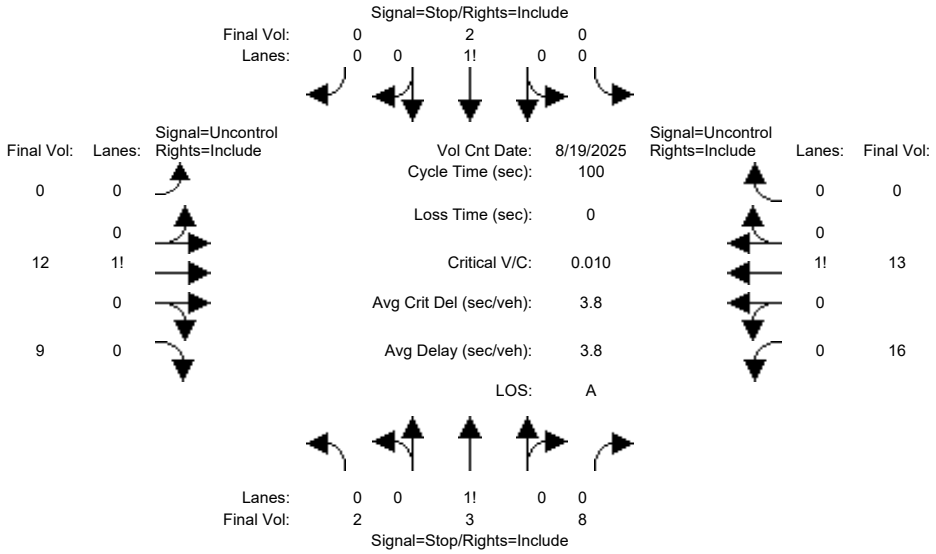
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) PM

Intersection #700: Sutter Blvd and Woodview Ave



Street Name:	Sutter Blvd						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Aug 2025 <<												
Base Vol:	2	3	8	0	2	0	0	12	9	16	13	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	8	0	2	0	0	12	9	16	13	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	8	0	2	0	0	12	9	16	13	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	8	0	2	0	0	12	9	16	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	3	8	0	2	0	0	12	9	16	13	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	63	62	17	xxxx	66	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	937	833	1068	xxxx	829	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	928	825	1068	xxxx	820	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	A	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	979	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.7			9.4			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

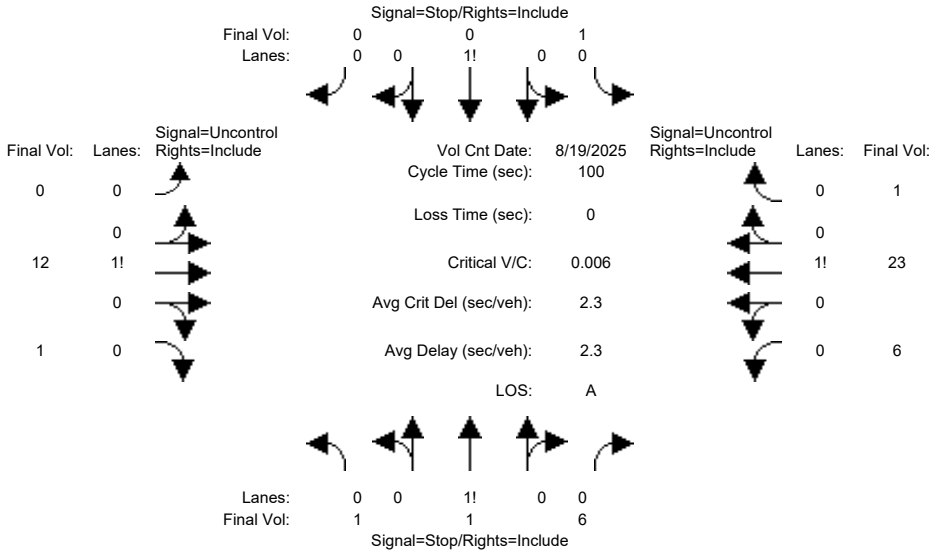
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #700: Sutter Blvd and Woodview Ave



Street Name:	Sutter Blvd						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Aug 2025 <<												
Base Vol:	1	1	6	1	0	0	0	12	1	6	23	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	6	1	0	0	0	12	1	6	23	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1	6	1	0	0	0	12	1	6	23	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	6	1	0	0	0	12	1	6	23	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	1	6	1	0	0	0	12	1	6	23	1
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	48	49	13	52	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	xxxxx
Potent Cap.:	958	847	1074	953	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	955	844	1074	944	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	1023	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	*	*	*
ApproachDel:		8.5			8.8			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

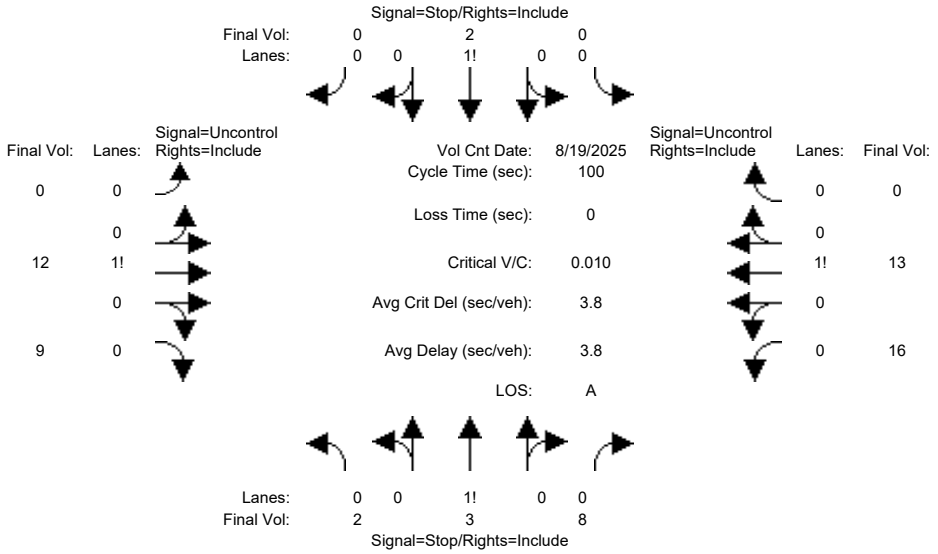
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #700: Sutter Blvd and Woodview Ave



Street Name:	Sutter Blvd						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 19 Aug 2025 <<												
Base Vol:	2	3	8	0	2	0	0	12	9	16	13	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	3	8	0	2	0	0	12	9	16	13	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	3	8	0	2	0	0	12	9	16	13	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	3	8	0	2	0	0	12	9	16	13	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	3	8	0	2	0	0	12	9	16	13	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	63	62	17	xxxx	66	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx
Potent Cap.:	937	833	1068	xxxx	829	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Move Cap.:	928	825	1068	xxxx	820	xxxxx	xxxx	xxxx	xxxxx	1608	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.01	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	0.0	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	A	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	979	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	8.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:		8.7			9.4			xxxxxx			xxxxxx	
ApproachLOS:		A			A			*			*	

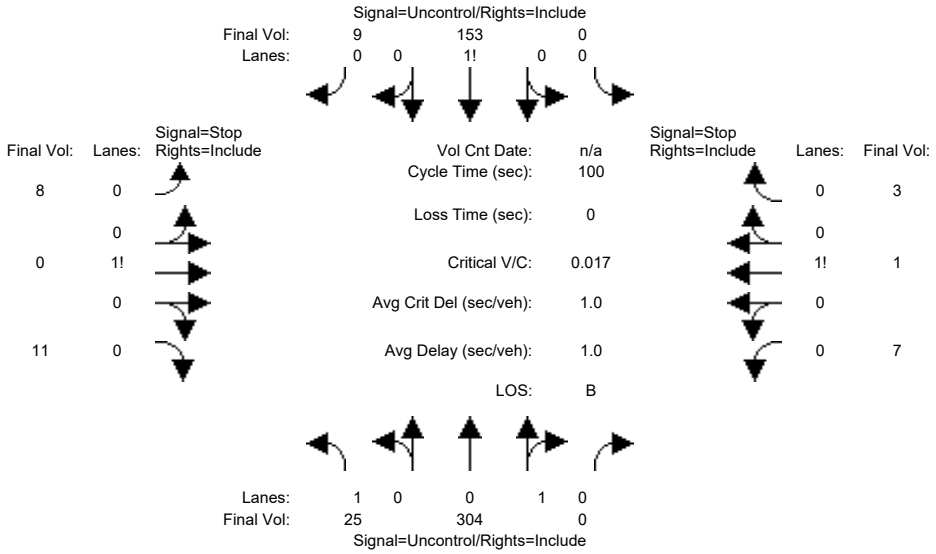
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) AM

Intersection #701: Madrone Pkwy and Woodview Ave



Street Name:	Madrone Pkwy						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	25	304	0	0	153	9	8	0	11	7	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	304	0	0	153	9	8	0	11	7	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	304	0	0	153	9	8	0	11	7	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	304	0	0	153	9	8	0	11	7	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	304	0	0	153	9	8	0	11	7	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	162	xxxx	xxxxx	xxxx	xxxx	xxxxx	514	512	158	517	516	304
Potent Cap.:	1429	xxxx	xxxxx	xxxx	xxxx	xxxxx	475	469	893	472	466	740
Move Cap.:	1429	xxxx	xxxxx	xxxx	xxxx	xxxxx	466	460	893	460	458	740
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	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	644	xxxxx	xxxx	513	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.8	xxxxx	xxxxx	12.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.8			12.2		
ApproachLOS:	*			*			B			B		

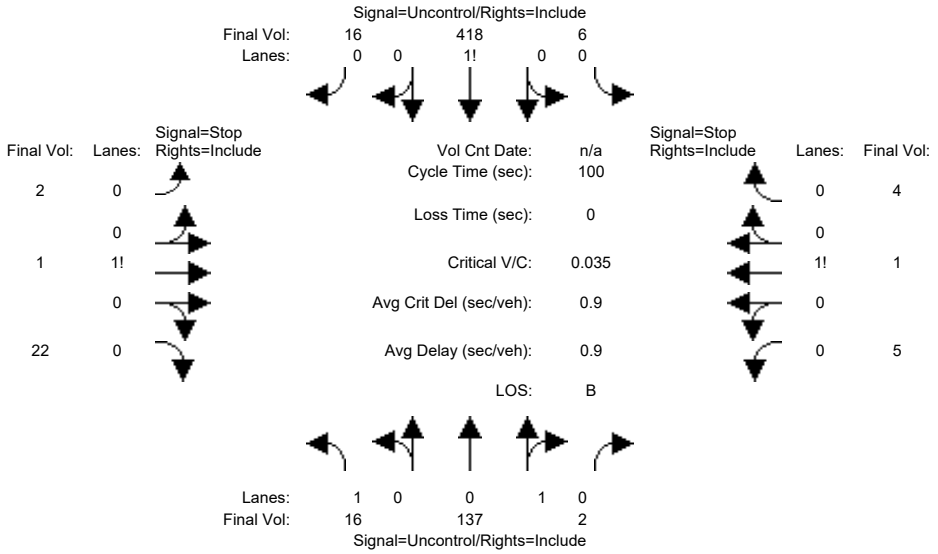
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) PM

Intersection #701: Madrone Pkwy and Woodview Ave



Street Name:	Madrone Pkwy						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	16	137	2	6	418	16	2	1	22	5	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	137	2	6	418	16	2	1	22	5	1	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	137	2	6	418	16	2	1	22	5	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	137	2	6	418	16	2	1	22	5	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	137	2	6	418	16	2	1	22	5	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	434	xxxx	xxxxx	139	xxxx	xxxxx	611	609	426	620	616	138
Potent Cap.:	1136	xxxx	xxxxx	1457	xxxx	xxxxx	409	412	633	404	409	916
Move Cap.:	1136	xxxx	xxxxx	1457	xxxx	xxxxx	401	405	633	383	401	916
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.03	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	592	xxxxx	xxxx	502	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.3	xxxxx	xxxxx	12.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.3			12.3		
ApproachLOS:	*			*			B			B		

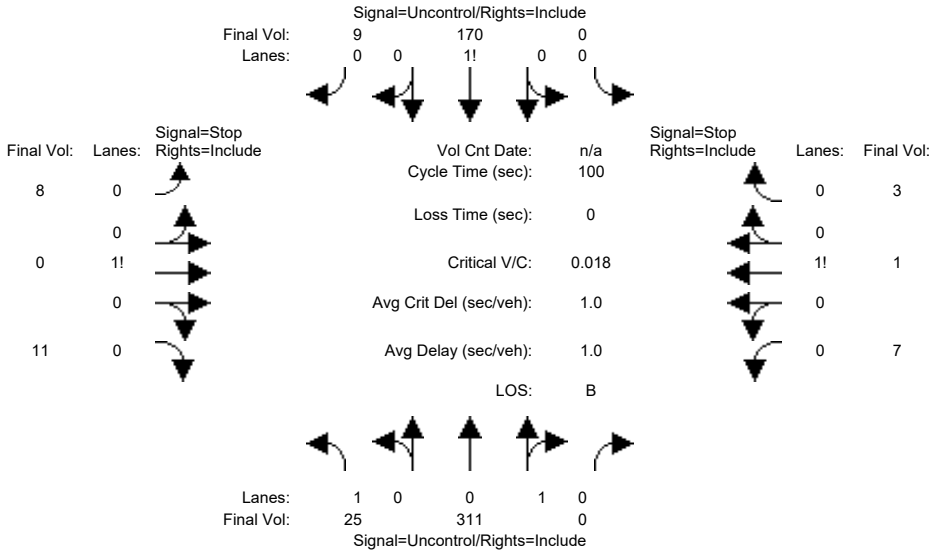
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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #701: Madrone Pkwy and Woodview Ave



Street Name:	Madrone Pkwy						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	25	304	0	0	153	9	8	0	11	7	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	304	0	0	153	9	8	0	11	7	1	3
Added Vol:	0	7	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	311	0	0	170	9	8	0	11	7	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	311	0	0	170	9	8	0	11	7	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	311	0	0	170	9	8	0	11	7	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	179	xxxx	xxxxx	xxxx	xxxx	xxxxx	538	536	175	541	540	311
Potent Cap.:	1409	xxxx	xxxxx	xxxx	xxxx	xxxxx	458	454	874	455	451	734
Move Cap.:	1409	xxxx	xxxxx	xxxx	xxxx	xxxxx	449	446	874	443	443	734
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	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	625	xxxxx	xxxx	497	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx	xxxxx	12.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.9			12.4		
ApproachLOS:	*			*			B			B		

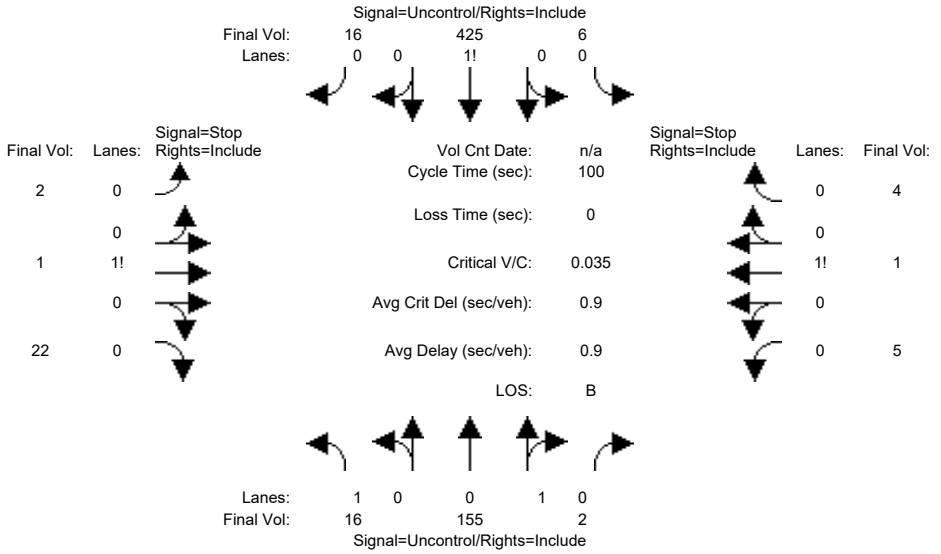
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #701: Madrone Pkwy and Woodview Ave



Street Name:	Madrone Pkwy						Woodview Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	16	137	2	6	418	16	2	1	22	5	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	137	2	6	418	16	2	1	22	5	1	4
Added Vol:	0	18	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	155	2	6	425	16	2	1	22	5	1	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	155	2	6	425	16	2	1	22	5	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	155	2	6	425	16	2	1	22	5	1	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	441	xxxx	xxxxx	157	xxxx	xxxxx	636	634	433	645	641	156
Potent Cap.:	1130	xxxx	xxxxx	1435	xxxx	xxxxx	394	399	627	388	395	895
Move Cap.:	1130	xxxx	xxxxx	1435	xxxx	xxxxx	386	392	627	369	388	895
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.04	0.01	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.2	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	584	xxxxx	xxxx	485	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	12.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.4			12.6		
ApproachLOS:	*			*			B			B		

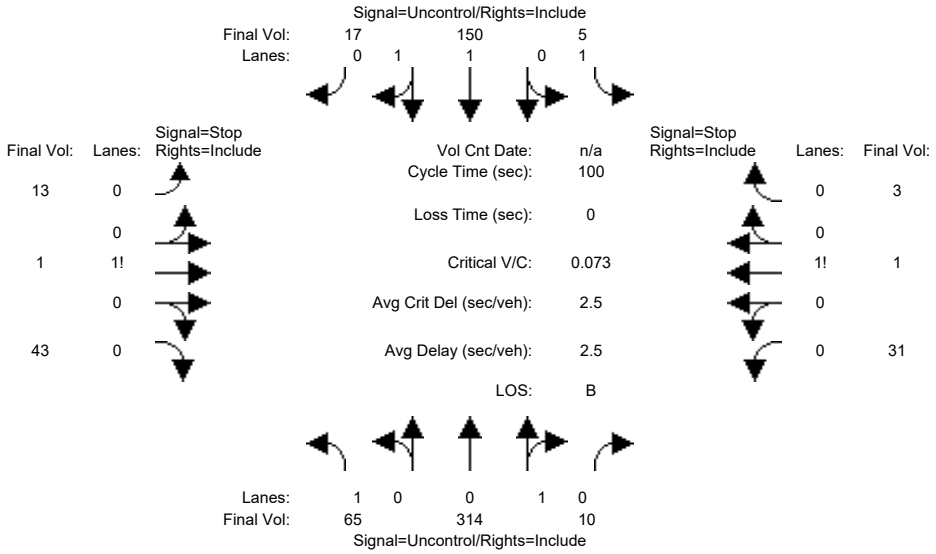
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) AM

Intersection #702: Madrone Pkwy and Project Driveway



Street Name:	Madrone Pkwy						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	65	314	10	5	150	17	13	1	43	31	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	314	10	5	150	17	13	1	43	31	1	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	314	10	5	150	17	13	1	43	31	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	314	10	5	150	17	13	1	43	31	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	314	10	5	150	17	13	1	43	31	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	167	xxxx	xxxxx	324	xxxx	xxxxx	620	623	84	535	626	319
Potent Cap.:	1423	xxxx	xxxxx	1247	xxxx	xxxxx	404	405	981	460	403	726
Move Cap.:	1423	xxxx	xxxxx	1247	xxxx	xxxxx	386	385	981	422	383	726
Volume/Cap:	0.05	xxxx	xxxx	0.00	xxxx	xxxx	0.03	0.00	0.04	0.07	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	712	xxxxx	xxxx	436	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.5	xxxxx	xxxxx	14.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			10.5			14.0		
ApproachLOS:	*			*			B			B		

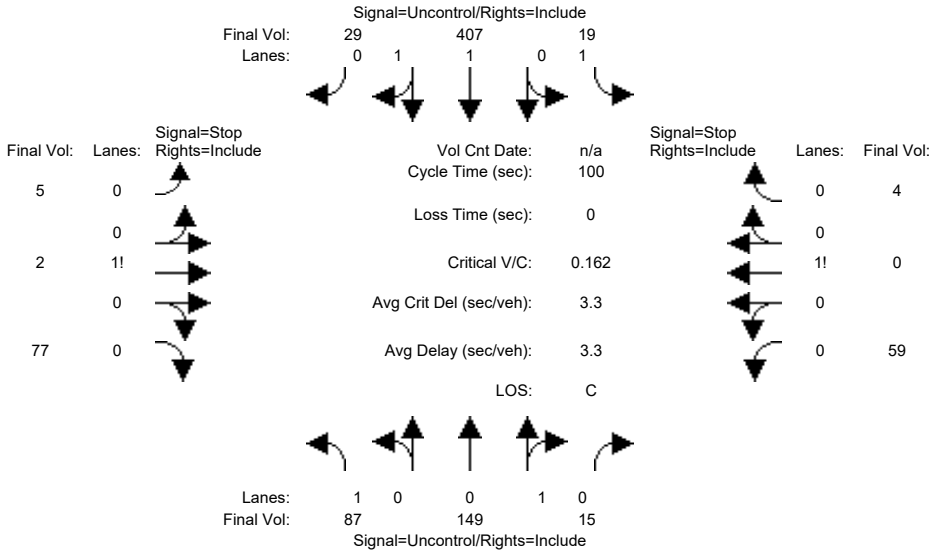
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) PM

Intersection #702: Madrone Pkwy and Project Driveway



Street Name:	Madrone Pkwy						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	87	149	15	19	407	29	5	2	77	59	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	149	15	19	407	29	5	2	77	59	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	149	15	19	407	29	5	2	77	59	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	149	15	19	407	29	5	2	77	59	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	87	149	15	19	407	29	5	2	77	59	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	436	xxxx	xxxxx	164	xxxx	xxxxx	792	798	218	573	805	157
Potent Cap.:	1134	xxxx	xxxxx	1427	xxxx	xxxxx	309	322	827	433	319	894
Move Cap.:	1134	xxxx	xxxxx	1427	xxxx	xxxxx	287	293	827	364	290	894
Volume/Cap:	0.08	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.01	0.09	0.16	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	716	xxxxx	xxxx	379	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	16.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			10.7			16.4		
ApproachLOS:	*			*			B			C		

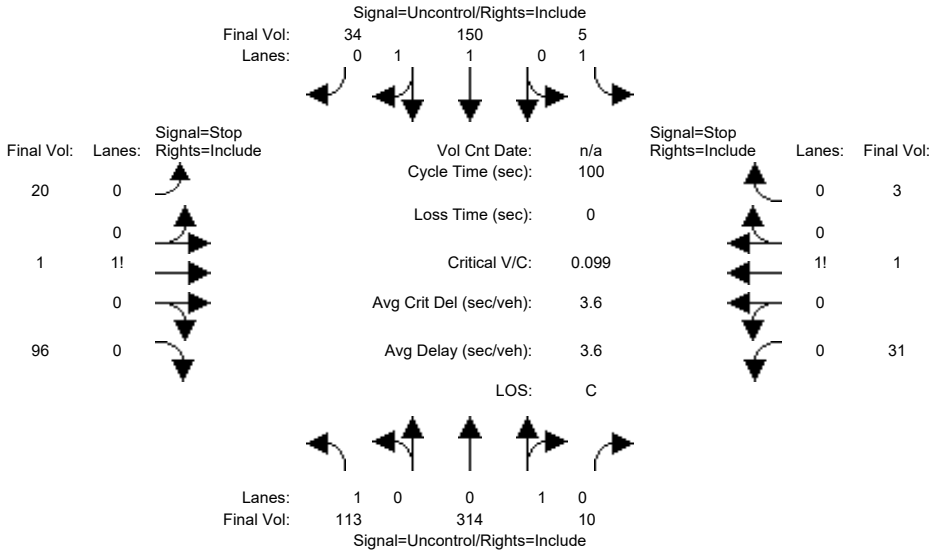
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #702: Madrone Pkwy and Project Driveway



Street Name:	Madrone Pkwy						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	65	314	10	5	150	17	13	1	43	31	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	314	10	5	150	17	13	1	43	31	1	3
Added Vol:	48	0	0	0	0	17	7	0	53	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	314	10	5	150	34	20	1	96	31	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	314	10	5	150	34	20	1	96	31	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	113	314	10	5	150	34	20	1	96	31	1	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	184	xxxx	xxxxx	324	xxxx	xxxxx	724	727	92	631	739	319
Potent Cap.:	1403	xxxx	xxxxx	1247	xxxx	xxxxx	344	353	971	397	347	726
Move Cap.:	1403	xxxx	xxxxx	1247	xxxx	xxxxx	319	323	971	334	318	726
Volume/Cap:	0.08	xxxx	xxxx	0.00	xxxx	xxxx	0.06	0.00	0.10	0.09	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	711	xxxxx	xxxx	349	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	16.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			11.1			16.4		
ApproachLOS:	*			*			B			C		

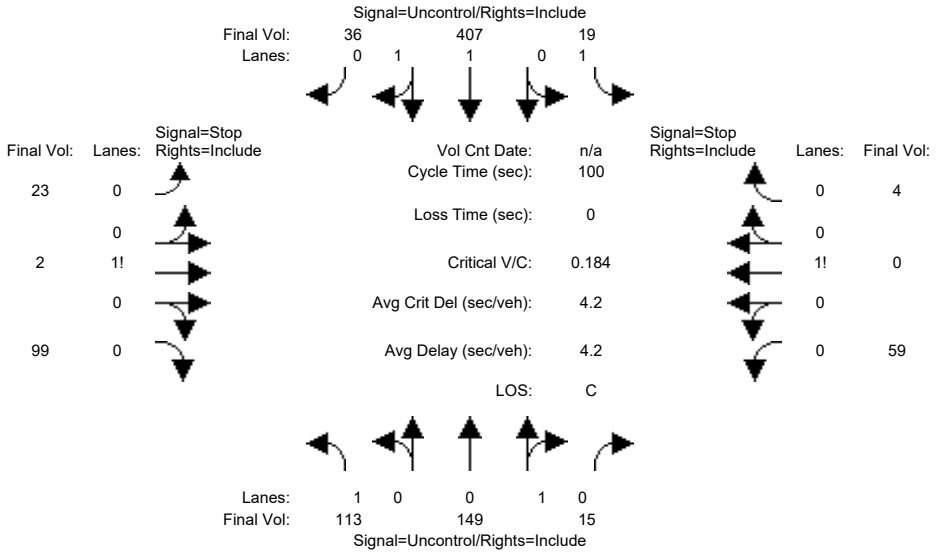
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Primrose School

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #702: Madrone Pkwy and Project Driveway



Street Name:	Madrone Pkwy						Project Driveway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	87	149	15	19	407	29	5	2	77	59	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	149	15	19	407	29	5	2	77	59	0	4
Added Vol:	26	0	0	0	0	7	18	0	22	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	149	15	19	407	36	23	2	99	59	0	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	149	15	19	407	36	23	2	99	59	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	113	149	15	19	407	36	23	2	99	59	0	4
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	443	xxxx	xxxxx	164	xxxx	xxxxx	848	853	222	625	864	157
Potent Cap.:	1128	xxxx	xxxxx	1427	xxxx	xxxxx	284	299	823	400	294	894
Move Cap.:	1128	xxxx	xxxxx	1427	xxxx	xxxxx	258	265	823	320	261	894
Volume/Cap:	0.10	xxxx	xxxx	0.01	xxxx	xxxx	0.09	0.01	0.12	0.18	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.5	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	572	xxxxx	xxxx	334	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	18.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			13.0			18.3		
ApproachLOS:	*			*			B			C		

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

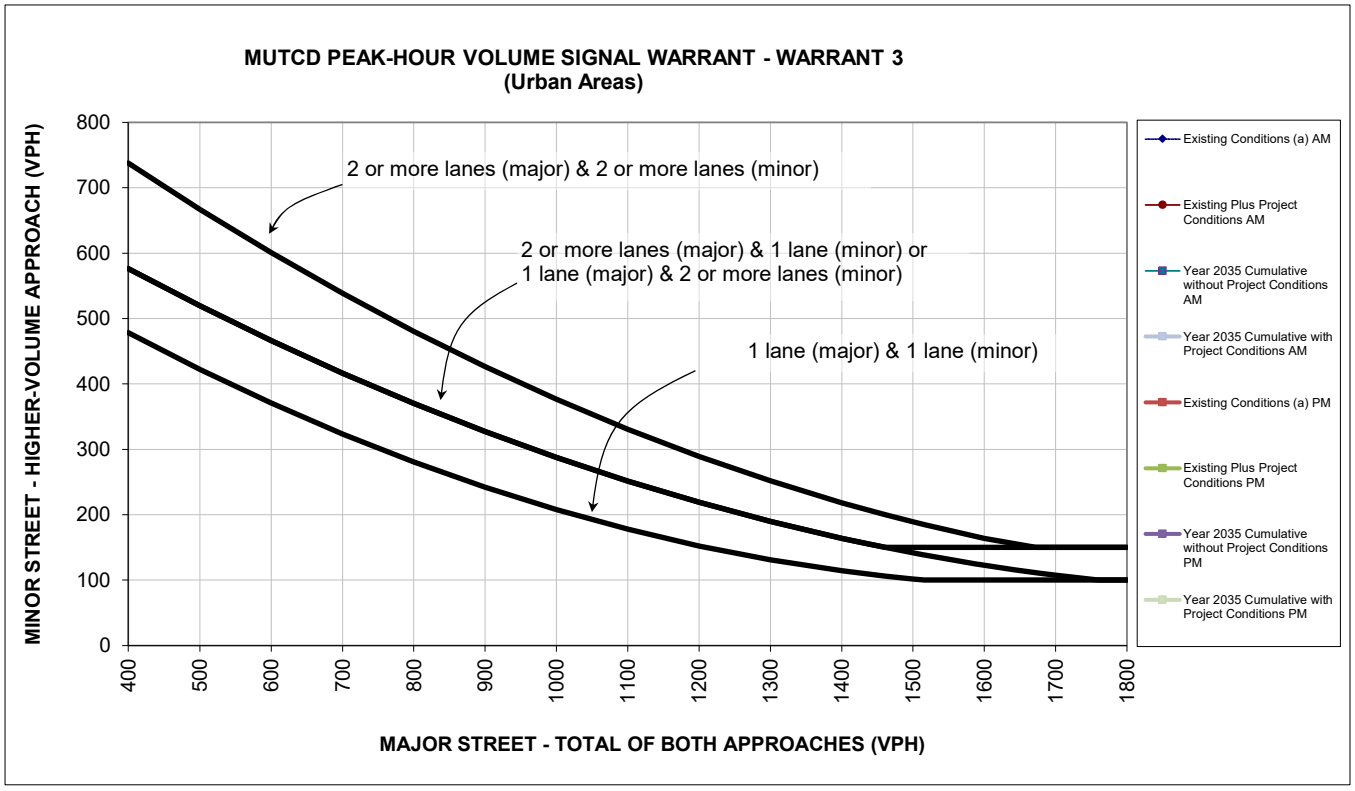
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Appendix D

Signal Warrant Analysis

Primrose School

6 . Sutter Boulevard/Driveway and Woodview Avenue



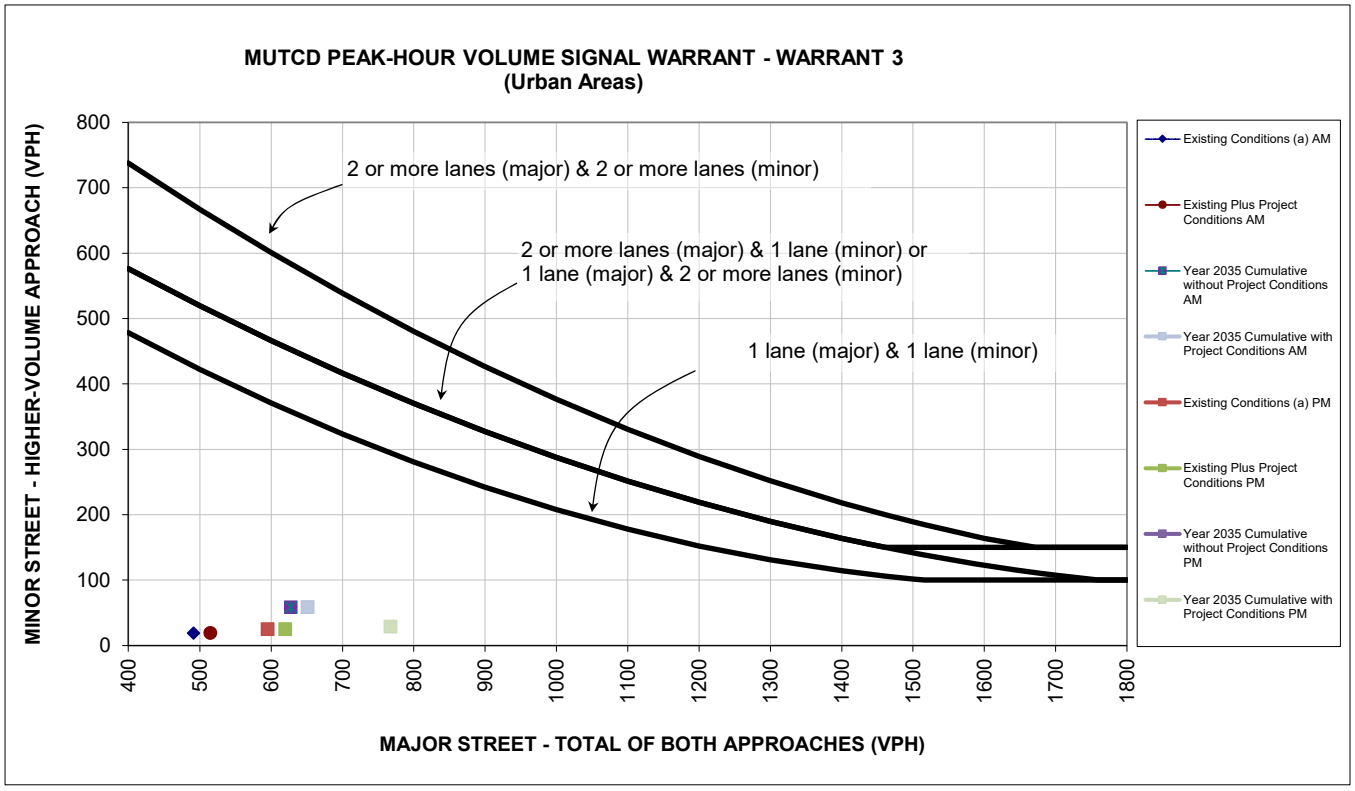
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) AM	Existing Plus Project Conditions AM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions
Major Street - Both Approaches	Woodview Avenue	X		43	43	81	81
Minor Street - Highest Approach	Sutter Boulevard/Driveway	X		8	8	17	17
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) PM	Existing Plus Project Conditions PM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions
Major Street - Both Approaches	Woodview Avenue	X		50	50	95	95
Minor Street - Highest Approach	Sutter Boulevard/Driveway	X		13	13	14	14
		Warrant Met?		No	No	No	No

Primrose School

7 . Madrone Parkway and Woodview Avenue/Driveway



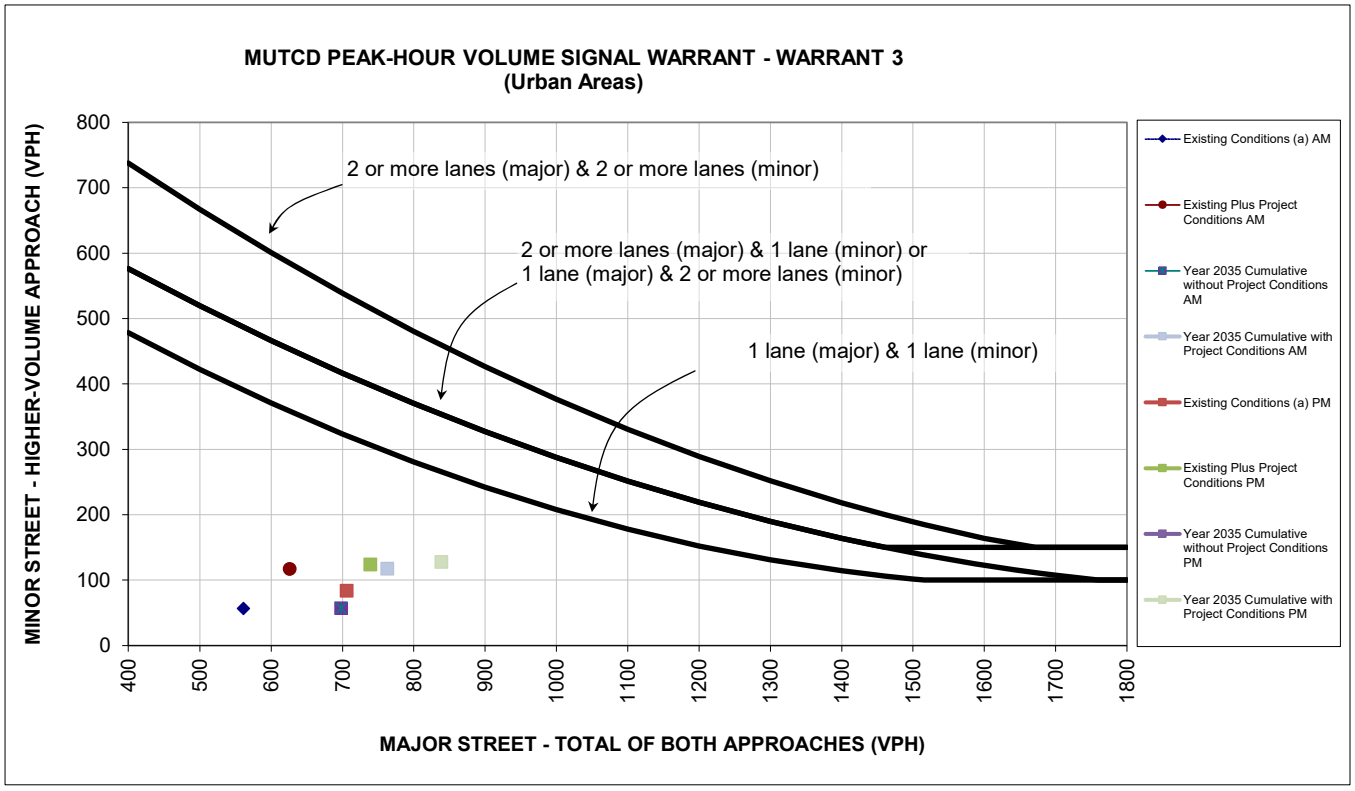
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) AM	Existing Plus Project Conditions AM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions
Major Street - Both Approaches	Madrone Parkway	X		491	515	627	651
Minor Street - Highest Approach	Woodview Avenue/Driveway	X		19	19	59	59
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) PM	Existing Plus Project Conditions PM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions
Major Street - Both Approaches	Madrone Parkway	X		595	620	743	768
Minor Street - Highest Approach	Woodview Avenue/Driveway	X		25	25	29	29
		Warrant Met?		No	No	No	No

Primrose School

8 . Madrone Parkway and Project Dwy/Dwy



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) AM	Existing Plus Project Conditions AM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions
Major Street - Both Approaches	Madrone Parkway	X		561	626	698	763
Minor Street - Highest Approach	Project Dwy/Dwy	X		57	117	57	117
		Warrant Met?		No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) PM	Existing Plus Project Conditions PM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions
Major Street - Both Approaches	Madrone Parkway	X		706	739	806	839
Minor Street - Highest Approach	Project Dwy/Dwy	X		84	124	88	128
		Warrant Met?		No	No	No	No

CITY OF MORGAN HILL

PLANNING COMMISSION STAFF REPORT
MEETING DATE: December 9, 2025

PREPARED BY:
Rich Buikema, Planner
APPROVED BY: Jennifer Carman

REQUEST FOR A DESIGN PERMIT (SR2024-0030) AND A TENTATIVE SUBDIVISION MAP (SD2025-0004) FOR THE DEVELOPMENT OF 106 SINGLE-FAMILY ATTACHED TOWNHOME-STYLE CONDOMINIUMS WITH ASSOCIATED ONSITE AND OFFSITE IMPROVEMENTS ON A 6.28 ACRE SITE IN THE RAM-RESIDENTIAL ATTACHED MEDIUM DENSITY ZONING DISTRICT. (TENNANT – CHIRI FAMILY LTD. PARTNERSHIP)

RECOMMENDATION(S)

1. Open/close the public hearing,
2. Adopt a Resolution approving a Design Permit for the development of 106 townhome-style condominium units; and
3. Adopt a Resolution approving a Tentative Subdivision Map to create a one-lot condominium subdivision for the development of 106 residential condominium units on an approximate 6.35-acre site.

LOCATION MAP/PROJECT INFORMATION:



1.	Location:	Northeast corner of Butterfield Blvd. and Tennant Ave (APN 817-09-055)
2.	Site Area:	6.35 Acres
3.	General Plan:	Residential Attached Medium (16-24 du/acre)
4.	Zoning:	Residential Attached Medium (RAM)
5.	Request:	Request for a Design Permit for the development of 106 attached residential (townhome-style) units on an approximate 6.35-acre site

BACKGROUND:
The applicant, Chiri Family LTD Partnership, applied for a Tentative Map and Design Permit for the development of 106 attached residential (townhome-style) condominium units on an approximate 6.35-acre site located on the northeast corner of Butterfield Boulevard and Tennant Avenue. The project site is bound to the west by the engineered stream channel that runs along Butterfield Boulevard.

PROJECT DESCRIPTION:
The project involves subdividing and developing a 6.35-acre site into a one-lot condominium subdivision for the construction of 106 residential condominium units. The development will include associated site improvements and designated open space. Since the project creates more than five condominiums, both a tentative and final map are required. The application also includes a design permit to build 106 three-story attached residential units, with a single access point from St. James Drive. Internal roadways and walkways will provide circulation throughout the site. Two connection points are provided to the vacant parcel to the east in anticipation of future residential development.

The 106-unit project includes three different building types ranging from 5 to 7 units per structure. The unit breakdown is as follows:

Bedrooms	# of Units
2	43
3	46
4	17

The project is required to provide 16 Below Market Rate units that will be dispersed throughout the project. The developer intends to build all 16 units. Residential units would range from two- to four-bedrooms with gross living areas ranging from approximately 1,410 square feet to approximately 2,093 square feet. Each unit includes a 2-car garage; in addition, 37 surface parking spaces will also be provided, for a total of 249 parking spaces. A clubhouse and recreation area are centrally located on the site.

The project will provide 15% affordable units by building sixteen below-market-rate units. This qualifies the project under the California Density Bonus Law (DBL) due to providing at least 10% of the units affordable to moderate-income households.

Site Description
The vacant 6.35-acre project site is bordered by a single-family residential development to the north, a vacant 5.22-acre parcel to the east, a 259-unit project currently under construction across Tennant Avenue to the south, and the Butterfield channel and Butterfield Boulevard to the west. The project site currently contains a fallowed field.

Surrounding Uses

	General Plan Land Use	Zoning	Existing Use
North	Residential Attached Low	RAL 3500 (PD)	Single Family Detached/Attached
South	Commercial Industrial	CH (PD)	Multifamily under construction
East	Residential Attached Medium	RAM	Vacant
West	Industrial	IL Light Industrial	Industrial

According to the Phase 1 Environmental Site Assessment (ESA), Olin and Standard Fuses manufactured signal flares at 425 Tennant Avenue (approximately 700 feet westerly of the site) from 1956 to 1995, which resulted in the discharge of perchlorate to soil and groundwater that spread to the surrounding area. Olin began investigating the perchlorate release shortly after its discovery in 2000. By 2004, Olin constructed and began operating a groundwater extraction and treatment system to control migration of perchlorate from the property. Olin completed soil (perchlorate source) remediation in 2006. An expanded groundwater extraction and treatment system began operation in 2012 (modified in 2018/2019) to capture the elevated concentrations of perchlorate that remain in groundwater aquifers. Groundwater monitoring wells are located on the southern portion of the site of the proposed development. Groundwater monitoring and remedial efforts are ongoing and are being conducted under Water Board oversight. A formal response from the Regional Water Quality Control Board (RWQCB) is pending and will be provided to the Planning Commission as a supplement.

The presence of perchlorate-impacted groundwater beneath the site is not expected to significantly affect the planned residential use, given that water for the development will be provided by the local water service provider and the groundwater will not be used for drinking or irrigation. In accordance with PRC Section 21080.66(c)(1)(a), if a Phase I ESA identifies any recognized environmental conditions (RECs), a Phase 2 ESA will be required as a condition of approval prior to the issuance of a grading permit.

PROJECT ANALYSIS AND FINDINGS:

The proposed project was analyzed with respect to conformance with the: 1) Morgan Hill 2035 General Plan; 2) Inclusionary Housing Ordinance; and 3) Zoning:

1. General Plan Land Use Consistency

The General Plan designates this site as Residential Attached Medium. This designation accommodates 16-24 units per net acre, most of which are townhomes, apartments, or condominiums. The proposed project is approximately 17 units per acre and meets the allowable density range. The project is in conformance with the General Plan, but not limited to the Policies listed below:

Policy CNF-8.1 High Quality Design*. Encourage design features and amenities in new development and redevelopment.*

The proposed development incorporates a network of landscaped pedestrian pathways that enhance internal circulation and establish direct connections to existing public infrastructure. This design promotes walkability and supports broader community mobility goals. Residential units are oriented to face adjacent neighborhoods and public rights-of-way, fostering a sense of inclusion, safety, and neighborhood cohesion. This orientation encourages active street frontages and

strengthens the relationship between the new development and the existing neighborhood. Architecturally, the project employs a diverse palette of materials and colors that complement the surrounding built environment. This approach promotes visual compatibility with the existing neighborhood.

Policy CNF-3.6, Adequate Services and Infrastructure*. Allow residential growth only if it is within the ability for the City to provide adequate public services and infrastructure for new development and the community at large.*

The proposed project falls within the residential density range evaluated in the 2035 General Plan Environmental Impact Report (EIR). The EIR confirmed that adequate public services and infrastructure are available to support new development at the analyzed density levels for each land use designation.

General Plan Level of Service
A Trip Generation and Operational Analysis (Attachment 9) was prepared to determine the project's conformance with the City's Level of Service Policy for intersections.
Traffic conditions at the following three signalized and three unsignalized study intersections were analyzed for the weekday AM and PM peak hours of traffic:
1. Butterfield Boulevard and Tennant Avenue
2. Juan Hernandez Drive and Tennant Avenue
3. Juan Hernandez Drive and Barrett Avenue (*unsignalized*)
4. Butterfield Boulevard and Barrett Avenue
5. San Ramon Drive and Barrett Avenue (*unsignalized*)
6. Juan Hernandez Drive and St. James Drive (*unsignalized*)

The results of the level of service analysis show that each of the study intersections currently operate at acceptable levels of service per City of Morgan Hill intersection operations standards and would continue to do so with the addition of project traffic.

Policy NRE-5.6 Stream Channel Protection*. Protect existing stream channels and riparian vegetation by requiring buffering or landscaped setbacks and storm runoff interception as specified in Table NRE-1 and consistent with the Santa Clara Valley Habitat Plan.*

The proposed project boundary is 25 feet from the Butterfield Channel to the west. The applicant has requested an exception from the Habitat Plan (Condition 11) and Residential Development and Design Standards (Stream Channel and Riparian Setbacks) that specify a 35' setback from all Category 2 streams such as the Butterfield Channel (Attachment 8). The Habitat Agency and U.S. Fish and Wildlife have determined that the proposed 25-foot setback from Butterfield Channel is sufficient, as the drainage channel does not support a riparian system due to the absence of riparian vegetation. Additionally, the Habitat Agency indicated that providing the standard 35-foot setback would also render the project financially infeasible, as the additional 10 feet would significantly reduce the number of residential units (Attachment 11). The California Department of Fish and Wildlife did not support the proposed setback reduction, not taking into consideration any economic considerations (Attachment 12).

2. Inclusionary Housing Ordinance (IHO)
The City's Inclusionary Housing Ordinance (IHO) supports the development of housing for extremely low-, very low-, and moderate-income households by requiring market-rate residential projects to include a percentage of affordable units. This ordinance aligns with the Housing Element of the General Plan, which implements the State of California's policy that all communities must provide a range of housing opportunities for residents at all income levels. The IHO was adopted to promote public health, safety, and welfare while preserving and enhancing economic diversity within the community.

Of the 106 total units in the project, 16 will be designated as below-market-rate (BMR) units representing 15% of the total units. These units are distributed throughout the development in compliance with the City's Inclusionary Housing Ordinance (IHO). An Inclusionary Housing Agreement will be required prior to recording the final map, as specified in the project's conditions of approval.

3. Zoning Ordinance Consistency

The project requires a subdivision map and a design permit. The proposed site is zoned Residential Attached Medium (RAM). The purpose of the residential attached zoning district is to provide a location for attached housing types to meet the full range of housing needs in Morgan Hill. The residential attached zoning district accommodates small lot single-family homes, townhomes, and multifamily dwellings at a range of densities and supports the economic vitality of nearby commercial areas, including increasing opportunities for residents to walk or bike to destinations.

The project requires a subdivision map and a design permit. A design permit enables the City to ensure that the proposed development exhibits a high-quality design consistent with the General Plan and any other applicable Specific Plan, or area Plan adopted by the City Council. The design permit process is also intended to ensure that new development and uses are compatible with their surroundings and minimize negative impacts on neighboring properties.

a. Design Permit Findings

a) The proposed project is consistent with the General Plan and any applicable Specific Plan, Area Plan, or other design policies and regulations adopted by the City Council.

The project conforms to the *Residential Attached Medium* General Plan land use designation and zoning district, which permit attached residential up to 24-units to the acre. The 106-unit townhome design supports General Plan and Housing Element goals to encourage infill, mixed-use corridor development, and diverse ownership housing opportunities.

b) The proposed project complies with all applicable provisions of the zoning code and municipal code.

The project complies with all applicable Residential Development Design and Development Standards (2022 Update) and the requirements for Residential Attached Medium zoning (RAM), including building massing, setbacks, orientation, open space, and landscaping. Because the project provides affordable housing, it qualifies for reduced parking requirements under California's Density Bonus Law (Government Code 65915). Despite this allowance, the project proposes 249 parking stalls—exceeding the 176 stalls required under the law. A total of 270 stalls would otherwise been required by the Zoning Ordinance standards which differentiate between covered, uncovered, and guest parking.

c) The proposed project complies with all applicable design standards and guidelines contained in the design review handbook.

Per Government Code Section 65589.5(d)(5), the project is not required to be consistent with the Design Review handbook as the handbook includes subjective, not objective, criteria. However, the project meets the intent and objectives of the City's Design Review Handbook and the Residential Development Design and Development Standards (2022 Update) by creating a high-quality, pedestrian-oriented townhome development.

The project was reviewed for compliance with the Residential Development Design and Development Standards for Residential Projects and the applicant requested 3 waivers (Attachment 10) from the standards under Density Bonus Law as summarized below:

A. *#3 Zoning Compliance*: The project proposes a setback less than the 30-foot required from Tennant Avenue as an arterial street. The reduced setback is needed to accommodate the

widening of Tennant Avenue for a portion of the project's frontage.

B. *#17 Required On-site Parking Spaces*: The project provides less than the required number of parking spaces pursuant to the Zoning Code. An applicant may request a reduction in parking ratios as provided in Government Code Section 65915(p). While this project deviates from the parking required in the Code, it is compliant with the reduced parking ratio allowed as part of Density Bonus Law which supersedes the City's Code.
C. *#51 Stream Channel and Riparian Setbacks*: The project proposes less than the 35-foot required setback from a Category 2 stream such as the Butterfield Channel. As indicated previously, the Santa Clara Valley Habitat Agency issued an exception to the 35- setback given that the drainage channel does not support a riparian system due to the absence of riparian vegetation.

d) The proposed project has been reviewed in compliance with the California Environmental Quality Act (CEQA).
The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Assembly Bill 130 (AB130), which provides a statutory exemption for eligible urban infill housing development. The attached AB 130 CEQA Exemption Review Checklist demonstrates the proposed project's qualification as a qualifying "housing development project" for the AB 130 statutory exemption.

e) The proposed development will not be detrimental to the public health, safety, or welfare or materially injurious to the properties or improvements in the vicinity.
All site improvements, building construction, and infrastructure have been designed to comply with City, State, and federal standards for safety and environmental protection.

f) The proposed project complies with all applicable design review criteria in Subsection H — Design Review Criteria in Chapter 18.108.040 for Design Permits.
Per Government Code Section 65589.5(d)(5), the project does not have to be consistent with the Design Review criteria as it is subjective. However, the project meets the intent of the Design Review criteria established in the Morgan Hill Municipal Code and the City's adopted guidelines, with the exemption of the waivers as described above.

g) For new residential development, the project complies with commitments made through the residential development control system (RDCS).
Commitment requirements of RDCS are suspended as a response to Government Code Section 63000, the "Housing Crisis Act of 2019".

b. Tentative Subdivision Map
The purpose of the Subdivision Ordinance is to ensure consistency with the Subdivision Map Act, the Morgan Hill General Plan, and the Morgan Hill Zoning Standards, which reference the preservation of public health, safety, and general welfare, promoting orderly growth and development, open space, conservation, protection and proper use of land, and insuring adequate traffic circulation, utilities, and services. The proposed map provides sufficient open space, amenities, and circulation. In approving or conditionally approving a Tentative Map, the Planning Commission shall make the following Finding.

Tentative Map Finding:
a) The proposed subdivision, together with its provisions for its design and improvements, is consistent with applicable general or specific plans adopted by the city; is physically suitable for the type of development; is physically suitable for the proposed density of development; is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat; is not likely to cause serious public health problems; and will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

The proposed one-lot condominium map, together with its provisions for its design and improvements, is consistent with applicable general or specific plans adopted by the city; is physically suitable for the type of development; is physically suitable for the proposed density of development; is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat; is not likely to cause serious public health problems; and will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

CONCLUSION:

The project as proposed is found to be consistent with the General Plan, Zoning Ordinance, and the City's Objective Criteria. The project site was anticipated for the development of multifamily attached homes within the 2035 General Plan. The increase in water demand, wastewater generation, and stormwater drainage associated with the project will be adequately accommodated by existing facilities and will not require major expansion or extension of existing water, wastewater, electrical or telecommunications facilities in the project area. The project will be built in compliance with the Building Code and therefore will not be detrimental to public health or safety.

CEQA (California Environmental Quality Act):

The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Assembly Bill 130 (AB130), which provides a statutory exemption for eligible urban infill housing development. The attached AB 130 CEQA Exemption Review Checklist (Attachment 7) demonstrates the proposed project's qualification as a qualifying "housing development project" for the AB 130 statutory exemption.

COMMUNITY ENGAGEMENT:

The proposed project was publicly noticed (mailing to property owners within 300-feet of the project site and newspaper legal noticing) for the minimum 10-day period and a sign was posted on the project site pursuant to the Planning Division requirements.

ATTACHMENTS:

1. Design Permit and Tentative Map Plans
2. SR2024-0030 Draft Design Permit Resolution
3. SR2024-0030 Design Permit Resolution Exhibit A (1)
4. SD2025-0004 DraftTentative Map Resolution
5. SD2025-0004 Tentative Map Exhibit A
6. SD2025-0004 Tentative Map Exhibit B (1)
7. AB 130 Exemption Form
8. Applicant Request for Santa Clara Valley Habitat Plan Setback Exemption
9. Residential Trip Generation and Operations Analysis
10. Waiver Request
11. Santa Clara Valley Habitat Agency Memo
12. California Department of Fish and Wildlife Response

CHIRI -TENNANT AVENUE

SB330 - DESIGN REVIEW PLAN SET

CITY OF MORGAN HILL

Item 4
Attachment 1

SHEET INDEX:

Civil Plans
C00 - Cover Sheet
C01 - Existing Site Topo
C02 - Site Plan
C03 - Grading & Drainage Plan
C04 - Grading Sections
C05 - Utility Plan
C06 - Utility Sections
C07 - Circulation Plan (Fire Truck)
C08 - Circulation Plan (Garbage Truck)
C09 - Preliminary Stormwater Control Plan
C10 - Alternate Site Plan Exhibit
C11 - Tentative Map For Condo Purposes

Landscape Plans
L01 - Landscape Site Plan
L02 - Outdoor Rec. Enlargement
L03 - Planting Plan
L04 - Planting Plan
L05 - Planting Plan
L06 - Planting Plan
L07 - Planting Plan
L08 - Planting Plan
L09 - Planting Plan
L10 - Planting Plan
L11 - Plant Palette
L12 - Outdoor Rec. Hydrozone
L13 - Hydrozone Plan
L14 - Hydrozone Plan
L15 - Hydrozone Plan
L16 - Hydrozone Plan
L17 - Hydrozone Plan
L18 - Hydrozone Plan
L19 - Hydrozone Plan
L20 - Irrigation Details
L21 - Irrigation Details
L22 - Preliminary Photometrics
L23 - ESD Checklist

Architecture Plans
Building A (5 Plex)
A1.1 - 1st & 2nd Floor Plan
A1.2 - 3rd Floor Plan
A1.3 - Roof Plan
A1.4 - Front Agrarian Elevation
A1.5 - Front & Rear Agrarian Elevation
A1.6 - Left & Right Agrarian Elevation
Building B (6 Plex)
A2.1 - 1st & 2nd Floor Plan
A2.2 - 3rd Floor Plan
A2.3 - Roof Plan
A2.4 - Front Farmhouse Elevation
A2.5 - Front & Rear Farmhouse Elevation
A2.6 - Left & Right Farmhouse Elevation
Building C (7 Plex)
A3.1 - 1st & 2nd Floor Plan
A3.2 - 3rd Floor Plan
A3.3 - Roof Plan
A3.4 - Front Farmhouse Elevation
A3.5 - Front & Rear Farmhouse Elevation
A3.6 - Left & Right Farmhouse Elevation
Recreation Building
A4.1 - Floor Plan
A4.2 - Roof Plan
A4.3 - Front Elevation
A4.4 - East & West Agrarian Elevations
A4.5 - North & South Agrarian Elevations
Digital Color Boards
A5.1 - Color Boards

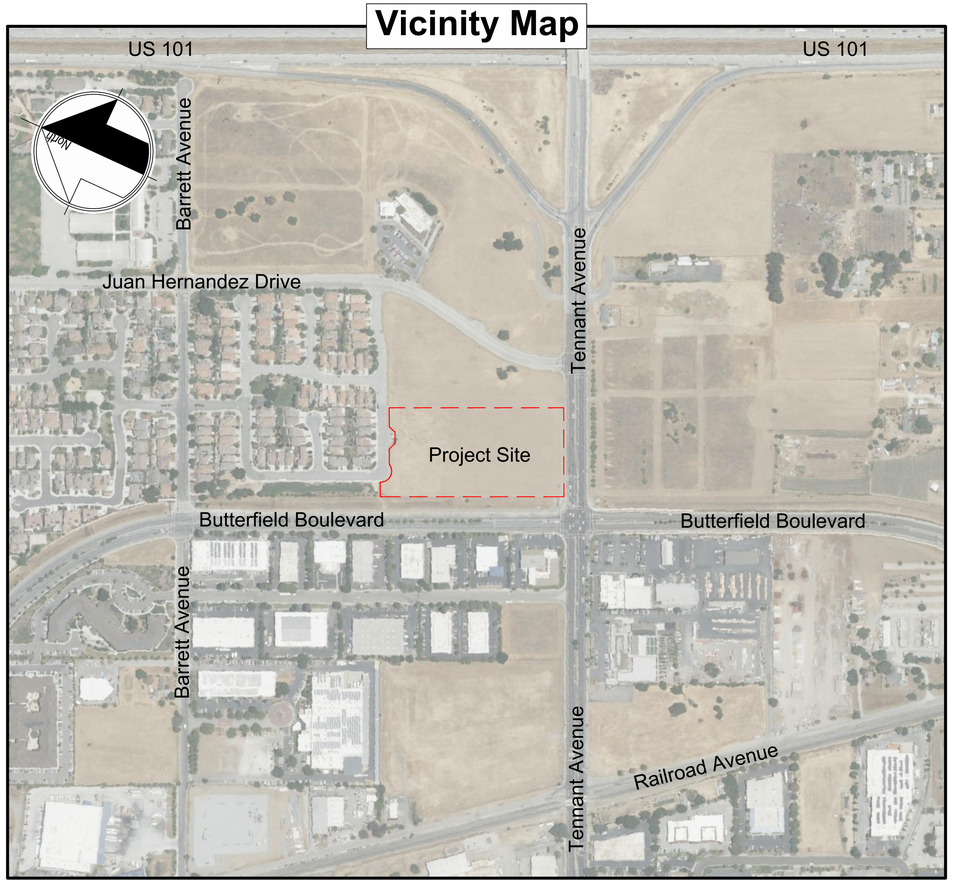
PROJECT TEAM:

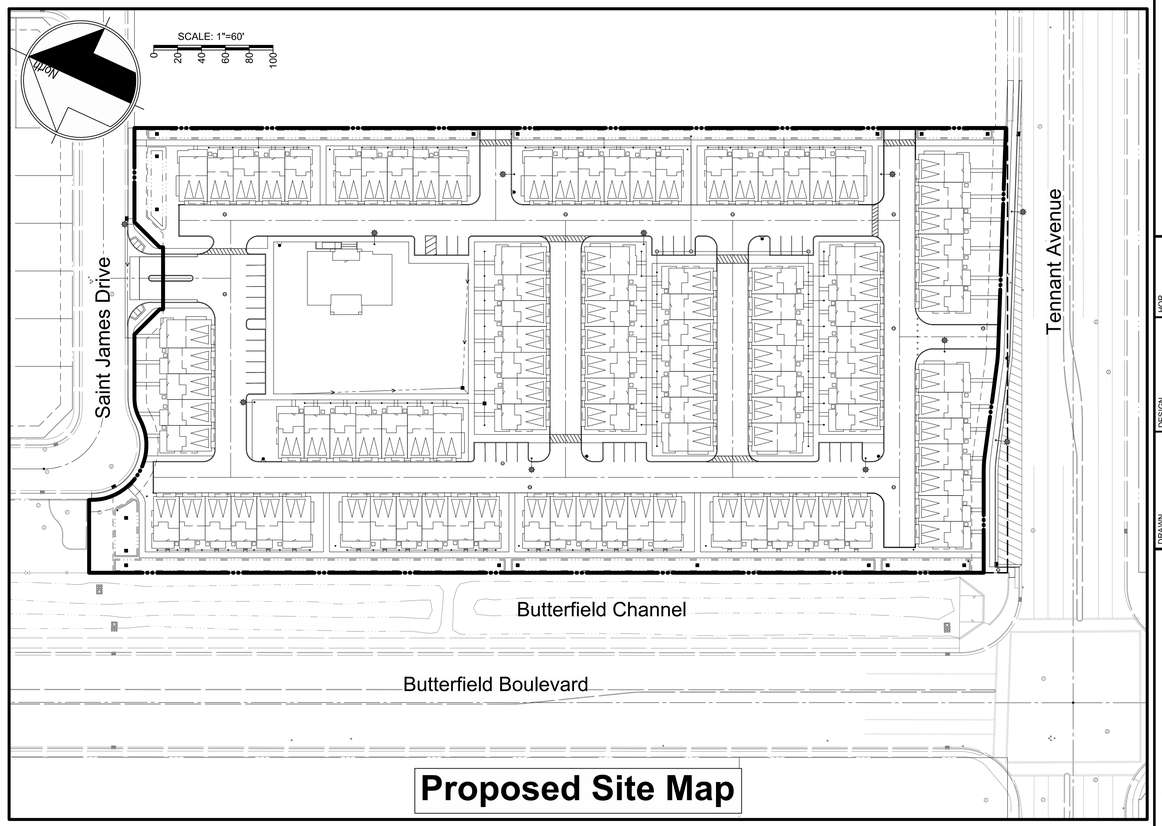
Owner
The Chiri Family Limited Partnership
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Morgan Hill, CA 95037
Contact: Ron Chiri
Phone: (408) 776-1505
ronchiri@caccpa.net

Civil Engineer
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Morgan Hill, CA, 95038
Contact: Bill McClintock
Tel: (408) 779-7381
billm@mhengineering.com

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Newport Beach, CA USA 92660
Contact: Cindy Teale
Phone: (949) 533 9100
cteale@bassenianlagoni.com

Landscape Architect
Ripley Design Group
1615 Bonanza Street, Suite 314
Walnut Creek, CA USA 94596
Contact: Annika Carpenter
Phone: (925) 938 7377
acarpenter@ripleydesign.com





PROJECT DESCRIPTION

The project site is one parcel (APN 817-09-055) of approximately 6.19 acres located at the North East Corner of the Tennant Avenue & Butterfield Boulevard intersection within the City of Morgan Hill in California. This site is currently has a zoning and general plan designation for residential attached medium density units (RAM) which is in line with the proposed condominium development. To the North of this site is an existing residential subdivision developed to the residential attached low density development referred to as Villa San Marcos, and to the East is another undeveloped lot designated for the same RAM development type as is the proposed project.

This project proposes access off of Saint James drive at the existing stub street, to the proposed 106 condominium dwelling units, with 16 of those being sold at affordable rates in addition to private amenity structure to serve the tenants that reside there. This project also provides an emergency vehicle access easement connecting to Tennant Avenue as well as two stubbed streets for future development of the neighboring parcel. Parking is addressed by the individual units having 2-car garages and the lot having 37 additional surface stalls.

09/22/2025 10:43am
FOR PLANCHECK ONLY
REGISTERED PROFESSIONAL ENGINEER
WILLIAM J. McCLINTOCK
No. 24893
EXP. 12-31-2025
STATE OF CALIFORNIA
FOR PLANCHECK ONLY
signature shall be provided upon approval
DATE

MH engineering Co.
16075 VINEYARD BOULEVARD MORGAN HILL, CA 95037
(408) 779-7381 FAX: (408) 226-5712

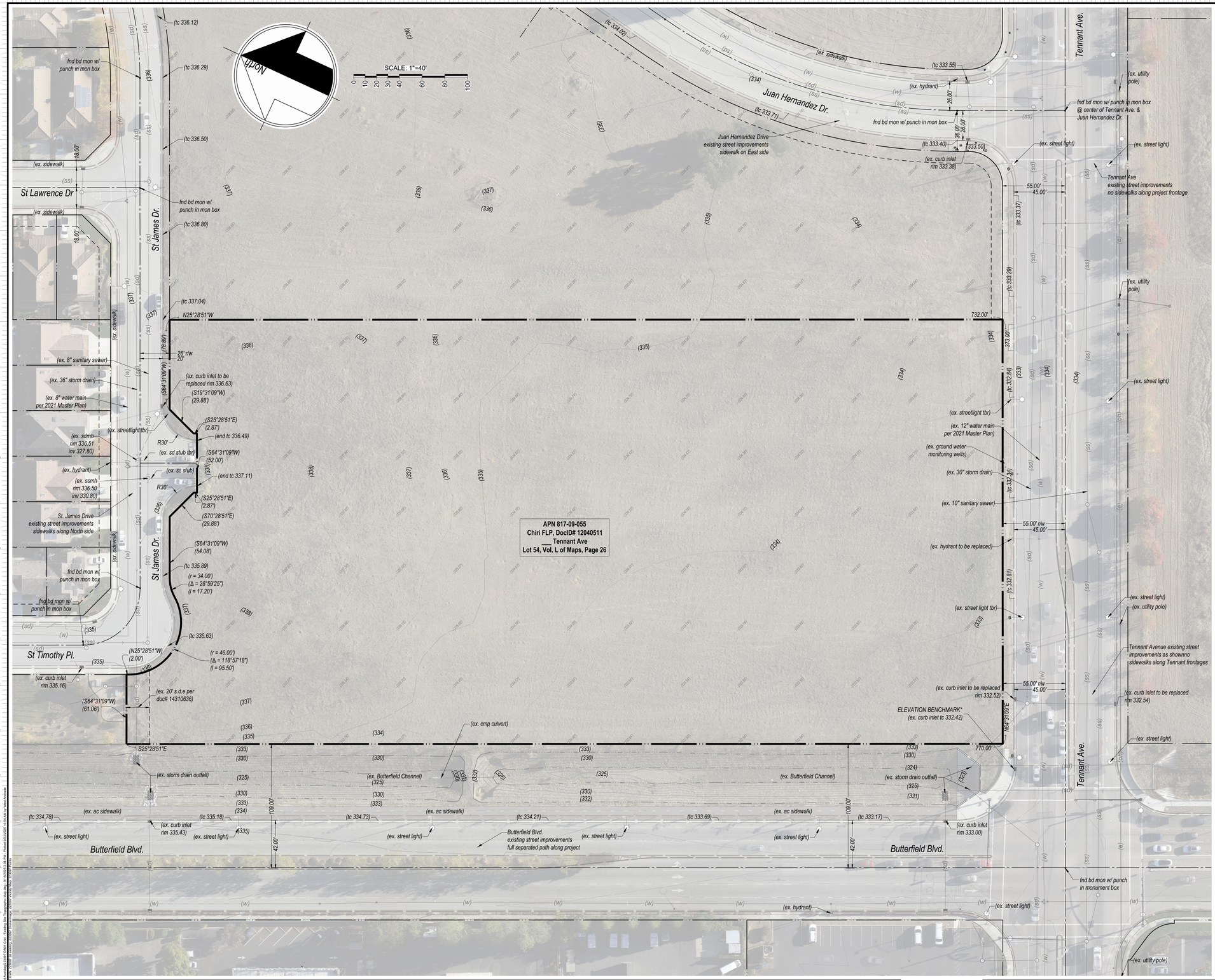
CITY FILE NO.
PLAN SET 2025-09-22
Sheet **0** OF **11**

Cover Sheet
Chiri - Tennant Avenue

DRAWN WA | DESIGN WJM | HOR
CHECKED CJMH | DATE | VERT N/A
APPROVED | DATE 2025-09-22
Scott C. Creer RCE 58879 | CITY ENGINEER EXP. DATE 06-30-2023 | JOB NUMBER 223097

City of Morgan Hill
Public Works Department
17575 PEAK AVE. MORGAN HILL, CA 95037
(408) 776-6480 FAX (408) 779-7236
CITY OF MORGAN HILL

NO.	DESCRIPTION	DATE	BY
	REVISIONS		


North
SCALE: 1"=40'
0 10 20 30 40 60 80 100
Juan Hernandez Dr.
Tennant Ave.
St Lawrence Dr
St James Dr.
St Timothy Pl.
Butterfield Blvd.
(ex. sidewalk)
(ex. curb inlet rim 333.36)
(ex. street light)
(ex. utility pole)
(ex. hydrant)
(ex. 8" sanitary sewer)
(ex. 36" storm drain)
(ex. 8" water main per 2021 Master Plan)
(ex. 12" water main per 2021 Master Plan)
(ex. 30" storm drain)
(ex. 10" sanitary sewer)
(ex. hydrant to be replaced)
(ex. ground water monitoring wells)
(ex. streetlight tbr)
(ex. sdmh rim 336.51 inv 327.80)
(ex. ssmh rim 336.50 inv 330.80)
(ex. sd stub tbr)
(ex. ss stub)
(ex. curb inlet to be replaced rim 336.63)
(ex. curb inlet to be replaced rim 332.52)
(ex. curb inlet to be replaced rim 332.54)
(ex. curb inlet rim 335.16)
(ex. curb inlet rim 335.43)
(ex. curb inlet rim 333.00)
(ex. storm drain outfall)
(ex. Butterfield Channel)
(ex. cmp culvert)
(ex. ac sidewalk)
(ex. 20' s.d.e per doc# 14310636)
fnd bd mon w/ punch in mon box
fnd bd mon w/ punch in mon box @ center of Tennant Ave. & Juan Hernandez Dr.
fnd bd mon w/ punch in monument box
Juan Hernandez Drive existing street improvements sidewalk on East side
St. James Drive existing street improvements sidewalks along North side
Tennant Ave existing street improvements no sidewalks along project frontage
Tennant Avenue existing street improvements as shownno sidewalks along Tennant frontages
Butterfield Blvd. existing street improvements full separated path along project
APN 817-09-055
Chiri FLP, DocID# 12040511
___ Tennant Ave
Lot 54, Vol. L of Maps, Page 26
ELEVATION BENCHMARK*
(ex. curb inlet tc 332.42)
(tc 336.12)
(tc 336.29)
(tc 336.50)
(tc 336.80)
(tc 337.04)
(tc 335.89)
(r = 34.00')
(Δ = 28°59'25")
(l = 17.20')
(tc 335.63)
(r = 46.00')
(Δ = 118°57'18")
(l = 95.50')
(tc 334.02)
(tc 333.71)
(tc 333.55)
(tc 333.40)
(tc 333.50)
(tc 333.37)
(tc 333.29)
(tc 332.84)
(tc 332.81)
(tc 332.54)
(tc 334.78)
(tc 335.18)
(tc 334.73)
(tc 334.21)
(tc 333.69)
(tc 333.17)
N25°28'51"W
732.00'
373.00'
770.00'
55.00' r/w
45.00'
26.00'
20.00'
18.00'
78.89'
20'
108.00'
42.00'
S64°31'09"W
(29.88')
S19°31'09"W
(29.88')
S25°28'51"E
(2.87')
(end tc 336.49)
R30'
(52.00')
(end tc 337.11)
S70°28'51"E
(29.88')
S64°31'09"W
(54.08')
(N25°28'51"W)
(2.00')
(S64°31'09"W)
(61.06')
N64°31'09"E
(336)
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(374)
(375)

Project Data:

Site Summary:
106 Dwelling Units
± 6.19 acres Total Area
± 17 units / acre (RAM Specifies 16-24)
± 30% Lot Coverage

Unit Summary:
106 Dwelling Units (16 BMR Units (15%))
43 - 2 Bedroom Units (6 BMR)
Units: 24, 34, 37, 43, 55, 96
46 - 3 Bedroom Units (7 BMR)
Units: 03, 19, 33, 50, 81, 90, 102
17 - 4 Bedroom Units (3 BMR)
Units: 16, 26, 85

Parking Summary:
238.5 Spaces Required (2.25 spaces/unit)
249 Spaces Provided
212 Covered Garage Spaces (2 per unit)
37 Surface Spaces (*numbered on plan)

Grading Summary:
Cut: 5,473 cy
Fill: 5,238 cy
Net: 235 cy (Cut)
*Note: The earthwork quantities are provided as a general estimate and do not account for external factors, for this reason the contractor is to complete their own independent assessment of expected grading.

RAM Dev. Standards: (per MHMC Table 18.18-3)
6,000 sf Min. Lot Area (4,500 sf for corner lots)
60' min width
85' min depth
60% Max Lot Coverage
2,000 sf Min. Unit Area
Setbacks:
Front = 15'
Rear = 20'
Interior Side = 5' (0' if attached)
Street Side = 15'
Height = 3-stories or 40' (lesser of the two)

Project Impervious / Pervious Areas Table

	Pre Development		Post Development	
AC	23,962 sf	7.9%	62,879 sf	20.6%
PCC	1,858 sf	0.6%	44,590 sf	14.6%
Buildings	0 sf	0.0%	88,808 sf	29.2%
Open	278,808 sf	91.5%	79,369 sf	26.1%
Pervious	278,808 sf	91.5%	79,369 sf	26.1%
Impervious	25,820 sf	8.5%	196,277 sf	64.4%
Total	304,628 sf	100.0%	304,628 sf	100.0%

NORTH

SCALE: 1"=30'
0 10 20 30 40 50 60

Saint James Dr.

St Timothy Pl.

Tennant Ave.

Butterfield Channel

Butterfield Blvd.

Amenity Structure

Open Space Area

Pond 0 | Pond 1 | Pond 2 | Pond 3 | Pond 4 | Pond 5 | Pond 6 | Pond 7

DMA 1 Outfall Structure

DMA 2 Outfall Structure

Project Entry per CoMH A11

40' Entry

20' EVA

EVA Bollards

Water Connection

Water Conection

Sewer Connection

Water Master Meter & DDCV

R = 34.00'
Δ = 28°59'25"
L = 17.20'

R = 46.00'
Δ = 118°57'15"
L = 95.50'

R = 100.00'
Δ = 5°36'26"
L = 9.79'

R = 100.00'
Δ = 7°35'41"
L = 13.26'

R 10' (typical for interior curves unless otherwise specified)

S25°28'52"E 730.68'

S19°31'08"W 29.88'

S25°28'52"E 2.87'

N64°31'08"E 52.00'

S70°28'52"W 29.88'

S60°16'13"W 2.00'

N64°31'08"E 78.89'

N64°31'08"E 54.04'

N64°31'08"E 61.06'

N25°28'52"W 187.22'

N72°06'49"E 79.26'

N64°31'08"E 84.36'

N64°31'08"E 24.15'

S25°28'52"E 750.00'

37.96' | 36.33' | 33.69' | 34.64' | 35.01'

(ex. hydrant) | (ex. street light) | (ex. utility pole) | (ex. sd outfall) | (ex. 20' sd easement) | (ex. pcc culvert and headwall with multiple outfalls) | (ex. traffic signal & street light)

09/22/2025 10:43am
FOR PLANCHECK ONLY
REGISTERED PROFESSIONAL ENGINEER WILLIAM J. McCLINTOCK No. 24893 EXP 12-31-2025 STATE OF CALIFORNIA
FOR PLANCHECK ONLY
signature shall be provided upon approval

NO.	DESCRIPTION	DATE	BY

REVISIONS

WORK ACCEPTED: | INSPECTOR:
BY: | DATE:

City of Morgan Hill
Public Works Department
17575 PEAK AVE. MORGAN HILL, CA 95037
(408) 776-6480 FAX (408) 779-7236

DRAWN:	DESIGN:	HOR.
WA	WJM	1" = 30'
CHECKED:	DATE:	VERT.
CMH		
APPROVED:	DATE:	JOB NO.
		223097

Scott C. Creer RCE 58879 — CITY ENGINEER EXP. DATE 06-30-2023

SUPERVISED BY:
SIGNATURE | DATE

MH engineering Co.
SUBDIVISIONS - LAND PLANNING - LAND SURVEYS
16075 VINEYARD BOULEVARD MORGAN HILL, CA 95037
(408) 779-7381 FAX: (408) 226-5712

Site Plan
Chiri - Tennant Avenue
MORGAN HILL CALIFORNIA

CITY FILE NO.
PLAN SET: 2025-09-22
DRAWING: **2** of 11

Site Plan
Chiri - Tennant Avenue

SCALE: 1"=30'

Saint James Dr.

Tennant Ave.

St Timothy Pl.

Butterfield Channel

Butterfield Blvd.

Amenity Structure
FF: 339.45
Pad: 338.62

Pond 1 | Pond 2 | Pond 3 | Pond 4 | Pond 5 | Pond 6 | Pond 7

Unit1 Unit2 Unit3 Unit4 Unit5 Unit6 Unit7 Unit8 Unit9 Unit10 Unit11 Unit12 Unit13 Unit14 Unit15 Unit16 Unit17 Unit18 Unit19 Unit20 Unit21 Unit22 Unit23 Unit24 Unit25 Unit26 Unit27 Unit28 Unit29 Unit30 Unit31 Unit33 Unit34 Unit35 Unit36 Unit37 Unit38 Unit39 Unit40 Unit41 Unit42 Unit43 Unit44 Unit45 Unit46 Unit47 Unit48 Unit49 Unit50 Unit51 Unit52 Unit53 Unit54 Unit55 Unit56 Unit57 Unit58 Unit59 Unit60 Unit61 Unit63 Unit64 Unit65 Unit66 Unit67 Unit68 Unit69 Unit70 Unit71 Unit72 Unit73 Unit74 Unit76 Unit77 Unit78 Unit79 Unit80 Unit81 Unit83 Unit84 Unit85 Unit86 Unit87 Unit88 Unit90 Unit91 Unit92 Unit93 Unit94 Unit95 Unit97 Unit98 Unit99 Unit100 Unit101 Unit102 Unit104 Unit105 Unit106

GFF: 337.83 FF: 337.33 Pad: 337.49
GFF: 337.26 FF: 336.76 Pad: 336.93
GFF: 336.49 FF: 335.99 Pad: 336.15
GFF: 335.98 FF: 335.48 Pad: 335.65
GFF: 337.55 FF: 337.05 Pad: 337.21
GFF: 337.72 FF: 337.22 Pad: 337.38
GFF: 337.61 FF: 337.11 Pad: 337.27
GFF: 337.04 FF: 336.54 Pad: 336.71
GFF: 336.60 FF: 336.10 Pad: 336.26
GFF: 336.08 FF: 335.58 Pad: 335.75
GFF: 335.52 FF: 335.02 Pad: 335.19
GFF: 334.77 FF: 334.27 Pad: 334.44
GFF: 334.29 FF: 333.79 Pad: 333.96
GFF: 337.04 FF: 336.54 Pad: 336.70
GFF: 336.61 FF: 336.11 Pad: 336.28
GFF: 336.02 FF: 335.52 Pad: 335.69
GFF: 334.90 FF: 334.40 Pad: 334.57

1A - Curb Inlet TC333.25
1B - Raised 24" Inlet Rim 332.96
1C - Raised 24" Inlet Rim 333.23
1D - Raised 24" Inlet Rim 333.82
1E - Raised 24" Inlet Rim 335.32
1F - Raised 24" Inlet Rim 335.47
1G - Raised 24" Inlet Rim 336.14
1H - Raised 24" Inlet Rim 336.50
1I - Raised 24" Inlet Rim 336.50
2A - SDMH Rim 332.03
2B - Raised 24" Inlet Rim 331.91
2C - Raised 24" Inlet Rim 332.56
2D - Raised 24" Inlet Rim 333.05
2E-a - SDMH Rim 336.36
2E-b - 24" Sq. Inlet Rim 337.16
2E-c - 24" Sq. Inlet Rim 336.78
2F - Raised 24" Inlet Rim 334.37
2G - Raised 24" Inlet Rim 335.47
2H - Raised 24" Inlet Rim 335.25
2I - Raised 24" Inlet Rim 335.25

Bot 335.65 Top 336.65
Bot 334.98 Top 335.98
Bot 334.84 Top 335.84
Bot 333.30 Top 334.30
Bot 332.75 Top 333.75
Bot 332.44 Top 333.44
Bot 335.00 Top 336.00
Bot 333.86 Top 334.75
Bot 333.75 Top 334.75
Bot 332.54 Top 333.54
Bot 332.10 Top 333.10
Bot 331.37 Top 332.37

Pond 1 Top 337.00 Bot 335.00
Pond 4 Top 335.75 Bot 334.75

730.68'
187.22'
79.89'
79.28'
84.38'
61.06'
750.00'
R = 34.03' Δ = 28°57'53" L = 17.20' (tc:335.99)
R = 46.00' Δ = 118°57'15" L = 95.50'
R = 100.00' Δ = 5°36'26" L = 9.79'
R = 100.00' Δ = 7°35'41" L = 13.26'

Project Entry per CoMH A11
Replaced Curb Inlet TC 336.72
Curb Inlet TC 335.57
Curb Cut 336.08
Curb Cut 337.39
Curb Cut 336.00
Curb Cut 334.38
Curb Cut 333.90
Curb Cut 333.25
Street Light
Conform TC 332.38 (3.33%)
Conform TC 336.29
Conform TC 335.48
Conform TC 336.36
Conform TC 331.93
Amenity HH TC 331.93
New HC
(ex. hydrant)
(ex. street light)
(ex curb inlet tc 335.16)
(ex. 36" sd outfall) inv. 326.32'
(ex. sd outfall)
(ex. 36" sd outfall) inv. 325.10'
(ex. traffic signal & street light)
ex sdmh rim 333.77' inv 327.43', 30" Ø (in) NEW INV 328.43', 18" ⌀ (IN) inv 327.43', 30" Ø (Out)
ex sdmh rim 337.00' inv 326.47', 24" Ø (in) inv 327.47', 36" Ø (Out) inv 327.47', 36" Ø (Out)
ex sdmh rim 332.82' inv 327.23', 15" Ø (in) inv 324.26', 30" Ø (in) inv 326.42', 36" Ø (Out)

Chiri - Tennant Avenue

Grading & Drainage Plan

NO.	DESCRIPTION	DATE	BY

REVISIONS

WORK ACCEPTED: INSPECTOR:
BY: DATE:

City of Morgan Hill
Public Works Department
17575 PEAK AVE, MORGAN HILL, CA 95037
(408) 776-6480 FAX (408) 779-7236

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Scott C. Creer RCE 58879 | CITY ENGINEER EXP. DATE 06-30-2023

SUPERVISED BY:

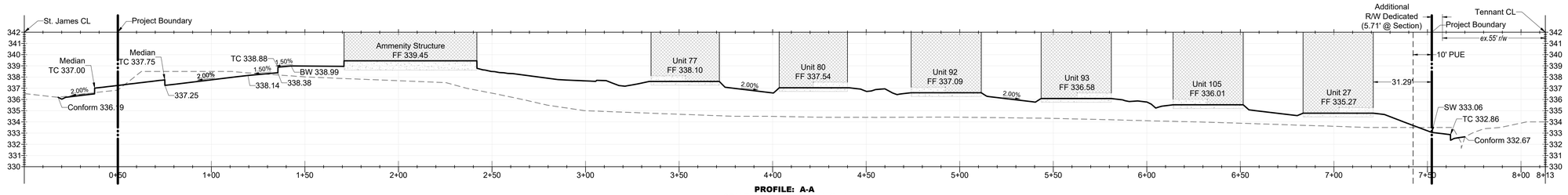
09/22/2025 10:45am
FOR PLANCHECK ONLY
REGISTERED PROFESSIONAL ENGINEER WILLIAM J. McCLINTOCK No. 24893 EXP. 12-31-2025 STATE OF CALIFORNIA
FOR PLANCHECK ONLY
signature shall be provided upon approval

SIGNATURE DATE

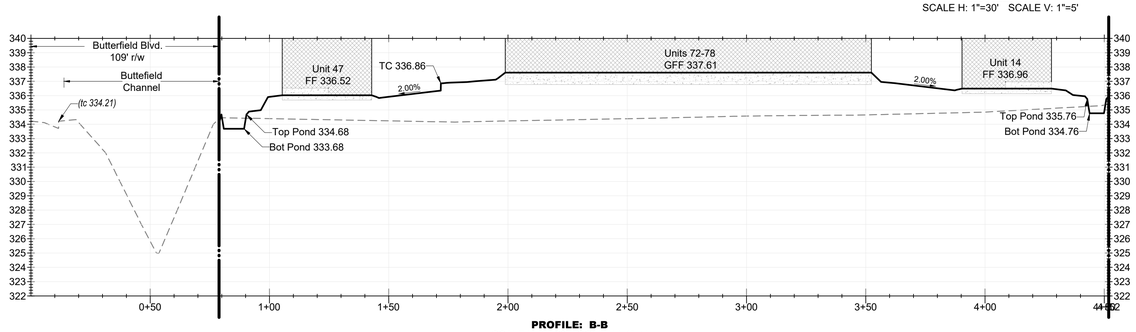
MH engineering Co.
SUBDIVISIONS - LAND PLANNING - LAND SURVEYS
16075 VINEYARD BOULEVARD MORGAN HILL, CA 95037
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Grading & Drainage Plan
Chiri - Tennant Avenue
MORGAN HILL CALIFORNIA

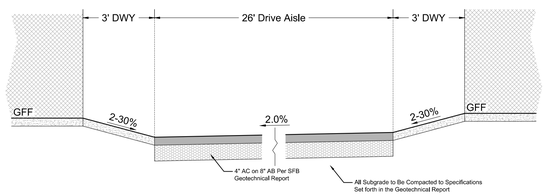
CITY FILE NO.
PLAN SET: 2025-09-22
DRAWING: 3 of 11



PROFILE: A-A
SCALE H: 1"=30' SCALE V: 1"=5'



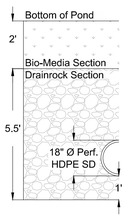
PROFILE: B-B
SCALE H: 1"=30' SCALE V: 1"=5'



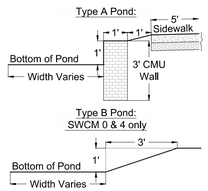
Detail: Typical Drive Aisle Section
scale 1" = 3'

Geotechnical Report:

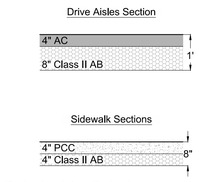
"Preliminary Geotechnical Investigation for Tennant Avenue Townhomes in Morgan Hill, California" Prepared By Stevens, Ferrone, & Bailey (SFB) Dated September 6th, 2023.



Detail: Typical SWCM Section
scale 1" = 3'

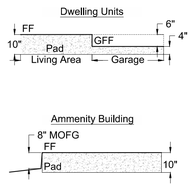


Detail: Typical SWCM Ponds
scale 1" = 3'

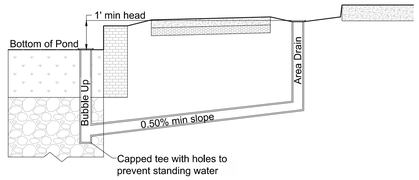


*Sections based of specifications in SFB geotechnical report

Detail: Hardscape Sections
scale: as shown



Detail: Foundation Sections
scale: 1" = 3'



Detail: Typical Area Drain & Bubble-Up System
scale 1" = 3'

09/22/2025 10:43am
FOR PLANCHECK ONLY
REGISTERED PROFESSIONAL ENGINEER
WILLIAM J. McCLINTOCK
No. 24893
EXP. 12-31-2025
STATE OF CALIFORNIA
FOR PLANCHECK ONLY
signature shall be provided upon approval

NO.	DESCRIPTION	DATE	BY

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Scott C. Creer RCE 58879 — CITY ENGINEER EXP. DATE 06-30-2023

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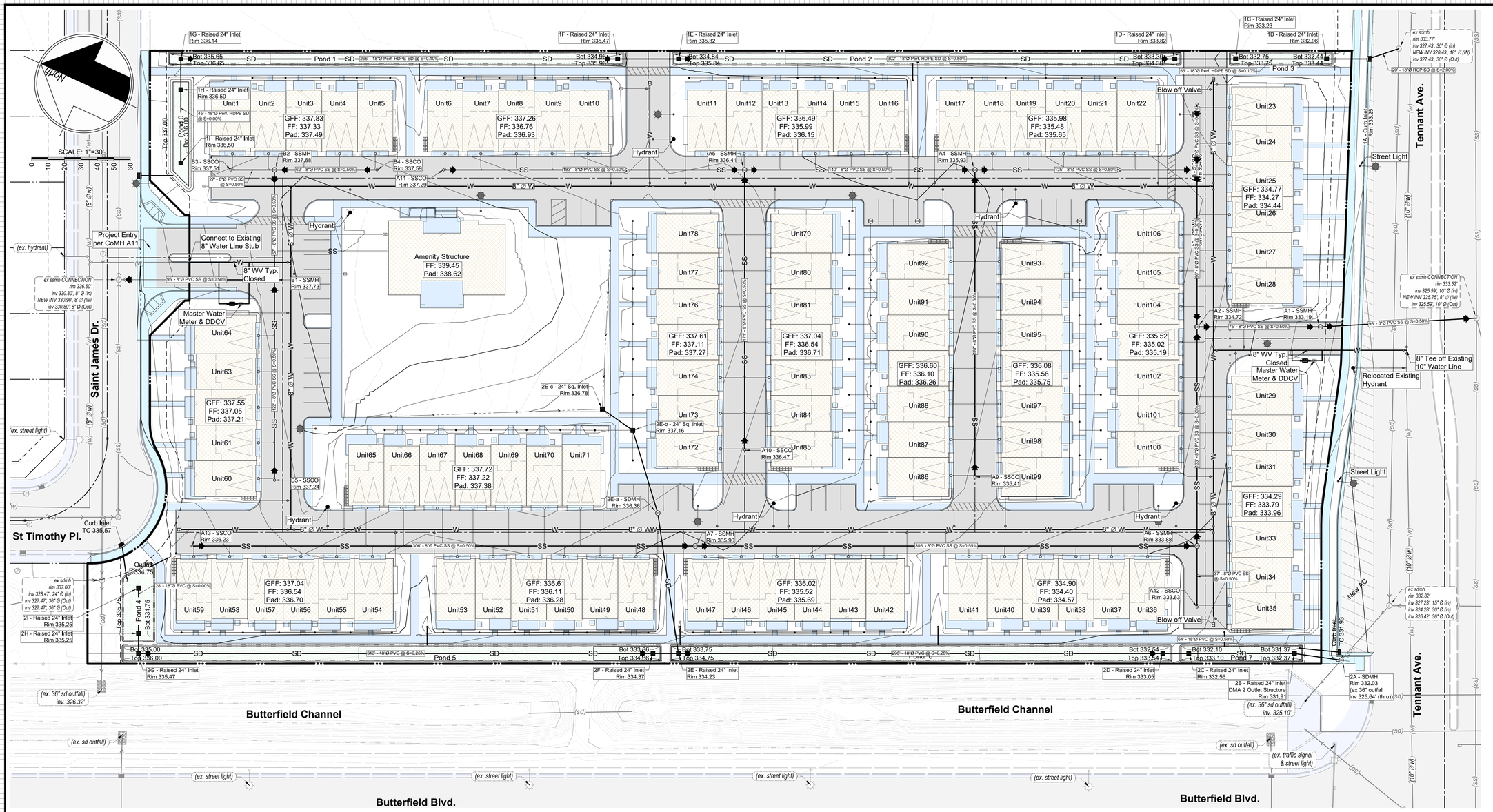
MH engineering Co.
SUBDIVISIONS - LAND PLANNING - LAND SURVEYS
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Grading Sections
Chiri - Tennant Avenue
MORGAN HILL CALIFORNIA

CITY FILE NO.
PLAN SET: 2025-09-22
DRAWING: **4** of 11

Grading Sections
Chiri - Tennant Avenue

Plotted: 22/09/25 10:43am | By: Tyson Hogan | File: P:\Projects\223097 Chiri Tennant Ave\Civil\Grading\Grading Sections.dwg | Xrefs: | Layout: 24x36 | Plotter: DWG To PDF.pc3 | Pen Settings: Grayscale.ctb



Pipe & Structure Table - SD NEW			Pipe & Structure Table - SD NEW		
name/ description	rim/ sump (depth)	connected pipe details	name/ description	rim/ sump (depth)	connected pipe details
1A Curb Inlet	rim= 333.25' sump = 327.82' (5.43')	3"Ø, inv=329.00', in-nw (25 lf @ 1.00%) 6"Ø, inv=331.85', in-nw (25 lf @ 1.00%) 18"Ø, inv=328.82, out-se (20 lf @ 2.00%)	2B Raised 24" Inlet	rim= 331.91' sump = 324.90' (7.01')	18"Ø, inv=324.90', in-nw (64 lf @ 0.50%) 6"Ø, inv=329.10, out-s (29 lf @ 1.00%) 8"Ø, inv=330.25, out-s (29 lf @ 1.00%)
1B Raised 24" Inlet	rim= 332.96' sump = 325.96' (7.00')	18"Ø, inv=325.96', in-nw (55 lf @ 0.10%) 3"Ø, inv=329.25, out-se (25 lf @ 1.00%) 6"Ø, inv=332.10, out-se (25 lf @ 1.00%)	2C Raised 24" Inlet	rim= 332.56' sump = 325.22' (7.33')	18"Ø, inv=325.22', in-nw (16 lf @ 5.26%) 18"Ø, inv=325.22, out-se (64 lf @ 0.50%)
1C Raised 24" Inlet	rim= 333.23' sump = 326.02' (7.22')	18"Ø, inv=326.02', in-nw (37 lf @ 2.17%) 18"Ø, inv=326.02, out-se (55 lf @ 0.10%)	2D Raised 24" Inlet	rim= 333.05' sump = 326.05' (7.00')	18"Ø, inv=326.05', in-nw (295 lf @ 0.25%) 18"Ø, inv=326.05, out-se (16 lf @ 5.26%)
1D Raised 24" Inlet	rim= 333.82' sump = 326.82' (7.00')	18"Ø, inv=326.82', in-nw (302 lf @ 0.50%) 18"Ø, inv=326.82, out-se (37 lf @ 2.17%)	2E-a SDMH	rim= 336.36' sump = 327.32' (9.04')	12"Ø, inv=327.32', in-ne (53 lf @ 0.50%) 12"Ø, inv=327.32, out-sw (86 lf @ 0.50%)
1E Raised 24" Inlet	rim= 335.32' sump = 328.33' (7.00')	18"Ø, inv=328.33', in-nw (37 lf @ 0.38%) 18"Ø, inv=328.33, out-se (302 lf @ 0.50%)	2E-b 24" Sq. Inlet	rim= 337.16' sump = 327.58' (9.57')	12"Ø, inv=327.58', in-n (23 lf @ 2.25%) 12"Ø, inv=327.58, out-sw (53 lf @ 0.50%)
1F Raised 24" Inlet	rim= 335.47' sump = 328.47' (7.00')	18"Ø, inv=328.47', in-nw (266 lf @ 0.10%) 18"Ø, inv=328.47, out-se (37 lf @ 0.38%)	2E-c 24" Sq. Inlet	rim= 336.78' sump = 328.09' (8.68')	12"Ø, inv=328.09, out-s (23 lf @ 2.25%)
1G Raised 24" Inlet	rim= 336.14' sump = 328.74' (7.40')	18"Ø, inv=328.74', in-nw (19 lf @ 4.08%) 18"Ø, inv=328.74, out-se (266 lf @ 0.10%)	2E Raised 24" Inlet	rim= 334.23' sump = 326.79' (7.44')	18"Ø, inv=326.79', in-nw (15 lf @ 3.70%) 12"Ø, inv=326.89', in-ne (86 lf @ 0.50%) 18"Ø, inv=326.79, out-se (295 lf @ 0.25%)
1H Raised 24" Inlet	rim= 336.50' sump = 329.50' (7.00')	18"Ø, inv=329.50', in-sw (45 lf @ 0.00%) 18"Ø, inv=329.50, out-ne (19 lf @ 4.08%)	2F Raised 24" Inlet	rim= 334.37' sump = 327.36' (7.01')	18"Ø, inv=327.36', in-nw (313 lf @ 0.25%) 18"Ø, inv=327.36, out-se (15 lf @ 3.70%)
1I Raised 24" Inlet	rim= 336.50' sump = 329.50' (7.00')	18"Ø, inv=329.50, out-ne (45 lf @ 0.00%)	2G Raised 24" Inlet	rim= 335.47' sump = 328.14' (7.33')	18"Ø, inv=328.14', in-ne (12 lf @ 0.88%) 18"Ø, inv=328.14, out-se (313 lf @ 0.25%)
2A SDMH	rim= 332.03' sump = 325.40' (6.62')	6"Ø, inv=328.81', in-n (29 lf @ 1.00%) 8"Ø, inv=329.96', in-n (29 lf @ 1.00%)	2H Raised 24" Inlet	rim= 335.25' sump = 328.25' (7.00')	18"Ø, inv=328.25', in-ne (28 lf @ 0.00%) 18"Ø, inv=328.25, out-sw (12 lf @ 0.88%)

Pipe & Structure Table - SS NEW			Pipe & Structure Table - SS NEW		
name/ description	rim/ sump (depth)	connected pipe details	name/ description	rim/ sump (depth)	connected pipe details
A1 SSMH	rim= 333.19' sump = 326.23' (6.96')	8"Ø, inv=326.23', in-nw (75 lf @ 0.50%) 8"Ø, inv=326.23, out-se (95 lf @ 0.50%)	A10 SSCO	rim= 336.47' sump = 329.61' (6.85')	8"Ø, inv=329.61, out-ne (171 lf @ 0.50%)
A2 SSMH	rim= 334.72' sump = 326.60' (8.12')	8"Ø, inv=326.70', in-sw (133 lf @ 0.50%) 8"Ø, inv=326.70', in-ne (96 lf @ 0.50%) 8"Ø, inv=326.60, out-se (75 lf @ 0.50%)	A11 SSCO	rim= 337.29' sump = 329.57' (7.72')	8"Ø, inv=329.57, out-se (183 lf @ 0.50%)
A3 SSMH	rim= 334.77' sump = 327.18' (7.60')	8"Ø, inv=327.28', in-nw (135 lf @ 0.50%) 8"Ø, inv=327.28', in-ne (40 lf @ 0.50%) 8"Ø, inv=327.18, out-sw (96 lf @ 0.50%)	A12 SSCO	rim= 333.63' sump = 327.66' (5.98')	8"Ø, inv=327.66, out-ne (37 lf @ 0.50%)
A4 SSMH	rim= 335.93' sump = 327.96' (7.98')	8"Ø, inv=327.96', in-nw (140 lf @ 0.50%) 8"Ø, inv=328.06', in-sw (187 lf @ 0.50%) 8"Ø, inv=327.96, out-se (135 lf @ 0.50%)	A13 SSCO	rim= 336.23' sump = 330.78' (5.45')	8"Ø, inv=330.78, out-se (306 lf @ 0.50%)
A5 SSMH	rim= 336.41' sump = 328.66' (7.76')	8"Ø, inv=328.66', in-nw (183 lf @ 0.50%) 8"Ø, inv=328.76', in-sw (171 lf @ 0.50%) 8"Ø, inv=328.66, out-se (140 lf @ 0.50%)	B1 SSMH	rim= 337.73' sump = 331.37' (6.36')	8"Ø, inv=331.47', in-ne (67 lf @ 0.50%) 8"Ø, inv=331.47', in-sw (122 lf @ 0.50%) 8"Ø, inv=331.37, out-nw (95 lf @ 0.50%)
A6 SSMH	rim= 333.88' sump = 327.37' (6.52')	8"Ø, inv=327.47', in-nw (305 lf @ 0.55%) 8"Ø, inv=327.47', in-sw (37 lf @ 0.50%) 8"Ø, inv=327.37, out-ne (133 lf @ 0.50%)	B2 SSMH	rim= 337.68' sump = 331.80' (5.88')	8"Ø, inv=331.90', in-se (62 lf @ 0.50%) 8"Ø, inv=331.90', in-nw (27 lf @ 0.50%) 8"Ø, inv=331.80, out-sw (67 lf @ 0.50%)
A7 SSMH	rim= 335.90' sump = 329.15' (6.76')	8"Ø, inv=329.25', in-nw (306 lf @ 0.50%) 8"Ø, inv=329.15, out-se (305 lf @ 0.55%)	B3 SSCO	rim= 337.51' sump = 332.03' (5.48')	8"Ø, inv=332.03, out-se (27 lf @ 0.50%)
A8 SSCO	rim= 334.40' sump = 327.48' (6.92')	8"Ø, inv=327.48, out-sw (40 lf @ 0.50%)	B4 SSCO	rim= 337.59' sump = 332.21' (5.38')	8"Ø, inv=332.21, out-nw (62 lf @ 0.50%)
A9 SSCO	rim= 335.41' sump = 328.99' (6.41')	8"Ø, inv=328.99, out-ne (187 lf @ 0.50%)	B5 SSCO	rim= 337.24' sump = 332.08' (5.16')	8"Ø, inv=332.08, out-ne (122 lf @ 0.50%)

NO.	DESCRIPTION	DATE	BY

REVISIONS

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BY: DATE:

City of Morgan Hill
Public Works Department
CITY OF MORGAN HILL
17575 PEAK AVE. MORGAN HILL, CA 95037
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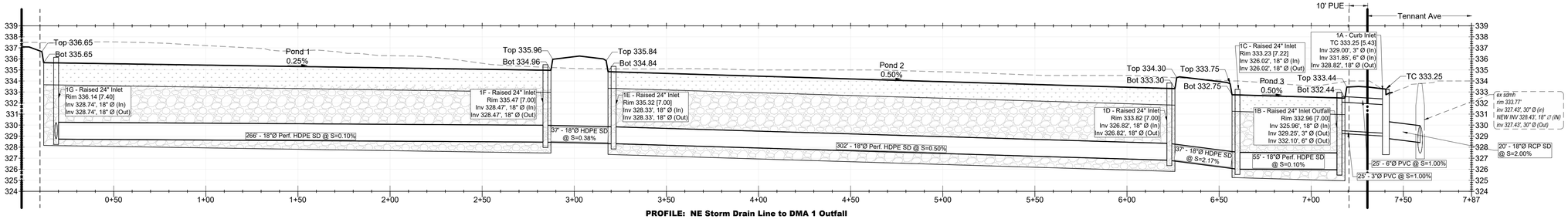
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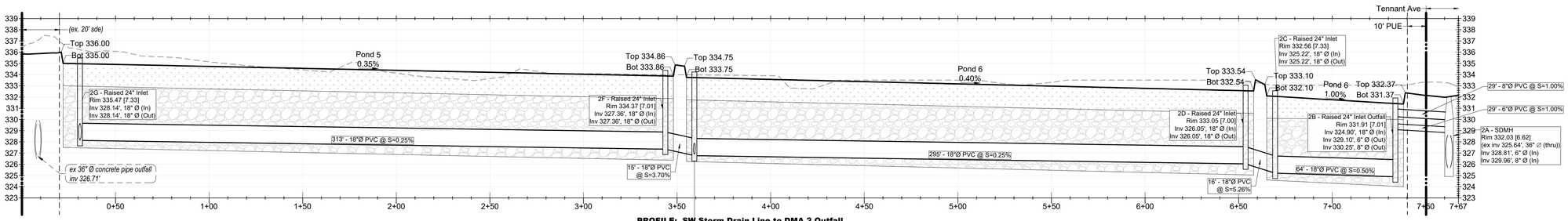
MH engineering Co.
SUBDIVISIONS - LAND PLANNING - LAND SURVEYS
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Utility Plan
Chiri - Tennant Avenue
MORGAN HILL CALIFORNIA

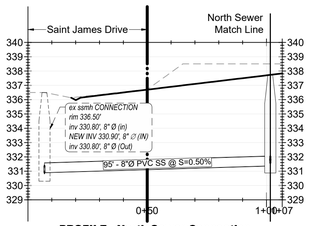
CITY FILE NO.:
PLAN SET: 2025-09-22
DRAWING: 5 of 11



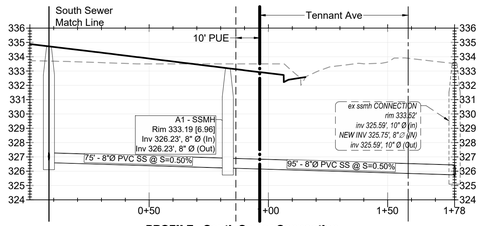
PROFILE: NE Storm Drain Line to DMA 1 Outfall
SCALE H: 1"=30' SCALE V: 1"=5'



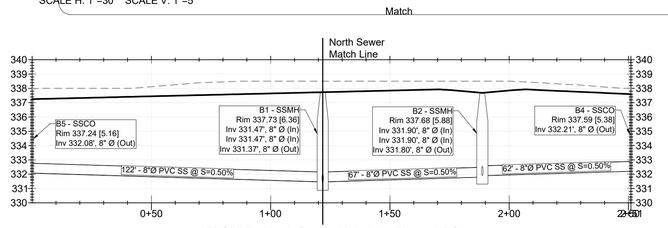
PROFILE: SW Storm Drain Line to DMA 2 Outfall
SCALE H: 1"=30' SCALE V: 1"=5'



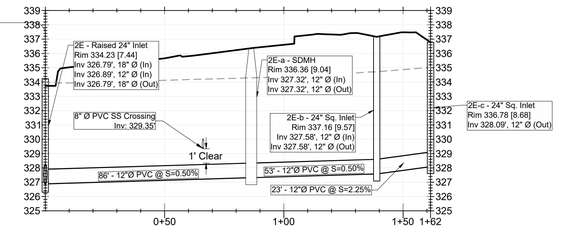
PROFILE: North Sewer Connection
SCALE H: 1"=30' SCALE V: 1"=5'



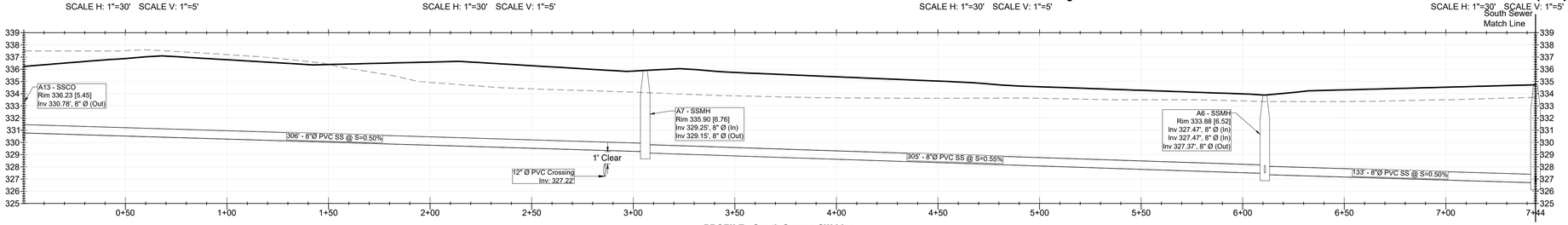
PROFILE: South Sewer Connection
SCALE H: 1"=30' SCALE V: 1"=5'



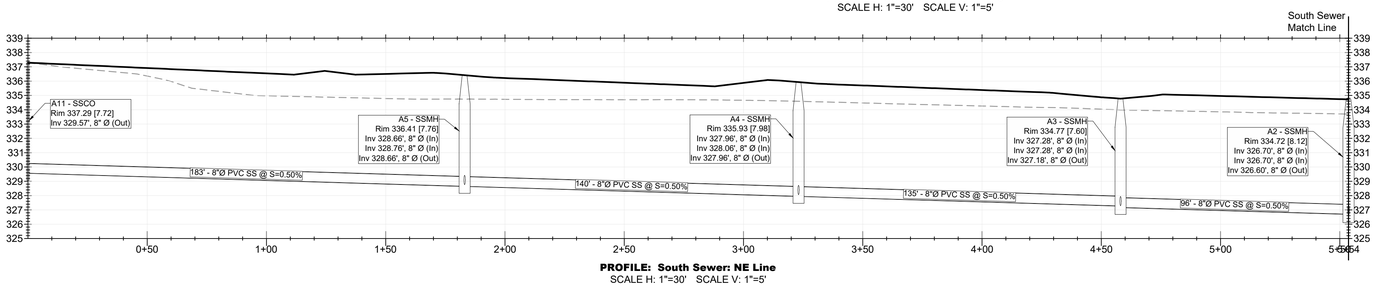
PROFILE: North Sewer: Main Line Through B1
SCALE H: 1"=30' SCALE V: 1"=5'



PROFILE: SD E Branch to Open Space
SCALE H: 1"=30' SCALE V: 1"=5'



PROFILE: South Sewer: SW Line
SCALE H: 1"=30' SCALE V: 1"=5'



PROFILE: South Sewer: NE Line
SCALE H: 1"=30' SCALE V: 1"=5'

Utility Profiles shown are aligned following the centerline of each specific pipe

09/22/2025 10:47am
FOR PLANCHECK ONLY

REGISTERED PROFESSIONAL ENGINEER
WILLIAM J. McCLINTOCK
No. 24893
EXP. 12-31-2025
STATE OF CALIFORNIA

FOR PLANCHECK ONLY
signature shall be provided upon approval

NO.	DESCRIPTION	DATE	BY

REVISIONS

WORK ACCEPTED: INSPECTOR:
BY: DATE:

City of Morgan Hill
Public Works Department
17575 PEAK AVE. MORGAN HILL, CA 95037
(408) 776-6480 FAX (408) 779-7236

DRAWN:	DESIGN:	HOR.
WA	WJM	1" = 30'
CHECKED: CMH	DATE:	VERT.
APPROVED:	DATE:	JOB NO. 223097

Scott C. Creer, RCE 58879 — CITY ENGINEER, EXP. DATE 06-30-2023

SUPERVISED BY:
SIGNATURE DATE

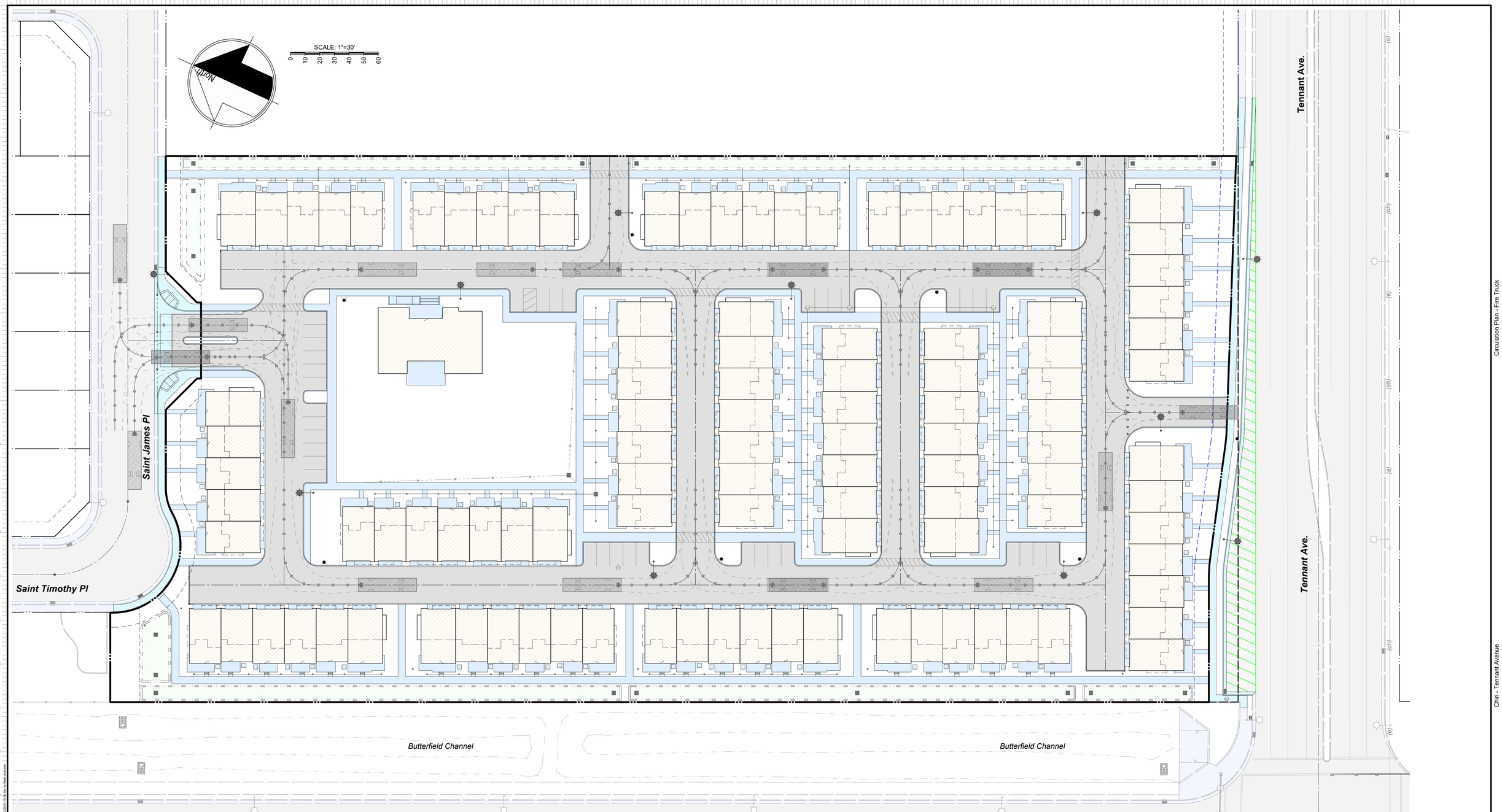
SUBDIVISIONS - LAND PLANNING - LAND SURVEYS
16075 VINEYARD BOULEVARD MORGAN HILL, CA 95037
(408) 779-7381 FAX: (408) 226-5712

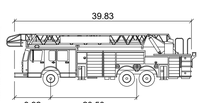
Utility Sections
Chiri - Tennant Avenue
MORGAN HILL CALIFORNIA

CITY FILE NO.
PLAN SET: 2025-09-22
DRAWING: 6 of 11

Utility Sections
Chiri - Tennant Avenue

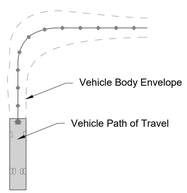
Plotted By: Wayne Lee 9/22/25, Time: 10:47:00 am, Path: P:\Projects\Chiri - 3998 Tennant Ave\Engineering\Utility Sections.dwg, Layout: Utility Profiles, Xref: 223097 Topo.dwg, 223097 Base.dwg, 223097 Title Block.dwg





CoG Fire Truck

	feet
Width	: 9.17
Track	: 9.14
Lock to Lock Time	: 6.0
Steering Angle	: 45.0



09/22/2025 10:47am
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REGISTERED PROFESSIONAL ENGINEER
WILLIAM J. McCOLLINTOCK
No. 24893
EXP 12-31-2025
STATE OF CALIFORNIA

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signature shall be provided upon approval

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REVISIONS

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BY: DATE:

City of Morgan Hill
Public Works Department
CITY OF MORGAN HILL
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(408) 776-6480 FAX (408) 779-7236

DRAWN:	DESIGN:	HOR.
WA	WJM	1"=30'
CHECKED:	DATE:	VERT.
CMH		
APPROVED:	DATE:	JOB NO.
		223097

Scott C. Creer, RCE 58879 — CITY ENGINEER, EXP. DATE 06-30-2023

SUPERVISED BY:
SIGNATURE DATE

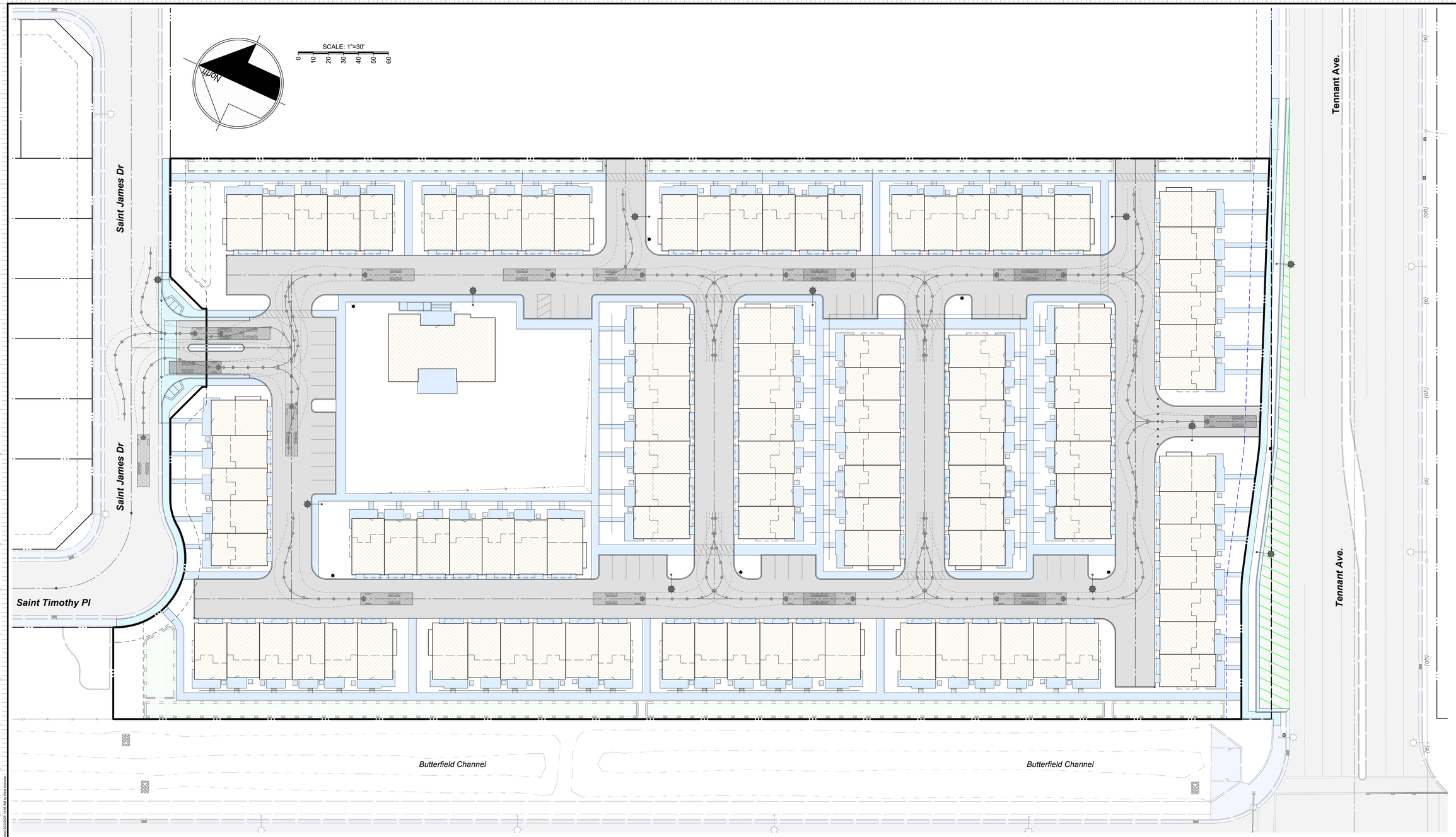
MH engineering Co.
SUBDIVISIONS - LAND PLANNING - LAND SURVEYS
16075 VINEYARD BOULEVARD MORGAN HILL, CA 95037
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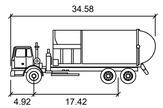
Circulation Plan - Fire Truck
Chiri - Tennant Avenue
MORGAN HILL CALIFORNIA

CITY FILE NO.
PLAN SET: 2025-09-22
DRAWING: **7** of 11

Chiri - Tennant Avenue

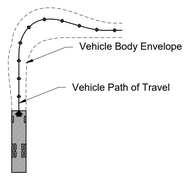
Autodesk Docs://Chiri - Tennant Avenue/Chiri - Tennant Avenue_Central.rvt, Plotted: 9/22/2025 10:46 AM by Hieu Vuong





Recology Collection Truck

	feet
Width	8.00
Track	8.04
Lock to Lock Time	6.0
Steering Angle	47.9



NO.	DESCRIPTION	DATE	BY

REVISIONS

WORK ACCEPTED: INSPECTOR:
BY: DATE:

City of Morgan Hill
Public Works Department
17575 PEAK AVE. MORGAN HILL, CA 95037
(408) 776-6480 FAX (408) 779-7236

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CHECKED: CMH	DATE:	VERT.
APPROVED:	DATE:	JOB NO. 223097

Scott C. Creer RCE 58879 — CITY ENGINEER EXP. DATE 06-30-2023

SUPERVISED BY:
SIGNATURE DATE

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MH engineering Co.
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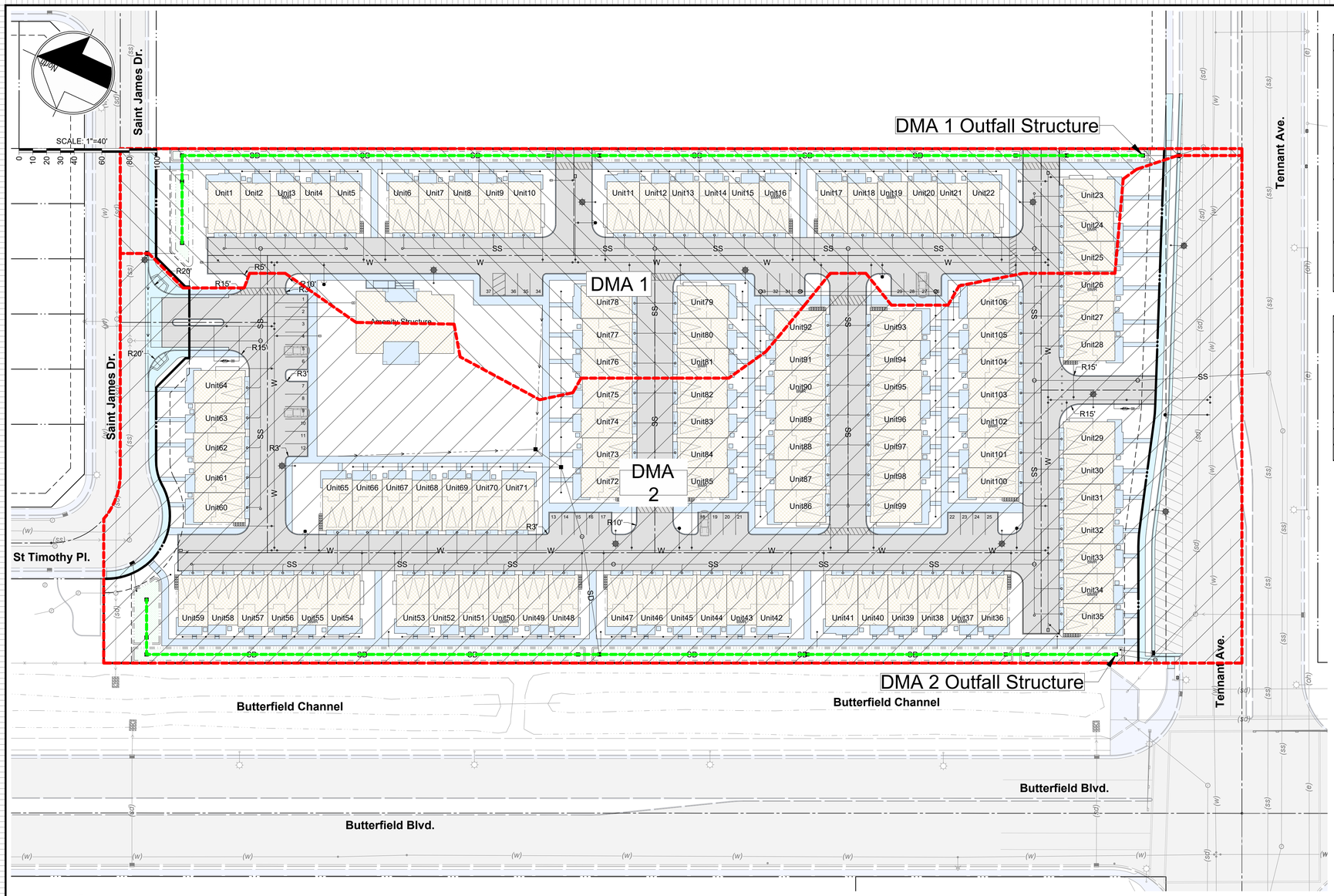
Circulation Plan - Garbage Truck
Chiri - Tennant Avenue

MORGAN HILL CALIFORNIA

CITY FILE NO.
PLAN SET: 2025-09-22
DRAWING: 8 of 11

Chiri - Tennant Avenue

I:\Projects\223097 Chiri (MSD)\...\Circulation Plan - Garbage Truck.dwg, 9/22/2025 10:47 AM, Printed 9/22/2025 10:48 AM by Wendi Anderson



DMA Breakdown

DMA 1	Pre Development		Post Development	
AC	1,596 sf	1.8%	23,300 sf	25.9%
PCC	206 sf	0.2%	13,684 sf	15.2%
Buildings	0 sf	0.0%	26,701 sf	29.7%
Open	88,056 sf	98.0%	26,173 sf	29.1%
Pervious	88,056 sf	98.0%	26,173 sf	29.1%
Impervious	1,802 sf	2.0%	63,685 sf	70.9%
Total	89,858 sf	100.0%	89,858 sf	100.0%
DMA 2	**Pre Development**		**Post Development**	
AC	22,366 sf	10.4%	65,092 sf	30.3%
PCC	1,652 sf	0.8%	33,268 sf	15.5%
Buildings	0 sf	0.0%	61,691 sf	28.7%
Open	190,752 sf	88.8%	54,719 sf	25.5%
Pervious	190,752 sf	88.8%	54,719 sf	25.5%
Impervious	24,018 sf	11.2%	160,051 sf	74.5%
Total	214,770 sf	100.0%	214,770 sf	100.0%

Treatment Sizing

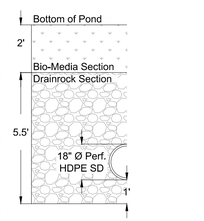
DMA 1		DMA 2	
I =	70.9%	I =	74.5%
C =	0.502	C =	0.539
$R_{85\%}$ =	1.7	$R_{85\%}$ =	1.7
A_{DMA} =	89,858 sf	A_{DMA} =	214,770 sf
V_{DMA1} =	6,393 cf	V_{DMA2} =	16,391 cf
$V_{1Prov.}$ =	11,698 cf	$V_{2Prov.}$ =	20,745 cf
$4\%A_{eff}$ =	2,652 sf	$4\%A_{eff}$ =	5,517 sf
$A_{T1\ Prov.}$ =	4,425 sf	$A_{T2\ Prov.}$ =	6,436 sf

Calculations done based on the guidance set forth by the CCRWQB R3-2013-0032 With Volume Based Treatment Sizing Done using the URQM Method. For more detailed calculations please refer to the attached Drainage Report.

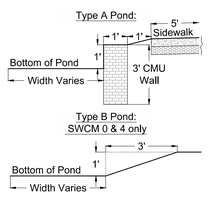
Legend:

Drainage Area Limits

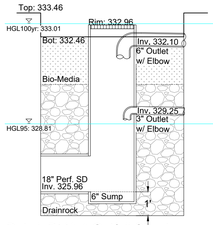
Stormwater Control Measure (SWCM)



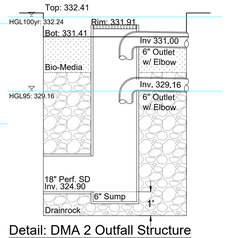
Detail: Typical SWCM Section
scale 1" = 3'



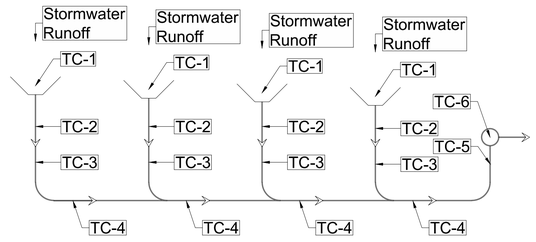
Detail: Typical Treatment Ponds
scale 1" = 3'



Detail: DMA 1 Outfall Structure
scale 1" = 3'



Detail: DMA 2 Outfall Structure
scale 1" = 3'



Schematic: Stormwater Control Process

Legend

Treatment Control Measures:

TC-1	Flow across vegetated swales
TC-2	Flow through bio-media section
TC-3	Flow though drainrock section
TC-4	Flow through perforated pipe
TC-5	Treatment By Retention
TC-6	Water Quality Outlet

Basic Description:

The runoff is routed from around the site into the vegetated swales as a means of pre-treating the water before it percolates through the bio-media section and drain-rock where it is then able to infiltrate into the ground or flow through the perforated pipe until it reaches the retention limit where it can be released at flows less than pre-development levels via the water quality outlets.

NO.	DESCRIPTION	DATE	BY

REVISIONS

WORK ACCEPTED: INSPECTOR: BY: DATE:

City of Morgan Hill
Public Works Department
CITY OF MORGAN HILL
17575 PEAK AVE. MORGAN HILL, CA 95037
(408) 776-6480 FAX (408) 779-7236

DRAWN: WA DESIGN: WJM HOR. 1" = 40'
CHECKED: CMH DATE: VERT.
APPROVED: DATE: JOB NO. 223097
Scott C. Creer RCE 58879 CITY ENGINEER EXP. DATE 06-30-2023

SUPERVISED BY:
SIGNATURE DATE

09/22/2025 10:47AM
FOR PLANCHECK ONLY
REGISTERED PROFESSIONAL ENGINEER WILLIAM J. McCLINTOCK No. 24893 EXP. 12-31-2025 STATE OF CALIFORNIA
FOR PLANCHECK ONLY
signature shall be provided upon approval

MH engineering Co.
SUBDIVISIONS - LAND PLANNING - LAND SURVEYS
16075 VINEYARD BOULEVARD MORGAN HILL, CA 95037
(408) 779-7381 FAX: (408) 226-5712

Preliminary Storm Water Control Plan
Chiri - Tennant Avenue
MORGAN HILL CALIFORNIA

CITY FILE NO.
PLAN SET: 2025-09-22
DRAWING: 9 of 11

Preliminary Storm Water Control Plan
Chiri - Tennant Avenue

Plotted: 22/09/2025 10:47 AM | By: William McClintock | Saved: 9/22/2025 10:47 AM | Plotted with PDF24 Creator | Z:\Projects\2023\223097 - Chiri - Tennant Ave\Civil\Exhibits\Preliminary Storm Water Control Plan\223097 - Preliminary Storm Water Control Plan.dwg

Alternate Site Plan Information:

This alternative site layout decreases the total number of dwelling units by 6 (from 106 to 100).

Note:
This plan is solely designed to portray the number of lots lost to incorporate a full width street through the project which without causing any issues regarding public health and safety is not allowed under SB 330 Section 65589.5(j)(1).

Saint James Dr.

Saint James Dr.

Tennant Ave.

Tennant Ave.

St Timothy Pl.

Butterfield Channel

Butterfield Channel

Butterfield Blvd.

Butterfield Blvd.

Ammenity Structure

Unit1 Unit2 Unit3 Unit4 Unit5 Unit6 Unit7 Unit8 Unit9 Unit10 Unit11 Unit12 Unit13 Unit14 Unit15 Unit16 Unit17 Unit18 Unit19 Unit20 Unit21 Unit22 Unit23 Unit24 Unit25 Unit26 Unit27 Unit28 Unit29 Unit30 Unit31 Unit32 Unit33 Unit34 Unit35 Unit36 Unit37 Unit38 Unit39 Unit40 Unit41 Unit42 Unit43 Unit44 Unit45 Unit46 Unit47 Unit48 Unit49 Unit50 Unit51 Unit52 Unit53 Unit54 Unit55 Unit56 Unit57 Unit58 Unit59 Unit60 Unit61 Unit62 Unit63 Unit64 Unit65 Unit66 Unit67 Unit68 Unit69 Unit70 Unit71 Unit72 Unit73 Unit74 Unit75 Unit76 Unit77 Unit78 Unit79 Unit80 Unit81 Unit82 Unit83 Unit84 Unit85 Unit86 Unit87 Unit88 Unit89 Unit90 Unit91 Unit92 Unit93 Unit94 Unit95 Unit96 Unit97 Unit98 Unit99 Unit100

R20' R30' 26' 52' R/W 20' 10' PUE 10' 40'

09/22/2025 10:47am
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NO.	DESCRIPTION	DATE	BY

REVISIONS

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BY: DATE:

City of Morgan Hill
Public Works Department
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DRAWN: WA	DESIGN: WJM	HOR. 1" = 30'
CHECKED: CMH	DATE:	VERT.
APPROVED:	DATE:	JOB NO. 223097

Scott C. Creer RCE 58879 CITY ENGINEER EXP. DATE 06-30-2023

SUPERVISED BY:
SIGNATURE DATE

MH engineering Co.
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16075 VINEYARD BOULEVARD MORGAN HILL, CA 95037
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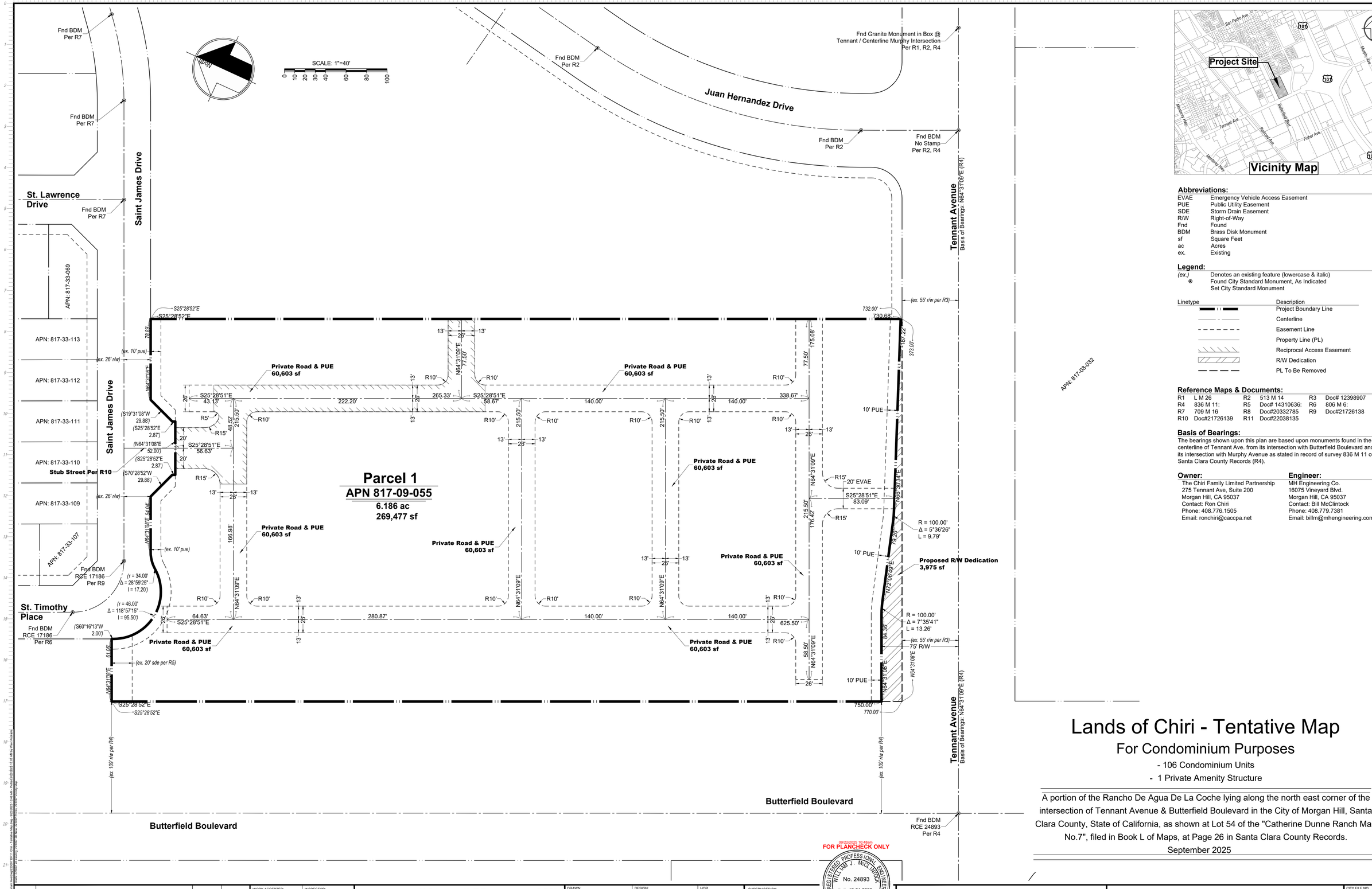
Alternate Site Plan Exhibit
Chiri - Tennant Avenue

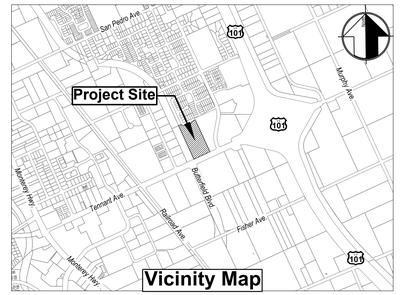
MORGAN HILL CALIFORNIA

CITY FILE NO.
PLAN SET: 2025-09-22
DRAWING: **10** of 11

Alternate Site Plan Exhibit
Chiri - Tennant Avenue

Electronic Plot Date: 9/22/2025 10:47 AM | All Plot Scales are for 24x36 Sheet | Plotted By: Mario Hernandez





Abbreviations:

EVAE	Emergency Vehicle Access Easement
PUE	Public Utility Easement
SDE	Storm Drain Easement
R/W	Right-of-Way
Fnd	Found
BDM	Brass Disk Monument
sf	Square Feet
ac	Acres
ex.	Existing

Legend:

(ex.)	Denotes an existing feature (lowercase & italic)
◉	Found City Standard Monument, As Indicated
	Set City Standard Monument

Linetype	Description
	Project Boundary Line
	Centerline
	Easement Line
	Property Line (PL)
	Reciprocal Access Easement
	R/W Dedication
	PL To Be Removed

Reference Maps & Documents:

R1	L M 26	R2	513 M 14	R3	Doc# 12398907
R4	836 M 11:	R5	Doc# 14310636:	R6	806 M 6:
R7	709 M 16	R8	Doc#20332785	R9	Doc#21726138
R10	Doc#21726139	R11	Doc#22038135		

Basis of Bearings:

The bearings shown upon this plan are based upon monuments found in the centerline of Tennant Ave. from its intersection with Butterfield Boulevard and its intersection with Murphy Avenue as stated in record of survey 836 M 11 of Santa Clara County Records (R4).

Owner:

The Chiri Family Limited Partnership
275 Tennant Ave, Suite 200
Morgan Hill, CA 95037
Contact: Ron Chiri
Phone: 408.776.1505
Email: ronchiri@caccpa.net

Engineer:

MH Engineering Co.
16075 Vineyard Blvd.
Morgan Hill, CA 95037
Contact: Bill McClintock
Phone: 408.779.7381
Email: billm@mhengineering.com

Lands of Chiri - Tentative Map

For Condominium Purposes

- 106 Condominium Units
- 1 Private Amenity Structure

A portion of the Rancho De Agua De La Coche lying along the north east corner of the intersection of Tennant Avenue & Butterfield Boulevard in the City of Morgan Hill, Santa Clara County, State of California, as shown at Lot 54 of the "Catherine Dunne Ranch Map No.7", filed in Book L of Maps, at Page 26 in Santa Clara County Records.

September 2025

NO.	DESCRIPTION	DATE	BY

REVISIONS

WORK ACCEPTED: INSPECTOR:
BY: DATE:

CITY OF MORGAN HILL

City of Morgan Hill
Public Works Department
17575 PEAK AVE. MORGAN HILL, CA 95037
(408) 776-6480 FAX (408) 779-7236

DRAWN: WA	DESIGN: WJM	HOR. 1"=40'
CHECKED: CMH	DATE:	VERT.
APPROVED:	DATE:	JOB NO. 223097

Scott C. Ciser RCE 56879 — CITY ENGINEER EXP. DATE 06-30-2023

SUPERVISED BY:

09/22/2025 10:48am
FOR PLANCHECK ONLY

REGISTERED PROFESSIONAL ENGINEER WILLIAM J. McCLINTOCK No. 24893 EXP. 12-31-2025 STATE OF CALIFORNIA

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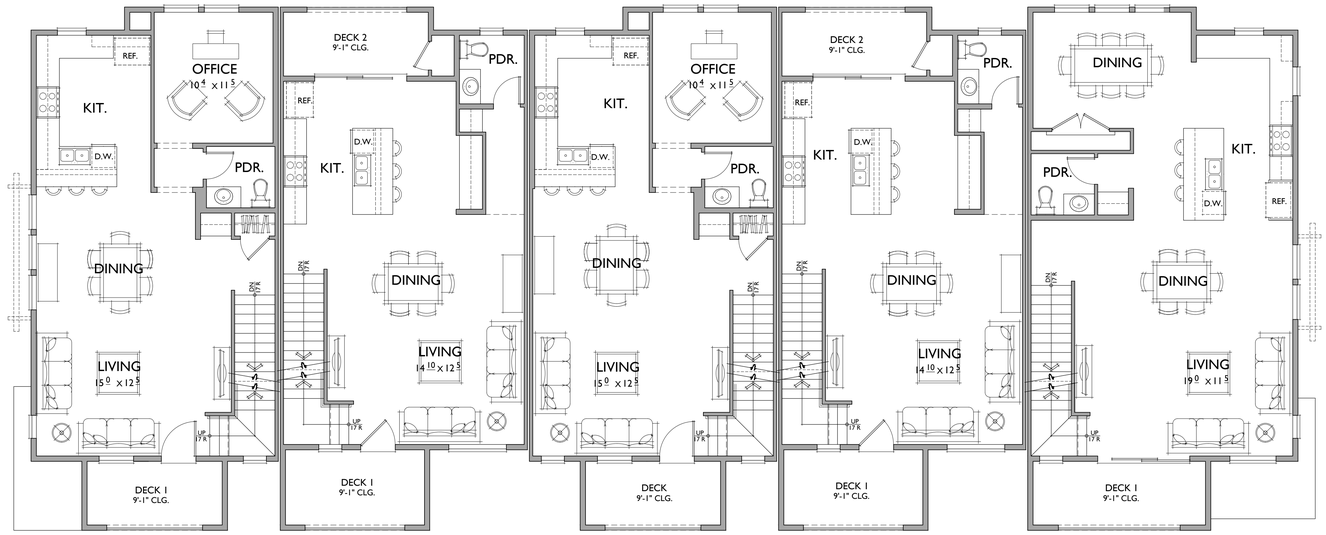
SIGNATURE DATE

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Tentative Map
Chiri - Tennant Avenue
MORGAN HILL CALIFORNIA

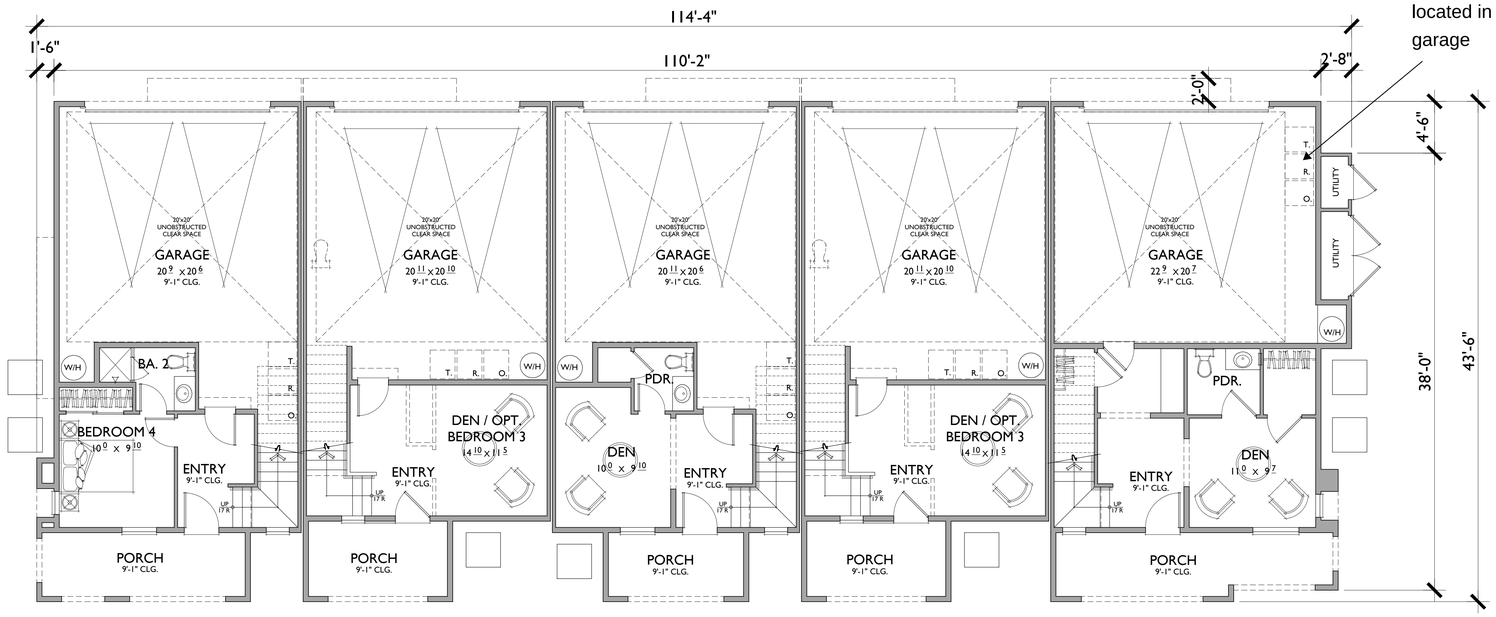
CITY FILE NO.
PLAN SET: 2025-09-22
DRAWING: 11 of 11

Tentative Map
Chiri - Tennant Avenue



UNIT 2B UNIT 1 UNIT 2A UNIT 1 UNIT 3

2ND FLOOR



UNIT 2B UNIT 1 UNIT 2A UNIT 1 UNIT 3

1ST FLOOR

3 Trash bins
located in every
garage

BUILDING CODE ANALYSIS:
CODE USED:
2022 CALIFORNIA BUILDING CODE

BUILDING GROSS AREA
13,122 S.F.

GROSS BUILDING AREA CALCULATION
BLDG A (5 PLEX) OCCURS 2 TIMES

LIVABLE:	9,314 S.F.
PATIO/PORCHES:	1,289 S.F.
UTILITY CLOSET:	34 S.F.
TOTAL R-3 OCCUPANCY:	10,637 S.F.
GARAGE U OCCUPANCY:	2,485 S.F.
BUILDING TOTAL (GROSS)	13,122 S.F.

BUILDING OCCUPANCY:
R-2 (CONDOMINIUMS) / U (PRIVATE GARAGE)

BUILDING HEIGHT:
3 STORIES - 39 FEET.

TYPE OF CONSTRUCTION:
TYPE V-B
NON RATED WOOD FRAME CONSTRUCTION

FIRE SPRINKLERS:
NFPA 13 SPRINKLER SYSTEM

PLAN 1
1665 SQ. FT.
2 BEDROOMS / 2.5 BATHS / OPT. BEDROOM 3
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	277 SQ. FT.
2ND FLOOR	731 SQ. FT.
3RD FLOOR	657 SQ. FT.
TOTAL	1665 SQ. FT.
2 - CAR GARAGE	501 SQ. FT.
PORCH	91 SQ. FT.
DECK 1	91 SQ. FT.
DECK 2	80 SQ. FT.
PRIVATE OPEN SPACE	262 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 2A
1917 SQ. FT.
3 BEDROOMS / 3 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	306 SQ. FT.
2ND FLOOR	833 SQ. FT.
3RD FLOOR	778 SQ. FT.
TOTAL	1917 SQ. FT.
2 - CAR GARAGE	493 SQ. FT.
PORCH	76 SQ. FT.
DECK	76 SQ. FT.
PRIVATE OPEN SPACE	152 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

COVERED PRIVATE OPEN SPACE 80 SQ. FT.
* SEE LANDSCAPE SHEET FOR COMMON OPEN SPACE SQUARE FOOTAGE

PLAN 2B
1917 SQ. FT.
4 BEDROOMS / 3.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	306 SQ. FT.
2ND FLOOR	833 SQ. FT.
3RD FLOOR	778 SQ. FT.
TOTAL	1917 SQ. FT.
2 - CAR GARAGE	493 SQ. FT.
PORCH	121 SQ. FT.
DECK 1	76 SQ. FT.
DECK 2	76 SQ. FT.
PRIVATE OPEN SPACE	273 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 3
2150 SQ. FT.
3 BEDROOMS / 2.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	387 SQ. FT.
2ND FLOOR	911 SQ. FT.
3RD FLOOR	853 SQ. FT.
TOTAL	2150 SQ. FT.
2 - CAR GARAGE	497 SQ. FT.
UTILITIES	34 SQ. FT.
PORCH	149 SQ. FT.
DECK 1	96 SQ. FT.
DECK 2	96 SQ. FT.
PRIVATE OPEN SPACE	340 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

* SEE LANDSCAPE SHEET FOR GROUND PRIVATE & COMMON OPEN SPACE SQUARE FOOTAGE

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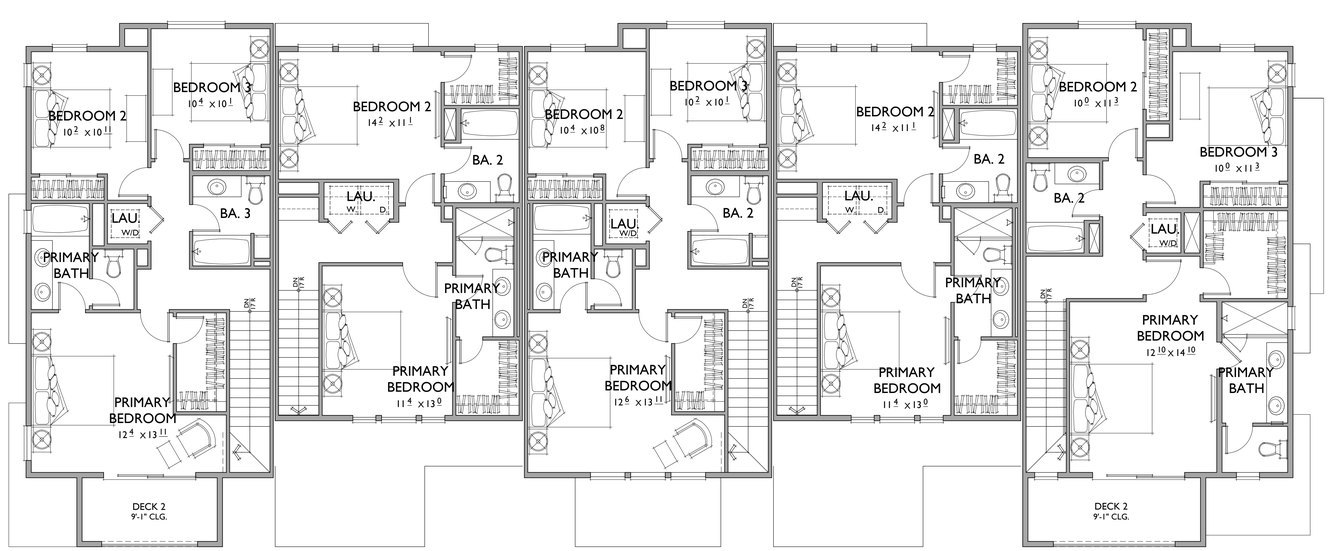
BUILDING A (5 PLEX)
First & Second Floor Plan
TENNANT AVE.
Morgan Hill , California

0 3 6 12
SCALE: 3/16" = 1'-0"

A58.23267

A1.1
04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



UNIT 2B UNIT 1 UNIT 2A UNIT 1 UNIT 3

3RD FLOOR

PLAN 1

1665 SQ. FT.
2 BEDROOMS / 2.5 BATHS / OPT. BEDROOM 3
2 - CAR GARAGE

FLOOR AREA TABLE

1ST FLOOR	277 SQ. FT.
2ND FLOOR	731 SQ. FT.
3RD FLOOR	657 SQ. FT.
TOTAL	1665 SQ. FT.
2 - CAR GARAGE	501 SQ. FT.
PORCH	91 SQ. FT.
DECK 1	91 SQ. FT.
DECK 2	80 SQ. FT.
PRIVATE OPEN SPACE	262 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 2A

1917 SQ. FT.
3 BEDROOMS / 3 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE

1ST FLOOR	306 SQ. FT.
2ND FLOOR	833 SQ. FT.
3RD FLOOR	778 SQ. FT.
TOTAL	1917 SQ. FT.
2 - CAR GARAGE	493 SQ. FT.
PORCH	76 SQ. FT.
DECK	76 SQ. FT.
PRIVATE OPEN SPACE	152 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

COVERED PRIVATE OPEN SPACE 80 SQ. FT.
* SEE LANDSCAPE SHEET FOR COMMON OPEN SPACE SQUARE FOOTAGE

PLAN 2B

1917 SQ. FT.
4 BEDROOMS / 3.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE

1ST FLOOR	306 SQ. FT.
2ND FLOOR	833 SQ. FT.
3RD FLOOR	778 SQ. FT.
TOTAL	1917 SQ. FT.
2 - CAR GARAGE	493 SQ. FT.
PORCH	121 SQ. FT.
DECK 1	76 SQ. FT.
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PRIVATE OPEN SPACE	273 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 3

2150 SQ. FT.
3 BEDROOMS / 2.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE

1ST FLOOR	387 SQ. FT.
2ND FLOOR	911 SQ. FT.
3RD FLOOR	853 SQ. FT.
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DECK 1	96 SQ. FT.
DECK 2	96 SQ. FT.
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NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

* SEE LANDSCAPE SHEET FOR GROUND PRIVATE & COMMON OPEN SPACE SQUARE FOOTAGE

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BUILDING A (5 PLEX)

Third Floor Plan

TENNANT AVE.

Morgan Hill , California

0 3 6 12

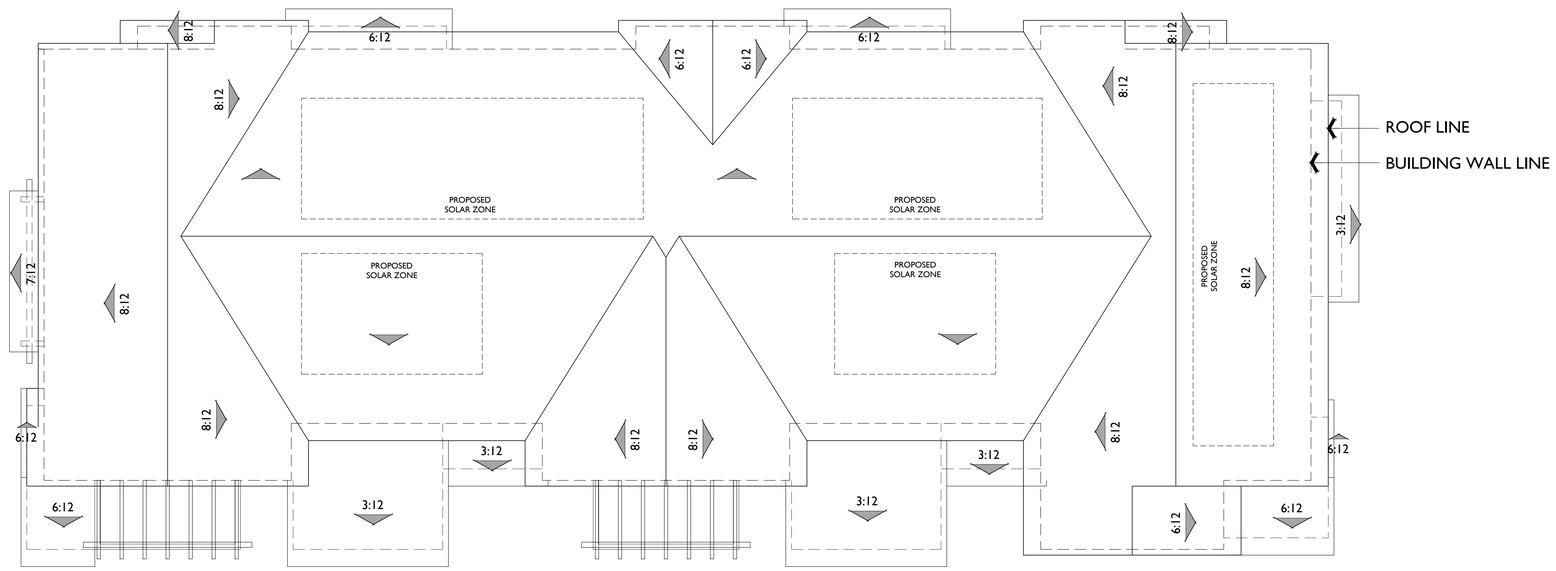
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A1.2

04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



ROOF PLAN

3/16"=1'-0"

PITCH: 5:12 U.N.O.
RAKE: 6"
EAVE: 18"
ROOF MATERIAL: COMPOSITE SHINGLE ROOFING

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BUILDING A (5 PLEX)
Roof Plan
TENNANT AVE.
Morgan Hill , California
A58.23267

0 3 6 12
SCALE: 3/16" = 1'-0"

A1.3
04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
F. STONE VENEER
G. FOAM TRIM
H. WOOD FASCIA
I. WOOD BARGE BOARD
J. WOOD OUTLOOKER
K. WOOD TRELLIS
L. METAL RAILING
M. COACH LIGHT
N. ADDRESS SIGNAGE
O. COMPOSITE SHUTTERS
P. VINYL WINDOW
Q. ROLL-UP GARAGE DOOR



FRONT

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BUILDING A (5 PLEX)

Front Argarian Elevation

TENNANT AVE.

Morgan Hill , California

0 3 6 12

SCALE: 3/16" = 1'-0"

A58.23267

AI.4

04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



FRONT



REAR

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
F. STONE VENEER
G. FOAM TRIM
H. WOOD FASCIA
I. WOOD BARGE BOARD
J. WOOD OUTLOOKER
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L. METAL RAILING
M. COACH LIGHT
N. ADDRESS SIGNAGE
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P. VINYL WINDOW
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BUILDING A (5 PLEX)

Front and Rear Argarian Elevations

TENNANT AVE.

Morgan Hill , California

0 3 6 12

SCALE: 3/16" = 1'-0"

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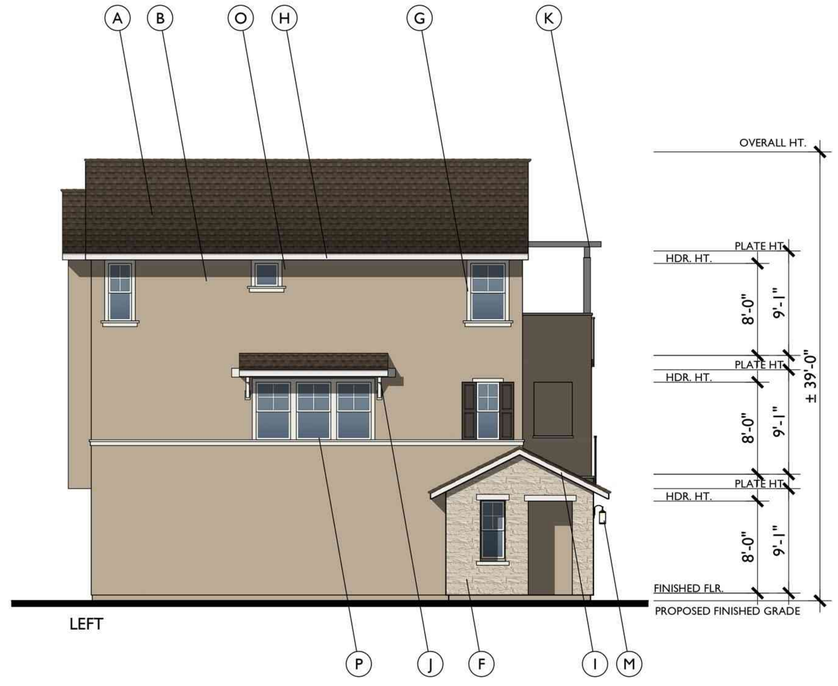
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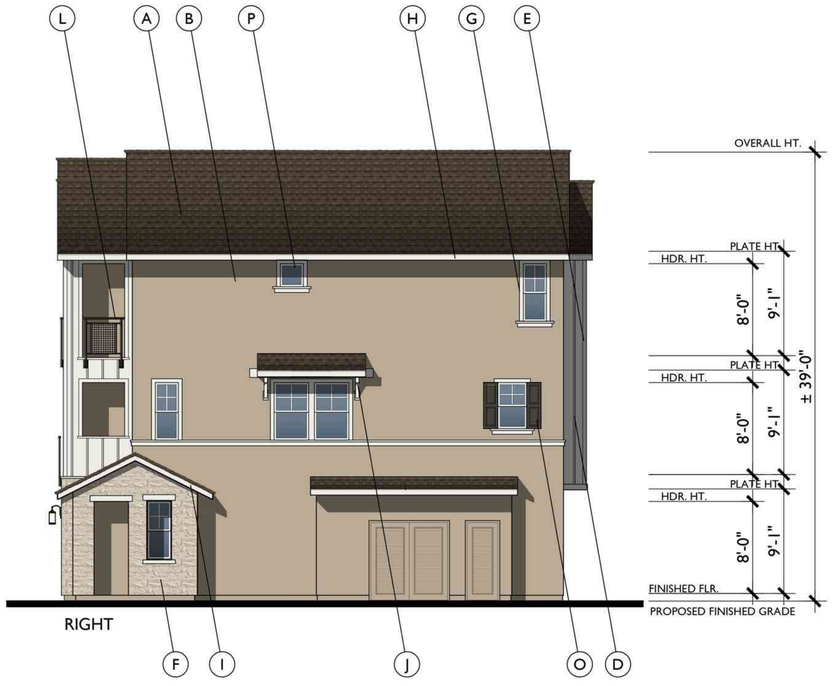
THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
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L. METAL RAILING
M. COACH LIGHT
N. ADDRESS SIGNAGE
O. COMPOSITE SHUTTERS
P. VINYL WINDOW
Q. ROLL-UP GARAGE DOOR



LEFT



RIGHT

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BUILDING A (5 PLEX)

Left and Right Argarian Elevations

TENNANT AVE.

Morgan Hill , California

0 3 6 12

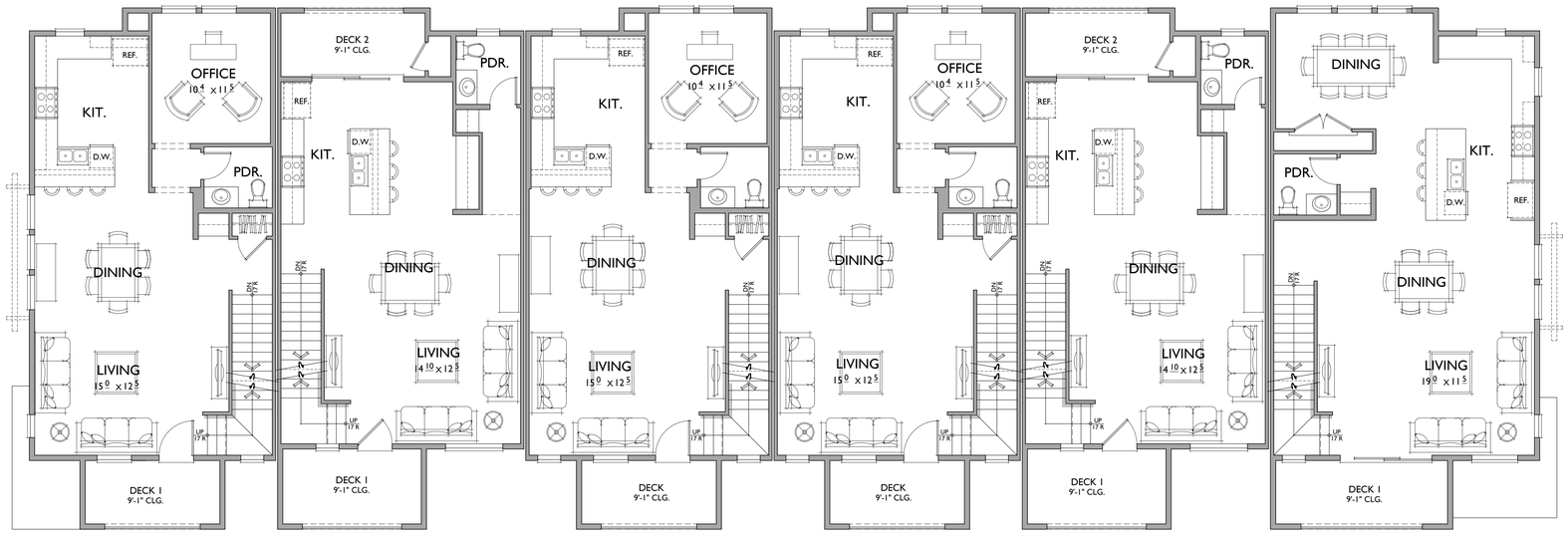
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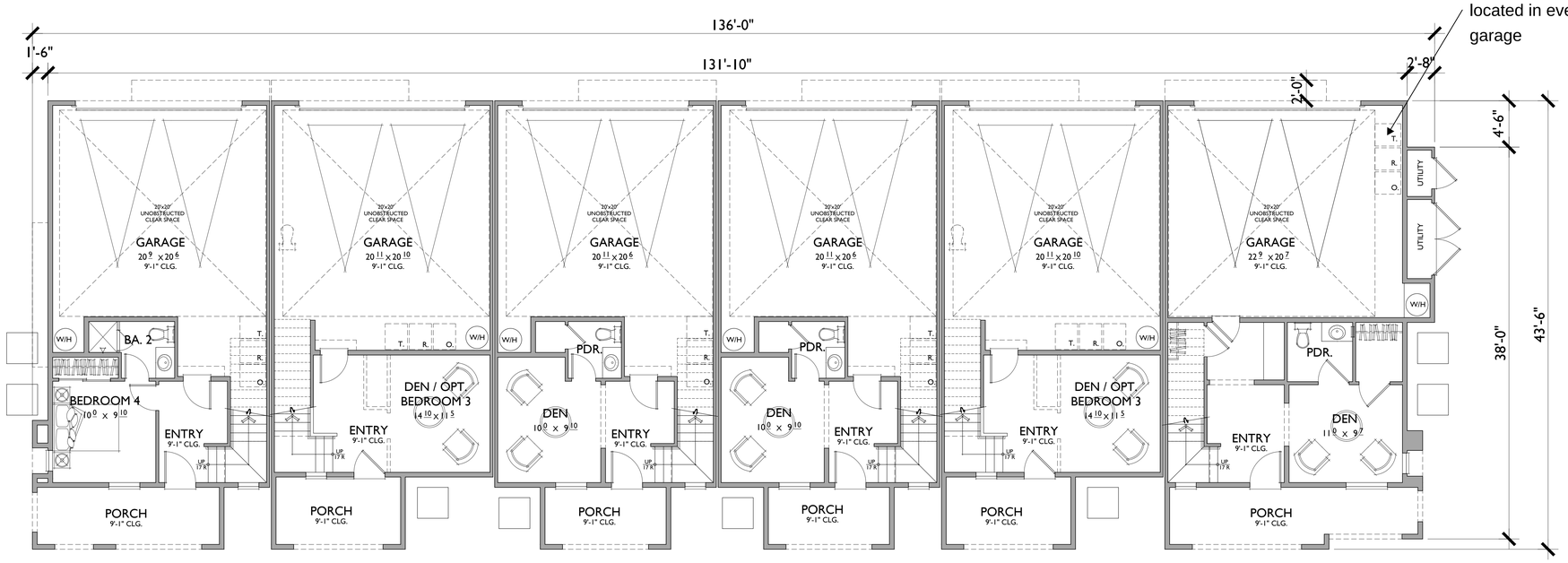
04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



UNIT 2B | UNIT 1 | UNIT 2A | UNIT 2A | UNIT 1 | UNIT 3

2ND FLOOR



UNIT 2B | UNIT 1 | UNIT 2A | UNIT 2A | UNIT 1 | UNIT 3

1ST FLOOR

BUILDING CODE ANALYSIS:

CODE USED:
2022 CALIFORNIA BUILDING CODE

BUILDING GROSS AREA
15,684 S.F.

GROSS BUILDING AREA CALCULATION

BLDG A (5 PLEX) OCCURS 2 TIMES	
LIVABLE:	11,231 S.F.
PATIO/PORCHES:	1,441 S.F.
UTILITY CLOSET:	34 S.F.
TOTAL R-3 OCCUPANCY:	12,706 S.F.
GARAGE U OCCUPANCY:	2,978 S.F.
BUILDING TOTAL (GROSS)	15,684 S.F.

BUILDING OCCUPANCY:
R-2 (CONDOMINIUMS) / U (PRIVATE GARAGE)

BUILDING HEIGHT:
3 STORIES - 39.25 FEET.

TYPE OF CONSTRUCTION:
TYPE V-B
NON RATED WOOD FRAME CONSTRUCTION

FIRE SPRINKLERS:
NFPA 13 SPRINKLER SYSTEM

PLAN 1

1665 SQ. FT.
2 BEDROOMS / 2.5 BATHS / OPT. BEDROOM 3
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	277 SQ. FT.
2ND FLOOR	731 SQ. FT.
3RD FLOOR	657 SQ. FT.
TOTAL	1665 SQ. FT.
2 - CAR GARAGE	501 SQ. FT.
PORCH	91 SQ. FT.
DECK 1	91 SQ. FT.
DECK 2	80 SQ. FT.
PRIVATE OPEN SPACE	262 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 2A

1917 SQ. FT.
3 BEDROOMS / 3 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	306 SQ. FT.
2ND FLOOR	833 SQ. FT.
3RD FLOOR	778 SQ. FT.
TOTAL	1917 SQ. FT.
2 - CAR GARAGE	493 SQ. FT.
PORCH	76 SQ. FT.
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PLAN 2B

1917 SQ. FT.
4 BEDROOMS / 3.5 BATHS
2 - CAR GARAGE

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NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 3

2150 SQ. FT.
3 BEDROOMS / 2.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	387 SQ. FT.
2ND FLOOR	911 SQ. FT.
3RD FLOOR	853 SQ. FT.
TOTAL	2150 SQ. FT.
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NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

* SEE LANDSCAPE SHEET FOR GROUND PRIVATE & COMMON OPEN SPACE SQUARE FOOTAGE

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BUILDING B (6 PLEX)

First & Second Floor Plan

TENNANT AVE.

Morgan Hill , California

0 3 6 12

A58.23267

SCALE: 3/16" = 1'-0"

A2.1

04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



UNIT 2B | UNIT 1 | UNIT 2A | UNIT 2A | UNIT 1 | UNIT 3

3RD FLOOR

PLAN 1

1665 SQ. FT.
2 BEDROOMS / 2.5 BATHS / OPT. BEDROOM 3
2 - CAR GARAGE

FLOOR AREA TABLE	
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DECK 2	80 SQ. FT.
PRIVATE OPEN SPACE	262 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 2A

1917 SQ. FT.
3 BEDROOMS / 3 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	306 SQ. FT.
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PRIVATE OPEN SPACE	152 SQ. FT.

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COVERED PRIVATE OPEN SPACE 80 SQ. FT.
* SEE LANDSCAPE SHEET FOR COMMON OPEN SPACE SQUARE FOOTAGE

PLAN 2B

1917 SQ. FT.
4 BEDROOMS / 3.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
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NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 3

2150 SQ. FT.
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2 - CAR GARAGE

FLOOR AREA TABLE	
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NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

* SEE LANDSCAPE SHEET FOR GROUND PRIVATE & COMMON OPEN SPACE SQUARE FOOTAGE

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BUILDING B (6 PLEX)

Third & Roof Plan

TENNANT AVE.

Morgan Hill , California

0 3 6 12

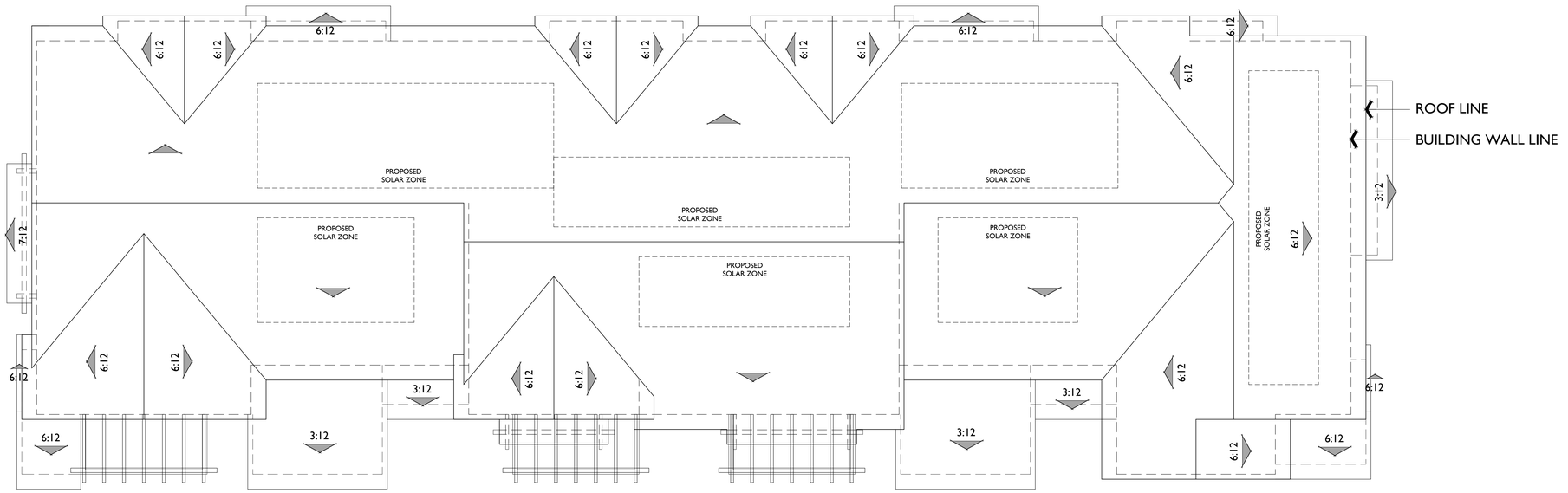
SCALE: 3/16" = 1'-0"

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04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



ROOF PLAN

3/16"=1'-0"

PITCH: 5:12 U.N.O.
RAKE: 6"
EAVE: 18"
ROOF MATERIAL: COMPOSITE SHINGLE ROOFING

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BUILDING B (6 PLEX)
Roof Plan
TENNANT AVE.
Morgan Hill , California

0 3 6 12
SCALE: 3/16" = 1'-0"

A58.23267

A2.3
04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
F. STONE VENEER
G. FOAM TRIM
H. WOOD FASCIA
I. WOOD BARGE BOARD
J. WOOD OUTLOOKER
K. WOOD TRELLIS
L. METAL RAILING
M. COACH LIGHT
N. ADDRESS SIGNAGE
O. COMPOSITE SHUTTERS
P. VINYL WINDOW
Q. ROLL-UP GARAGE DOOR



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BUILDING B (6 PLEX)

Front Farmhouse Elevation

TENNANT AVE.

Morgan Hill , California

0 3 6 12

SCALE: 3/16" = 1'-0"

A58.23267

A2.4

04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



FRONT



REAR

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
F. STONE VENEER
G. FOAM TRIM
H. WOOD FASCIA
I. WOOD BARGE BOARD
J. WOOD OUTLOOKER
K. WOOD TRELLIS
L. METAL RAILING
M. COACH LIGHT
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O. COMPOSITE SHUTTERS
P. VINYL WINDOW
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BUILDING B (6 PLEX)

Front and Rear Farmhouse Elevations

TENNANT AVE.

Morgan Hill , California

0 3 6 12

SCALE: 3/16" = 1'-0"

A58.23267

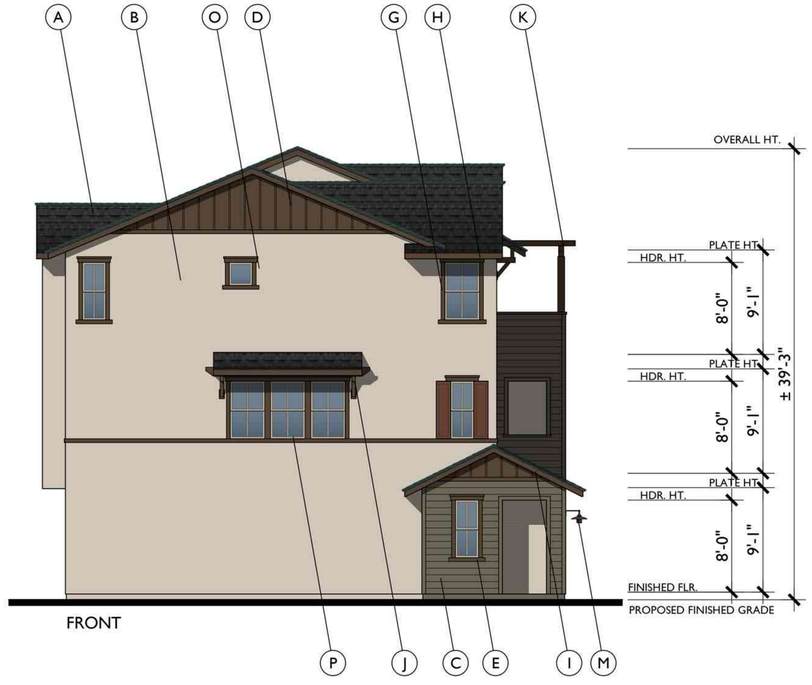
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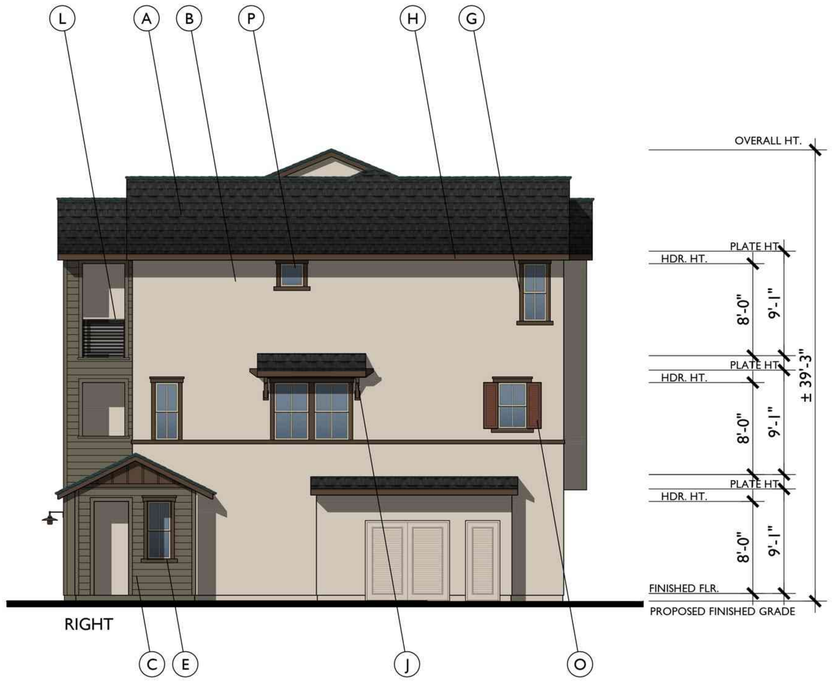
THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
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L. METAL RAILING
M. COACH LIGHT
N. ADDRESS SIGNAGE
O. COMPOSITE SHUTTERS
P. VINYL WINDOW
Q. ROLL-UP GARAGE DOOR



FRONT



RIGHT

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BUILDING B (6 PLEX)

Left and Right Farmhouse Elevations

TENNANT AVE.

Morgan Hill , California

0 4'8 8'6 16'12

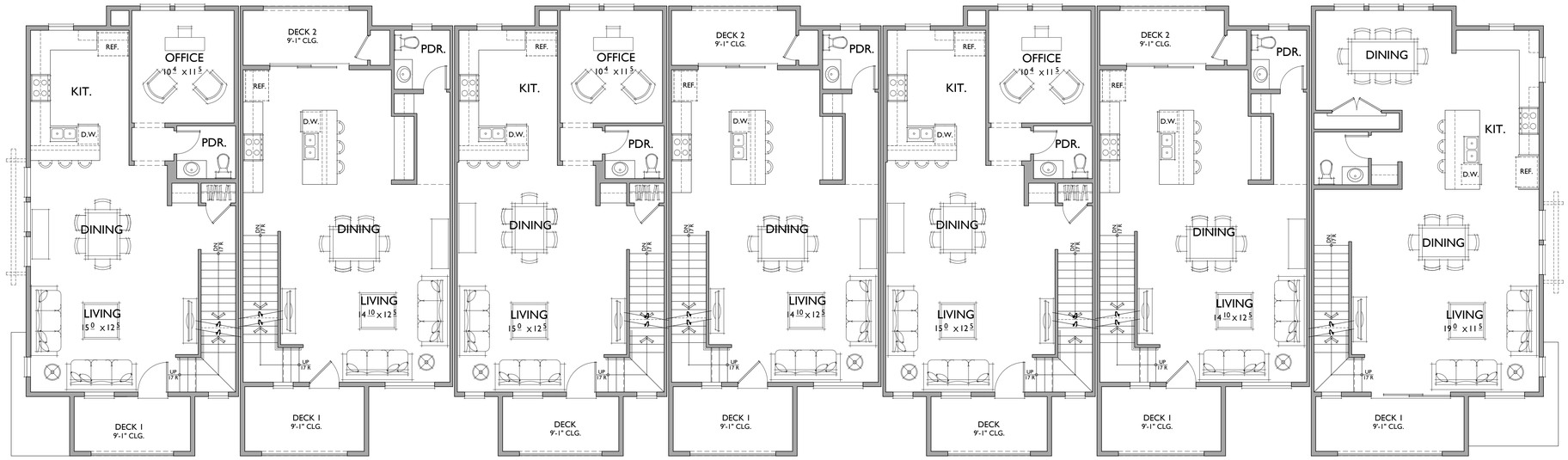
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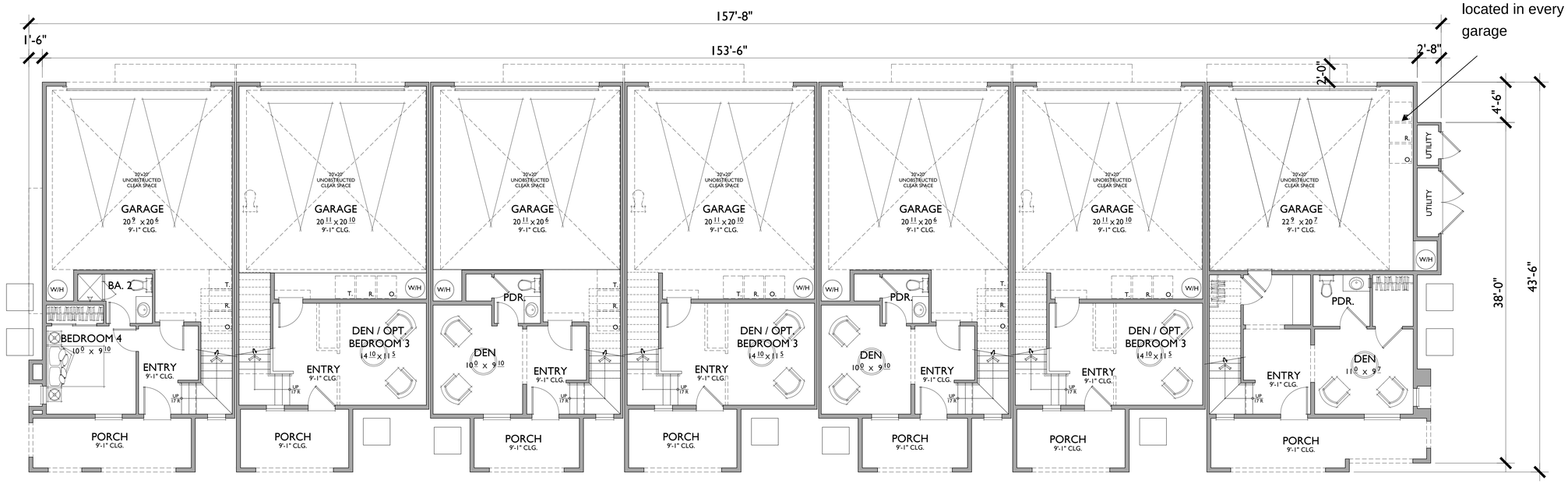
04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



UNIT 2B | UNIT 1 | UNIT 2A | UNIT 1 | UNIT 2A | UNIT 1 | UNIT 3

2ND FLOOR



UNIT 2B | UNIT 1 | UNIT 2A | UNIT 1 | UNIT 2A | UNIT 1 | UNIT 3

1ST FLOOR

BUILDING CODE ANALYSIS:

CODE USED:
2022 CALIFORNIA BUILDING CODE

BUILDING GROSS AREA
18,112 S.F.

GROSS BUILDING AREA CALCULATION

BLDG A (5 PLEX) OCCURS 2 TIMES	
LIVABLE:	12,896 S.F.
PATIO/PORCHES:	1,703 S.F.
UTILITY CLOSET:	34 S.F.
TOTAL R-3 OCCUPANCY:	14,633 S.F.
GARAGE U OCCUPANCY:	3,479 S.F.
BUILDING TOTAL (GROSS)	18,112 S.F.

BUILDING OCCUPANCY:
R-2 (CONDOMINIUMS) / U (PRIVATE GARAGE)

BUILDING HEIGHT:
3 STORIES - 39.25 FEET

TYPE OF CONSTRUCTION:
TYPE V-B
NON RATED WOOD FRAME CONSTRUCTION

FIRE SPRINKLERS:
NFPA 13 SPRINKLER SYSTEM

PLAN 1
1665 SQ. FT.
2 BEDROOMS / 2.5 BATHS / OPT. BEDROOM 3
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	277 SQ. FT.
2ND FLOOR	731 SQ. FT.
3RD FLOOR	657 SQ. FT.
TOTAL	1665 SQ. FT.
2 - CAR GARAGE	501 SQ. FT.
PORCH	91 SQ. FT.
DECK 1	91 SQ. FT.
DECK 2	80 SQ. FT.
PRIVATE OPEN SPACE	262 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 2A
1917 SQ. FT.
3 BEDROOMS / 3 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	306 SQ. FT.
2ND FLOOR	833 SQ. FT.
3RD FLOOR	778 SQ. FT.
TOTAL	1917 SQ. FT.
2 - CAR GARAGE	493 SQ. FT.
PORCH	76 SQ. FT.
DECK	76 SQ. FT.
PRIVATE OPEN SPACE	152 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

COVERED PRIVATE OPEN SPACE 80 SQ. FT.
* SEE LANDSCAPE SHEET FOR COMMON OPEN SPACE SQUARE FOOTAGE

PLAN 2B
1917 SQ. FT.
4 BEDROOMS / 3.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	306 SQ. FT.
2ND FLOOR	833 SQ. FT.
3RD FLOOR	778 SQ. FT.
TOTAL	1917 SQ. FT.
2 - CAR GARAGE	493 SQ. FT.
PORCH	121 SQ. FT.
DECK 1	76 SQ. FT.
DECK 2	76 SQ. FT.
PRIVATE OPEN SPACE	273 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 3
2150 SQ. FT.
3 BEDROOMS / 2.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE	
1ST FLOOR	387 SQ. FT.
2ND FLOOR	911 SQ. FT.
3RD FLOOR	853 SQ. FT.
TOTAL	2150 SQ. FT.
2 - CAR GARAGE	497 SQ. FT.
UTILITIES	34 SQ. FT.
PORCH	149 SQ. FT.
DECK 1	96 SQ. FT.
DECK 2	96 SQ. FT.
PRIVATE OPEN SPACE	340 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

* SEE LANDSCAPE SHEET FOR GROUND PRIVATE & COMMON OPEN SPACE SQUARE FOOTAGE

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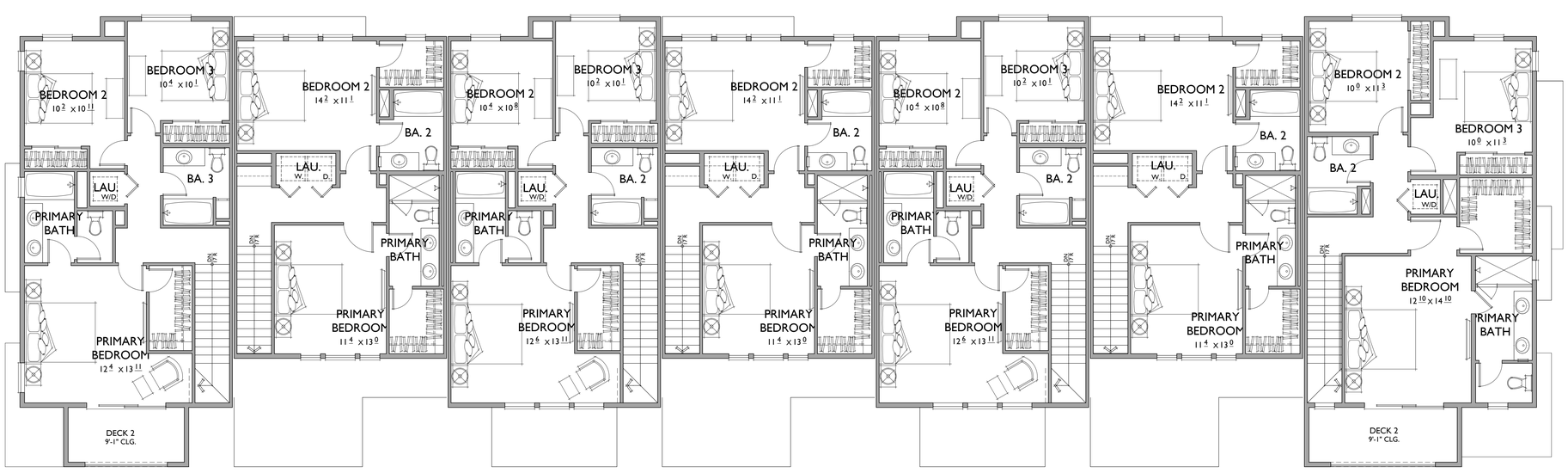
BUILDING C (7 PLEX)
First & Second Floor Plan
TENNANT AVE.
Morgan Hill , California

0 3 6 12
SCALE: 3/16" = 1'-0"

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04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



UNIT 2B | UNIT 1 | UNIT 2A | UNIT 1 | UNIT 2A | UNIT 1 | UNIT 3

3RD FLOOR

PLAN 1

1665 SQ. FT.
2 BEDROOMS / 2.5 BATHS / OPT. BEDROOM 3
2 - CAR GARAGE

FLOOR AREA TABLE

1ST FLOOR	277 SQ. FT.
2ND FLOOR	731 SQ. FT.
3RD FLOOR	657 SQ. FT.
TOTAL	1665 SQ. FT.
2 - CAR GARAGE	501 SQ. FT.
PORCH	91 SQ. FT.
DECK 1	91 SQ. FT.
DECK 2	80 SQ. FT.
PRIVATE OPEN SPACE	262 SQ. FT.

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 2A

1917 SQ. FT.
3 BEDROOMS / 3 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE

1ST FLOOR	306 SQ. FT.
2ND FLOOR	833 SQ. FT.
3RD FLOOR	778 SQ. FT.
TOTAL	1917 SQ. FT.
2 - CAR GARAGE	493 SQ. FT.
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NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

COVERED PRIVATE OPEN SPACE 80 SQ. FT.
* SEE LANDSCAPE SHEET FOR COMMON OPEN SPACE SQUARE FOOTAGE

PLAN 2B

1917 SQ. FT.
4 BEDROOMS / 3.5 BATHS
2 - CAR GARAGE

FLOOR AREA TABLE

1ST FLOOR	306 SQ. FT.
2ND FLOOR	833 SQ. FT.
3RD FLOOR	778 SQ. FT.
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NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

PLAN 3

2150 SQ. FT.
3 BEDROOMS / 2.5 BATHS
2 - CAR GARAGE

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NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

* SEE LANDSCAPE SHEET FOR GROUND PRIVATE & COMMON OPEN SPACE SQUARE FOOTAGE

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BUILDING C (7 PLEX)

Third & Roof Plan

TENNANT AVE.

Morgan Hill , California

0 3 6 12

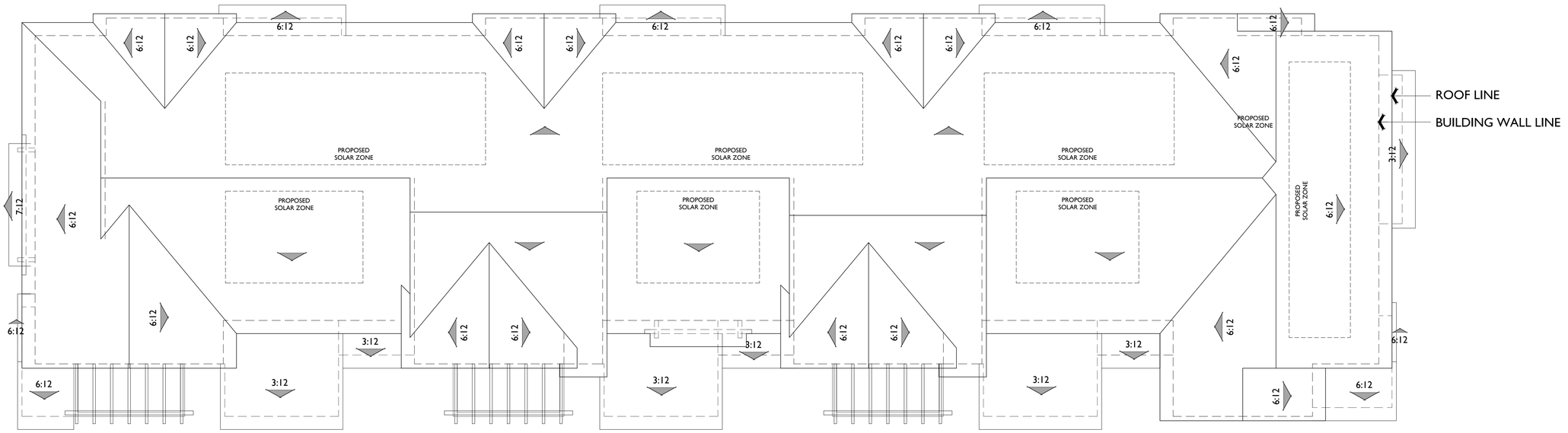
SCALE: 3/16" = 1'-0"

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THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



ROOF PLAN

3/16"=1'-0"

PITCH: 5:12 U.N.O.
RAKE: 6"
EAVE: 18"
ROOF MATERIAL: COMPOSITE SHINGLE ROOFING

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BUILDING C (7 PLEX)
Roof Plan

TENNANT AVE.
Morgan Hill , California

0 3 6 12
SCALE: 3/16" = 1'-0"

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04.08.25

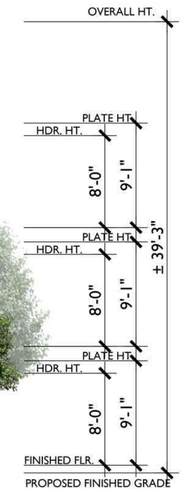
THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
F. STONE VENEER
G. FOAM TRIM
H. WOOD FASCIA
I. WOOD BARGE BOARD
J. WOOD OUTLOOKER
K. WOOD TRELLIS
L. METAL RAILING
M. COACH LIGHT
N. ADDRESS SIGNAGE
O. COMPOSITE SHUTTERS
P. VINYL WINDOW
Q. ROLL-UP GARAGE DOOR



FRONT



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BUILDING C (7 PLEX)

Front Farmhouse Elevation

TENNANT AVE.

Morgan Hill , California

0 3 6 12

SCALE: 3/16" = 1'-0"

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04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



FRONT

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
F. STONE VENEER
G. FOAM TRIM
H. WOOD FASCIA
I. WOOD BARGE BOARD
J. WOOD OUTLOOKER
K. WOOD TRELLIS
L. METAL RAILING
M. COACH LIGHT
N. ADDRESS SIGNAGE
O. COMPOSITE SHUTTERS
P. VINYL WINDOW
Q. ROLL-UP GARAGE DOOR



REAR

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BUILDING C (7 PLEX)

Front and Rear Farmhouse Elevations

TENNANT AVE.

Morgan Hill , California

0 3 6 12

SCALE: 3/16" = 1'-0"

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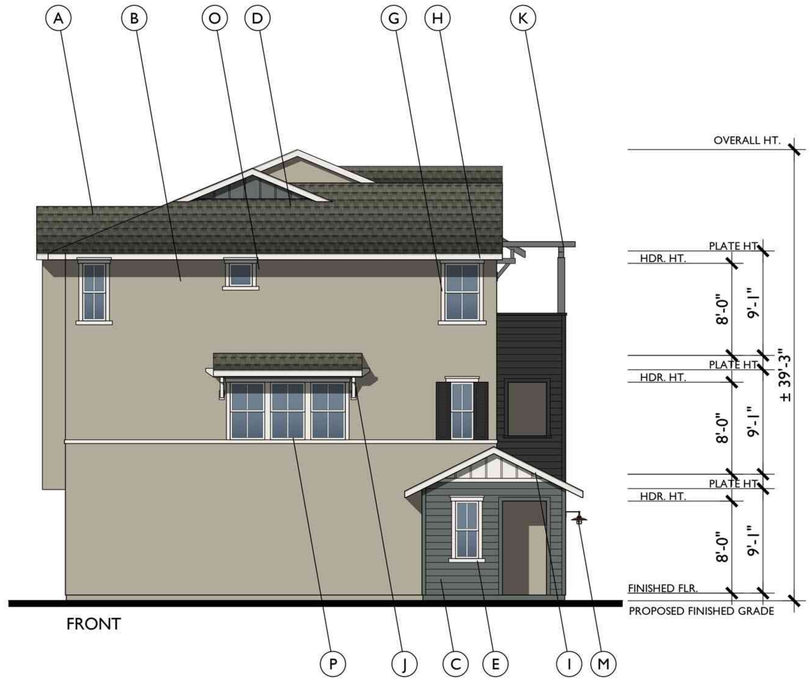
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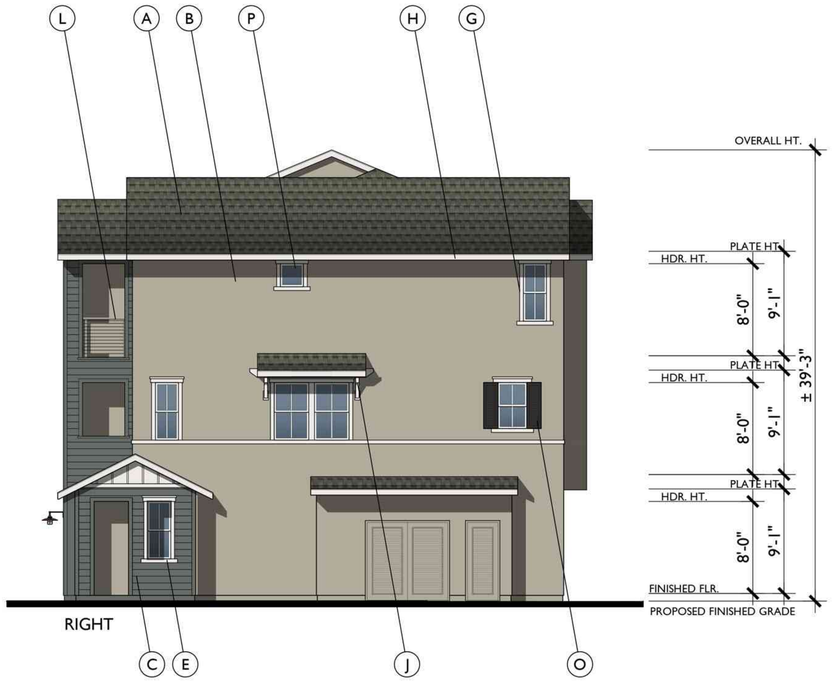
THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
F. STONE VENEER
G. FOAM TRIM
H. WOOD FASCIA
I. WOOD BARGE BOARD
J. WOOD OUTLOOKER
K. WOOD TRELLIS
L. METAL RAILING
M. COACH LIGHT
N. ADDRESS SIGNAGE
O. COMPOSITE SHUTTERS
P. VINYL WINDOW
Q. ROLL-UP GARAGE DOOR



FRONT



RIGHT

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BUILDING C (7 PLEX)

Left and Right Farmhouse Elevations

TENNANT AVE.

Morgan Hill , California

0 3 6 12

SCALE: 3/16" = 1'-0"

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THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

BUILDING CODE ANALYSIS:

CODE USED:
2022 CALIFORNIA BUILDING CODE

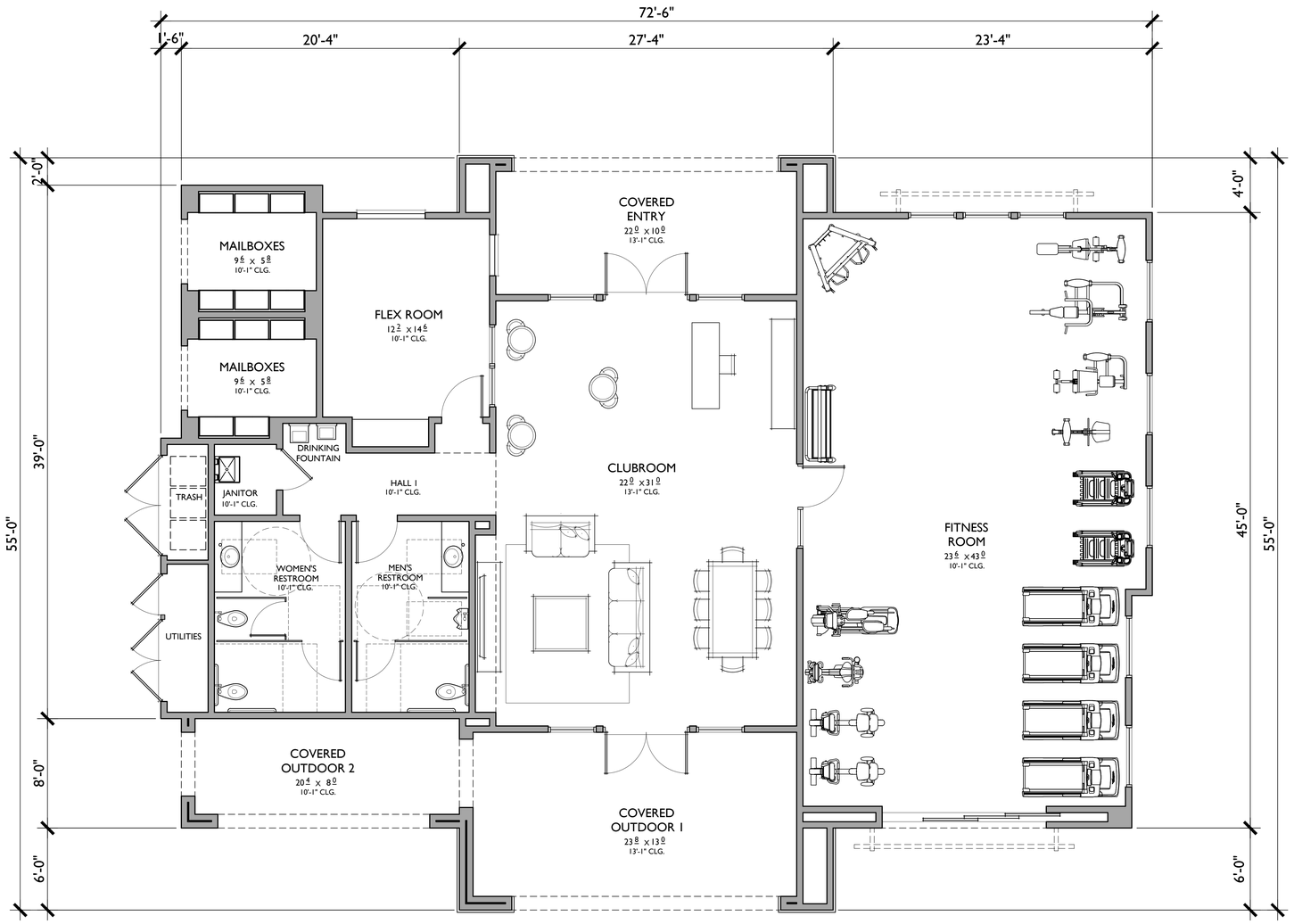
BUILDING GROSS AREA
3,493 S.F.

BUILDING OCCUPANCY:
A-3 / B (NON SEPARATED OCCUPANCY)

BUILDING HEIGHT:
1 STORIES - 18.66 FEET.

TYPE OF CONSTRUCTION:
TYPE V-B
NON RATED WOOD FRAME CONSTRUCTION

FIRE SPRINKLERS:
NON-SPRINKLERED



RECREATION BUILDING	
CLUBROOM	774 SQ. FT.
FLEX ROOM	212 SQ. FT.
FITNESS ROOM	1144 SQ. FT.
RESTROOM	294 SQ. FT.
JANITOR	31 SQ. FT.
HALL 1	105 SQ. FT.
TOTAL INDOOR	**2,562 SQ. FT.**
COVERED ENTRY	241 SQ. FT.
COVERED OUTDOOR 1	339 SQ. FT.
COVERED OUTDOOR 2	163 SQ. FT.
MAILBOXES	188 SQ. FT.
TOTAL	**3,493 SQ. FT.**

NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION

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RECREATION BUILDING
Floor Plan

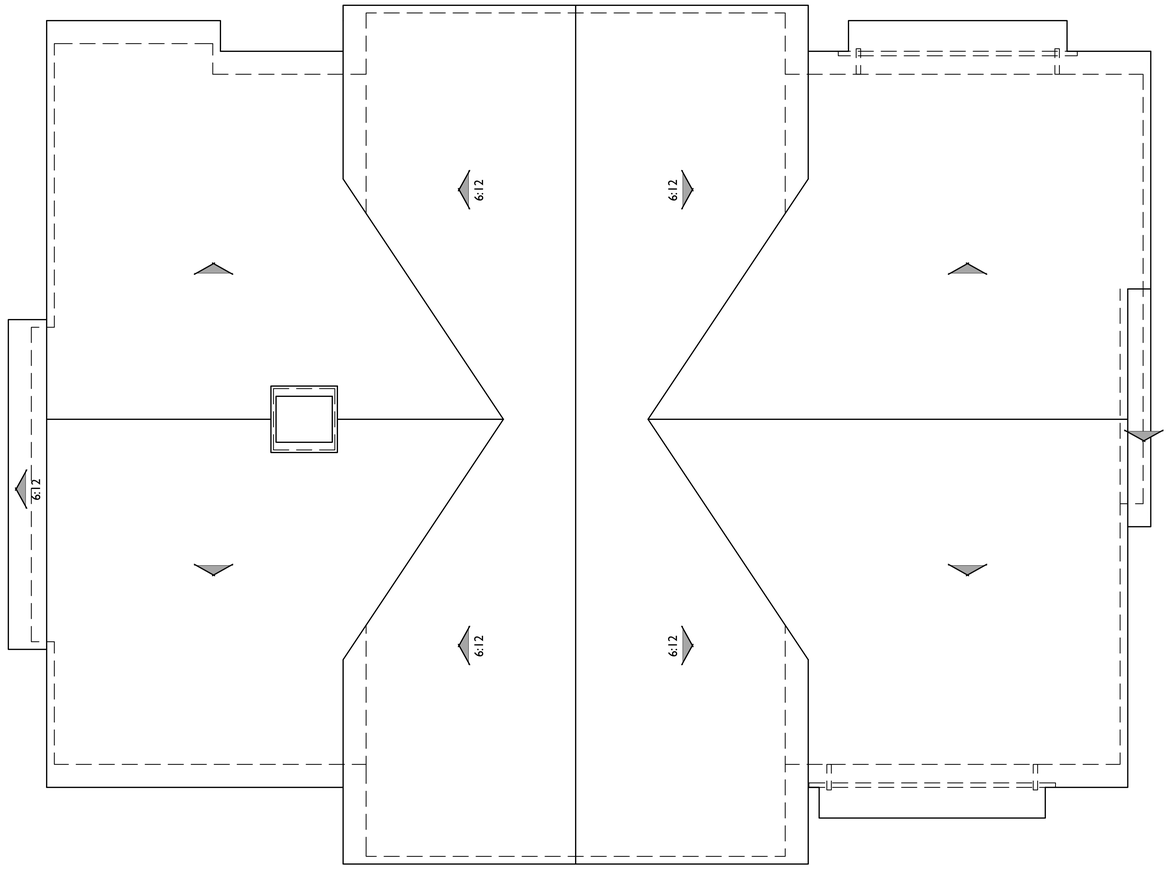
TENNANT AVE.
Morgan Hill , California

0 2 4 8

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04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P



ROOF PLAN

PITCH: 4:12 U.N.O.
RAKE: 6"
EAVE: 18"
ROOF MATERIAL: COMPOSITE SHINGLE ROOFING

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RECREATION BUILDING

Roof Plan

TENNANT AVE.

Morgan Hill , California

0 4 8 16

A58.23267

ELEVATION A

A4.2

04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
F. STONE VENEER
G. FOAM TRIM
H. WOOD FASCIA
I. WOOD BARGE BOARD
J. WOOD OUTLOOKER
K. WOOD TRUSS
L. STOREFRONT WINDOW
M. COACH LIGHT
N. ADDRESS SIGNAGE
O. COMPOSITE SHUTTERS
P. VINYL WINDOW
Q. CHIMNEY CAP



EAST ELEVATION (ENTRY FRONT)

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RECREATION BUILDING
Front Elevation
TENNANT AVE.
Morgan Hill , California

0 2 4 8

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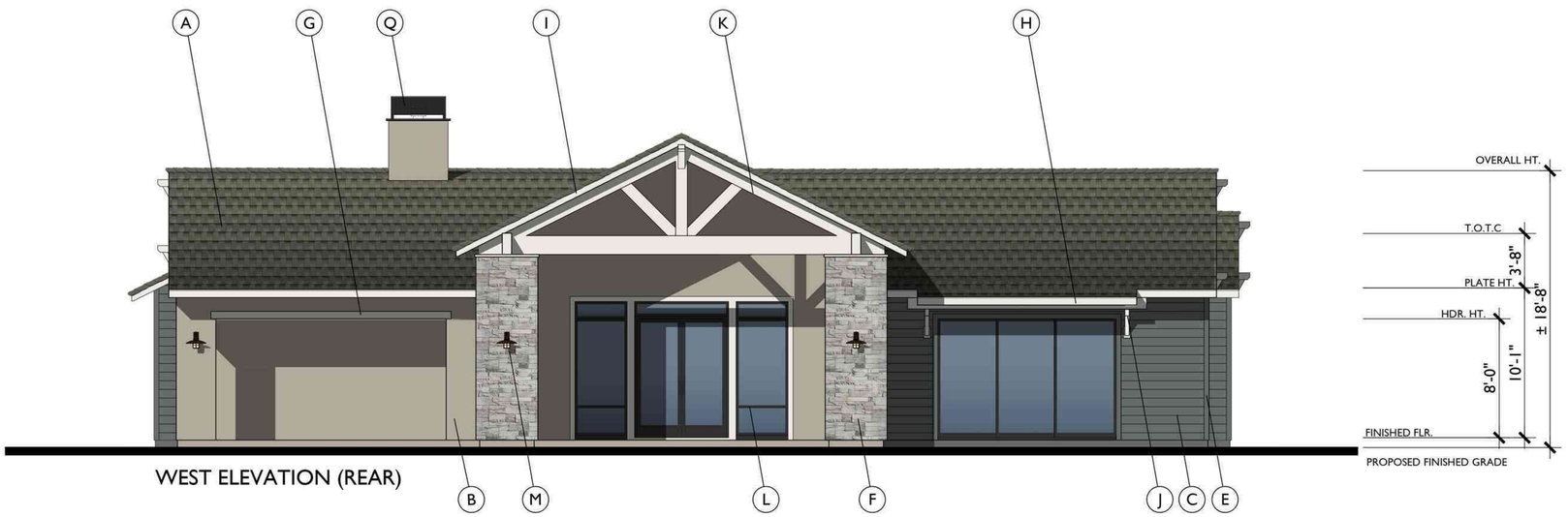
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04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
F. STONE VENEER
G. FOAM TRIM
H. WOOD FASCIA
I. WOOD BARGE BOARD
J. WOOD OUTLOOKER
K. WOOD TRUSS
L. STOREFRONT WINDOW
M. COACH LIGHT
N. ADDRESS SIGNAGE
O. COMPOSITE SHUTTERS
P. VINYL WINDOW
Q. CHIMNEY CAP



WEST ELEVATION (REAR)



EAST ELEVATION (ENTRY FRONT)

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RECREATION BUILDING

East and West Argarian Elevations

TENNANT AVE.

Morgan Hill , California

0 2 4 8

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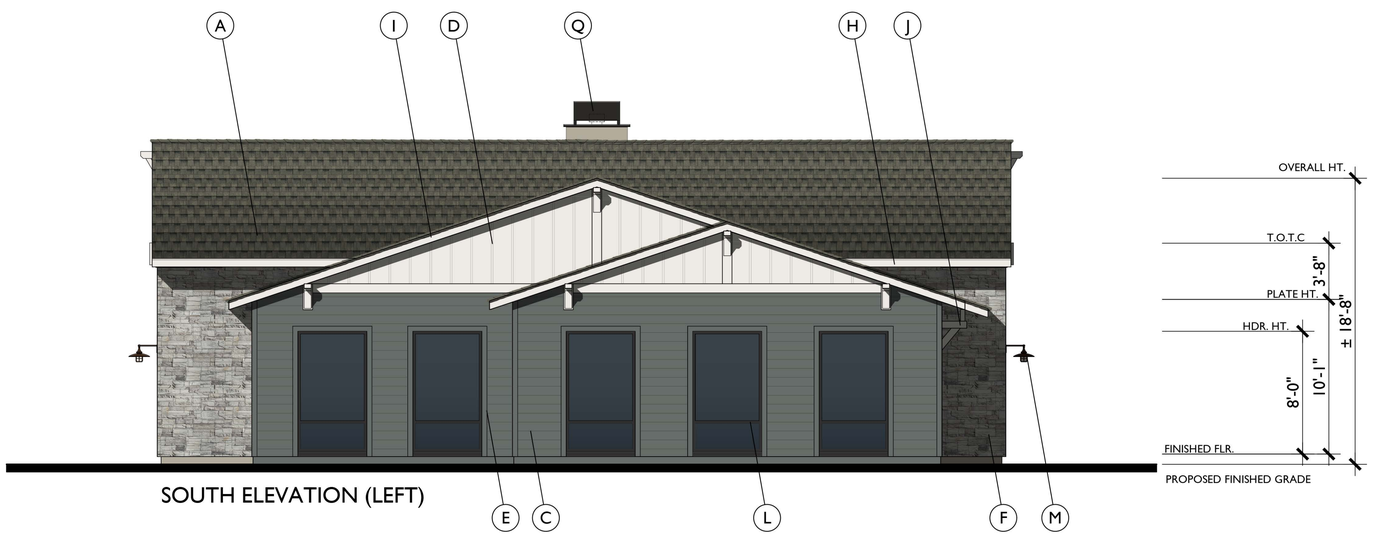
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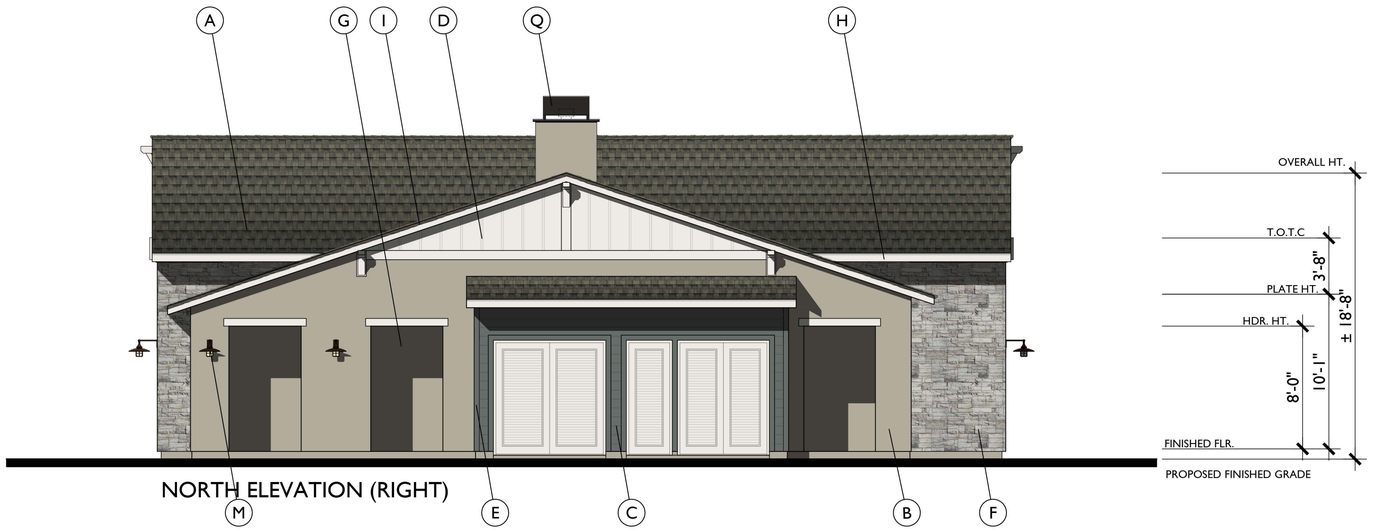
THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

MATERIAL LEGEND

A. COMPOSITE SHINGLES ROOFING
B. STUCCO
C. CEMENTITIOUS HORIZONTAL SIDING
D. CEMENTITIOUS BOARD AND BATTEN
E. CEMENTITIOUS TRIM
F. STONE VENEER
G. FOAM TRIM
H. WOOD FASCIA
I. WOOD BARGE BOARD
J. WOOD OUTLOOKER
K. WOOD TRUSS
L. STOREFRONT WINDOW
M. COACH LIGHT
N. ADDRESS SIGNAGE
O. COMPOSITE SHUTTERS
P. VINYL WINDOW
Q. CHIMNEY CAP



SOUTH ELEVATION (LEFT)



NORTH ELEVATION (RIGHT)

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RECREATION BUILDING

North and South Argarian Elevations

TENNANT AVE.

Morgan Hill , California

0 2 4 8

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A4.5

04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

THE CHIRI FAMILY
LIMITED PARTNERSHIP
A CALIFORNIA L.P

DIGITAL COLOR BOARDS

TENNANT AVE.

MORGAN HILL, CALIFORNIA | A58.23267

09.20.2024

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THE CHIRI FAMILY
LIMITED PARTNERSHIP
A CALIFORNIA L.P

PAINT: SHERWIN WILLIAMS
ROOF: GAF
STONE: CREATIVE MINES

SEPTEMBER 20, 2024

	SCHEMES 1-3 ARE FOR ALL ELEVATIONS		
	SCHEME 1	**SCHEME 2**	**SCHEME 3**
FASCIA, EAVES, TRIM, BEAMS, COLUMNS, HEADERS, TRELLIS, WINDOW TRIM & GARAGE DOORS	SW 7005 PURE WHITE	SW 7041 VAN DYKE BROWN	SW 7004 SNOWBOUND
FRONT ENTRY DOORS & SHUTTERS #1	SW 7675 SEALSKIN	SW 6062 RUGGED BROWN	SW 6990 CAVIAR
FRONT ENTRY DOORS & SHUTTERS #2	SW 7618 DEEP SEA DIVE	SW 6230 RAINSTORM	SW 7623 CASCADES
STUCCO	SW 7548 PORTICO	SW 7036 ACCESSIBLE BEIGE	SW 7644 GATEWAY GRAY
SIDING	SW 7005 PURE WHITE	SW 6166 ECLIPSE	SW 7622 HOMBURG
STONE	POWDER SPLIT MODULAR	GREENTEA SPLIT MODULAR	FOGBANK SPLIT MODULAR
ROOF	AGED CHESTNUT	CHARCOAL	SAGEWOOD

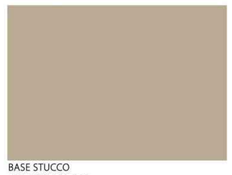
TENNANT AVE.

MORGAN HILL, CALIFORNIA | A58-23267

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THE CHIRI FAMILY
LIMITED PARTNERSHIP
A CALIFORNIA L.P

ROOF
GAF - AGED CHESTNUT



BASE STUCCO
SW 7548 PORTICO

FASCIA, EAVES, TRIM & GARAGE DOOR
SW 7005 PURE WHITE



FRONT DOOR & SHUTTERS #1
SW 7675 SEALSKIN

SIDING
SW 7005 PURE WHITE



FRONT DOOR & SHUTTERS #2
SW 7618 DEEP SEA DIVE



STONE
CREATIVE MINES - POWDER SPLIT MODULAR

TENNANT AVE.

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THE CHIRI FAMILY
LIMITED PARTNERSHIP
A CALIFORNIA L.P



ROOF
GAF - CHARCOAL



BASE STUCCO
SW 7036 ACCESSIBLE BEIGE



FASCIA, EAVES, TRIM & GARAGE DOOR
SW 7041 VAN DYKE BROWN



FRONT DOOR & SHUTTERS #1
SW 6062 RUGGED BROWN



SIDING
SW 6166 ECLIPSE



FRONT DOOR & SHUTTERS #2
SW 6230 RAINSTROM



STONE
CREATIVE MINES - GREENTEA SPLIT MODULAR

TENNANT AVE.

MORGAN HILL, CALIFORNIA | A58-23267

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THE CHIRI FAMILY
LIMITED PARTNERSHIP
A CALIFORNIA L.P



ROOF
GAF - SAGEWOOD



BASE STUCCO
SW 7644 GATEWAY GRAY

FASCIA, EAVES, TRIM & GARAGE DOOR
SW 7004 SNOWBOUND



FRONT DOOR & SHUTTERS #1
SW 6990 CAVIAR



SIDING
SW 7622 HOMBURG



FRONT DOOR & SHUTTERS #2
SW 7623 CASCADES



STONE
CREATIVE MINES - FOGBANK SPLIT MODULAR

TENNANT AVE.

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2031 Orchard Drive, Suite 100
Newport Beach, CA USA 92660
tel. +1 949 553 9100
fax +1 949 553 0548

COLOR BOARD

TENNANT AVE.

Morgan Hill , California

A58.23267

A5.1

04.08.25

THE CHIRI FAMILY LIMITED PARTNERSHIP, A CALIFORNIA L.P

LANDSCAPE DOCUMENT PACKAGE CHECKLIST:

☒ a. PROJECT INFORMATION:
DATE: **SEE THIS SHEET**
PROJECT APPLICANT: **THE CHIRI FAMILY**
ADDRESS: **LIMITED PARTNERSHIP**
TENNANT AVE AT BUTTERFIELD BLVD.
PROJECT TYPE: **NEW RESIDENTIAL**
TOTAL LANDSCAPE AREA: **65,234 SF.**
WATER SUPPLY TYPE: **POTABLE**
CHECKLIST: **SEE THIS CHECKLIST**
CONTACT INFORMATION: **408.412.2695**
LOCAL WATER PURVEYOR: **CITY OF MORGAN HILL**
SIGNED COMPLIANCE STATEMENT W/ SIGNATURE: **SEE BELOW ON THIS SHEET**

☒ b. SOIL MANAGEMENT REPORT: BUILDER TO PROVIDE TO CITY

☒ c. WATER CONSERVATION STATEMENT: **SEE SHEET L12**

☒ d. LANDSCAPE DESIGN PLAN: **SEE SOIL PREPARATION AND THE REQUIRED ADDITION OF COMPOST AND MULCH PURSUANT TO SECTION 18.140.030. ON SHEET L6 "PLANTING NOTES"**

☒ e. PLANT SELECTION: ALL PLANTS AND TREES ARE CATEGORIZED AS LOW OR VERY LOW WATER USE DEFINED BY WUCOLS DATABASE: **COMPLY, SEE "PROPOSED PRELIMINARY TREE LEGEND" AND "PROPOSED PRELIMINARY PLANT LEGEND" ON THIS SHEET**

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE:

Annika Carpenter

ANNIKA M. CARPENTER — CALIF. LANDSCAPE ARCH. #3684

NOTE:
THIS LANDSCAPE SUBMITTAL PACKAGE DOES NOT PROPOSE ANY PLANTS WITHIN THE RIPARIAN SETBACK AREA. ALL PLANTS WITHIN THE RIPARIAN SETBACK AREA WILL BE LOCALLY NATIVE SPECIES.

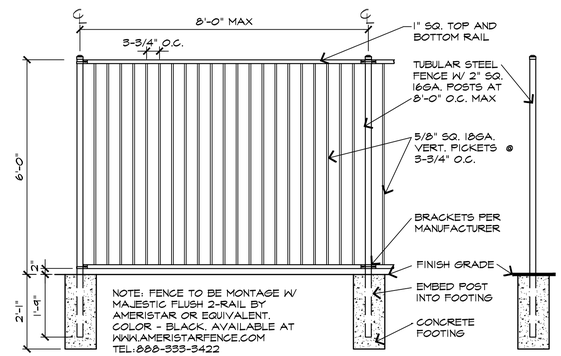
NOTES:

1. ALL TREES SHALL BE PLANTED AND STAKED PER CITY STANDARDS, TREES IN VISION TRIANGLE SHALL BE PRUNED AT LEAST EIGHT FEET ABOVE THE ESTABLISHED GRADE OF THE CURB SO AS TO PROVIDE CLEAR VIEW BY MOTOR VEHICLE DRIVERS.
2. TREES BE PLANTED WITHIN 5' OF HARDSCAPE ELEMENTS, SHALL HAVE A LINEAR ROOT BARRIER INSTALLED ADJACENT TO THE HARDSCAPE ELEMENT AT TIME OF TREE PLANTING.
3. LANDSCAPE AND IRRIGATION SHALL COMPLY WITH CITY'S CURRENT WATER-EFFICIENT LANDSCAPE ORDINANCE.
4. ALL PLANTING AREAS SHALL BE AUTOMATICALLY IRRIGATED PER CITY STANDARDS. USING LOW-FLOW SPRAY, BUBBLERS OR DRIP METHODS.
5. ALL PLANTING AREAS SHALL BE MULCHED TO A MINIMUM DEPTH OF 3".
6. ALL MECHANICAL EQUIPMENT WILL BE SCREENED BY EITHER FENCE OR SHRUBS THROUGH PROJECT.

PROPOSED PRELIMINARY TREE LEGEND

BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
ACCENT TREES			
CERCIS OCCIDENTALIS	WESTERN REDBUD	24" BOX	VERY LOW
PRUNUS ILICIFOLIA	HOLLYLEAF CHERRY	24" BOX	LOW
STREET TREES			
ARBUTUS 'MARINA'	MARINA MADRONE	24" BOX	LOW
ULMUS PARVIFOLIA	CHINESE ELM	24" BOX	LOW
SCREEN TREES			
PISTACIA CHINENSIS	CHINESE PISTACHE	24" BOX	LOW
SPECIMEN TREE			
QUERCUS AGRIFOLIA	COAST LIVE OAK	24" BOX	VERY LOW

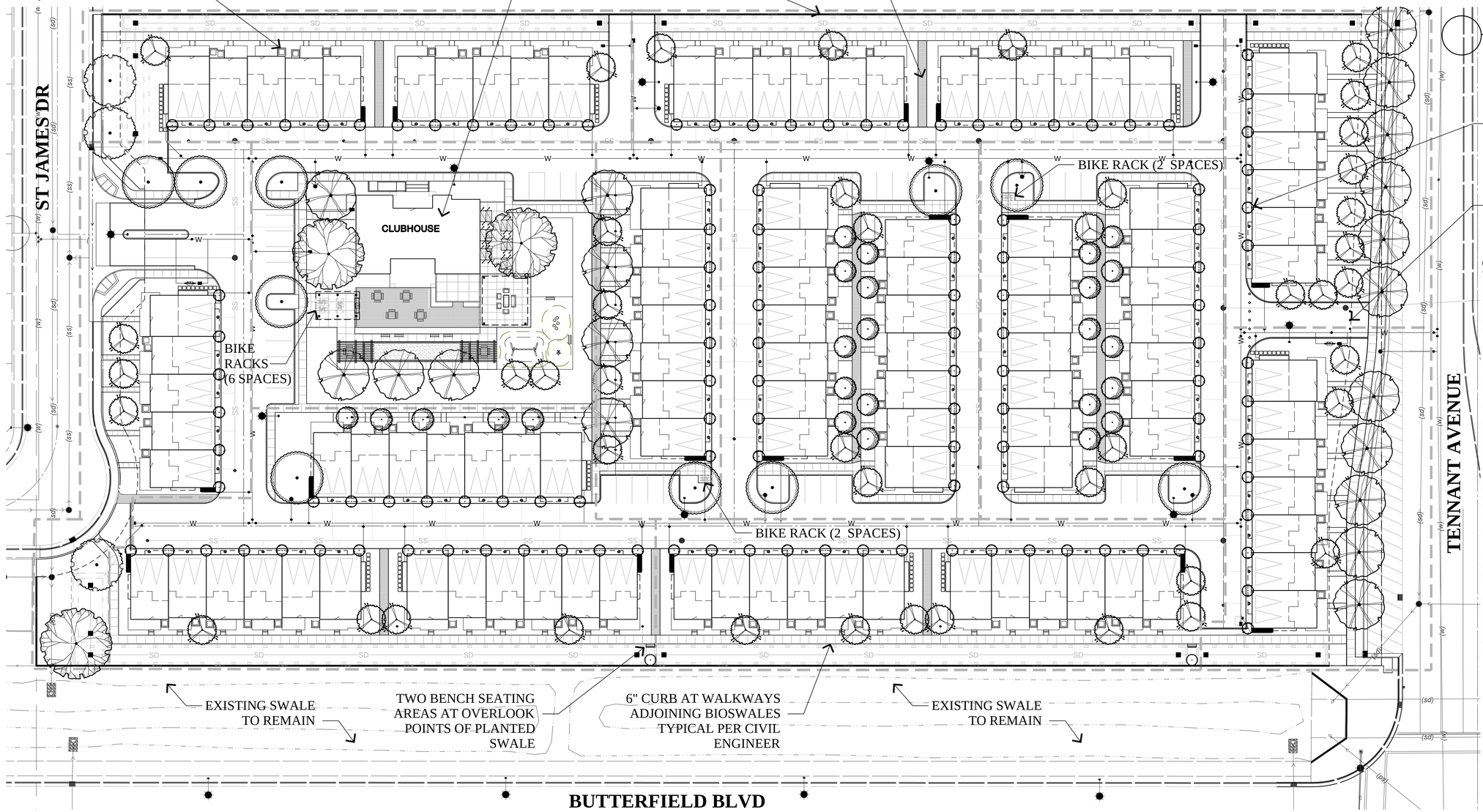
NOTE: CITY ENGINEER OR DESIGNEE SHALL SELECT THE FINAL SPECIES FROM THE APPLICABLE PLANTING ZONE LIST OF THE MASTER STREET TREE PLAN



NOTE: FENCE TO BE MONTAGE W MAJESTIC FLUSH 2-RAIL BY AMERISTAR OR EQUIVALENT. COLOR - BLACK. AVAILABLE AT WWW.AMERISTARFENCE.COM TEL:888-333-3422

TUBULAR STEEL FENCE SCALE : 1/2"=1'-0"

024 - Fncl4m



CONCEPTUAL LANDSCAPE STATEMENT

REGIONAL AND MICRO-CLIMATE CONDITIONS, SOLAR ORIENTATION AND SOIL CONDITIONS WILL BE TAKEN INTO ACCOUNT WITH REGARDS TO PLANT SELECTION AND PLACEMENT. THE PLANT PALETTE PROVIDES MANY PLANTS WITH VARYING GROWTH HABITS, PREFERENCES AND TOLERANCES, SO SELECTION OF JUST THE RIGHT PLANT SHOULD NOT BE DIFFICULT. ALL PROPOSED SHRUBS AND GROUNDCOVER PLANTS ARE RATED AS LOW WATER USE TO PROMOTE THE DROUGHT TOLERANT DESIGN.

BY SPECIFYING PLANTS WHICH REQUIRE LITTLE TO NO PRUNING, THE GREEN WASTE WILL BE REDUCED. PLANTS SELECTED WILL COMPLEMENT THE ARCHITECTURE.

ENTRYWAYS AND PICTURE WINDOWS WILL BE FRAMED BY SPECIMEN SHRUBS AND NODES WILL HAVE ACCENT PLANTINGS. PLANT SPECIES WHICH ENHANCE THE ARCHITECTURAL ELEVATIONS SHALL BE USED. FOR EXAMPLE, NARROW UPRIGHT SHRUBS ARE PROPOSED AT THE SIDES OF THE GARAGE DOOR. TALLER SHRUBS WILL ALSO BE LOCATED AT SOLID BUILDING SURFACES AND FENCES, WHILE LOWER SHRUBS WILL BE LOCATED WHERE GROUND LEVEL WINDOWS AND ARCHITECTURAL FEATURES OCCUR, AND AT CORNERS TO MAINTAIN SITE LINE DISTANCES. A DIVERSE USE OF PLANT SPECIES WILL DISPLAY VARIOUS TEXTURES, FORMS, FOLIAGE COLOR, AND FLOWERS; WILL CREATE A BEAUTIFUL LANDSCAPE TO CONTRIBUTE AESTHETICALLY TO THE SURROUNDING NEIGHBORHOODS.

A MAJORITY OF TREE'S THROUGHOUT THE PROJECT ARE PLACED TO MINIMIZE BUILDING BULK AND MASS. THE TREES HAVE BEEN SELECTED TO HAVE NON-INVASIVE ROOT SYSTEMS, AND PLACED WITH ADEQUATE SETBACKS TO ENSURE NO CONFLICT WITH UTILITIES AND HARDSCAPE, OR CONFLICT WITH ANY SITE LINE DISTANCES. ROOT BARRIERS WILL BE INSTALLED ON ALL TREES NEAR PAVING AND UTILITIES. WHERE FEASIBLE, TREES HAVE BEEN PLACED TO MITIGATE SOLID BUILDING SURFACES AND FENCES.

THE IRRIGATION SYSTEM WILL USE WEATHER-BASED CONTROLLERS TO CONSERVE THE USE OF WATER. THE PLANTING AREAS WILL BE IRRIGATED USING DRIP IRRIGATION METHODS. THE TREES WILL BE ON SEPARATE VALVES AND WILL BE IRRIGATED WITH BUBBLERS. SHRUBS WILL BE HYDROZONED ACCORDING TO THEIR WATER REQUIREMENTS AND MICROCLIMATES.

IT IS OUR INTENT TO SPECIFY IN THE LANDSCAPE CONSTRUCTION DOCUMENTS THE USE OF RECYCLED MATERIALS SUCH AS RECYCLED WOOD MULCH, INGREDIENTS WITHIN THE CONCRETE, FORMWORK, SITE FURNITURE, ETC. IT IS OUR INTENT TO STOCKPILE THE TOPSOIL FOR RE-USE, UNLESS SOIL TESTS DEEM THE SOIL INADEQUATE AND RECOMMEND IMPORTED SOIL. WE INTEND TO RECYCLE A MINIMUM OF 50% OF THE LANDSCAPE CONSTRUCTION AND GREEN WASTES.

GRAPHIC SCALE
0 30 60 90
(IN FEET)
1 inch = 30 ft.

RIPLEY DESIGN GROUP
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LAND PLANNING
1615 BONANZA STREET
SUITE 314
WALNUT CREEK, CA 94596
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www.ripleydesign.com

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LIMITED PARTNERSHIP

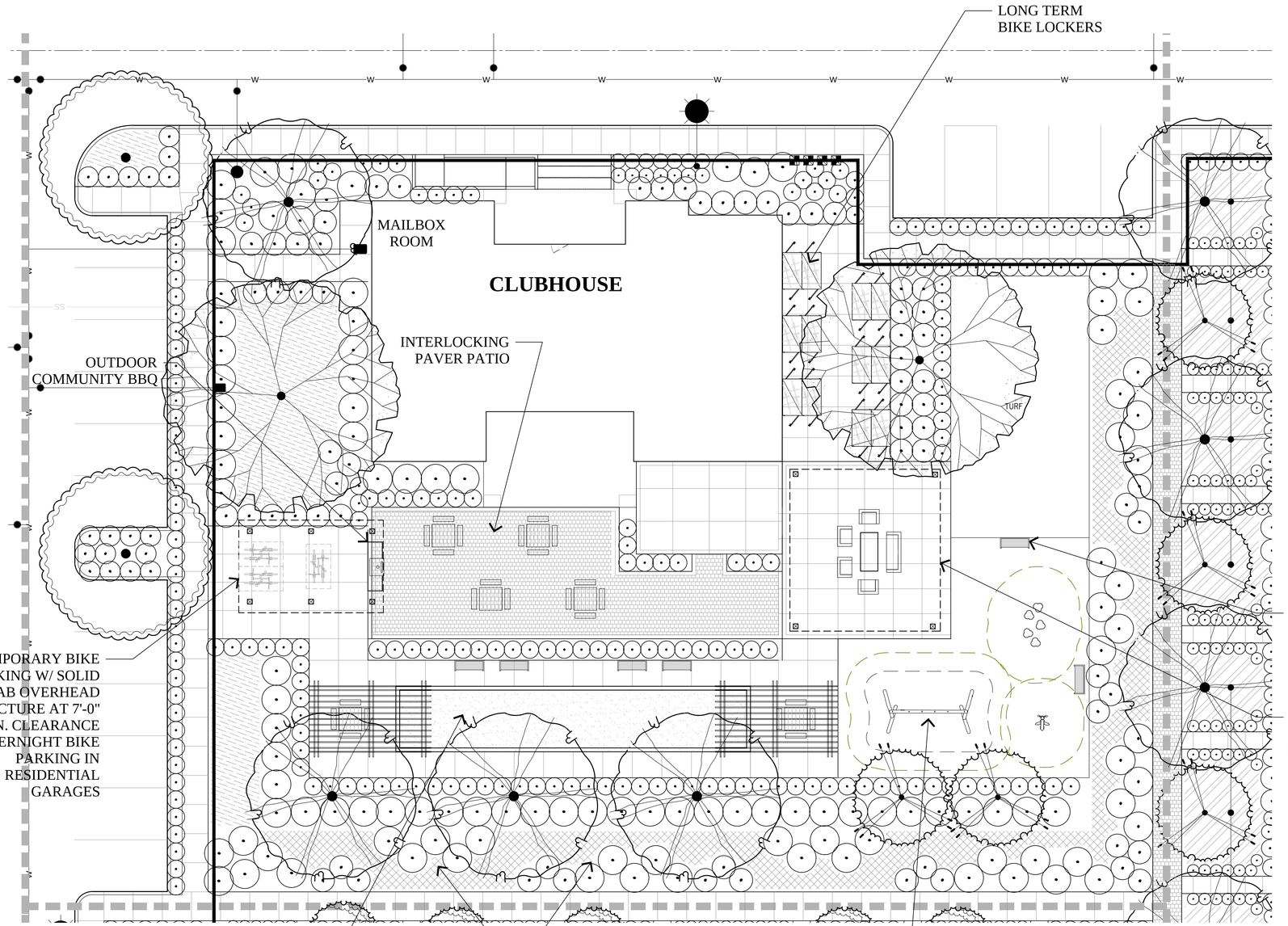
SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

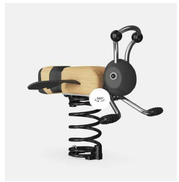
Preliminary Landscape Site Plan

L1

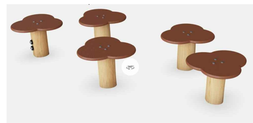




2-PLACE SWING BY KOMPAN
OR SIMILAR



BEE SPRING RIDER BY
KOMPAN OR SIMILAR



WATER LILY BALANCE POSTS
BY KOMPAN OR SIMILAR



BIKE LOCKERS BY DERO OR SIMILAR



CIRCULAR BIKE RACK BY
DERO OR SIMILAR

NOTES:

1. THIS PLAN IS TO COMPLY WITH CITY OF MORGAN HILL MUNICIPAL CODES 18.64 & 18.148
2. TURF SHALL BE 25% OR LESS OF THE TOTAL LANDSCAPED AREA PER CITY OF MORGAN HILL MUNICIPAL CODE 18.84.060
3. DROUGHT-TOLERANT GRASS SPECIES SHALL BE USED EXCLUSIVELY.
4. SEPARATE LANDSCAPE WATER METERS FOR LANDSCAPE AREAS EXCEEDING FIVE THOUSAND SQUARE FEET
5. EQUIPMENT SUCH AS UTILITY METERS, BACKFLOW PREVENTION DEVICES, IRRIGATION CONTROL VALVES, TRANSFORMERS AND PULL BOXES SHALL BE SCREENED WITH WOOD SCREEN OR SCREENING SHRUBS SO AS NOT TO BE VISIBLE FROM THE PUBLIC RIGHT-OF-WAY OR COMMON AREAS.
6. TURF IS ONLY PROPOSED AT COMMUNITY CLUBHOUSE AREA.
7. THERE ARE NO SLOPES GREATER THAN 25% ON THIS PROJECT.
8. MASS GRADING IS PLANNED, THEREFORE A SOIL ANALYSIS REPORT CAN BE SUBMITTED AS PART OF CERTIFICATE OF COMPLETION.
9. AFTER INSTALLATION OF LANDSCAPING ON PROPERTY, I AGREE TO HAVE AN IRRIGATION AUDIT, LANDSCAPE AUDIT, IRRIGATION SCHEDULE AND MAINTENANCE SCHEDULE CONDUCTED BY A CERTIFIED IRRIGATION AUDITOR AND SUBMIT IT TO THE CITY FOR FINAL PROJECT SIGN OFF.
10. THE DEVELOPER WILL SUBMIT RECEIPTS AND/OR INVOICES FOR ALL COMPOST AND MULCH PURCHASES TO ENVIRONMENTAL SERVICES DIVISION AFTER FINAL CONSTRUCTION.
11. SHOULD ANY SUBSTITUTION OF PLANT SPECIES FROM THE APPROVED PLANS BE NEEDED DUE TO NURSERY AVAILABILITY, THEY MUST ALSO BE LOW OR VERY LOW WATER USE.

GRAPHIC SCALE

0 10 20 30

(IN FEET)

1 inch = 10 ft.

AFTER INSTALLATION OF LANDSCAPING ON PROPERTY, I AGREE TO HAVE AN IRRIGATION AUDIT, LANDSCAPE AUDIT, IRRIGATION SCHEDULE, AND MAINTENANCE SCHEDULE CONDUCTED BY A CERTIFIED IRRIGATION AUDITOR AND SUBMIT IT TO THE CITY FOR FINAL PROJECT SIGN OFF

RON CHIRI DATE

THE DEVELOPER WILL SUBMIT RECEIPTS AND/OR INVOICES FOR ALL COMPOST AND MULCH PURCHASES TO ENVIRONMENTAL SERVICES DIVISION AFTER FINAL CONSTRUCTION

RON CHIRI DATE

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

Annika Carpenter

ANNIKA M. CARPENTER CALIF. LANDSCAPE ARCH. #5684

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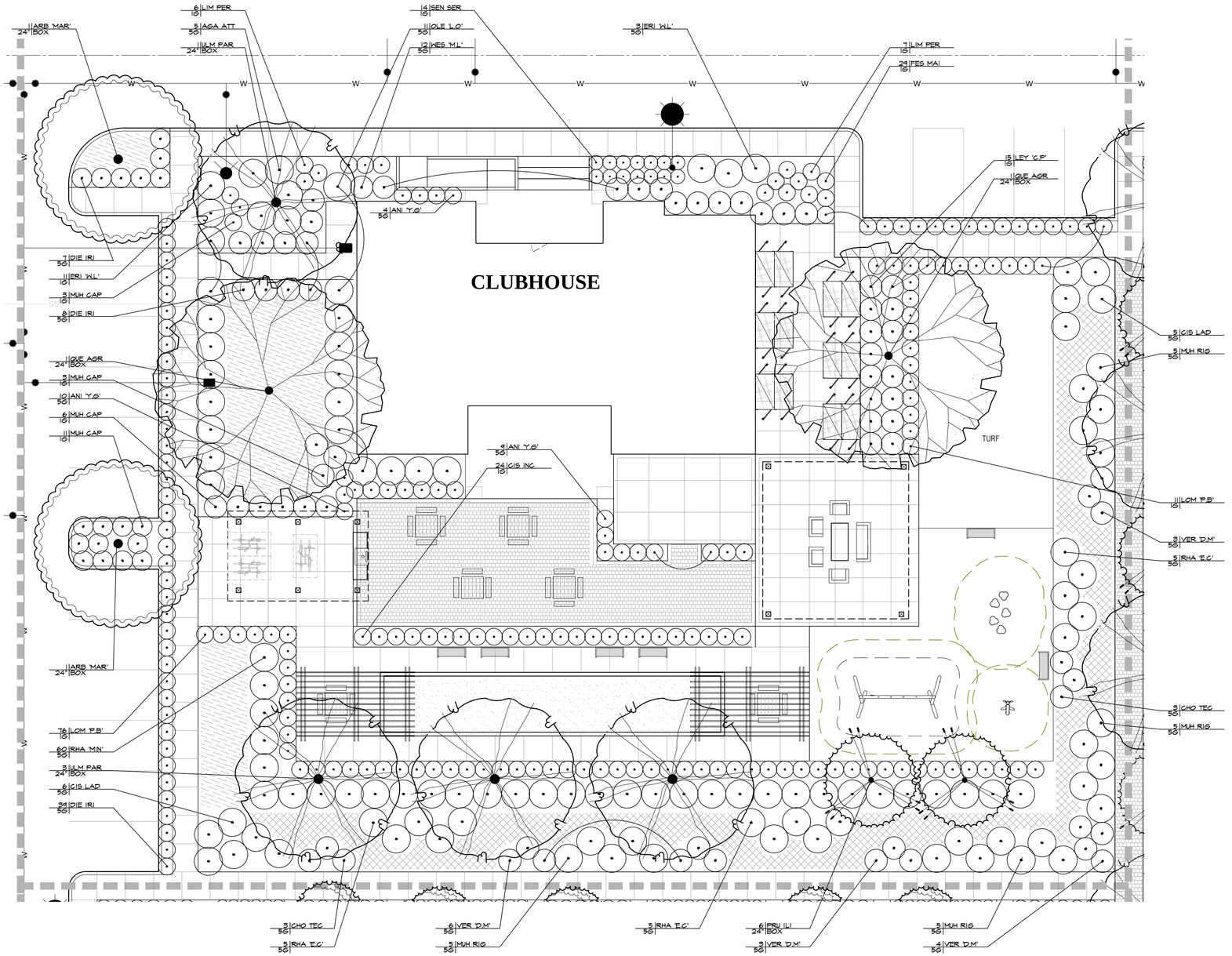
SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Outdoor Recreation Enlargement

L2



GRAPHIC SCALE

0 10 20 30

(IN FEET)

1 inch = 10 ft.

PROPOSED PRELIMINARY PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE
TREES			
SEE SHEET LI FOR PROPOSED PRELIMINARY TREE LEGEND			
SHRUBS			
ANI 'B.R'	ANIGOZANTHOS RUFUS	BIG RED KANGAROO PAW	LOW
ANI 'Y.G'	ANIGOZANTHOS 'YELLOW GEM '	YELLOW KANGAROO PAW	LOW
AGA ATT	AGAVE ATTENUATA	FOX TAIL AGAVE	LOW
CHO TEC	CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	LOW
CIS INC	CISTUS INCANUS SPP. CRETICUS (C. VILLOSUS)	DWARF PINK ROCKROSE	LOW
COR 'I.B'	CORREA PULCHELLA 'IVORY BELLS'	AUSTRALIAN FUSCHIA	LOW
DIE IRI	DIETES IRIDIODES	FORTNIGHT LILY	LOW
DOD 'PUR'	DODONAEA VISCOSA 'PURPUREA'	PURPLE HOPSEED BUSH	LOW
ERI 'W.L'	ERIOGONUM F. 'WARRINER LYTLE'	CALIFORNIA BUCKWHEAT	LOW
FES MAI	FESTUCA MAIREI	MAIRE'S FESCUE	LOW
GRE 'NOE'	GREVILLEA 'NOELLII'	WOOLY GREVILLEA	LOW
LAN 'RAD'	LANTANA CAMARA 'RADIATION'	ORANGE-RED BUSH LANTANA	LOW
LAV 'MUN'	LAVANDULA A. 'MUNSTEAD'	MUNSTEAD LAVENDER	LOW
LEY 'C.P'	LEYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	LOW
LIM PER	LIMONIUM PEREZII	STATTICE	LOW
LOM 'BRE'	LOMANDRA L. BREEZE™ ['LM300']	BREEZE MAT RUSH	LOW
LOM 'P.B'	LOMANDRA L. PLATINUM BEAUTY™ 'ROMAI3'	PLATINUM BEAUTY MAT RUSH	LOW
MUH DUB	MUHLENBERGIA DUBIA	PINE MUHLY	LOW
MUH CAP	MUHLENBERGIA CAPILLARIS	HAIRY AWN MUHLY	LOW
OLE 'L.O'	OLEA E. 'LITTLE OLLIE'	DWARF OLIVE	LOW
RHA 'MIN'	RHAPHIOLEPIS UMBELLATA 'MINOR'	YEDDO HAWTHORN	LOW
RHA 'STO'	RHAPHIOLEPIS X 'MONTIC' 'STANDARD)	MAJ. BEAUTY INDIAN HAWTHORN	LOW
SAL 'B.B'	SALVIA X BEE'S BLISS'	BEE'S BLISS SAGE	LOW
SAL 'RED'	SALVIA GREGGII 'RED'	RED AUTUMN SAGE	LOW
SEN SER	SENECIO SERPENS	BLUE CHALKSTICKS	LOW
WES 'G.B'	WESTRINGEA FRUTICOSA 'GREY BOX'	GREY BOX WESTRINGEA	LOW
WES 'M.L'	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	VARIEGATED COAST ROSEMARY	LOW
VINES			
ROS BAN	ROSA BANKSIAE	LADY BANKS ROSE	LOW
SHRUBS & GROUNDCOVERS - DRAINAGE SWALE & BIO-SWALE AREAS			
CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	LOW
CIS LAD	CISTUS LADANIFER	CRIMSON-SPOT ROCKROSE	LOW
MUH RIG	MUHLENBERGIA RIGENS	DEER GRASS	LOW
RHA 'E.C.'	RHAMNUS CALIFORNICA 'EVE CASE'	COFFEEBERRY	LOW
VER 'D.M'	VERBENA LILACINA 'DE LA MINA'	LILAC VERBENA DE LA MINA	LOW
	BACCHARIS PILULARIS 1 GALLON @ 60" O.C.	DWARF COYOTE BRUSH	LOW
GROUNDCOVERS			
	ARCTOSTAPHYLOS 'PACIFIC MIST' 1 GALLON @ 60" O.C.	PACIFIC MIST MANZANITA	LOW
	MYOPORUM PARVIFOLIUM 1 GALLON @ 60" O.C.	MYOPORUM	LOW
TURF	BOLERO - SODDED SODDED	TALL FESCUE TURF AVAILABLE FROM DELTA BLUE GRASS	HIGH

NOTE:
SEE SHEET L6 FOR SHRUB &
TREE PLANTING/STAKING DETAILS.

NOTE: A COMBINATION OF TREES, SHRUBS, AND GROUND COVER SHALL BE INCORPORATED INTO LANDSCAPING PLANS. MINIMUM SIZES ARE AS FOLLOWS: TREES TO BE 15 GALLON, SHRUBS TO BE 5 GALLON, GROUNDCOVER TO BE 1 GALLON.

NOTES:

1. TURF SHALL BE 25% OR LESS OF THE TOTAL LANDSCAPED AREA PER CITY OF MORGAN HILL MUNICIPAL CODE 18.84.060
2. DROUGHT-TOLERANT GRASS SPECIES SHALL BE USED EXCLUSIVELY.
3. SEPARATE LANDSCAPE WATER METERS FOR LANDSCAPE AREAS EXCEEDING FIVE THOUSAND SQUARE FEET
4. DECORATIVE, PERVIOUS PAVING SHALL BE INCORPORATED INTO PAVED AND LANDSCAPED AREAS BY 10 PERCENT TO REDUCE THE VISUAL IMPACT OF THE PAVED SURFACES.
5. A MINIMUM THREE-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT IN TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED. TO PROVIDE HABITAT FOR BENEFICIAL INSECTS AND OTHER WILDLIFE, UP TO FIVE PERCENT OF THE LANDSCAPE AREA MAY BE LEFT WITHOUT MULCH. DESIGNATED INSECT HABITAT MUST BE INCLUDED IN THE LANDSCAPE DESIGN PLAN AS SUCH.
6. ORGANIC MULCH MATERIALS MADE FROM RECYCLED OR POST-CONSUMER SHALL TAKE PRECEDENCE OVER INORGANIC MATERIALS OR VIRGIN FOREST PRODUCTS UNLESS THE RECYCLED POST-CONSUMER ORGANIC PRODUCTS ARE NOT LOCALLY AVAILABLE. ORGANIC MULCHES ARE NOT REQUIRED WHERE PROHIBITED BY LOCAL FUEL MODIFICATION PLAN GUIDELINES OR OTHER APPLICABLE LOCAL ORDINANCES. TYPES OF MULCH NOT ALLOWED INCLUDE: BARK MULCH, GORILLA HAIR, SHREDDED CEDAR, OR VIRGIN MATERIALS.
7. FOR LANDSCAPE INSTALLATIONS, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER ONE THOUSAND SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL. SOILS WITH GREATER THAN SIX PERCENT ORGANIC MATTER IN THE TOP SIX INCHES OF SOIL ARE EXEMPT FROM ADDING COMPOST AND TILLING.

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THE CHIRI FAMILY
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SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Planting Plan

L3

PROPOSED PRELIMINARY PLANT LEGEND

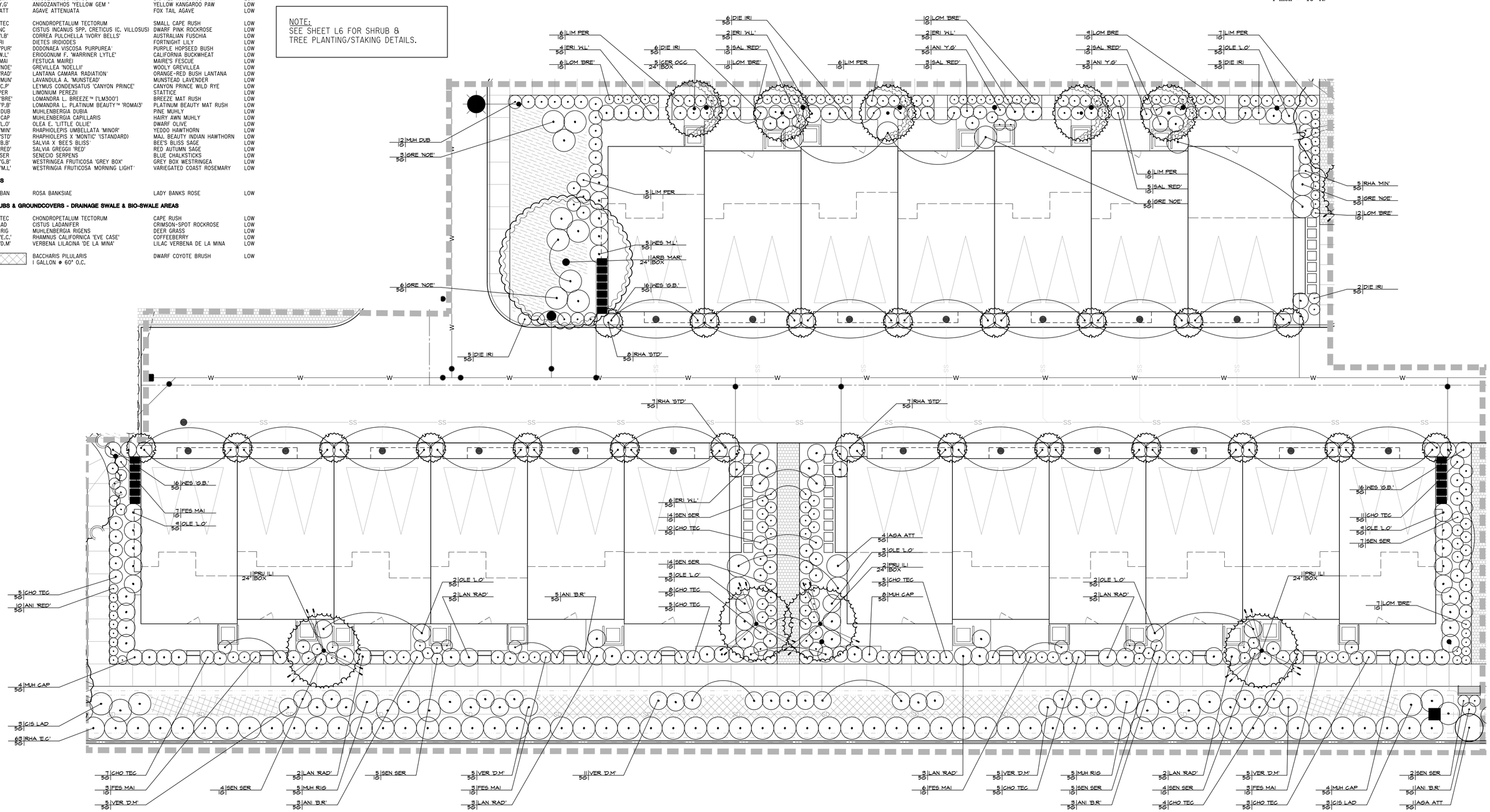
SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE
TREES			
SEE SHEET LI FOR PROPOSED PRELIMINARY TREE LEGEND			
SHRUBS			
ANI 'B.R'	ANIGOZANTHOS RUFUS	BIG RED KANGAROO PAW	LOW
ANI 'Y.G'	ANIGOZANTHOS 'YELLOW GEM '	YELLOW KANGAROO PAW	LOW
AGA ATT	AGAVE ATTENUATA	FOX TAIL AGAVE	LOW
CHO TEC	CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	LOW
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DIE IRI	DIETES IRIDIODES	FORTNIGHT LILY	LOW
DOD 'PUR'	DODONAEA VISCOSA 'PURPUREA'	PURPLE HOPSEED BUSH	LOW
ERI 'W.L'	ERIOGONUM F. 'WARRINER LYTLE'	CALIFORNIA BUCKWHEAT	LOW
FES MAI	FESTUCA MAIREI	MAIRE'S FESCUE	LOW
GRE 'NOE'	GREVILLEA 'NOELLII'	WOOLY GREVILLEA	LOW
LAN 'RAD'	LANTANA CAMARA 'RADIATION'	ORANGE-RED BUSH LANTANA	LOW
LAV 'MUN'	LAVANDULA A. 'MUNSTEAD'	MUNSTEAD LAVENDER	LOW
LEY 'C.P'	LEYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	LOW
LIM PER	LIMONIUM PEREZII	STATTICE	LOW
LOM 'BRE'	LOMANDRA L. BREEZE™ ('LM300')	BREEZE MAT RUSH	LOW
LOM 'P.B'	LOMANDRA L. 'PLATINUM BEAUTY™ 'ROMAI3'	PLATINUM BEAUTY MAT RUSH	LOW
MUH DUB	MUHLENBERGIA DUBIA	PINE MUHLY	LOW
MUH CAP	MUHLENBERGIA CAPILLARIS	HAIRY AWN MUHLY	LOW
OLE 'L.O'	OLEA E. 'LITTLE OLLIE'	DWARF OLIVE	LOW
RHA 'MIN'	RHAPHIOLEPIS UMBELLATA 'MINOR'	YEDDO HAWTHORN	LOW
RHA 'STD'	RHAPHIOLEPIS X 'MONTIC' '(STANDARD)	MAJ. BEAUTY INDIAN HAWTHORN	LOW
SAL 'B.B'	SALVIA X 'BEE'S BLISS'	BEE'S BLISS SAGE	LOW
SAL 'RED'	SALVIA GREGGII 'RED'	RED AUTUMN SAGE	LOW
SEN SER	SENECIO SERPENS	BLUE CHALKSTICKS	LOW
WES 'G.B'	WESTRINGEA FRUTICOSA 'GREY BOX'	GREY BOX WESTRINGEA	LOW
WES 'M.L'	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	VARIEGATED COAST ROSEMARY	LOW
VINES			
ROS BAN	ROSA BANKSIAE	LADY BANKS ROSE	LOW
SHRUBS & GROUNDCOVERS - DRAINAGE SWALE & BIO-SWALE AREAS			
CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	LOW
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	BACCHARIS PILULARIS I GALLON @ 60" O.C.	DWARF COYOTE BRUSH	LOW

GROUNDCOVERS

	ARCTOSTAPHYLOS 'PACIFIC MIST' I GALLON @ 60" O.C.	PACIFIC MIST MANZANITA	LOW
	MYOPORUM PARVIFOLIUM I GALLON @ 60" O.C.	MYOPORUM	LOW

NOTE:
SEE SHEET L6 FOR SHRUB &
TREE PLANTING/STAKING DETAILS.

GRAPHIC SCALE
0 10 20 30
(IN FEET)
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SEPTEMBER 5, 2025

TENNANT AVENUE

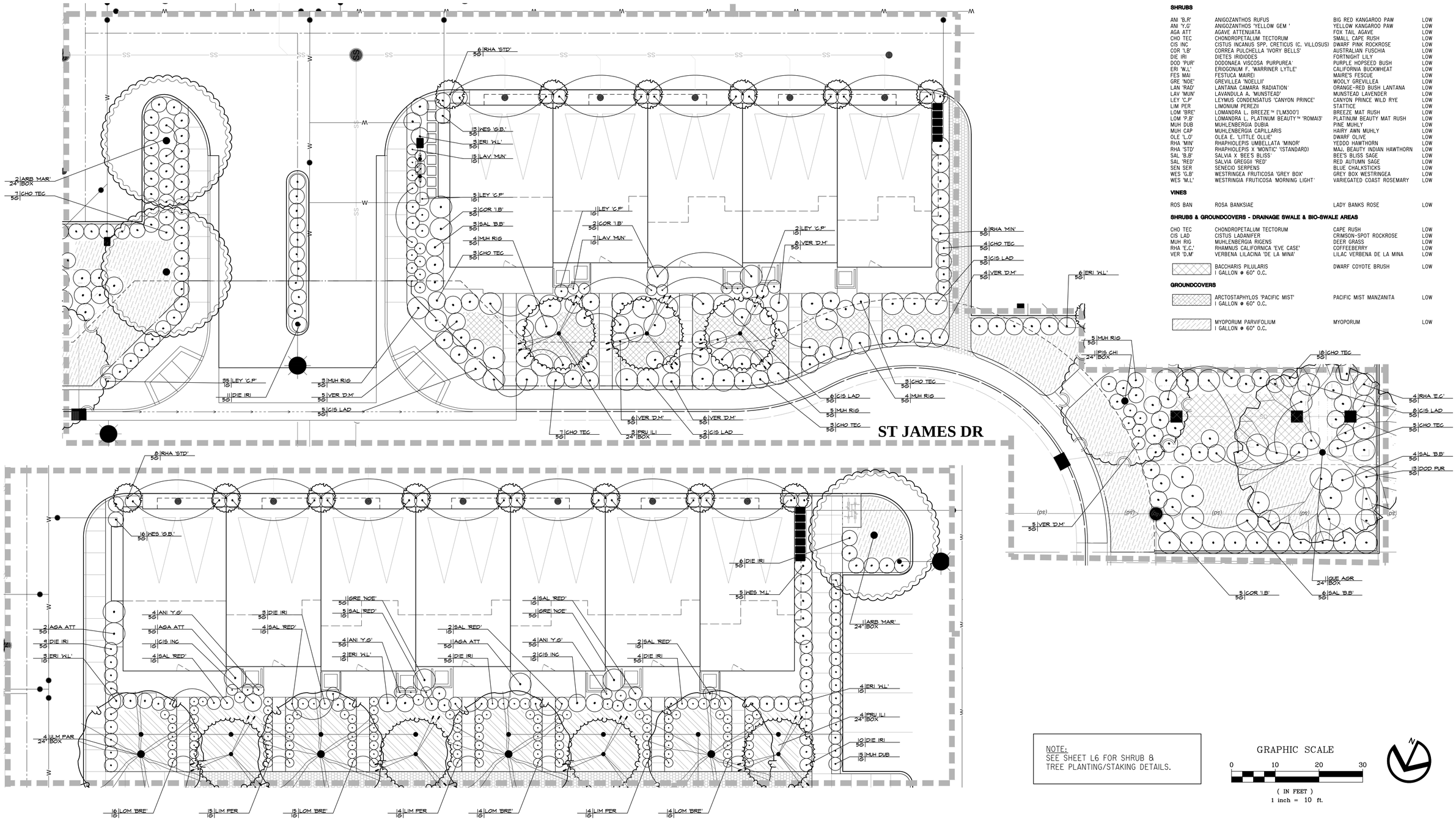
Morgan Hill, California

Preliminary Landscape Planting Plan

L4

PROPOSED PRELIMINARY PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE
TREES			
SEE SHEET LI FOR PROPOSED PRELIMINARY TREE LEGEND			
SHRUBS			
ANI 'B.R'	ANIGOZANTHOS RUFUS	BIG RED KANGAROO PAW	LOW
ANI 'Y.G'	ANIGOZANTHOS 'YELLOW GEM '	YELLOW KANGAROO PAW	LOW
AGA ATT	AGAVE ATTENUATA	FOX TAIL AGAVE	LOW
CHO TEC	CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	LOW
CIS INC	CISTUS INCANUS SPP. CRETICUS (C. VILLOSUS)	DWARF PINK ROCKROSE	LOW
COR 'I.B'	CORREA PULCHELLA 'IVORY BELLS'	AUSTRALIAN FUSCHIA	LOW
DIE IRI	DIETES IRIDIODES	FORTNIGHT LILY	LOW
DOD 'PUR'	DODONAEA VISCOSA 'PURPUREA'	PURPLE HOPSEED BUSH	LOW
ERI 'W.L'	ERIOGONUM F. 'WARRINER LYTLE'	CALIFORNIA BUCKWHEAT	LOW
FES MAI	FESTUCA MAIREI	MAIRE'S FESCUE	LOW
GRE 'NOE'	GREVILLEA 'NOELLII'	WOOLY GREVILLEA	LOW
LAN 'RAD'	LANTANA 'CAMARA' RADIATION '	ORANGE-RED BUSH LANTANA	LOW
LAV 'MUN'	LAVANDULA A. 'MUNSTEAD'	MUNSTEAD LAVENDER	LOW
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RHA 'STD'	RHAPHIOLEPIS X 'MONTIC' ('STANDARD)	MAJ. BEAUTY INDIAN HAWTHORN	LOW
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NOTE:
SEE SHEET L6 FOR SHRUB & TREE PLANTING/STAKING DETAILS.

GRAPHIC SCALE
0 10 20 30
(IN FEET)
1 inch = 10 ft.

RIPLEY DESIGN GROUP
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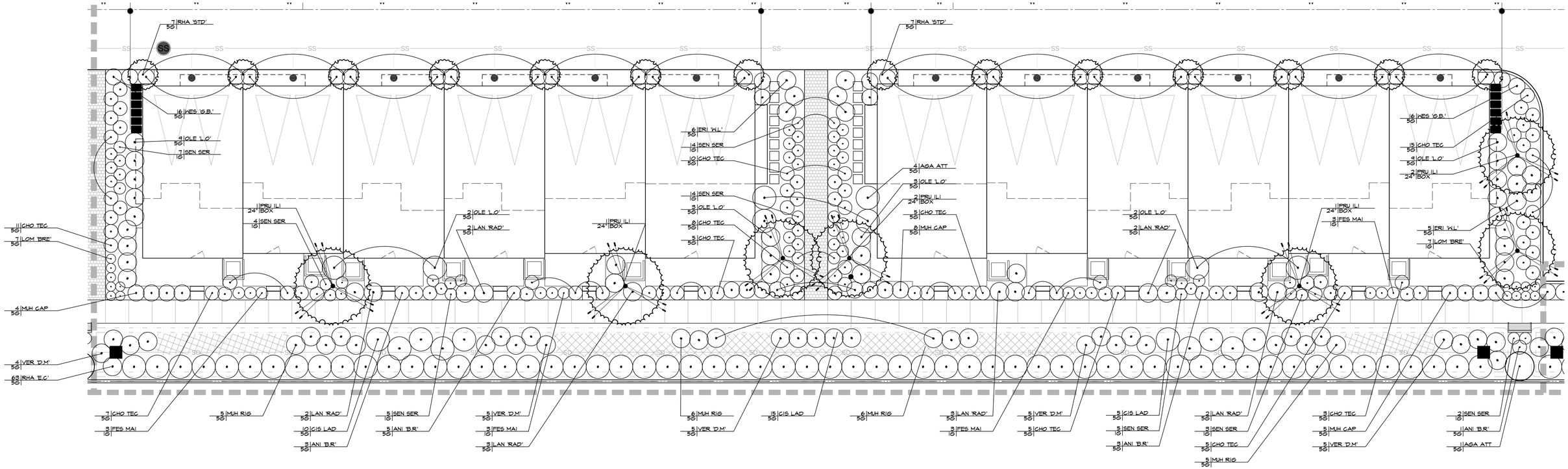
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Morgan Hill, California

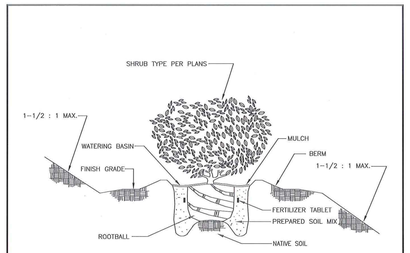
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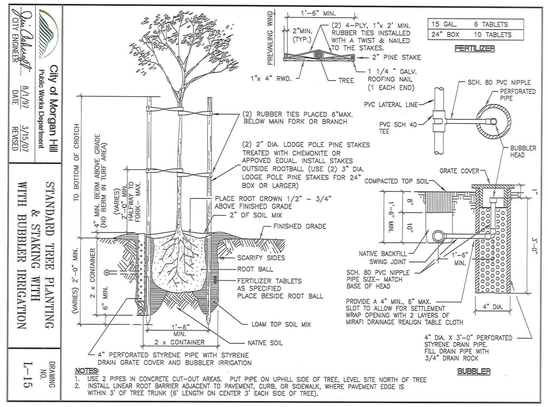
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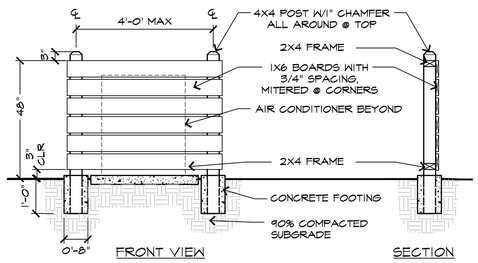


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NOTE
ALL WOOD TO BE S4S DOUG FIR NO. 1, POST TO BE PRESSURE TREATED. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED. PAINT TO BE (1) COAT PRIMER & (2) COATS FLAT ENAMEL, COLOR TO MATCH BUILDING. SCREEN TO BE 3-SIDED.

USE SCREWS TO CONNECT BOARDS OF FRONT PANEL TO POSTS, SO THAT THEY CAN BE REMOVED TO PROVIDE ACCESS TO AC UNIT.

AIR CONDITIONER SCREEN

SCALE : 1/2"=1'-0"

024 - Scrnpnl

GRAPHIC SCALE
0 10 20 30
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L6

PLANTING NOTES

1. THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.

2. THE CONTRACTOR SHALL FURNISH AND PAY FOR ALL FORMS OF PLANT MATERIALS AND SPECIFIED INSTALLATIONS, INCLUDING FLATTED GROUNDCOVER.

3. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION AND STAKING ALL SEWER, UTILITY AND WATER MAIN LINES PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR ANY COSTS INCURRED DUE TO DAMAGE AND REPLACEMENT OF SAID UTILITIES. CALL COMMON GROUND ALLIANCE (CGA) AT 811 TO LOCATE AND MARK UTILITIES PRIOR TO EXCAVATION.

4. SOIL PREPARATIONS: GROUNDCOVER AND SHRUB PLANTING AREAS SHALL BE CROSSRIPPED OR TILLED TO A DEPTH OF SIX (6) INCHES. THE AMENDMENT SHALL BE UNIFORMLY BROADCAST PER 1,000 S.F. AND THOROUGHLY INCORPORATED TO A DEPTH OF 6" BY MEANS OF ROTOTILLER OR EQUAL. PER CODE, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER ONE THOUSAND SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL. SOILS WITH GREATER THAN SIX PERCENT ORGANIC MATTER IN THE TOP SIX INCHES OF SOIL ARE EXEMPT FROM ADDING COMPOST AND TILLING. THE FOLLOWING FORMULA SHALL BE USED FOR BIDDING PURPOSES ONLY:
   - 6 CU.YDS. ORGANIC COMPOST
   - 35 LBS. 6-20-20 COMMERCIAL FERTILIZER
   - 50 LBS. IRON SULFATE (20% Fe)

   * FOR ACCURATE SOIL PREPARATION, REFER TO SOIL'S REPORT SOIL AMENDMENT RECOMMENDATIONS.

5. BACKFILL FOR TREES AND SHRUBS: THE PLANTING PITS FOR TREES AND SHRUBS SHALL BE EXCAVATED TO TWICE THE DIAMETER AND TO THE DEPTH OF THE ROOTBALL. ON SITE SOIL SHALL BE USED FOR BACKFILL PURPOSES. THE FOLLOWING MIX SHALL BE USED FOR BIDDING PURPOSES ONLY:
   - 6 PARTS BY VOLUME ON SITE SOIL
   - 4 PARTS BY VOLUME ORGANIC AMENDMENT PER ABOVE
   - 2LB./CU.YD. OF MIX 6-20-20
   - 2LB./CU.YD. OF MIX IRON SULFATE PER CU.YD. OF MIX

   * FOR ACCURATE SOIL BACKFILL, REFER TO SOIL'S REPORT SOIL AMENDMENT RECOMMENDATIONS.

6. ALL SOIL AMENDMENTS SPECIFIED ARE FOR BIDDING PURPOSES ONLY. ONCE SITE HAS BEEN ROUGH GRADED, CONTRACTOR SHALL OBTAIN A SOILS REPORT FROM WAYPOINT ANALYTICAL CALIFORNIA, INC. (408-727-0330) OR EQUIVALENT FOR SOIL AMENDMENTS. CONTRACTOR TO SUBMIT ONE COPY OF THE SOILS REPORT TO THE CITY, ONE COPY TO THE OWNER, AND ONE COPY TO THE LANDSCAPE ARCHITECT FOR USE IN PROVIDING UPDATED IRRIGATION SCHEDULING RECOMMENDATIONS TO BE INCLUDED PRIOR TO APPROVAL OF CERTIFICATE OF COMPLIANCE. CONTRACTOR SHALL FOLLOW THE SOIL PREPARATION AND BACKFILL MIX PER THE REPORT.

7. ALL 5 GALLON SHRUBS SHALL RECEIVE TWO (2) 21 GRAM AGRIFORM PLANTING TABLETS, ALL 15 GALLON TREES SHALL RECEIVE FOUR (4) 21 GRAM AGRIFORM PLANTING TABLETS AND ALL BOX TREES SHALL RECEIVE EIGHT (8) 21 GRAM AGRIFORM TABLETS.

8. A MINIMUM THREE-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT IN TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED. TO PROVIDE HABITAT FOR BENEFICIAL INSECTS AND OTHER WILDLIFE, UP TO FIVE PERCENT OF THE LANDSCAPE AREA MAY BE LEFT WITHOUT MULCH. DESIGNATED INSECT HABITAT MUST BE INCLUDED IN THE LANDSCAPE DESIGN PLAN AS SUCH. ORGANIC MULCH MATERIALS MADE FROM RECYCLED OR POST-CONSUMBER SHALL TAKE PRECEDENCE OVER INORGANIC MATERIALS OR VIRGIN FOREST PRODUCTS UNLESS THE RECYCLED POST-CONSUMER ORGANIC PRODUCTS ARE NOT LOCALLY AVAILABLE. ORGANIC MULCHES ARE NOT REQUIRED WHERE PROHIBITED BY LOCAL FUEL MODIFICATION PLAN GUIDELINES OR OTHER APPLICABLE LOCAL ORDINANCES. TYPES OF MULCH NOT ALLOWED INCLUDE: BARK MULCH, GORILLA HAIR, SHREDDED CEDAR, OR VIRGIN MATERIALS. RECOMMENDED MULCH SPECIFICATION: ORGANIC RECYCLED WOOD WASTE, COLOR TO BE DARK BROWN, ¼" TO 1" DIAMETER FROM WASTE MANAGEMENT, INC., SACRAMENTO, (916-452-0142), OR EQUAL.

9. CONTRACTOR SHALL SPRAY ALL EXISTING WEEDS IN PLANTING AREAS PRIOR TO RIPPING AND APPLY PRE-EMERGENT TO ALL SHRUB AREAS AFTER PLANTING.

10. CONTRACTORS SHALL APPLY FERTILIZER AND PRE-EMERGENT AT END OF MAINTENANCE PERIOD.

11. LANDSCAPE ARCHITECT AND/ OR OWNER RESERVES THE RIGHT TO SELECT OR REJECT ANY OR ALL PLANT MATERIAL.

12. REFER TO TREE PLANTING/STAKING DETAILS ON SHEET L6.

13. STABILIZING MULCHING PRODUCTS SHALL BE USED ON SLOPES THAT MEET CURRENT ENGINEERING STANDARDS, THE MULCHING PORTION OF THE SEED/MULCH SLURRY IN HYDRO-SEEDED APPLICATIONS SHALL MEET THE MULCHING REQUIREMENT.

14. THIS PLAN COMPLIES WITH THE CRITERIA OF THE CITY'S WATER EFFICIENT LANDSCAPE ORDINANCE AND APPLIES THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

PLANT CALLOUT SYMBOL KEY

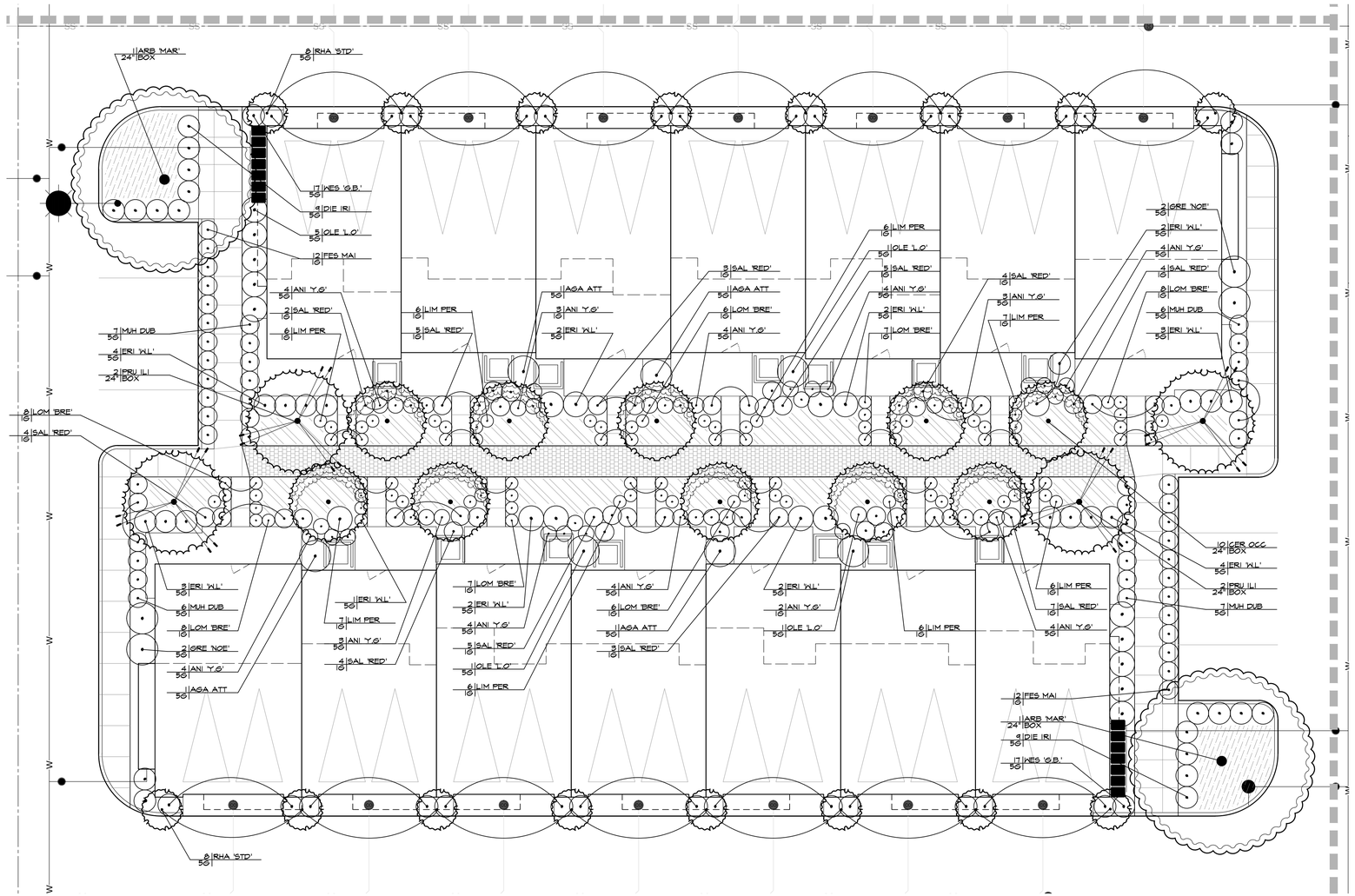
PLANT QTY / SIZE	PLANT SYMBOL / UNITS

NOTE:
PRIOR TO THE PLANTING OF ANY MATERIALS, COMPACTED SOILS SHALL BE TRANSFORMED TO A FRIABLE CONDITION. ON ENGINEERED SLOPES, ONLY AMENDED PLANTING HOLES NEED MEET THIS REQUIREMENT.

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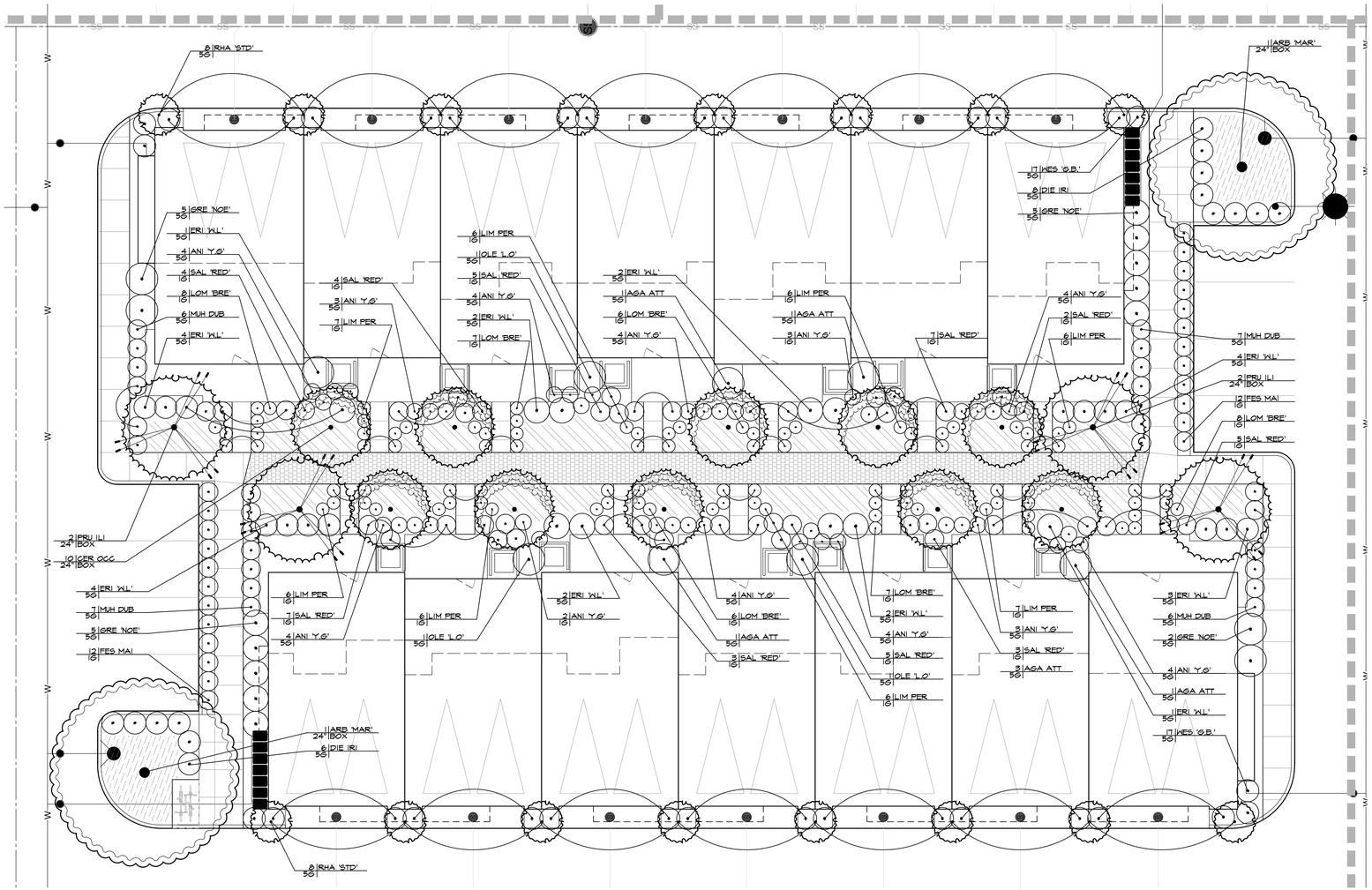
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L7

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CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	LOW
CIS LAD	CISTUS LADANIFER	CRIMSON-SPOT ROCKROSE	LOW
MUH RIG	MUHLENBERGIA RIGENS	DEER GRASS	LOW
RHA 'C.C.'	RHAMNUS CALIFORNICA 'EVE CASE'	COFFEEBERRY	LOW
VER 'D.M'	VERBENA LILACINA 'DE LA MINA'	LILAC VERBENA DE LA MINA	LOW
	BACCHARIS PILULARIS I GALLON @ 60" O.C.	DWARF COYOTE BRUSH	LOW
GROUNDCOVERS			
	ARCTOSTAPHYLOS 'PACIFIC MIST' I GALLON @ 60" O.C.	PACIFIC MIST MANZANITA	LOW
	MYOPORUM PARVIFOLIUM I GALLON @ 60" O.C.	MYOPORUM	LOW

NOTE:
SEE SHEET L6 FOR SHRUB &
TREE PLANTING/STAKING DETAILS.



GRAPHIC SCALE

0 10 20 30

(IN FEET)
1 inch = 10 ft.

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LANDSCAPE ARCHITECTURE
LAND PLANNING
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SUITE 314
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www.ripleydesign.com

THE CHIRI FAMILY
LIMITED PARTNERSHIP

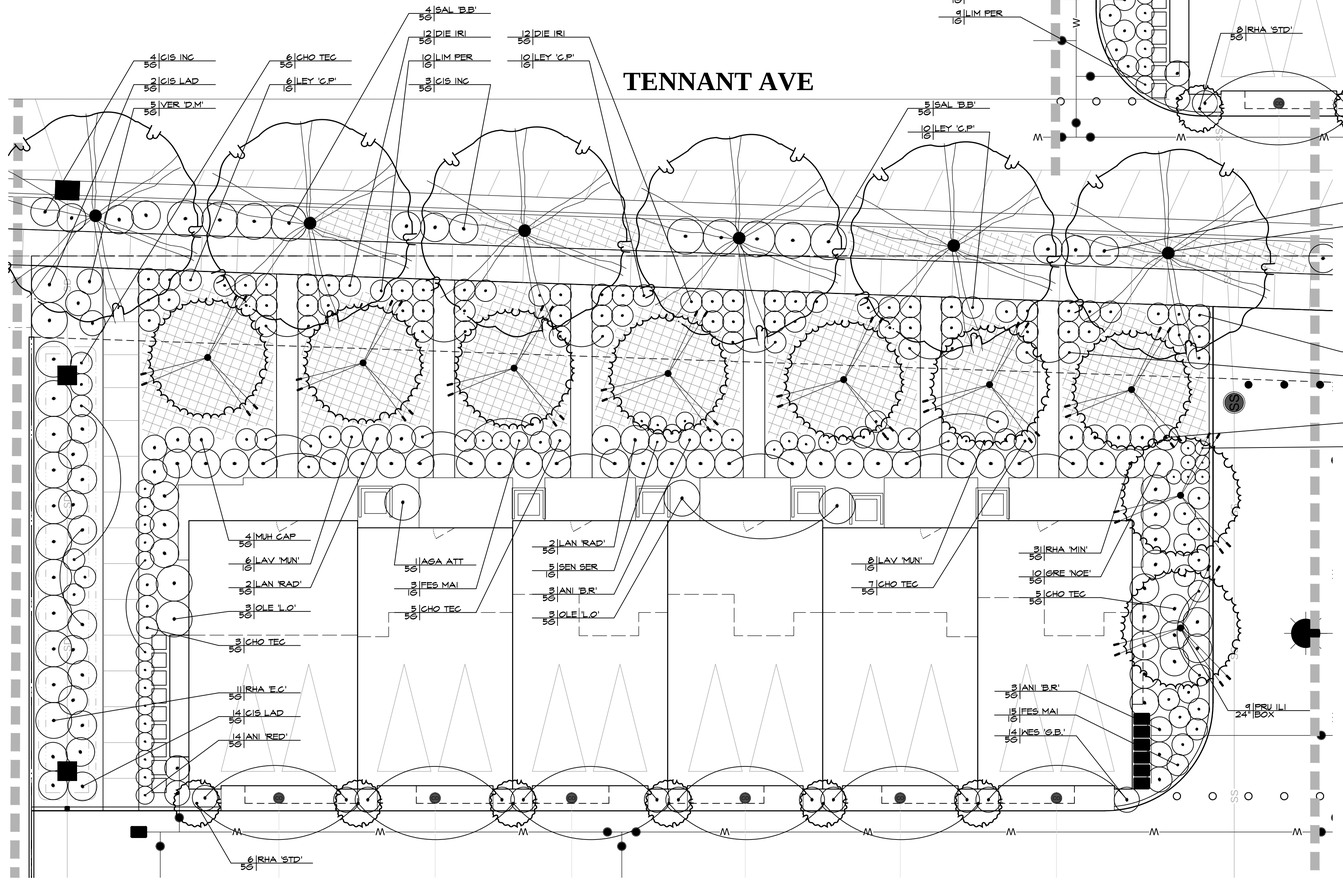
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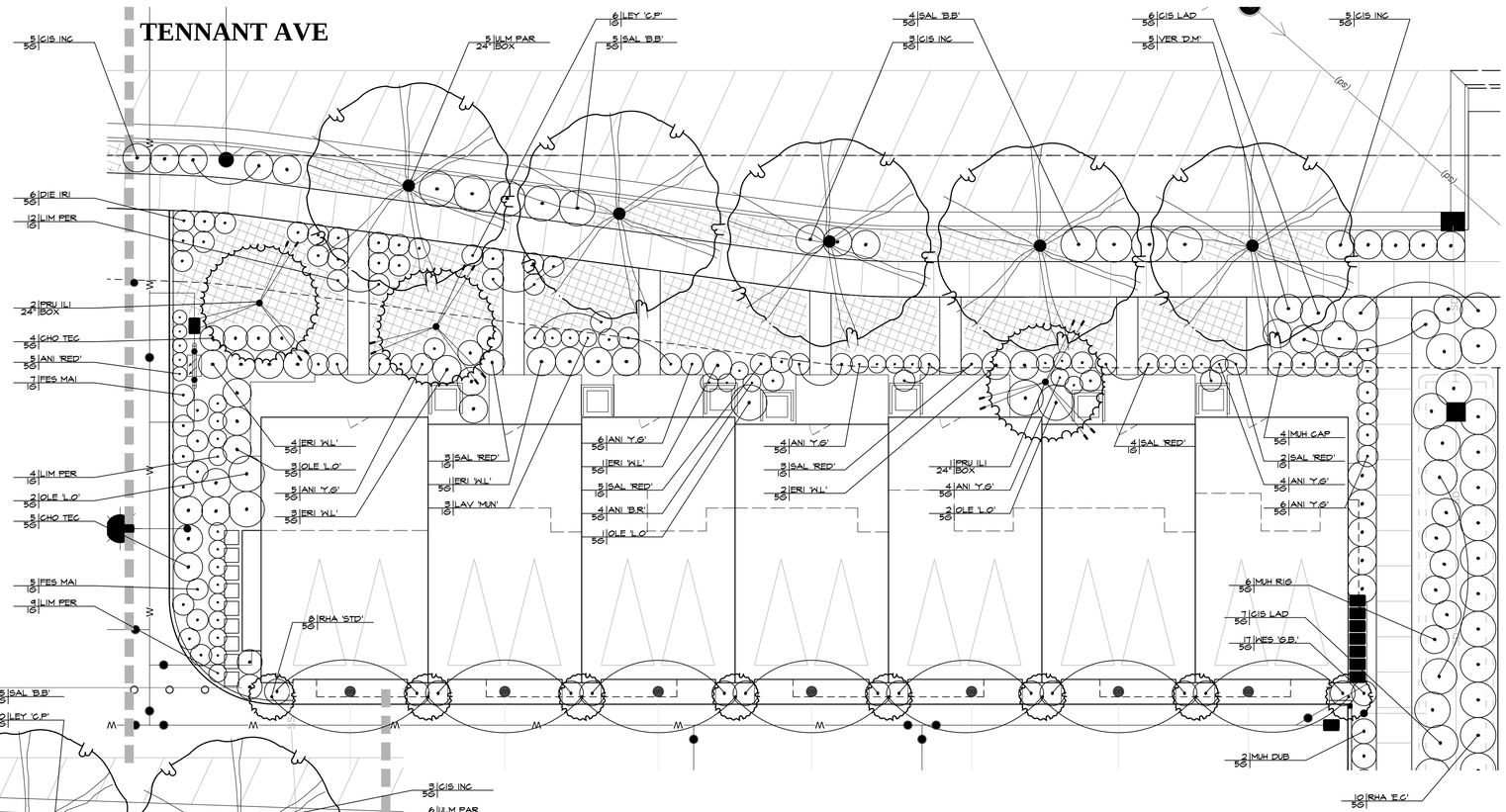
TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Planting Plan

L8





PROPOSED PRELIMINARY PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE
TREES			
SEE SHEET LI FOR PROPOSED PRELIMINARY TREE LEGEND			
SHRUBS			
ANI 'B.R'	ANIGOZANTHOS RUFUS	BIG RED KANGAROO PAW	LOW
ANI 'Y.G'	ANIGOZANTHOS 'YELLOW GEM '	YELLOW KANGAROO PAW	LOW
AGA ATT	AGAVE ATTENUATA	FOX TAIL AGAVE	LOW
CHO TEC	CHONDROPETALUM TECTORUM	SMALL CAPE RUSH	LOW
CIS INC	CISTUS INCANUS SPP. CRETICUS (C. VILLOSUS)	DWARF PINK ROCKROSE	LOW
COR 'I.B'	CORREA PULCHELLA 'IVORY BELLS'	AUSTRALIAN FUSCHIA	LOW
DIE IRI	DIETES IRIDIODES	FORTNIGHT LILY	LOW
DOD 'PUR'	DODONAEA VISCOSA 'PURPUREA'	PURPLE HOPSEED BUSH	LOW
ERI 'W.L'	ERIOGONUM F. 'WARRINER LYTLE'	CALIFORNIA BUCKWHEAT	LOW
FES MAI	FESTUCA MAIREI	MAIRE'S FESCUE	LOW
GRE 'NOE'	GREVILLEA 'NOELLII'	WOOLY GREVILLEA	LOW
LAN 'RAD'	LANTANA CAMARA RADIATION'	ORANGE-RED BUSH LANTANA	LOW
LAV 'MUN'	LAVANDULA A. 'MUNSTEAD'	MUNSTEAD LAVENDER	LOW
LEY 'C.P'	LEYMUS CONDENSATUS 'CANYON PRINCE'	CANYON PRINCE WILD RYE	LOW
LIM PER	LIMONIUM PEREZII	STATTICE	LOW
LOM 'BRE'	LOMANDRA L. BREEZE™ ['LM300']	BREEZE MAT RUSH	LOW
LOM 'P.B'	LOMANDRA L. PLATINUM BEAUTY™ 'ROMAI3'	PLATINUM BEAUTY MAT RUSH	LOW
MUH DUB	MUHLENBERGIA DUBIA	PINE MUHLY	LOW
MUH CAP	MUHLENBERGIA CAPILLARIS	HAIRY AWN MUHLY	LOW
OLE 'L.O'	OLEA E. 'LITTLE OLLIE'	DWARF OLIVE	LOW
RHA 'MIN'	RHAPHIOLEPIS UMBELLATA 'MINOR'	YEDDO HAWTHORN	LOW
RHA 'STD'	RHAPHIOLEPIS X 'MONTIC' 'STANDARD)	MALI BEAUTY INDIAN HAWTHORN	LOW
SAL 'B.B'	SALVIA X 'BEE'S BLISS'	BEE'S BLISS SAGE	LOW
SAL 'RED'	SALVIA GREGGII 'RED'	RED AUTUMN SAGE	LOW
SEN SER	SENECIO SERPENS	BLUE CHALKSTICKS	LOW
WES 'G.B'	WESTRINGEA FRUTICOSA 'GREY BOX'	GREY BOX WESTRINGEA	LOW
WES 'M.L'	WESTRINGIA FRUTICOSA 'MORNING LIGHT'	VARIEGATED COAST ROSEMARY	LOW
VINES			
ROS BAN	ROSA BANKSIAE	LADY BANKS ROSE	LOW
SHRUBS & GROUNDCOVERS - DRAINAGE SWALE & BIO-SWALE AREAS			
CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	LOW
CIS LAD	CISTUS LADANIFER	CRIMSON-SPOT ROCKROSE	LOW
MUH RIG	MUHLENBERGIA RIGENS	DEER GRASS	LOW
RHA 'E.C.'	RHAMNUS CALIFORNICA 'EVE CASE'	COFFEEBERRY	LOW
VER 'D.M'	VERBENA LILACINA 'DE LA MINA'	LILAC VERBENA DE LA MINA	LOW
	BACCHARIS PILULARIS 1 GALLON @ 60" O.C.	DWARF COYOTE BRUSH	LOW
GROUNDCOVERS			
	ARCTOSTAPHYLOS 'PACIFIC MIST' 1 GALLON @ 60" O.C.	PACIFIC MIST MANZANITA	LOW
	MYOPORUM PARVIFOLIUM 1 GALLON @ 60" O.C.	MYOPORUM	LOW

NOTE:
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THE CHIRI FAMILY
LIMITED PARTNERSHIP

SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Planting Plan

L9

ST JAMES DR

NOTE:
SEE SHEET L6 FOR SHRUB &
TREE PLANTING/STAKING DETAILS.

GRAPHIC SCALE
0 10 20 30
(IN FEET)
1 inch = 10 ft.

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SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Planting Plan

L10

SHRUBS & GROUNDCOVERS



LOMANDRA LONGIFOLIA 'LM300 BREEZE'
DWARF MAT RUSH



AGAVE ATTENUATA
FOX TAIL AGAVE



ANIGOZANTHOS RUFUS
RED KANGAROO PAW



ANIGOZANTHOS 'YELLOW GEM '
YELLOW KANGAROO PAW



BACCHARIS PILULARIS
DWARF COYOTE BRUSH



CISTUS LADANIFER
CRIMSON-SPOT ROCKROSE



CISTUS INCANUS SPP. CRETICUS (C. VILLOSUS)
PINK ROCKROSE



RHAMNUS CALIFORNICA 'EVE CASE'
COFFEEBERRY



RHAPHIOLEPIS X 'MONTIC' (STANDARD)
MAJESTIC BEAUTY INDIAN HAWTHORN



CORREA PULCHELLA 'IVORY BELLS'
AUSTRALIAN FUSCHIA



DODONAEA VISCOSA 'PURPUREA'
PURPLE HOPSEED BUSH



FESTUCA MAIREI
MAIRE'S FESCUE



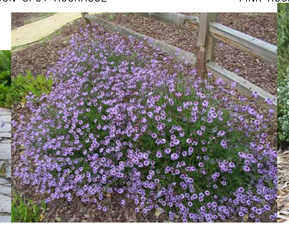
GREVILLEA 'NOELLII'
WOOLY GREVILLEA



LANTANA CAMARA 'RADIATION'
ORANGE-RED BUSH LANTANA



LAVANDULA A. 'MUNSTEAD'
MUNSTEAD LAVENDER



VERBENA LILACINA 'DE LA MINA'
LILIAC VERENA DE LA MINA



WESTRINGEA FRUTICOSA 'GREY BOX'
GREY BOX WESTRINGEA



WESTRINGIA FRUTICOSA MORNING LIGHT'
VARIEGATED COAST ROSEMARY



LEYMUS CONDENSATUS 'CANYON PRINCE'
CANYON PRINCE WILD RYE GRASS



CHONDROPETALUM TECTORUM
SMALL CAPE RUSH



LIMONIUM PEREZII
STATTICE



DIETES IRIDIODES
FORTNIGHT LILY



ARCTOSTAPHYLOS 'PACIFIC MIST'
PACIFIC MIST MANZANITA



MYOPORUM PARVIFOLIUM
MYOPORUM



LOMANDRA LONGIFOLIA 'ROMAI3'
'PLATINUM BEAUTY'
PLATINUM BEAUTY MAT RUSH



MUHLENBERGIA CAPILLARIS
HAIRY AWN MUHLY



MUHLENBERGIA DUBIA
PINE MUHLY



MUHLENBERGIA RIGENS
DEER GRASS



OLEA E. 'LITTLE OLLIE'
DWARF OLIVE



RHAPHIOLEPIS UMBELLATA 'MINOR'
YEDDO HAWTHORN



SALVIA X 'BEE'S BLISS'
BEE'S BLISS SAGE

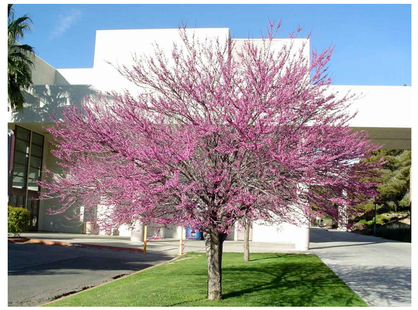


SALVIA GREGGII 'RED'
RED AUTUMN SAGE

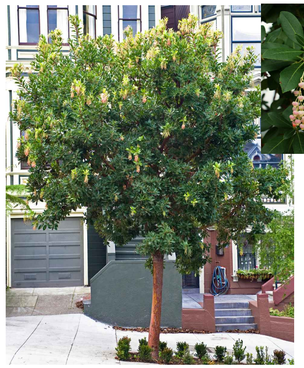


SENECIO SERPENS
BLUE CHALKSTICKS

TREES



CERCIS OCCIDENTALIS
WESTERN REDBUD



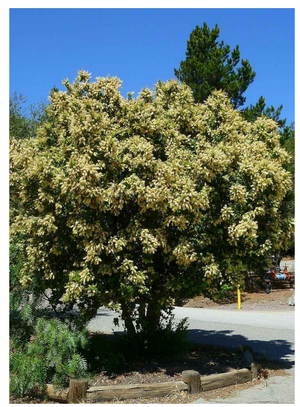
ARBUTUS 'MARINA'
MARINA MADRONE



ULMUS PARVIFOLIA
CHINESE ELM



QUERCUS AGRIFOLIA
COAST LIVE OAK



PRUNUS ILICIFOLIA
HOLLYLEAF CHERRY

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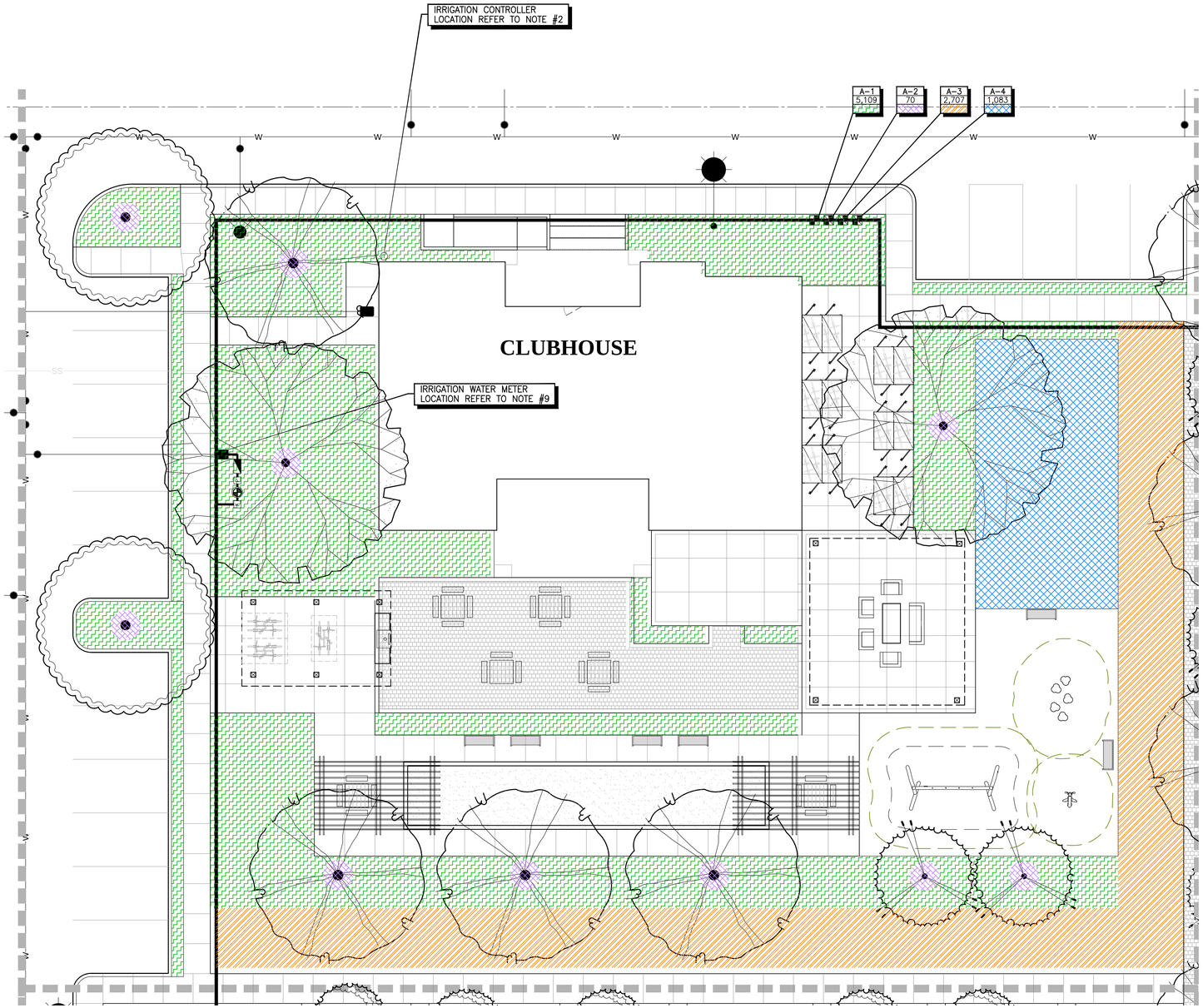
SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Plant Palette

L11



GRAPHIC SCALE

0 10 20 30

(IN FEET)
1 inch = 10 ft.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN:

Annika Carpenter

ANNIKA M. CARPENTER CALIF. LANDSCAPE ARCH. #3684

LANDSCAPE HYDROZONE LEGEND

C-7 / 1,616	HYDROZONE/CONTROLLER STATION NUMBER AREA OF COVERAGE (SF)
	TREE BUBBLER HATCH PATTERN OF AREA
	BIOSWALE HATCH PATTERN OF AREA
	DRIPLINE HATCH PATTERN OF AREA
	TURF SPRAY HATCH PATTERN OF AREA

IRRIGATION SYSTEM LEGEND

SYMBOL	DESCRIPTION	SPECIFICATION	NOZZLE GPM	OPERATING PSI
W	IRRIGATION WATER METER	-PER CIVIL ENGINEER		
C	ELECTRIC CONTROLLER	-HUNTER-A2C-2400-PED-SS - OR EQUIVALENT		
	BACKFLOW PREVENTOR	-ZURN-1" WILKINS 975XL W/ "Y" STRAINER - OR EQUAL		
P	PRESSURE REGULATOR	-ZURN-1" NR3XL PRESSURE REDUCING VALVE SINGLE UNION COPPER SWEAT X NPT CONNECTION LEAD FREE - OR EQUAL		
	MASTER VALVE	-HUNTER-IBV-101G-FS-AS-ADJ		
F	FLOW SENSOR	-CREATIVE SENSOR TECHNOLOGY FSI-T10-001		
R	WEATHER SENSOR	-HUNTER SOLAR-SYNC SENSOR OR EQUAL (INSTALL PER MANUF)		
	REMOTE CONTROL VALVES	-HUNTER-ICV-101G-FS		
	REMOTE CONTROL VALVES	-HUNTER-ICZ-101-40		
	BALL VALVE	-NIBCO-T-FP-600N OR EQUAL- MAINLINE SIZE		
	BUBBLER (2 PER TREE)	-HUNTER-PCB-50 OR EQUAL	.50	30
	EMITTER (SHRUB)	-PEPCO-OCTA-BUBBLER (2 GPH)	.27	30
	6" POP-UP TURF SPRAY HEADS	-HUNTER-PROS-06-PRS40-CV-MP1000-MAROON-90°	0.21	40
	6" POP-UP TURF SPRAY HEADS	-HUNTER-PROS-06-PRS40-CV-MP1000-MAROON-180°	0.42	40
	QUICK COUPLER	-HUNTER-HQ44-LRC OR EQUAL		
	1" IRRIGATION SUPPLYLINE	-1120/SCHEDULE 40 PVC PIPE -18" COVER		
	IRRIGATION SPRINKLERLINE	-1120/CLASS 200 PVC PIPE -12" COVER		
E	ELECTRICAL CONDUIT	-1120/SCHEDULE 80 PVC PIPE -24" COVER		
	SLEEVING	-1120/SCHEDULE 40 PVC PIPE -24" COVER		
STA GPM SIZE	CONTROLLER STATION NUMBER GALLONS PER MINUTE THROUGH VALVE CONTROL VALVE SIZE			

NOTE: EQUIVALENT SUBSTITUTIONS ACCEPTABLE

NOTE:
STATIC WATER PRESSURE, DYNAMIC OR OPERATING PRESSURE, AND FLOW READING OF THE WATER SUPPLY SHALL BE MEASURED AT THE POINT OF CONNECTION. THESE PRESSURE AND FLOW MEASUREMENTS SHALL BE CONDUCTED AT THE DESIGN STAGE. IF THE MEASUREMENTS ARE NOT AVAILABLE AT THE DESIGN STAGE, THE MEASUREMENTS SHALL BE CONDUCTED AT INSTALLATION.

NOTES:

1. IRRIGATION SYSTEMS ARE DESIGNED TO AVOID RUNOFF, LOW HEAD DRAINAGE, OVERSPRAY, AND OTHER SIMILAR CONDITIONS WHERE WATER FLOWS OUTSIDE OF LANDSCAPED AREAS.
2. IRRIGATION CONTROLLER SHALL BE CAPABLE OF PERCENT ADJUSTMENT, MULTIPLE PROGRAMMING, AND RAIN SENSOR.
3. SEPARATED VALVES AND CIRCUITS ARE DESIGNED BASED ON WATER USE AND SUN EXPOSURE.
4. BUBBLER IRRIGATION ARE DESIGNED FOR ALL TREES.
5. STATE-APPROVED BACK FLOW PREVENTION DEVICES SHALL BE INSTALLED ON ALL IRRIGATION SYSTEMS.
6. LANDSCAPING SYSTEMS SHALL BE INSTALLED PRIOR TO FINAL BUILDING PERMIT INSPECTION OR CERTIFICATION OF OCCUPANCY.
7. THE WATERING TIMES MUST BE AFTER 7:00PM AND BEFORE 9:00AM.
8. ALL PARTS OF THE IRRIGATION SYSTEM ARE DESIGNED TO MEET A MINIMUM EFFICIENCY OF 75% FOR OVERHEAD SPRAY DEVICES AND 81% FOR DRIP SYSTEMS.
9. SEPARATE LANDSCAPE WATER METERS SHALL BE INSTALLED FOR LANDSCAPE AREAS EXCEEDING 5,000 SQ FT.
10. IF THE WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES, THE INSTALLATION OF A PRESSURE REGULATING DEVICE IS REQUIRED TO ENSURE THAT THE DYNAMIC PRESSURE AT EACH EMISSION DEVICE IS WITHIN THE MANUFACTURER'S RECOMMENDED PRESSURE RANGE FOR OPTIMAL PERFORMANCE.
11. IF THE STATIC PRESSURE IS ABOVE OR BELOW THE REQUIRED DYNAMIC PRESSURE OF THE IRRIGATION SYSTEM, PRESSURE-REGULATING DEVICES SUCH AS INLINE PRESSURE REGULATORS, BOOSTER PUMPS, OR OTHER DEVICES SHALL BE INSTALLED TO MEET THE REQUIRED DYNAMIC PRESSURE OF THE IRRIGATION SYSTEM.
12. AREAS LESS THAN TEN FEET IN WIDTH IN ANY DIRECTION SHALL BE IRRIGATED WITH SUBSURFACE IRRIGATION OR OTHER MEANS THAT PRODUCES NO RUNOFF OR OVERSPRAY.
13. STATE APPROVED BACKFLOW PREVENTION DEVICES SHALL BE INSTALLED ON ALL IRRIGATION SYSTEMS.

WATER BUDGET CALCULATIONS:

ALL LANDSCAPE SQUARE FOOTAGE = 65,234 SF

ESTIMATED TOTAL WATER USE: 766,220 GAL/YR

ETWU (LOW WATER USE) = (49.5) X (0.62) X $\frac{(0.3 \times 64{,}151)}{0.81}$ = 729,183 GAL/YR

ETWU (HIGH WATER USE) = (49.5) X (0.62) X $\frac{(0.8 \times 1{,}083)}{0.75}$ = 35,453 GAL/YR

MAXIMUM APPLIED WATER ALLOWANCE: 1,080,051 GAL/YR

MAWA (TOTAL LANDSCAPED AREA) = (49.5) X (0.62) X (0.55 X 65,234) = 1,101,117 GAL/YR

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THE CHIRI FAMILY
LIMITED PARTNERSHIP

SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Outdoor Recreation Hydrozone

L12

IRRIGATION SYSTEM LEGEND

SYMBOL	DESCRIPTION	SPECIFICATION	NOZZLE GPM	OPERATING PSI
M	IRRIGATION WATER METER	–PER CIVIL ENGINEER		
C	ELECTRIC CONTROLLER	–HUNTER–A2C–2400–PED–SS – OR EQUIVALENT		
	BACKFLOW PREVENTOR	–ZURN–1" WILKINS 975XL W/ "Y" STRAINER – OR EQUAL		
P	PRESSURE REGULATOR	–ZURN–1" NR3XL PRESSURE REDUCING VALVE SINGLE UNION COPPER SWEAT X NPT CONNECTION LEAD FREE – OR EQUAL		
	MASTER VALVE	–HUNTER–IBV–101G–FS–AS–ADJ		
F	FLOW SENSOR	–CREATIVE SENSOR TECHNOLOGY FSI–T10–001		
S	WEATHER SENSOR	–HUNTER SOLAR–SYNC SENSOR OR EQUAL (INSTALL PER MANUF)		
	REMOTE CONTROL VALVES	–HUNTER–ICV–101G–FS		
	REMOTE CONTROL VALVES	–HUNTER–ICZ–101–40		
	BALL VALVE	–NIBCO–T–FP–600N OR EQUAL– MAINLINE SIZE		
	BUBBLER (2 PER TREE)	–HUNTER–PCB–50 OR EQUAL	.50	30
	EMITTER (SHRUB)	–PEPCO–OCTA–BUBBLER (2 GPH)	.27	30
	6" POP–UP TURF SPRAY HEADS	–HUNTER–PROS–06–PRS40–CV–MP1000–MAROON–90°	0.21	40
	6" POP–UP TURF SPRAY HEADS	–HUNTER–PROS–06–PRS40–CV–MP1000–MAROON–180°	0.42	40
	QUICK COUPLER	–HUNTER–HQ44–LRC OR EQUAL		
	1" IRRIGATION SUPPLYLINE	–1120/SCHEDULE 40 PVC PIPE –18" COVER		
	IRRIGATION SPRINKLERLINE	–1120/CLASS 200 PVC PIPE –12" COVER		
E	ELECTRICAL CONDUIT	–1120/SCHEDULE 80 PVC PIPE –24" COVER		
	SLEEVING	–1120/SCHEDULE 40 PVC PIPE –24" COVER		
STA / GPM / SIZE	CONTROLLER STATION NUMBER GALLONS PER MINUTE THROUGH VALVE CONTROL VALVE SIZE			

NOTE: EQUIVALENT SUBSTITUTIONS ACCEPTABLE

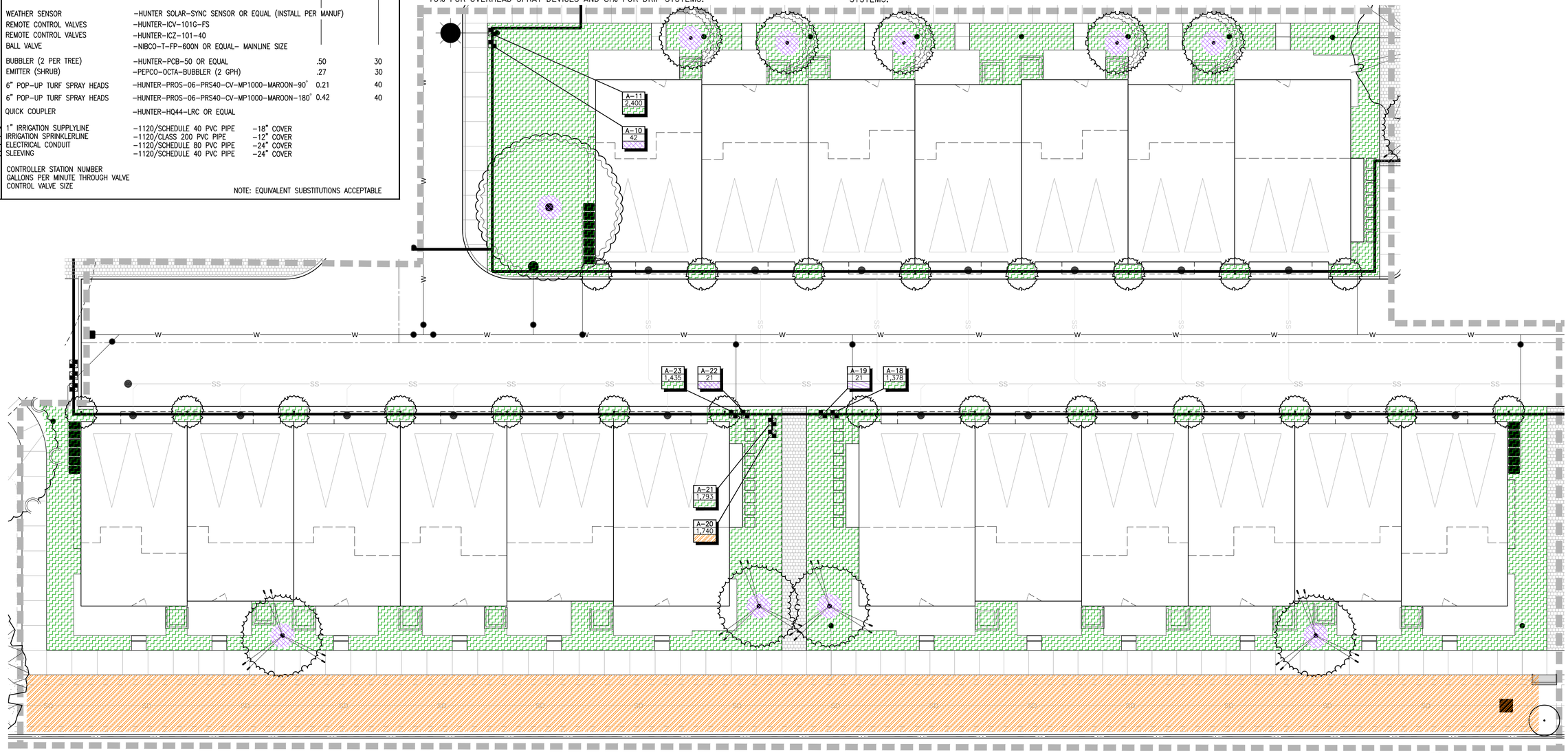
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13. STATE APPROVED BACKFLOW PREVENTION DEVICES SHALL BE INSTALLED ON ALL IRRIGATION SYSTEMS.

LANDSCAPE HYDROZONE LEGEND

C–7 / 1,616 — HYDROZONE/CONTROLLER STATION NUMBER
AREA OF COVERAGE (SF)
HATCH PATTERN OF AREA

NOTE:
SEE CONTROLLER LOCATION ON SHEET LI2.



I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN:

Annika Carpenter

ANNIKA M. CARPENTER — CALIF. LANDSCAPE ARCH. #3684

GRAPHIC SCALE
0 10 20 30
(IN FEET)
1 inch = 10 ft.

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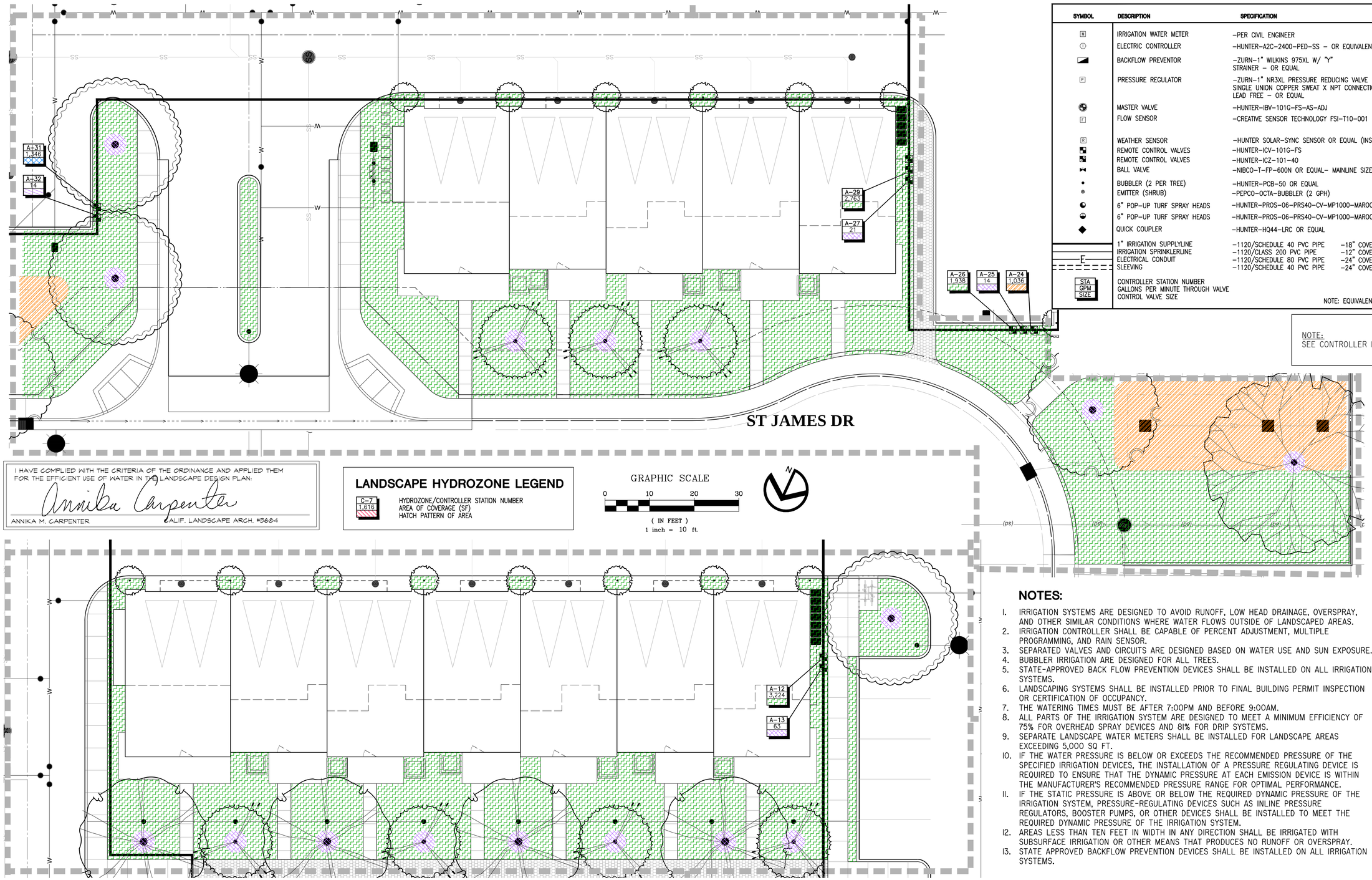
SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Hydrozone Plan

L13



IRRIGATION SYSTEM LEGEND

SYMBOL	DESCRIPTION	SPECIFICATION	NOZZLE GPM	OPERATING PSI
M	IRRIGATION WATER METER	-PER CIVIL ENGINEER		
C	ELECTRIC CONTROLLER	-HUNTER-A2C-2400-PED-SS - OR EQUIVALENT		
	BACKFLOW PREVENTOR	-ZURN-1" WILKINS 975XL W/ "Y" STRAINER - OR EQUAL		
P	PRESSURE REGULATOR	-ZURN-1" NR3XL PRESSURE REDUCING VALVE SINGLE UNION COPPER SWEAT X NPT CONNECTION LEAD FREE - OR EQUAL		
	MASTER VALVE	-HUNTER-IBV-101G-FS-AS-ADJ		
F	FLOW SENSOR	-CREATIVE SENSOR TECHNOLOGY FSI-T10-001		
R	WEATHER SENSOR	-HUNTER SOLAR-SYNC SENSOR OR EQUAL (INSTALL PER MANUF)		
	REMOTE CONTROL VALVES	-HUNTER-ICV-101G-FS		
	REMOTE CONTROL VALVES	-HUNTER-ICZ-101-40		
	BALL VALVE	-NIBCO-T-FP-600N OR EQUAL- MAINLINE SIZE		
	BUBBLER (2 PER TREE)	-HUNTER-PCB-50 OR EQUAL	.50	30
	EMITTER (SHRUB)	-PEPCO-OCTA-BUBBLER (2 GPH)	.27	30
	6" POP-UP TURF SPRAY HEADS	-HUNTER-PROS-06-PRS40-CV-MP1000-MAROON-90°	0.21	40
	6" POP-UP TURF SPRAY HEADS	-HUNTER-PROS-06-PRS40-CV-MP1000-MAROON-180°	0.42	40
	QUICK COUPLER	-HUNTER-HQ44-LRC OR EQUAL		
	1" IRRIGATION SUPPLYLINE	-1120/SCHEDULE 40 PVC PIPE -18" COVER		
	IRRIGATION SPRINKLERLINE	-1120/CLASS 200 PVC PIPE -12" COVER		
E	ELECTRICAL CONDUIT	-1120/SCHEDULE 80 PVC PIPE -24" COVER		
	SLEEVING	-1120/SCHEDULE 40 PVC PIPE -24" COVER		
STA GPM SIZE	CONTROLLER STATION NUMBER GALLONS PER MINUTE THROUGH VALVE CONTROL VALVE SIZE			

NOTE: EQUIVALENT SUBSTITUTIONS ACCEPTABLE

NOTE:
SEE CONTROLLER LOCATION ON SHEET LI2.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN:

Annika Carpenter

ANNIKA M. CARPENTER CALIF. LANDSCAPE ARCH. #5684

LANDSCAPE HYDROZONE LEGEND

C-7
1,616

HYDROZONE/CONTROLLER STATION NUMBER
AREA OF COVERAGE (SF)
HATCH PATTERN OF AREA

GRAPHIC SCALE

0 10 20 30

(IN FEET)
1 inch = 10 ft.

NOTES:

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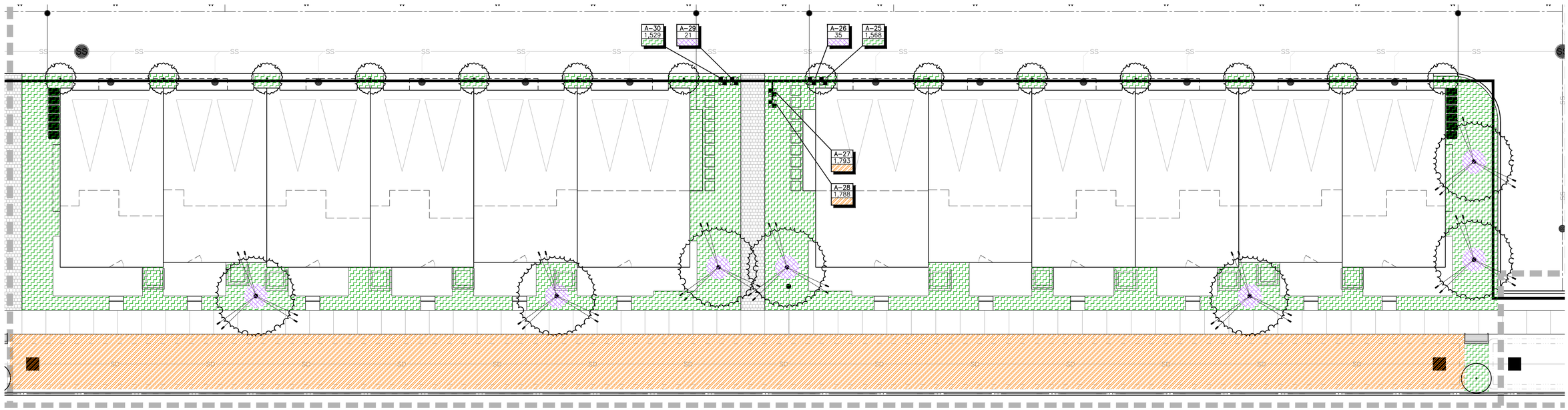
SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Hydrozone Plan

L14



IRRIGATION SYSTEM LEGEND

SYMBOL	DESCRIPTION	SPECIFICATION	NOZZLE GPM	OPERATING PSI
M	IRRIGATION WATER METER	-PER CIVIL ENGINEER		
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	BACKFLOW PREVENTOR	-ZURN-1" WILKINS 975XL W/ "Y" STRAINER - OR EQUAL		
P	PRESSURE REGULATOR	-ZURN-1" NR3XL PRESSURE REDUCING VALVE SINGLE UNION COPPER SWEAT X NPT CONNECTION LEAD FREE - OR EQUAL		
	MASTER VALVE	-HUNTER-IBV-101G-FS-AS-ADJ		
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	BUBBLER (2 PER TREE)	-HUNTER-PCB-50 OR EQUAL	.50	30
	EMITTER (SHRUB)	-PEPCO-OCTA-BUBBLER (2 GPH)	.27	30
	6" POP-UP TURF SPRAY HEADS	-HUNTER-PROS-06-PRS40-CV-MP1000-MAROON-90°	0.21	40
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STA GPM SIZE	CONTROLLER STATION NUMBER GALLONS PER MINUTE THROUGH VALVE CONTROL VALVE SIZE			

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GRAPHIC SCALE

0 10 20 30

(IN FEET)
1 inch = 10 ft.

LANDSCAPE HYDROZONE LEGEND

C-7
1,616

HYDROZONE/CONTROLLER STATION NUMBER
AREA OF COVERAGE (SF)
HATCH PATTERN OF AREA

NOTE:
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SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Hydrozone Plan

L15

IRRIGATION SYSTEM LEGEND

SYMBOL	DESCRIPTION	SPECIFICATION	NOZZLE GPM	OPERATING PSI
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	EMITTER (SHRUB)	-PEPCO-OCTA-BUBBLER (2 GPH)	.27	30
	6" POP-UP TURF SPRAY HEADS	-HUNTER-PROS-06-PRS40-CV-MP1000-MAROON-90°	0.21	40
	6" POP-UP TURF SPRAY HEADS	-HUNTER-PROS-06-PRS40-CV-MP1000-MAROON-180°	0.42	40
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STA GPM SIZE	CONTROLLER STATION NUMBER GALLONS PER MINUTE THROUGH VALVE CONTROL VALVE SIZE			

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LANDSCAPE HYDROZONE LEGEND

C-7
1,616

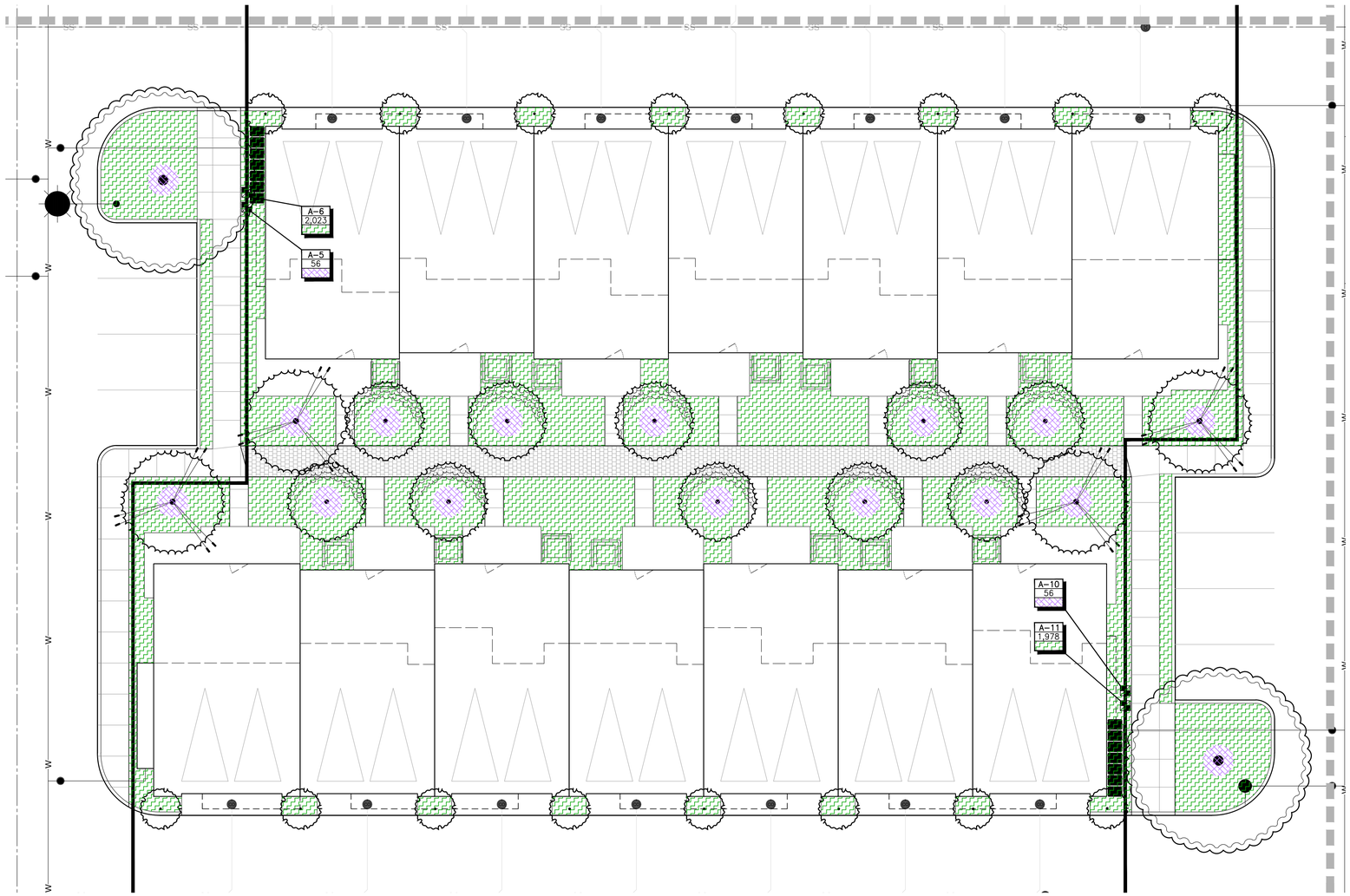
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AREA OF COVERAGE (SF)
HATCH PATTERN OF AREA

NOTE:
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Annika Carpenter

ANNIKA M. CARPENTER CALIF. LANDSCAPE ARCH. #3684



GRAPHIC SCALE
0 10 20 30
(IN FEET)
1 inch = 10 ft.

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LIMITED PARTNERSHIP

SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Hydrozone Plan

L16

IRRIGATION SYSTEM LEGEND

SYMBOL	DESCRIPTION	SPECIFICATION	NOZZLE GPM	OPERATING PSI
M	IRRIGATION WATER METER	-PER CIVIL ENGINEER		
C	ELECTRIC CONTROLLER	-HUNTER-A2C-2400-PED-SS - OR EQUIVALENT		
	BACKFLOW PREVENTOR	-ZURN-1" WILKINS 975XL W/ "Y" STRAINER - OR EQUAL		
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STA / GPM / SIZE	CONTROLLER STATION NUMBER GALLONS PER MINUTE THROUGH VALVE CONTROL VALVE SIZE			

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LANDSCAPE HYDROZONE LEGEND

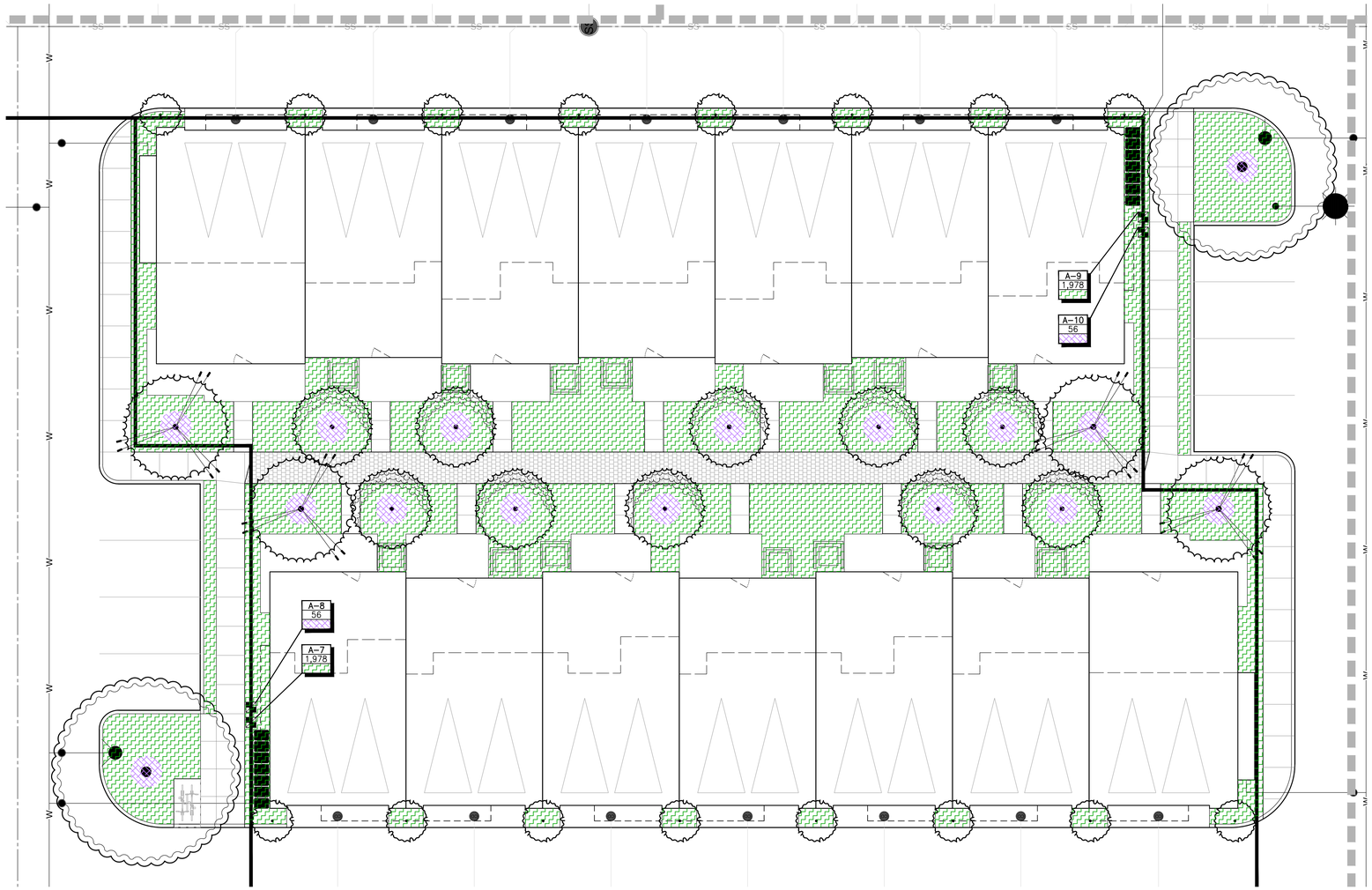
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L17

IRRIGATION SYSTEM LEGEND

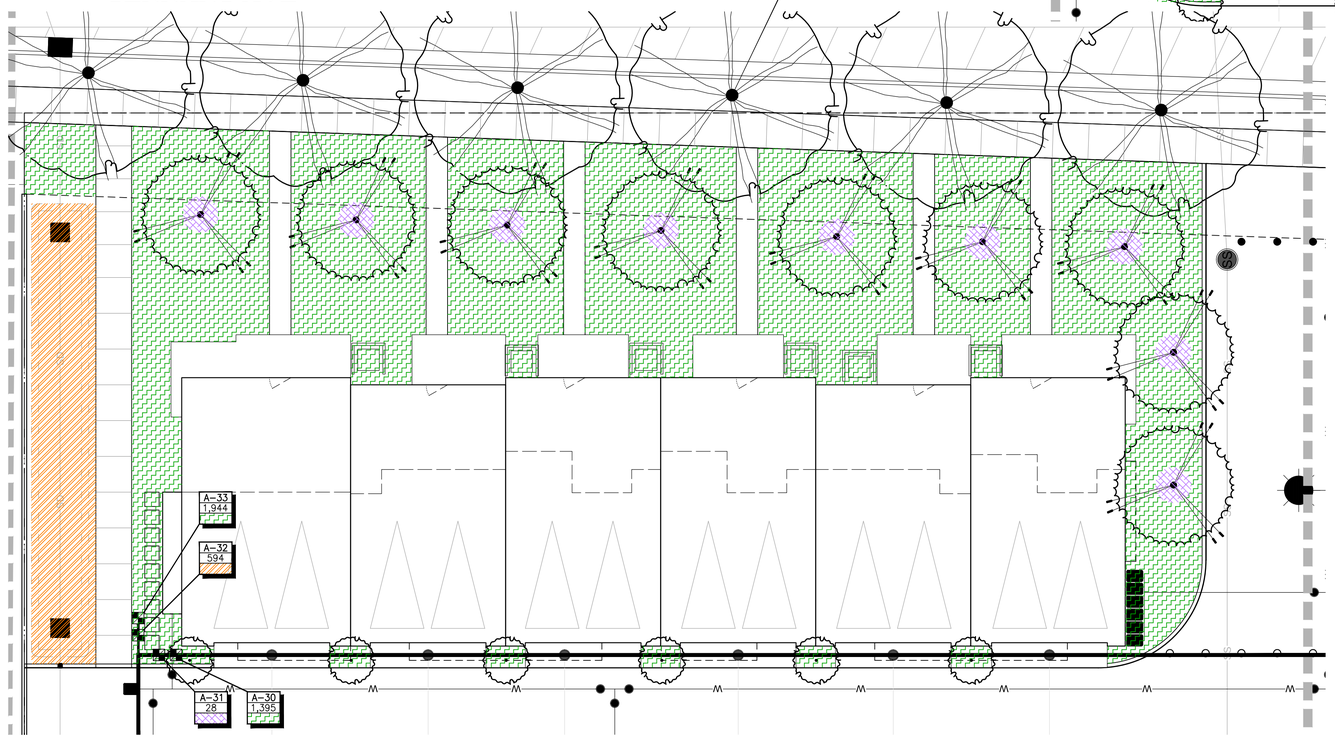
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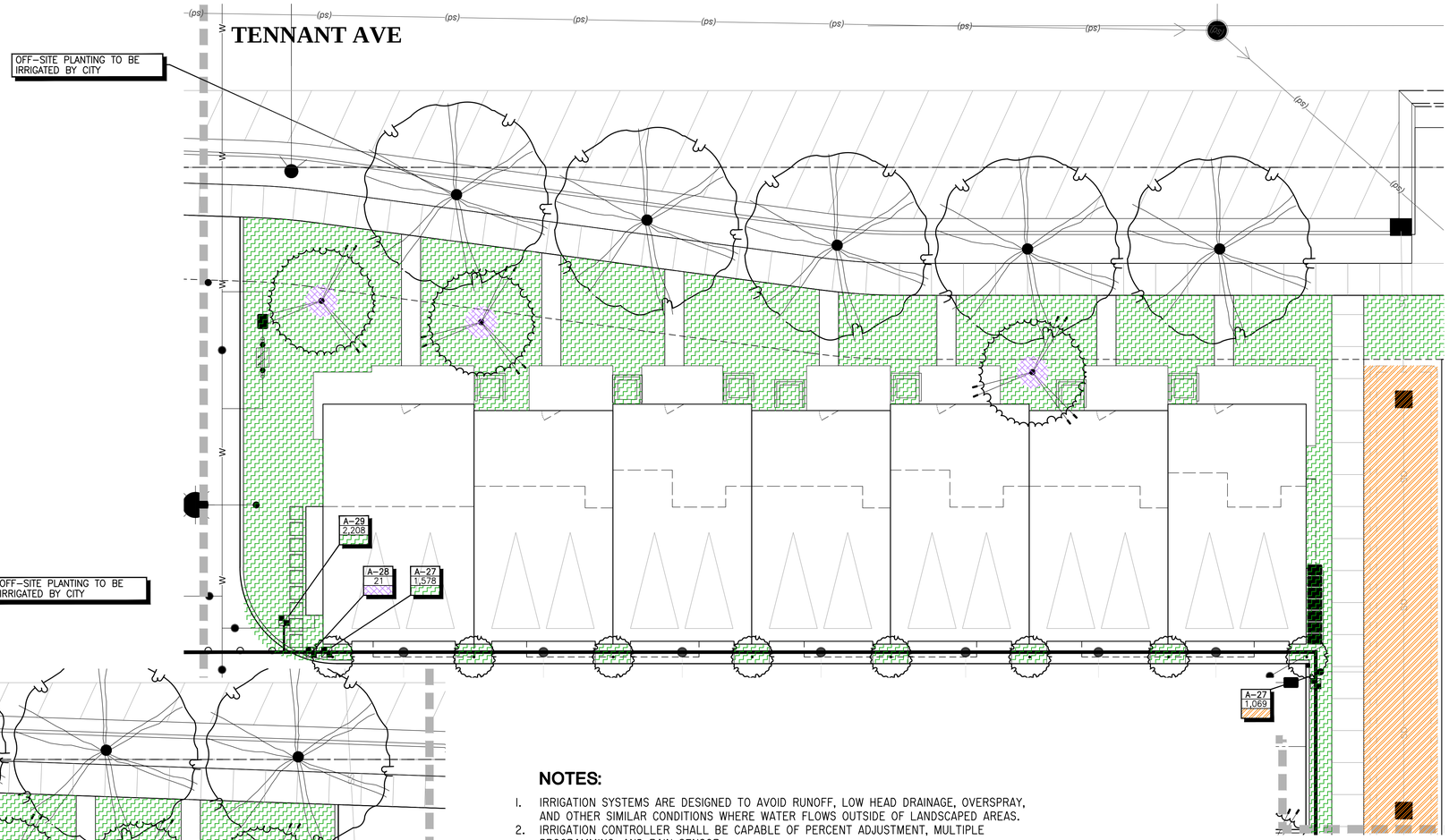
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8. ALL PARTS OF THE IRRIGATION SYSTEM ARE DESIGNED TO MEET A MINIMUM EFFICIENCY OF 75% FOR OVERHEAD SPRAY DEVICES AND 81% FOR DRIP SYSTEMS.
9. SEPARATE LANDSCAPE WATER METERS SHALL BE INSTALLED FOR LANDSCAPE AREAS EXCEEDING 5,000 SQ FT.
10. IF THE WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES, THE INSTALLATION OF A PRESSURE REGULATING DEVICE IS REQUIRED TO ENSURE THAT THE DYNAMIC PRESSURE AT EACH EMISSION DEVICE IS WITHIN THE MANUFACTURER'S RECOMMENDED PRESSURE RANGE FOR OPTIMAL PERFORMANCE.
11. IF THE STATIC PRESSURE IS ABOVE OR BELOW THE REQUIRED DYNAMIC PRESSURE OF THE IRRIGATION SYSTEM, PRESSURE–REGULATING DEVICES SUCH AS INLINE PRESSURE REGULATORS, BOOSTER PUMPS, OR OTHER DEVICES SHALL BE INSTALLED TO MEET THE REQUIRED DYNAMIC PRESSURE OF THE IRRIGATION SYSTEM.
12. AREAS LESS THAN TEN FEET IN WIDTH IN ANY DIRECTION SHALL BE IRRIGATED WITH SUBSURFACE IRRIGATION OR OTHER MEANS THAT PRODUCES NO RUNOFF OR OVERSPRAY.
13. STATE APPROVED BACKFLOW PREVENTION DEVICES SHALL BE INSTALLED ON ALL IRRIGATION SYSTEMS.

LANDSCAPE HYDROZONE LEGEND

C–7 / 1,616 — HYDROZONE/CONTROLLER STATION NUMBER
AREA OF COVERAGE (SF)
HATCH PATTERN OF AREA

NOTE:
SEE CONTROLLER LOCATION ON SHEET LI2.

GRAPHIC SCALE
0 10 20 30
(IN FEET)
1 inch = 10 ft.

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LAND PLANNING
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THE CHIRI FAMILY
LIMITED PARTNERSHIP

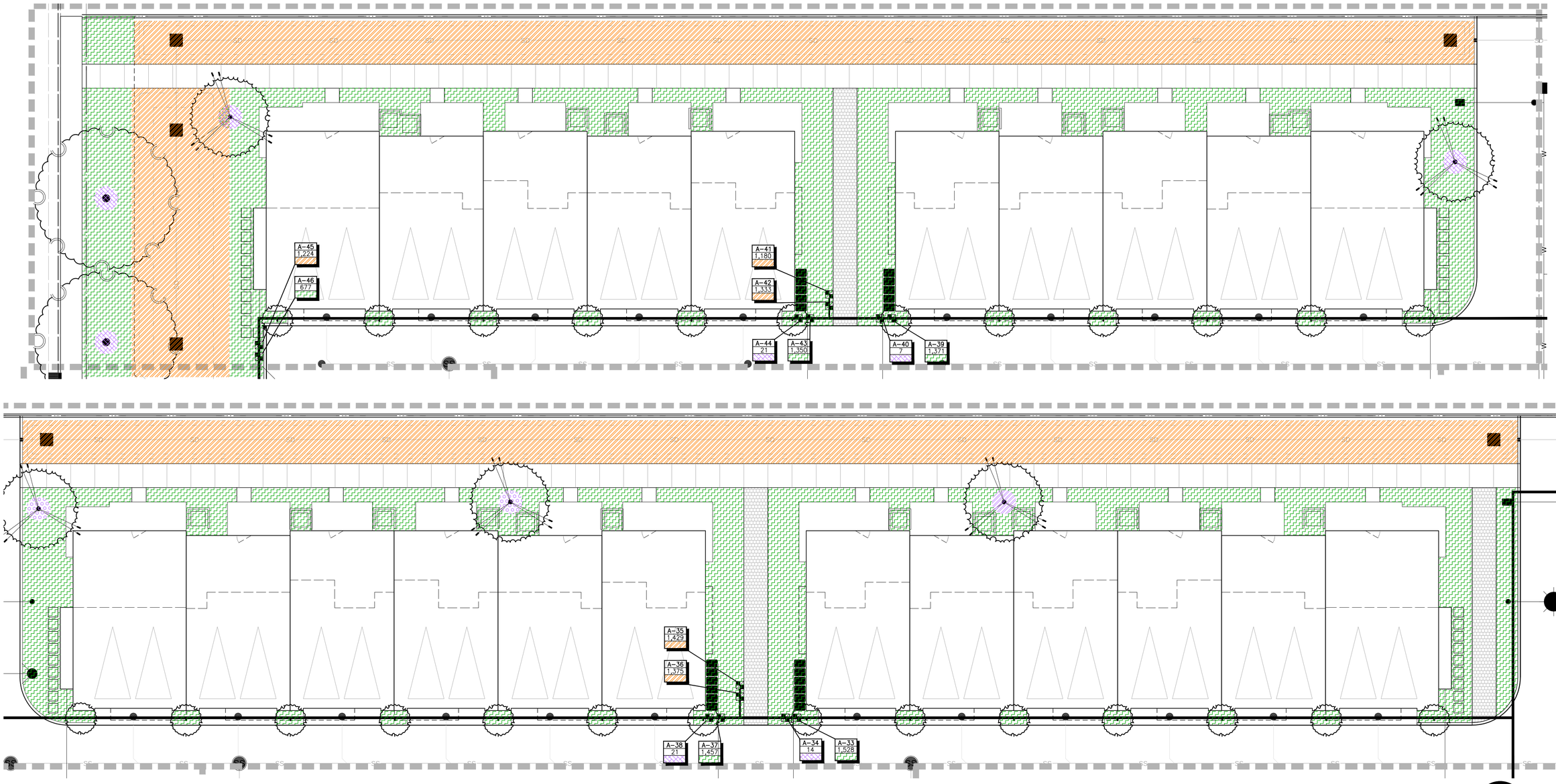
SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Hydrozone Plan

L18



I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN:

Annika Carpenter

ANNIKA M. CARPENTER CALIF. LANDSCAPE ARCH. #3684

LANDSCAPE HYDROZONE LEGEND

C-7
1,616

HYDROZONE/CONTROLLER STATION NUMBER
AREA OF COVERAGE (SF)
HATCH PATTERN OF AREA

NOTE:
REFER TO SHEETS L12-L18 FOR IRRIGATION SYSTEM LEGEND, NOTES, AND HYDROZONE LEGEND

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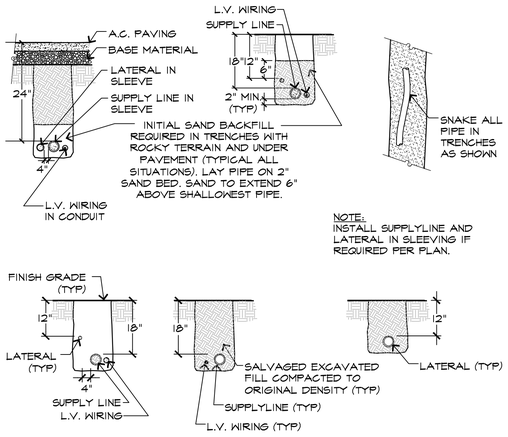
SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Hydrozone Plan

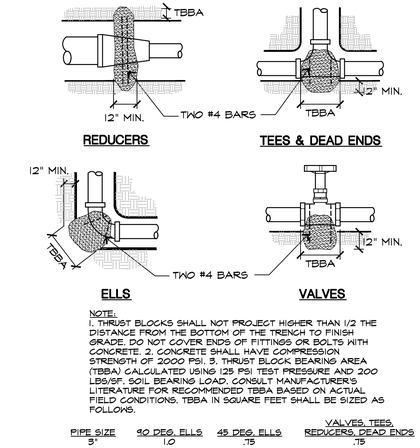
L19



A TRENCHING DETAILS

SCALE: 1/2" = 1'-0"

024 -



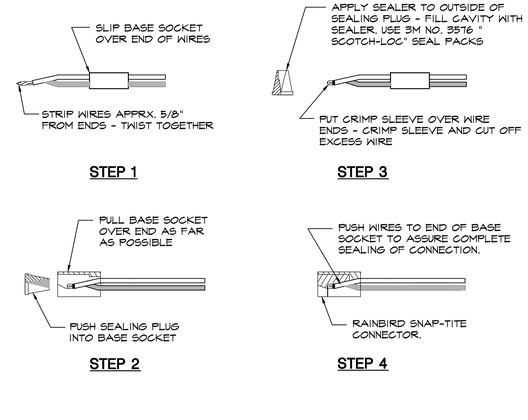
NOTE:
1. THRUST BLOCKS SHALL NOT PROJECT HIGHER THAN 1/2 THE DISTANCE FROM THE BOTTOM OF THE TRENCH TO FINISH GRADE. DO NOT COVER ENDS OF FITTINGS OR BOLTS WITH CONCRETE. 2. CONCRETE SHALL HAVE COMPRESSION STRENGTH OF 2000 PSI. 3. THRUST BLOCK BEARING AREA (TBBA) CALCULATED USING 125 PSI TEST PRESSURE AND 200 LBS/SF. SOIL BEARING LOAD. CONSULT MANUFACTURER'S LITERATURE FOR RECOMMENDED TBBA BASED ON ACTUAL FIELD CONDITIONS. TBBA IN SQUARE FEET SHALL BE SIZED AS FOLLOWS.

PIPE SIZE	90 DEG. ELLS	45 DEG. ELLS	VALVES, TEES, REDUCERS, DEAD ENDS
3"	1.0	.75	.75

B THRUST BLOCKING

SCALE: Not To Scale

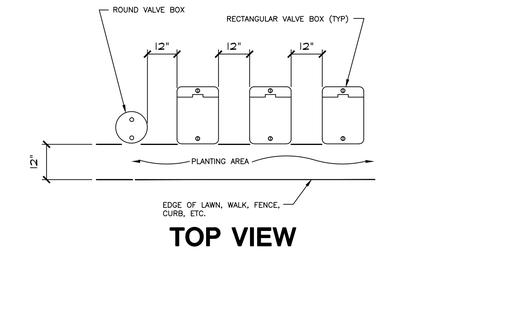
016 - ThrustBlock



C WIRE CONNECTION

SCALE: 3/4" = 1'-0"

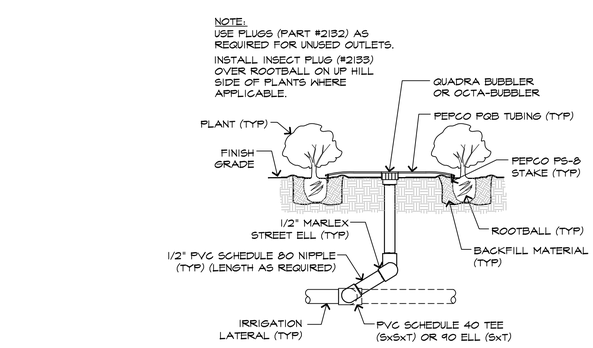
016 -



D VALVE BOX INSTALATION DETAIL

SCALE: NTS

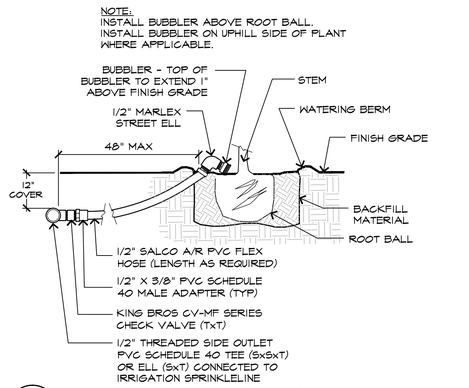
016 -



E OCTA-BUBBLER OR QUADRA-BUBBLER INSTALLATION

SCALE: 1/2" = 1'-0"

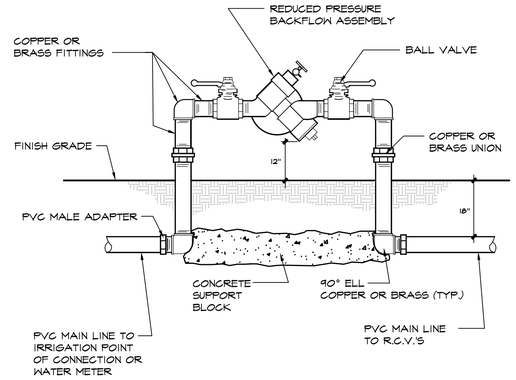
024 -



F BUBBLER INSTALLATION FOR TREES IN GC/BARK AREAS

SCALE: Not To Scale

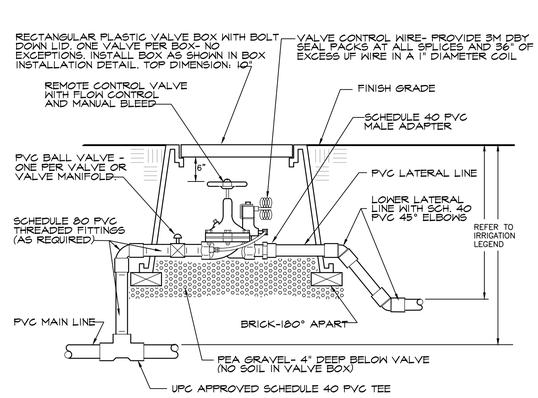
024 - Budtrees



G BACKFLOW ASSEMBLY VALVE INSTALLATION

SCALE: 1/2" = 1'-0"

024 -



H MASTER CONTROL VALVE INSTALLATION

SCALE: 1/2" = 1'-0"

024 -

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THE CHIRI FAMILY
LIMITED PARTNERSHIP

SEPTEMBER 5, 2025

TENNANT AVENUE

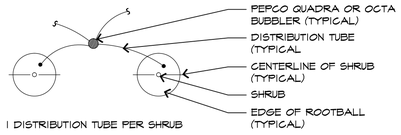
Morgan Hill, California

Preliminary Landscape Irrigation Details

L20

NOTES:
1. MAXIMUM LENGTH OF DISTRIBUTION TUBE FROM EMITTER BODY TO OUTLET LOCAITON SHALL NOT EXCEED TEN (10) FEET

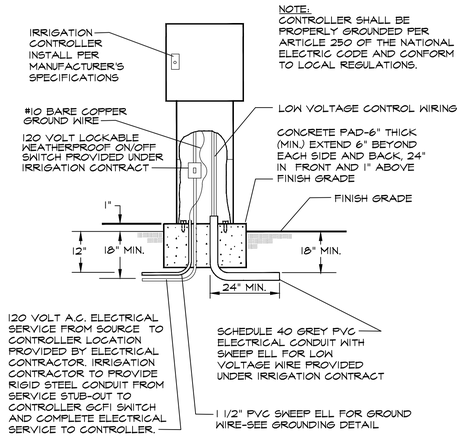
2. EMITTER OUTLETS SHALL BE AS FOLLOWS:
(1) 2-GPH EMITTER PER 1 GAL. LOW WATER USE SHRUB
(1) 2-GPH EMITTER PER 1 GAL. MEDIUM WATER USE SHRUB
(1) 2-GPH EMITTER PER 5 GAL. LOW WATER USE SHRUB
(1) 2-GPH EMITTER PER 5 GAL. MEDIUM WATER USE SHRUB



A EMITTER TUBE PLACEMENT

SCALE: 3/4" = 1'-0"

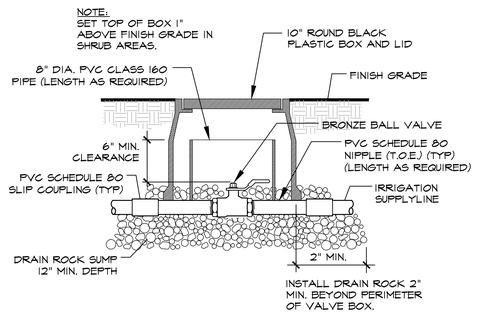
06 -



B PEDESTAL MOUNT CONTROLLER INSTALLATION

SCALE: 1/2" = 1'-0"

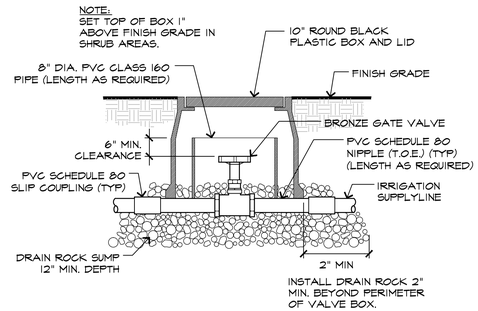
024 -



C BALL VALVE

SCALE: NOT TO SCALE

016 - BallValve_16



D GATE VALVE INSTALLATION DETAIL

SCALE: 3/4" = 1'-0"

016 -

E BACKFLOW ENCLOSURE

SCALE: 3/4" = 1'-0"

06 -

F 6" POP-UP SPRAY HEAD RISER ASSEMBLY DETAIL

SCALE: 3/4" = 1'-0"

06 -

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THE CHIRI FAMILY
LIMITED PARTNERSHIP

SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Landscape Irrigation Details

L21

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number
	13	GWYS-2M 100W	SINGLE	1.000	8875	50	GWYS-A-10L-40K7-2M-UL-GY-Q7
	5	GWYS-2M 150W	SINGLE	1.000	8875	50	GWYS-A-17L-40K7-2M-UL-GY-Q5

Calculation Summary (Footcandles calculated using LMF: 1.00)

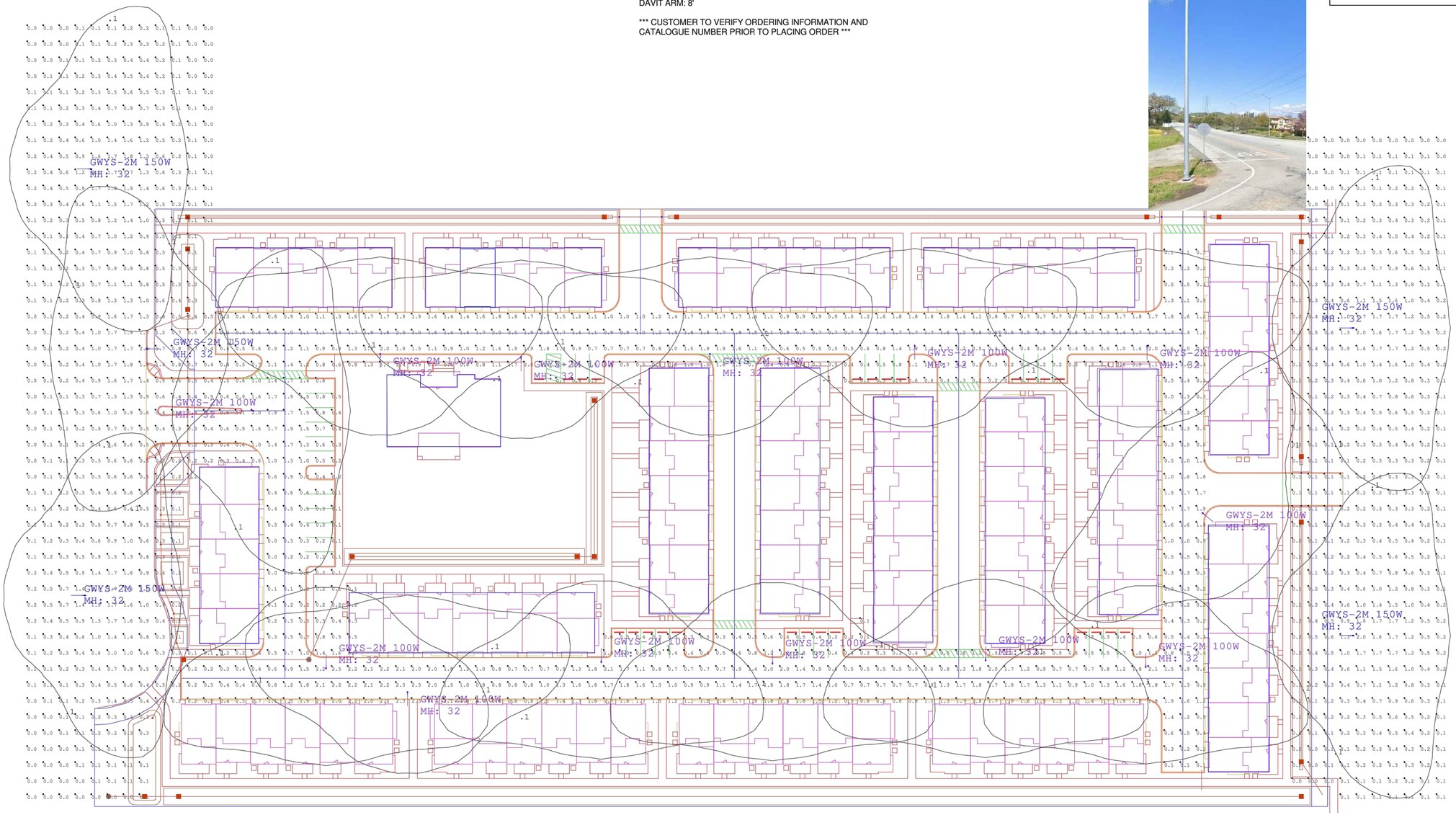
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
ROADWAY	Fc	0.66	2.5	0.0		

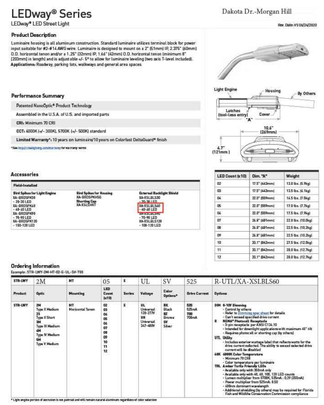
MOUNTING HEIGHT: 32'
DAVIT ARM: 8'

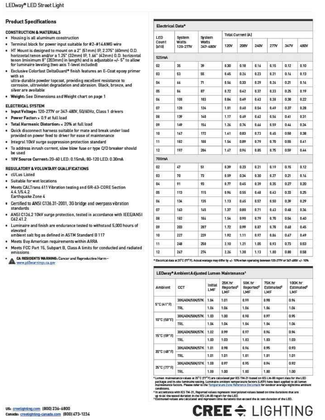
*** CUSTOMER TO VERIFY ORDERING INFORMATION AND CATALOGUE NUMBER PRIOR TO PLACING ORDER ***



NOTE:
LIGHTS SHALL USE CUT-OFF SHIELDS AND BE DOWNWARD DIRECTED.







CREE LIGHTING

9201 Washington Ave, Racine, WI 53406 - (800) 236-6800
https://www.creelighting.com - Email: applications@creelighting.com

Illumination results shown on this lighting design are based on project parameters provided to Cree Lighting used inconjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting,or energy code.

Project Name: Morgan Hill - Tennant Ave

CASE #: 00625134 | Footcandles calculated at grade | Filename: 241010MH1LSR2.AGI

Layout By:
Linda Schaller

Date:4/28/2025

Scale 1" = 30'
0 60 120

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THE CHIRI FAMILY
LIMITED PARTNERSHIP

SEPTEMBER 3, 2025

TENNANT AVENUE

Morgan Hill, California

Preliminary Photometrics

L22

Landscaping Plan Review from Environmental Service Division of the City of Morgan Hill

***ALL Landscape Plans with a Design Review are subject to comply with 2 ordinances** : MHMC 18.64 and 18.148*

Below is a Checklist to help guide plans to compliance.

Every line on this list must be met/addressed in order for a project to be approved.

MST2022-0001 through MST2022-0003

18.64.040 - Landscape Plan Required					
Requirement		Check (X or	Page	ESD Comments	LA Comments
A.	Does the landscape plan include ALL of the following:	X	L1		
1	- Site boundaries	X	L1		
2	- Existing conditions on the property	X	L1		
3	- Structures immediately adjacent to the property	X	L1		
4	- New proposed structures/improvements in the development project	X	L1, L2		
5	- Existing landscaping, trees, and vegetation including; Plant: location, species, and size Tree: diameter	X	L1		
6	- New proposed landscaping in the development project including; Plant: location, species, size	X	L3-L10		
7	- Irrigation plan including; Location, type, and size of all components	X	L12-L21		
8	- Proposed grading	X	3		See civil's 'Preliminary Grading Plan'

18.64.060 – General Landscape Requirement					
Requirement		Check	Page	ESD Comments	LA Comments
A.	General Standards:				
1	Do all the plants and trees need low/very low water defined by WUCOLS?	X	L3-L10		
2	Are turf areas flat?	X	L2, L3		Turf areas shown on current plans are conceptual only, precise designs of turf areas shall be submitted for review
	Are all turf area exclusively for active recreation? *If it does, must be approved by planning commission and can only be for functional recreation space.	X	L2, L3		All turf areas shown are designed for private community recreation only
3	Does the turf not exceed 25% of the landscaped area?	X	L3		See turf label specification in notes section on sheet L3
4	Are the plants grouped into separate color coded hydrozones with plants of the same watering requirements?	X	L12-L19		
5	Any there any decorative water features? *If so, they must be approved by planning commission and have recirculating water systems.				No decorative water features are being proposed
6	Is it notated and established that the watering times must be after 7:00pm and before 9:00am?	X	L12-L18		See ' Notes' #7
7	Do the plant species not interfere with pedestrian, bicycle, or vehicular circulation AND overhead lights/utility lines? *(Considering the planting location and plant maturity size)*	X	L3-L10		
B.	Irrigation and Water Efficiency:				
1	Do all parts of the irrigation system meet a minimum efficiency of 75%?		L12-L18		See ' Notes' #8
2	Are there separate landscape water meters for landscape areas exceeding 5,000 sq ft?	X	L12		See ' Notes' #9
3	Are irrigation controllers capable of ALL of the following: - percent adjustment, - multiple programming, and - rain sensors	X	L12-L18		Refer to irrigation legend
4	Is drip or bubbler irrigation used in ALL non-turf areas?	X	L12-L18		Refer to irrigation legend
5	If there is any overhead spray irrigation for turf areas, does it have a precipitation rate less than ¾ of an inch per hour?	X	L12-L18		Refer to irrigation legend, per manufacturer 0.4 in/hr precipitation rate
6	Are there separated valves and circuits based on water use and sun exposure?	X	L12-L18		See 'Hydrozones' hatching
7	Are there separated valves for turf, non-turf, and berm areas?	X	L12-L18		See 'Notes' #3
8	Are all sprinkler heads and emitters selected for proper area coverage, application rate, operation pressure, adjustment capability, and ease of maintenance?	X	L12-L18		Refer to irrigation legend
9	Are there rain-sensing override devices for all irrigation systems?	X	L12-L18		See 'Notes' #2
10	Are all trees irrigated by drip or bubbler irrigation?	X	L12-L18		See 'Notes' #4
11	Are State approved backflow prevention devices installed on all irrigation systems?	X	L12-L18		See 'Notes' #13

18.148.060 – Landscape Project Application and Package					
Requirement		Check	Page	ESD Comments	LA Comments
A.	Planting Restrictions. **In addition to all of the requirements above, choose one** of the two paths described below and relay which path you have choosen in the LA Comment section to the right.				
1	Planting restrictions: a) the landscape area may include no turf or high-water using plants; and b) at least 80% of the plants in landscape areas shall be native plants, low-water using plants, or no water using plants	X	L3-L10		See 'Planting Plan'
	OR				
2	Water budget calculation option *(section 18.148.080)*				
B.	Does the landscape project application include ALL of the following?				
1	Project information: please provide on the L0 Cover Sheet.	X	L1		
a.	- date	X	L1		
b.	- project applicant	X	L1		
c.	- project address/parcel or lot numbers	X	L1		
d.	- type (new, rehabilitated, public, private, cemetery, homeowner-installed)	X	L1		
e.	- total landscape area	X	L1		
f.	- water supply type (potable, recycled, well) and local retail water seller	X	L1		
g.	- checklist of all documents in landscape documentation package	X	L1		
h.	- contact information for the project applicant and property owner	X	L1		
i.	- applicant signature/date with the statement "I agree to comply with the requirements of the water efficient landscape ordinance and submit a complete landscape documentation package."	X	L1		
j.	- applicant signature/date with the statement "After installation of landscaping on property, I agree to have an irrigation audit, landscape audit, irrigation schedule, and maintenance schedule conducted by a Certified Irrigation Auditor and submit it to the City for final project sign off"	N/A			Deferred in construction documents phase
2	Soil management report/survey *(see requirements below)*				
3	Landscape design plans *(see requirements below)*	X	L3-L10		
4	Irrigation system design plans *(see requirements below)*	X	L12-L18		
5	Landscape audit report *(see requirements below)*	N/A			Deferred in construction documents phase
6	Grading design plan or survey *(see requirements below)*	X	3		See civil's 'Preliminary Grading Plan'

18.148.070 – Soil Management Report					
Requirement		Check	Page	ESD Comments	LA Comments
A.	Indicate if the project has chosen to submit: a) a soil management report, *OR* b) a soil management survey (Appendix E)				a) a soil report
1	Have soil samples been sent to a lab?	X			Yes
2	Does the soil analysis include the following?	X			Deffered
a.	- soil texture	X			deferred
b.	- infiltration rate	X			deferred
c.	- pH	X			deferred
d.	- total soluble salts	X			deferred
e.	- sodium	X			deferred
f.	- % organic matter	X			deferred
g.	- lab recommendations	X			deferred
3	Indicate if this project is planning to conduct mass grading. **Choose one option from below, and indicate your choice in the LA Comments.**				Yes
a.	Mass grading is NOT planned, therefore a soil analysis report shall be submitted as part of the landscape documentation package.	X			
b.	Mass grading is planned, therefore a soil analysis report can be submitted as part of certificate of completion.	X		Soils report to be completed at time of rough grading	

18.148.090 – Landscape Design Plans					
Requirement		Check	Page	ESD Comments	LA Comments
A.	Plant Material - Water Efficiency				
1	One or more of the following must be applied for water efficiency. **Select all that apply below** and relay which path you have chosen in the LA Comment section to the right.				
a.	- protection and preservation of native species and natural vegetation				
b.	- selection of water-conserving plant, tree and turf species, especially local native plants	X	L1,L3-L10		See 'Preliminary Tree Legend' & 'Proposed Preliminary Plant Legend'
c.	- selection of plants based on local climate suitability, disease and pest resistance	X	L1,L3-L10		See 'Proposed Preliminary Plant Legend'
d.	- selection of trees based on applicable local tree ordinances or tree shading guidelines, and size at maturity as appropriate for the planting area	X	L1,L3-L10		See 'Preliminary Tree Legend'
e.	- selection of plants from local and regional landscape program plant lists	X	L1,L3-L10		
f.	- selection of plants from local fuel modification plan guidelines.				
2	One or more of the following must be applied for water efficiency. **Select all that apply below** and relay which path you have chosen in the LA Comment section to the right.				
a.	- The Sunset Western Climate Zone System	X			
b.	- Consideration of plant-specific attributes (ie. Mature plant size)	X			
c.	- Consideration of the solar orientation of plant placement	X	L3-L10		see shrub layout
3	Is there a defensible space around the structure where there are no fire-prone plant materials and highly flammable mulches?	N/A			
4	Are there any plants used that are on the CA Invasive Plant List?	N/A			No invasive plants are proposed
B.	Water Features				
1	Are all water features solely using recirulating water? *must be approved by the Planning Commission.	N/A			
2	Is the surface area of all water features included in the high water use Hydrozone Area of the Water Budget Calculation?	N/A			
3	Do all pools and spas have a cover?	N/A			
C.	Soil Preparation, mulch and amendments. State the following in the exact language below:				
1	- Prior to the planting of any materials, compacted soils shall be transformed to a friable condition. On engineered slopes, only amended planting holes need meet this requirement.	X	L7		See 'Note'
2	- Soil amendments shall be incorporated according to recommendations of the soil report and what is appropriate for the plants selected (see Section 18.148.070).	X	L7		See 'Planting Notes' #4
3	- For landscape installations, compost at a rate of a minimum of four cubic yards per one thousand square feet of permeable area shall be incorporated to a depth of six inches into the soil. Soils with greater than six percent organic matter in the top six inches of soil are exempt from adding compost and tilling.	X	L7		See 'Planting Notes' #4
4	- A minimum three-inch layer of mulch shall be applied on all exposed soil surfaces of planting areas except in turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated. To provide habitat for beneficial insects and other wildlife, up to five percent of the landscape area may be left without mulch. Designated insect habitat must be included in the landscape design plan as such.	X	L7		See 'Planting Notes' #8
5	- Stabilizing mulching products shall be used on slopes that meet current engineering standards.	X	L7		See 'Planting Notes' #13
6	- The mulching portion of the seed/mulch slurry in hydro-seeded applications shall meet the mulching requirement.	X	L7		See 'Planting Notes' #13
7	- Organic mulch materials made from recycled or post-consumer shall take precedence over inorganic materials or virgin forest products unless the recycled post-consumer organic products are not locally available. Organic mulches are not required where prohibited by local fuel modification plan guidelines or other applicable local ordinances. *(The use of bark mulch, gorilla mulch, shredded cedar are strongly discouraged and should not be used in any project.)*	X	L7		See 'Planting Notes' #8
D.	Does the landscape design plan do ALL of the following? *(All of these items must be true in order to be approved)*	X			
1	- Delineate and label hydrozones by number/letter.	X	L12-L18		
2	- Identify recreational areas	N/A			
3	- Identify areas permanently and solely dedicated to edible plants	N/A			
4	- Identify areas irrigated with recycled water	N/A			
5	- Identify type of mulch and application depth	X	L7		See 'Planting Notes' #8
6	- Identify soil amendments, type, and quantity	X	L7		See 'Planting Notes' #4
7	- Identify type and surface area of water features	N/A			
8	- Identify hardscapes (pervious and non-pervious)	X	L1, L2		See 'Hardscape Data'
9	- Identify location, installation details, and 24hr retention capacity of any applicable stormwater best management practices that encourage on-site retention and infiltration of stormwater.	X	5 & 6		See civil's 'Preliminary Utility Plan' & 'Preliminary Stormwater control Plan'
10	- Identify any applicable rain harvesting technologies and their 24hr retention or infiltration capacity	N/A			
11	- Identify any applicable graywater discharge piping, system components and area(s) of distribution	N/A			
12	- Include the signature of a licensed landscape architect, licensed landscape contractor, or any other person authorized to design a landscape with the following statement "I have complied with the criteria of the ordinance and applied them for the efficient use of water in the landscape design plan"	X	L1		

18.148.100 – Irrigation System Design Plans					
Requirement		Check	Page	ESD Comments	LA Comments
A.	Landscape Irrigation System:				
1	Landscape water meters for all non-residential irrigated landscapes of 1,000sf but not more than 5,000sf (the level at which Water Code 535 applies) and residential irrigated landscapes of 5,000sf of greater.	X	L12-L18		See'Irrigation System Legend' & 'Notes' #9
2	Automatic irrigation controllers utilizing either evapotranspiration or soil moisture sensor data utilizing non-volatile memory shall be required for irrigation scheduling in all irrigation systems	X	L12-L18		See 'Irrigation System Legend'
3	If the water pressure is below or exceeds the recommended pressure of the specified irrigation devices, the installation of a pressure regulating device is required to ensure that the dynamic pressure at each emission device is within the manufacturer's recommended pressure range for optimal performance.	X	L12-L18		See 'Notes' #10
a.	If the static pressure is above or below the required dynamic pressure of the irrigation system, pressure-regulating devices such as inline pressure regulators, booster pumps, or other devices shall be installed to meet the required dynamic pressure of the irrigation system.	X	L12-L18		See 'Notes' #11
b.	Static water pressure, dynamic or operating pressure, and flow reading of the water supply shall be measured at the point of connection. These pressure and flow measurements shall be conducted at the design stage. If the measurements are not available at the design stage, the measurements shall be conducted at installation.	X	L12-L18		See 'Note'
4	Sensors (rain, freeze, wind, etc.), either integral or auxiliary, that suspend or alter irrigation operation during unfavorable weather conditions shall be required on all irrigation systems, as appropriate for local climatic conditions. Irrigation should be avoided during windy or freezing weather or during rain.	X	L12-L18		See 'Irrigation System Legend'
5	Manual shut-off valves (such as a gate valve, ball valve, or butterfly valve) shall be required, as close as possible to the point of connection of the water supply, to minimize water loss in case of an emergency (such as a main line break) or routine repair.	X	L12-L18		See 'Irrigation System Legend'
6	Backflow prevention devices shall be required to protect the water supply from contamination by the irrigation system. A project applicant shall refer to the applicable local agency code (i.e., public health) for additional backflow prevention requirements.	X	L12-L18		See 'Irrigation System Legend'
7	Flow sensors that detect high flow conditions created by system damage or malfunction are required for all on non-residential landscapes and residential landscapes of five thousand square feet or larger.	X	L12-L18		See 'Irrigation System Legend'
8	Master shut-off valves are required on all projects except landscapes that make use of technologies that allow for the individual control of sprinklers that are individually pressurized in a system equipped with low pressure shut down features.	X	L12-L18		See 'Irrigation System Legend'
9	The irrigation system shall be designed to prevent runoff, low head drainage, overspray, or other similar conditions where irrigation water flows onto non-targeted areas, such as adjacent property, non-irrigated areas, hardscapes, roadways, or structures.	X	L12-L18		See 'Notes' #1
10	Relevant information from the soil management plan, such as soil type and infiltration rate, shall be utilized when designing irrigation systems.	X	L12-L18		
11	The design of the irrigation system shall conform to the hydrozones of the landscape design plan.	X	L12-L18		
12	All irrigation emission devices must meet the requirements set in the American National Standards Institute (ANSI) standard, American Society of Agricultural and Biological Engineers'/International Code Council's (ASABE/ICC) 802-2014 "Landscape Irrigation Sprinkler and Emitter Standard." All sprinkler heads installed in the landscape must document a distribution uniformity low quarter of 0.65 or higher using the protocol defined in ASABE/ICC 802-2014.	X	L12-L18		
13	In mulched planting areas, the use of low volume irrigation is required to maximize water infiltration into the root zone.	X	L12-L18		
14	Sprinkler heads and other emission devices shall have matched precipitation rates, unless otherwise directed by the manufacturer's recommendations.	x	L21		See 'Irrigation System Legend' , sheets L12-L18
15	Swing joints or other riser-protection components are required on all risers subject to damage that are adjacent to hardscapes or in high traffic areas of turf grass.	x	L21		See 'Irrigation System Legend' , sheets L12-L18
16	Check valves or anti-drain valves are required on all sprinkler heads where low point drainage could occur.	x	L21		See 'Irrigation System Legend' , sheets L12-L18
17	Areas less than ten feet in width in any direction shall be irrigated with subsurface irrigation or other means that produces no runoff or overspray.	X	L12-L18		See 'Notes' #12
18	Overhead irrigation shall not be permitted within twenty-four inches of any non-permeable surface. Allowable irrigation within the setback from non-permeable surfaces may include drip, drip line, or other low flow non-spray technology. The setback area may be planted or unplanted. The surfacing of the setback may be mulch, gravel, or other porous material. These restrictions may be modified if:	x	L21		See 'Irrigation System Legend' , sheets L12-L18
a.	The landscape area is adjacent to permeable surfacing and no runoff occurs; or	X			
b.	The adjacent non-permeable surfaces are designed and constructed to drain entirely to landscaping; or	X			
c.	The irrigation designer specifies an alternative design or technology, as part of the landscape documentation package and clearly demonstrates strict adherence to irrigation system design criteria in Section 18.148. 100A.1. Prevention of overspray and runoff must be confirmed during the irrigation audit.	X			See 'Notes' #1
19	Slopes greater than twenty-five percent shall not be irrigated with an irrigation system with an application rate exceeding three-fourths of one inch per hour. This restriction may be modified if the landscape designer specifies an alternative design or technology, as part of the landscape documentation package, and clearly demonstrates no runoff or erosion will occur. Prevention of runoff and erosion must be confirmed during the irrigation audit.	X			See 'Notes' #1
B.	Landscape Hydrozone:				
1	Each valve shall irrigate a hydrozone with similar site, slope, sun exposure, soil conditions, and plant materials with similar water use.	X	L12-L18		See 'Hydrozones' table
2	Sprinkler heads and other emission devices shall be selected based on what is appropriate for the plant type within that hydrozone.	X	L12		Spray irrigation is seleceted only for turf areas
3	Where feasible, trees shall be placed on separate valves from shrubs, groundcovers, and turf to facilitate the appropriate irrigation of trees. The mature size and extent of the root zone shall be considered when designing operation for the tree.	X	L12-L18		See 'Hydrozones' hatching
4	On the landscape design plan and irrigation design plan, hydrozone areas shall be designated by number, letter, or other designation. On the irrigation design plan, designate the areas irrigated by each valve, and assign a number to each valve. Use this valve number in the hydrozone information table (see Appendix B, Section A). This table can also assist with the irrigation audit and programming the controller.	X	L12-L18		See 'Hydrozones' hatching
C.	The irrigation design plan, at a minimum, shall contain:				
1	Location and size of separate water meters for landscape	X			
2	Location, type and size of all components of the irrigation system, including controllers, main and lateral lines, valves, sprinkler heads, moisture sensing devices, rain switches, quick couplers, pressure regulators, and backflow prevention devices	N/A			Deferred in construction documents phase
3	Static water pressure at the point of connection to the public water supply	N/A			Deferred in construction documents phase
4	Flow rate (gallons per minute), application rate (inches per hour), and design operating pressure (pressure per square inch) for each station	N/A			Deferred in construction documents phase
5	Recycled water irrigation systems as specified in Section 18.148.170	N/A			
6	Include the signature of a licensed landscape architect, licensed landscape contractor, or any other person authorized to design a landscape with the following statement: "I have complied with the criteria of the ordinance and applied them accordingly for the efficient use of water in the irrigation design plan"	X	L12-L18		

18.148.110 – Grading Design Plan/Survey					
Requirement		Check	Page	ESD Comments	LA Comments
A.	Grading of project shall be designed to minimize soil erosion, runoff, and water waste for efficient use of water. **Indicate** in the LA comments if this project is planning to submit a grading plan or a grading survey (Appendix E).	X	3		See civil's 'Preliminary Grading Plan'
1	Did the project applicant submit a landscape grading plan that indicates finished configurations and elevations of the landscape area including:	X	3		See civil's 'Preliminary Grading Plan'
a.	- height of graded slopes	X	3		See civil's 'Preliminary Grading Plan'
b.	- drainage patterns	X	3		See civil's 'Preliminary Grading Plan'
c.	- pad elevations	X	3		See civil's 'Preliminary Grading Plan'
d.	- finish grade	X	3		See civil's 'Preliminary Grading Plan'
e.	- stormwater retention improvements (if applicable)	X	5 & 6		See civil's 'Preliminary Utility Plan' & 'Preliminary Stormwater control Plan'
2	For prevention of excess erosion and runoff, project applicants are highly recommended to:				
a.	Grade so that all irrigation and normal rainfall remains within property line and does not drain on to non-permeable hardscapes	X	3		See civil's 'Preliminary Grading Plan'
b.	Avoid disruption of natural drainage patterns and undisturbed soil	X	3		See civil's 'Preliminary Grading Plan'
c.	Avoid soil compaction in landscape areas	X	L3		See 'Planting Notes'

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THE CHIRI FAMILY
LIMITED PARTNERSHIP

SEPTEMBER 5, 2025

TENNANT AVENUE

Morgan Hill, California

ESD Checklist

-

L23

RESOLUTION NO. 25-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL APPROVING A DESIGN PERMIT (SR2024-0030) TO ALLOW FOR THE CONSTRUCTION OF 106 MULTIFAMILY ATTACHED UNITS LOCATED ON THE NORTHEAST CORNER OF BUTTERFIELD BLVD. AND TENNANT AVENUE (APN:817-09-055)

WHEREAS, a SB330 Preliminary Application (PRE2024-0004) was submitted by Chiri Family LTD, on June 12, 2024.

WHEREAS, on December 11, 2024, Chiri Family LTD submitted a SB330 Design Permit application to allow for the construction of 106 attached townhome-style condominium units on the northeast corner of Butterfield Blvd. and Tennant Avenue. (SR2024-0030/EA2024-0021); and

WHEREAS, The project is exempt from the California Environmental Quality Act (CEQA) pursuant to Assembly Bill 130 (AB130), which provides a statutory exemption for eligible urban infill housing development.; and

WHEREAS, such request was considered by the Planning Commission at their regular meeting of December 9, 2025, at which time the Planning Commission approved the design permit application SR2024-0030: Tennant-Chiri; and

WHEREAS, testimony received at a duly noticed public hearing, along with exhibits and drawings and other materials have been considered in the review process.

NOW, THEREFORE, THE MORGAN HILL PLANNING COMMISSION DOES RESOLVE AS FOLLOWS:

SECTION 1. The project has been found consistent with the findings and criteria for Design Review permit approval contained in Section 18.108.040 of the Morgan Hill Municipal Code.

SECTION 2. The project was reviewed for compliance with the Residential Development Design and Development Standards and as conditioned is found to be in compliance with the Standards.

SECTION 3. The Planning Commission approves design permit SR2024-0030. The design shall be expressly conditioned in conformance with conditions incorporated herein and as attached as Exhibit “A”. Minor deviations to the Design Review permit may be approved by the Development Services Director when consistent with the overall intent of the project.

PASSED AND ADOPTED THIS 9TH DAY OF DECEMBER 2025, AT A REGULAR

MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST: **APPROVED:**

JENNA LUNA, Deputy City Clerk **JAMES WILSON, Chair**

EXHIBIT "A"
STANDARD CONDITIONS

APPLICATION NO: SR2024-0030 Tennant - Chiri
THE FOLLOWING APPROVAL REQUIREMENTS AND ANY SPECIAL CONDITIONS SHALL BE APPLIED THROUGH THE DEVELOPMENT APPROVAL PROCESS.

Legend

MHMC= Morgan Hill Municipal Code
MHARH= Morgan Hill Architectural Review Handbook
CMH= City of Morgan Hill
CFC= California Fire Code

PROJECT DESCRIPTION

Design Permit application to allow for the construction of 106 attached townhome-style units on the northeast corner of Butterfield Blvd. and Tennant Avenue.

The project shall comply with all requirements of related project approvals granted by the City, including all of the following:

Tentative Subdivision Map SD2025-0004

Affordable Housing.
The project will provide 16 below-market-rate units (15% of the units) to be restricted for sale to qualified moderate-income buyers. Prior to the recordation of the final map, an Inclusionary Housing Ordinance Agreement shall be executed between the developer/applicant and the City.

PROJECT CONDITIONS OF APPROVAL

This design permit approval is limited to the plan set stamped approved on December 9th, 2025, on file (File Number SR2024-0030) with the Development Services Department. The approved building plans and landscape plans must be in substantial conformance with the design permit plans as determined by the Development Services Director. These documents show the location and dimensions of all vehicle and pedestrian circulation ways (ingress/egress), common areas, and other easement areas.

It shall be the responsibility of the Owner to ensure that any changes or modifications to the Project or any Unit are in compliance with the original City Conditions of Approval of the Project, which are hereby incorporated herein as set forth in full.

PLANNING DIVISION

1. Defense and Indemnity: As part of, and in connection, with this application to the City of Morgan Hill, Applicant agrees to defend, indemnify, and hold harmless the City of Morgan Hill, its officers, agents, employees, officials and representatives (Indemnitees) from and against any and all claims, actions, or proceedings arising from any suit for damages or for equitable or injunctive relief which is filed against City to attack, set aside, void or annul its approval of this application or any related decision, or the adoption of any environmental documents which relates to said approval. The City shall promptly notify the Applicant of any such claim, action or proceeding and the City shall cooperate fully in the defense thereof. In the event that Applicant is required to defend Indemnitees in connection with the proceeding, Indemnitees shall retain the right to approve (a) the counsel to so defend Indemnitees; (b) all significant decisions concerning the manner in which the defense is conducted; and (c) any and all settlements, which approval shall not be unreasonably withheld. This indemnification shall include, but is not limited to, (a) all pre-tender litigation costs incurred on behalf of the City, including City's attorney's fees and all other litigation costs and expenses, including expert witnesses, required to defend against any lawsuit brought as a result of City's approval or approvals; (b) reasonable internal City administrative costs, including but not limited to staff time and expense spent on the litigation, after tender is accepted; and (c) all damages, costs, expenses, attorney fees or expert witness fees that may be awarded to the prevailing party arising out of or in connection with the approval of the application or related decision. City may, in its sole discretion, participate in the defense of such action; but such participation shall not relieve Applicant of its obligations under this condition. The undersigned hereby represents that they are the Applicant or are fully empowered by the Applicant as their agent to agree to provide the indemnification, defense and hold harmless obligations, and the signature below represents the unconditional agreement by Applicant to be bound by such conditions.

TIME LIMITS

The design permit approval granted pursuant to this Resolution shall remain in effect for two years from December 9th, 2025. Failure to obtain building permits and commence grading within this term shall result in termination of approval unless an extension of time is granted with a showing of just cause prior to expiration date. (MHMC 18.108.040)

SITE DEVELOPMENT

3. Final Site Development Plans: Final site development plans shall be reviewed for conformance with SR2024-0030 and in accordance with Morgan Hill Municipal Code Section 18.108.040 (Design Permit) and approved by the Development

Services Department prior to issuance of a building permit. All such plans shall include:

A. Detail depicting all concrete curbs as full formed. Pervious paving will be incorporated into paved and landscaped areas per the Objective Criteria Design Standards 41.

B. Provision of catalogue drawings depicting the proposed parking area lighting fixtures. Exterior lighting of the building and site shall be designed so that lighting is not directed onto adjacent properties and light source is shielded from direct off-site viewing.

C. Ramps, special parking spaces, signing and other physical features for the disabled, shall be provided throughout the site for all publicly used facilities.

D. All mechanical equipment, including electrical and gas meters, post indicator valve, backflow prevention devices, etc., shall be architecturally screened from view or located interior to the building. All ground mounted utility appurtenances such as transformers shall not be visible from any public right-of-way and shall be adequately screened through the use or combination of concrete or masonry walls, berming, and landscaping. (MHARH p.20, 45, 79) For additional screening, backflow preventers shall be painted dark green, except the fire connection which shall be painted yellow.

E. All existing on-site overhead utilities shall be placed underground in an approved conduit from the service connection at the street or at the property line to the service connection at the building.

4. **Pedestrian Access**: The Project shall provide pedestrian walkways in compliance with ADA requirements and with Section 18.72.060.H of the Morgan Hill Municipal Code, which states the following:

    A. Parking lots with more than thirty parking spaces shall include a pedestrian walkway in compliance with ADA requirements.

    B. The design of the pedestrian walkway shall be clearly visible and distinguished from parking and circulation areas through striping, contrasting paving material, or other similar method as approved by the Development Services Director.

5. Bicycle parking. The project shall provide short-term and long-term bicycle parking spaces in conformance with Section 18.72.080 and Table 18.72-7 of the Morgan Hill Municipal Code:

Table 18.72-7: Required Bicycle Parking Spaces

Land Use	Required Bicycle Parking Spaces	
	Short-Term Spaces	Long-Term Spaces
Multi-family dwellings	10 percent of required automobile spaces; min. of 4 spaces	1 per 5 units

A. Short-Term/Class II Bicycle Parking Standards. Short-term bicycle parking shall be located within one hundred feet of the primary entrance of the structure or use it is intended to serve.

B. Long-Term Bicycle Parking Standards. The following standards apply to long-term bicycle parking:
   a. Location. Long-term bicycle parking shall be located on or within seven hundred fifty feet of the use that it is intended to serve.
   b. Security. Long-term bicycle parking spaces shall be secured. Spaces are considered secured if they are:
      i. In a locked room or area enclosed by a fence with a locked gate;
      ii. Within view or within one hundred feet of an attendant or security guard;
      iii. In an area that is monitored by a security camera; or
      iv. Visible from employee work areas.

C. Parking Space Dimensions.
   a. Minimum dimensions of two feet by six feet shall be provided for each bicycle parking space.
   b. An aisle of at least five feet shall be provided behind all bicycle parking to allow room for maneuvering.
   c. 2 feet of clearance shall be provided between bicycle parking spaces and adjacent walls, polls, landscaping, pedestrian paths, and other similar features.
   d. Four feet of clearance shall be provided between bicycle parking spaces and adjacent automobile parking spaces and drive aisles.

D. Rack Design. Bicycle racks must be capable of locking both the wheels and the frame of the bicycle and of supporting bicycles in an upright position.

E. Cover. Required cover for bicycle parking spaces shall be permanent, designed to protect the bicycle from rainfall, and at least seven feet above the floor or ground.

F. The location of all bicycle parking spaces shall be identified prior to the issuance of a building permit.

6. **Tree Protection**: Unless tree removal has been previously approved, all trees located within 25 feet of any site disturbance shall be protected using the following minimum protection measures (these guidelines shall be included with all site development plans):

A. Mark all trees to be saved with a survey flag or ribbon. Do not nail or staple directly to the tree.

B. Erect a temporary fence enclosing an area equal to at least the dripline of the tree (or as far from the trunk as possible). This tree protection zone shall not be used for parking, storage of building materials, or other equipment or the placement of temporary or permanent fill. Signs should be posted identifying the restriction of uses in the tree protection zone.

C. Locate structures, grade changes, and other ground or surface disturbances (e.g. concrete pours) as far as feasible from the “dripline” area of the tree.

D. Avoid root damage through grading, trenching, and compaction, at least within an area 1.5 times the dripline area of the tree. Where root damage cannot be avoided, roots encountered over 1 inch in diameter should be exposed approximately 12 inches beyond the area to be disturbed (towards the tree stem), by hand excavation, or with specialized hydraulic or pneumatic equipment, cut cleanly with hand pruners or power saw and immediately back-filled with soil. Avoid tearing or otherwise disturbing that portion of the roots to remain.

E. The addition of plant or other landscaping materials shall remain outside of the dripline of all trees.

F. All trees proposed to be removed from the project site shall be replaced at a 1:1 ratio of at least minimum 15-gallon in size pursuant to Section 12.32.080 of the Municipal Code. All mitigation/replacement trees shall be shown on the landscape plans and approved by the Development Services Director prior to the issuance of the building/grading permit.

G. Any tree subject to Chapter 12.32 Restrictions On Removal Of Significant Trees of the Morgan Hill Municipal Code requires approval from the Planning Division. The applicant shall request approval prior to removing

any significant trees.

BUILDING DESIGN

7. Roof mounted mechanical equipment: All roof mounted mechanical equipment shall be placed within a screened roof top enclosure depicted on the elevation drawings or located below the parapet level and shall not be visible from the ground at any distance from the building. Cross section roof drawings shall be provided at the building permit stage indicating the relative height of the screen wall or parapet. Minimum screen height or parapet depth shall be 5 feet or greater to match the height of any proposed equipment. (MHARH p.48, 65, 87, 106)

8. Building mounted lighting: Lighting fixtures shall not project above the facia or roofline of the building. Any ground mounted lighting projecting onto the building or site shall be subject to the review and approval of the Development Services Director. Adjustment to the lighting intensity may be required after the commencement of the use. (MHARH p. 67, 109)

9. Architectural elements

   A. All vents, gutters, downspouts, flashing, electrical conduits, etc. shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior.

   B. Soffits and other architectural elements visible from view but not detailed on the plans shall be finished in a material in harmony with the exterior of the building.

10. Landscape maintenance agreement: The applicant may be required to enter into a two-year landscape maintenance agreement effective upon acceptance of landscaping improvements and provide an appropriate bond as required by Section 18.64.070 (Landscaping maintenance and enforcement) of the Municipal Code. If bond is required, amount shall be equal to 100 percent of the value of the landscaping and irrigation improvements for the development project.

11. Planting and irrigation working drawings: Detailed landscape planting and irrigation working drawings shall be submitted to the Development Services Director for approval prior to issuance of building permits. Landscape plans for streets and landscape easements shall be part of the improvement plan submittal.

12. Lighting: Walkways and pedestrian pathways in landscaped areas or common areas not considered building entrances or a part of parking lot areas shall be

illuminated with a minimum of one (1) foot-candle to ensure safe nighttime conditions. (MHARH p.30, 67, 108)

A. A final photometric plan shall be provided for review and approval to the Development Services Director prior to issuance of a building permit.

13. Undeveloped site area: The balance of a building site not developed as part of this project approval shall have landscaping installed acceptable to the Planning Division. (MHARH p., 57, 98)

14. Maintenance of landscaping: The landscaping installed and accepted with this project shall be maintained on the site as stated within the approved plans. Any alteration or modification to the landscaping shall not be permitted unless otherwise approved by the Development Services Director.

15. Water Conserving Landscape Ordinance: The landscape plans shall be in conformance with the City's Water Conserving Landscape Ordinance that was developed in accordance with California law. This Ordinance restricts landscaping turf to certain areas, specifies plant selection, requires certain types of irrigation equipment, and calls for the development of comprehensive water use calculations as an aspect of the submitted landscape plans. (MHMC 18.64)

16. Reciprocal Ingress/Egress Easements: Prior to issuance of a certificate of occupancy, the property owner shall record an appropriate deed restriction and covenant running with the land subject to review and approval of the Development Services Director for a reciprocal ingress/egress easement along the common driveways to the adjoining site.

17. Signs: Separate application required for sign approval: Signs proposed for this development shall be designed in conformance with the Sign Ordinance and shall require separate application and approval by the Planning Division prior to installation of any signs.

18. Habitat Plan Fees: The approved project is covered pursuant to the Santa Clara Valley Habitat Plan (Habitat Plan) and subject to fees and conditions contained in the Habitat Plan.

19. Habitat Plan Application Package: Prior to issuance of a grading permit, the project shall complete and submit a Habitat Plan Application Package to the Habitat Agency. All fees shall be paid to the City of Morgan Hill prior to issuance of a grading permit. (MHMC 18.132)

20. Habitat Plan Conditions: Any additional conditions or mitigations required by the Habitat Plan shall be clearly stated on all plans that involve any ground disturbing

activity (i.e. grading plans, improvement plans, paving plans, demolition plans or other plans for site clearing or temporary stockpile of dirt). (MHMC 18.132)

A Preliminary Endangerment Assessment as defined in Section 78095 of the Health and Safety Code is required prior to Grading Permit approval, in accordance with PRC Section 21080.66(c)(1)(a). The Preliminary Endangerment Assessment will ensure that, if needed, mitigation of any release of a hazardous substance on the site and/or any potential for exposure of future occupants to significant health hazards from any nearby property or activity to levels required by current federal and State statutory and regulatory standards prior to a Certificate of Occupany of any units or structures.

AIR QUALITY

21. Dust, Noise, Vibration and Materials Management Plan: A management plan detailing strategies for control of noise, dust and vibration, and storage of hazardous materials during construction of the project shall be submitted for review prior issuance of a grading permit and requirements shall be included on all site development and grading plans. The intent of this condition is to minimize construction related disturbance of residents of the nearby or adjacent properties. (MHMC 18.76)

22. Basic Construction Mitigation Measure (BCMMs) Related to Dust Suppression. The following measures shall be implemented with the project:

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

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

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

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

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

    F. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

G. All trucks and equipment, including their tires, shall be washed off prior to leaving the site.

H. Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6-to 12-inch layer of compacted woodchips, mulch, or gravel.

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

For projects that exceed BAAQMD thresholds:

A. Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities.

B. Install wind breaks (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.

C. Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and watered appropriately until vegetation is established.

D. Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.

E. Minimize the amount of excavated material or waste materials stored at the site.

F. Use zero-emission and hybrid-powered equipment to the greatest extent possible, particularly if emissions are occurring near sensitive receptors or located within a BAAQMD-designated Community Air Risk Evaluation (CARE) area or Assembly Bill 617 community.

G. Require all diesel-fueled off-road construction equipment be equipped with EPA Tier 4 Final compliant engines or better as a condition of contract.

H. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 2 minutes (A 5-minute limit is required by the state airborne toxics control measure [Title 13, Sections

2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site and develop an enforceable mechanism to monitor idling time to ensure compliance with this measure.

I. Where grid power is available, prohibit portable diesel engines and provide electrical hook ups for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.

CULTURAL RESOURCES

23. Significant historic or archaeological materials: A moderate potential exists for unrecorded historic-period archaeological resources to be within the project area. The developer shall enter into written contracts with an archaeologist and the Tamien Nation Tribe, and pay all fees associated with the activities required by this condition. The following policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials shall apply:

A. Prior to start of grading or earthmoving activity on the “first day of construction”, the archaeologist and Tamien Nation Tribal Monitor shall hold a pre-construction meeting for the purposes of "cultural sensitivity training" with the general contractor and subcontractors.

B. A Tamien Nation Tribal Monitor shall be present on-site to monitor all ground-disturbing activities and an archaeologist shall be on-call. Where historical or archaeological artifacts are found, work in areas where remains or artifacts are found will be restricted or stopped until proper protocols are met, as described below:

a. Work at the location of the find will halt immediately within fifty feet of the find. If an archaeologist is not present at the time of the discovery, the applicant shall contact an archaeologist for evaluation of the find to determine whether it qualifies as a unique archaeological resource as defined by this chapter;

b. If the find is determined not to be a Unique Archaeological Resource, construction can continue. The archaeologist will prepare a brief informal memo/letter in collaboration with a tribal representative that describes and assesses the significance of the resource, including a discussion of the methods used to determine significance for the find;

c. If the find appears significant and to qualify as a unique archaeological resource, the archaeologist will determine if the

resource can be avoided and will detail avoidance procedures in a formal memo/letter; and

d. If the resource cannot be avoided, the archaeologist in collaboration with a tribal representative shall develop within forty-eight hours an action plan to avoid or minimize impacts. The field crew shall not proceed until the action plan is approved by the Development Services Director. The action plan shall be in conformance with California Public Resources Code 21083.2.

C. The following policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials shall apply. If human remains are discovered, it is probable they are the remains of Native Americans,

a. If human remains are encountered, they shall be treated with dignity and respect as due to them. Discovery of Native American remains is a very sensitive issue and serious concern. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld.

b. Remains should not be held by human hands. Surgical gloves should be worn if remains need to be handled.

c. Surgical mask should also be worn to prevent exposure to pathogens that may be associated with the remains.

D. In the event that known or suspected Native American remains are encountered, or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Examples of significant historic or archaeological materials include, but are not limited to, concentrations of historic artifacts (e.g., bottles, ceramics) or prehistoric artifacts (chipped chert or obsidian, arrow points, ground stone mortars and pestles), culturally altered ash stained midden soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials and historic structure remains such as stone lined building foundations, wells or privy pits. Ground-disturbing project activities may continue in other areas that are outside the exclusion zone as defined below.

E. An "exclusion zone" where unauthorized equipment and personnel are not permitted shall be established (e.g., taped off) around the discovery area

plus a reasonable buffer zone by the contractor foreman or authorized representative, or party who made the discovery and initiated these protocols, or if on-site at the time or discovery, by the monitoring archaeologist and tribal representative (typically twenty-five to fifty feet for single burial or archaeological find).

F. The discovery locale shall be secured (e.g., 24-hour surveillance) as directed by the City or County if considered prudent to avoid further disturbances.

G. The Contractor Foreman or authorized representative, or party who made the discovery and initiated these protocols shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:

- The City of Morgan Hill Development Services Director (408) 779-7247
- The Contractor's Point(s) of Contact
- The Coroner of the County of Santa Clara (if human remains found) (408) 793-1900
- The Native American Heritage Commission (NAHC) in Sacramento (916) 653-4082
- The Amah Mutsun Tribal Band (916) 481-5785 (H) or (916) 743-5833 (C)
- The Tamien Nation (707)295-4011 (office) and (925)336-5359 (THPO)

H. The Coroner has two working days to examine the remains after being notified of the discovery. If the remains are Native American the Coroner has 24 hours to notify the NAHC.

I. The NAHC is responsible for identifying and immediately notifying the Most Likely Descendant (MLD). (Note: NAHC policy holds that the Native American Monitor will not be designated the MLD.)

J. Within 24 hours of their notification by the NAHC, the MLD will be granted permission to inspect the discovery site if they so choose.

K. Within 24 hours of their notification by the NAHC, the MLD may recommend to the City's Development Services Director the recommended means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include the scientific removal and non-destructive or destructive analysis of human remains and items associated with Native American burials. Only those osteological

analyses or DNA analyses recommended by the appropriate tribe may be considered and carried out.

L. If the MLD recommendation is rejected by the City of Morgan Hill the parties will attempt to mediate the disagreement with the NAHC. If mediation fails then the remains and all associated grave offerings shall be reburied with appropriate dignity on the property in a location not subject to further subsurface disturbance.

24. **Noise Construction Hours**: The project shall comply with Chapter 8.28 of the Morgan Hill Municipal Code which prohibits construction activities between 8:00 PM and 7:00 AM, Monday through Friday, and between 6:00 PM and 9:00 AM on Saturdays. Construction activities may not occur on Sundays or federal holidays.

25. **Mitigation Fee Act**: Notice is hereby given that, pursuant to the Mitigation Fee Act, the City of Morgan Hill charges certain fees (as such term is defined in Government Code Section 66000) pursuant to MHMC Chapter 3.56 in connection with approval of this development project for the purpose of defraying all or a portion of the cost of public facilities related to this development project (Mitigation Fee Act Fees). MHMC Section 3.56.050 provides for automatic annual adjustment on January 15 of those fees in existence utilizing the Engineering News Record Index for the preceding twelve months. These fees do not include fees for processing applications for governmental regulatory actions or approvals. The Mitigation Fee Act Fees applying to this project are listed in the schedule of fees to be provided at building permit stage and are generally described below in the Engineering Divisions Conditions, section EE. Notice is also hereby given that the Developer has an opportunity to protest the imposition of the Mitigation Fee Act Fees within 90 days of the approval or conditional approval of this development project and that the 90-day protest period has begun.

26. **Covenants, Conditions and Restrictions**: The applicant shall provide a set of Covenants, Conditions and Restrictions (CC&R's), Bylaws and Articles of Incorporation, for review and approval by the Development Services Director prior to final occupancy or recordation of a final map. All such CC&Rs shall include the following:

A. The Owners recognize that the use, modification and proper maintenance of the Common Area and public right-of-way(s)* are for the benefit of all citizens of the City of Morgan Hill (City) and that the City is an intended third party beneficiary of these covenants, conditions and restrictions and may, upon notice of hearing as set forth below, exercise the same powers of enforcement as the Association.

*Public right-of-way: Exclusive of streets dedicated to and accepted by the City of Morgan Hill.

B. The City may, by mail or personal delivery, give written notice of the breach of any maintenance obligation to the Association with a demand that such breach be remedied. If such breach is not remedied within thirty (30) days of the mailing or delivery of such notice, the City shall have standing and the right (but not the obligation) to bring a court action against the Association and Owners to enforce such provision. In addition, the City shall be entitled to recover reasonable attorneys' fees and costs incurred in such action.

C. The Notice may also contain a date for a hearing on the matter before a City employee designated by the City (which hearing shall be held no sooner than fifteen (15) days after mailing of such notice), and if after such hearing the City determines that there has been inadequate maintenance, the City shall have the right (but not the obligation) to undertake the maintenance of the Common Area or public right-of-way in question. Any and all costs incurred by the City in so maintaining the Common Area or public right-of-way shall be a lien against all the properties included with the Project and shall be the personal responsibility of the Owners and the Association.

D. The entire Project and all of the properties located thereon shall be subject to the conditions and restrictions of all subdivision and other Project approvals by the City, with respect to the Project. Any changes and/or modifications to the Project and/or any Unit, including but not limited to changes to the exterior of any Unit, may be subject to review and approval of the City of Morgan Hill as may be determined by review of the Project approvals by the City of Morgan Hill.

E. This section may not be amended without the prior written consent of the Development Services Director for the City. Nothing contained in this section shall limit any other right or remedy which the City may have under its ordinances or state law.

G. For the purposes of this section, the question of whether there has been a breach of a maintenance obligation or adequate maintenance shall be determined by the provisions of the original Declaration as first recorded with the County Recorder for Santa Clara County and by any amendment thereto, but only to the extent that such maintenance obligation or duty of maintenance is increased by such amendment.

ENVIRONMENTAL SERVICES

27. After installation of landscaping on property, an irrigation audit, landscape audit, irrigation schedule, and maintenance schedule shall be conducted by a Certified Irrigation Auditor and Soil Report shall be submitted prior it to the City for final Building Permit sign off.

28. The developer shall submit receipts and/or invoices for all compost and mulch purchases to Environmental Services Division after final construction.

29. Irrigation plans need to have the irrigation symbols drawn out on the diagram displaying where all irrigation components will be laid out. Sprinkler heads need to be laid out in the turf area next to the clubhouse. Place sprinkler icons from legend on the irrigation diagram.

30. Sprinkler heads shall only be used in this turf area next to the clubhouse. The rest of the landscaping on the project (64,151 sq ft) is to be dripline and bubblers.

ENGINEERING DIVISION

31. Stormwater Infrastructure/Stormwater Management: Revise the project's Drainage Analysis and Post-Construction Storm Water Quality Report ("Report") and/or Civil plans in accordance with the attached December 2, 2025 memorandum from the City of Morgan Hill Public Services Department – Land Development Engineering.

32. At building permit/improvement plan stage,

    i. Provide Operation and Maintenance information and scheduling for all Stormwater Control Measures.

    ii. Revise the Civil plans to show the plan view locations of Profiles "A-A" and "B-B

    iii. Clarify how the SCM will be constructed along the project's easterly property line. Provide details on any proposed slopes, retaining walls, etc. to verify that the proposed improvements will not encroach into the neighboring parcel.

iv. Revise the Civil plans to show all unused existing water and sewer services stubbed to the property to be abandoned/removed at the main(s) pursuant to City standards

v. Show and label the private water submeters.

vi. Label all the wet utilities under the private streets as “private” to be maintained by the future Homeowner’s Association.

vii. Revise the Civil plans to show the location and size of the public irrigation meter, per City Standards.

viii. Update the project’s Erosion and Sediment Control Plan to include a note that the existing monitoring wells shall be protected during construction activities

33. Sanitary Sewer Test Manhole: A sanitary sewer test manhole shall be provided for each of the proposed buildings and shall be accessible to the Pretreatment Inspector. The sanitary sewer test manholes shall be located within private property but adjacent to the street right-of-way or as approved by the City Engineer in conjunction with Pretreatment Inspector review.

34. Broadband Connectivity: The project shall comply with the City’s Broadband Standards for conduits installed in the public right-of-way(s) fronting the project site. At building permit/improvement plan stage, revise the plans to show the following:
    a. Broadband conduit installed in the public right-of-way(s) to serve the project.
    b. Broadband conduit from the public right-of-way to each home or occupied building in the project.

35. Street Improvements

    a. At improvement plan stage, the project shall modify the existing culvert and headwall serving Butterfield Channel at the northeast corner of the intersection of Tennant Avenue and Butterfield Boulevard. The City shall reimburse the developer, upon completion of the culvert improvements, for the design and construction costs of the improvements outside of the project’s frontage through the project’s Subdivision Improvements Agreement or a separate Reimbursement Agreement.

b. At improvement plan stage, the project shall modify the existing culvert and headwall serving Butterfield Channel at the northeast corner of the intersection of Tennant Avenue and Butterfield Boulevard. The City shall reimburse the developer, upon completion of the culvert improvements, for the design and construction costs of the improvements outside of the project's frontage through the project's Subdivision Improvements Agreement or a separate Reimbursement Agreement.

c. At improvement plan stage, the project shall address the following:

i. The project shall evaluate the pavement condition of Tennant Avenue and improve the street, as required, to meet current City standards for arterial streets. Evaluation may involve pavement core sampling at multiple locations to the satisfaction of the City Engineer.
   i. If the existing pavement condition does not meet current City Standards, the project shall remove and replace the existing section of the asphalt concrete pavement on Tennant Avenue. The minimum required street improvement shall be a two-inch removal and replacement of the existing asphalt concrete pavement along the project's Tennant Avenue frontage and up to the street centerline.

ii. The project shall evaluate the pavement condition of St. James Drive and improve the street, as required, to meet current City standards for residential/local streets. Evaluation may involve pavement core sampling at multiple locations to be approved by the City Engineer.
   i. If the existing pavement condition does not meet current City Standards, the project shall remove and replace the existing section of the asphalt concrete pavement on St. James Drive. The minimum required street improvement shall be a two-inch removal and replacement of the existing asphalt concrete pavement along the project's St. James Drive frontage and up to the street centerline.

iii. At improvement plan stage, revise the lengths and locations of the turn pockets on Tennant Avenue to provide the a 160' Turn Bay, and a 60' Bay Taper. Revise the start of the 320' transition taper, and other improvements accordingly.

iv. Detailed review of the streetlight location and spacing, and other street improvements shall be performed by the City at building permit/improvement plan stage.

v. At improvement plan stage, the project shall submit a separate offsite improvement plan set to Land Development Engineering. The onsite improvement plans shall be submitted to the Building Division as part of the project's grading/building permit application.

36. Landscaping

a. At building permit/improvement plan stage, revise the Landscape Plans to show the size and location of the public irrigation meter.

b. Irrigation and maintenance of the street trees and other landscaping in the public parkstrips along the project's St. James Drive and Tennant Avenue frontages shall be the responsibility of the project. At building permit/improvement plan stage, revise the Landscape Plans to show the irrigation for any public parkstrips.

c. The Landscape Plans call for "6" curb at walkways adjoining bioswales". The detail provided on the Civil plans does not show any curb. At building permit/improvement plan stage, verify if a curb is being proposed and revise the plans accordingly.

d. Street Trees: The proposed street trees shall comply with the street tree species and spacing listed under the applicable zone in the Master Street Tree List of the City's Master Street Tree Plan. The street tree species shall be approved by the City Engineer at improvement plan stage.

37.Private Sanitary Sewer Maintenance Agreement:

Prior to building permit issuance, the Owner(s) shall enter into a Private Sanitary Sewer Maintenance Agreement with the City for maintenance of all private sanitary sewer facilities which includes the private sewer mains and sewer laterals. The Agreement shall be recorded at the County Recorder's Office prior to building final.

38. Final Map

a. The project's tract/final map shall be approved by the City Council prior to issuance of a grading permit.

b. At building permit/improvement plan stage, the project shall confirm if the Tennant Avenue and St. James Drive frontages were dedicated to the City, in fee. If the project's frontages were only dedicated as an easement, the project shall rededicate on the Final Map St. James Drive and Tennant Avenue public rights-of-way, in fee.

c. The project shall dedicate on the Final Map the additional Tennant Avenue right-of-way, in fee, to accommodate the ultimate widening of Tennant Avenue to include the following improvements in the westbound direction:

two dedicated left turn lanes, two through lanes, one dedicated right turn lane, Class IV bicycle facility, and detached sidewalk with parkstrip.

d. Prior to Final Map approval, revise any proposed “Public Utility Easement” to be a “Public Service Easement”.

e. The project shall dedicate on the Final Map an Emergency Vehicle Access Easement (EVAE) along the project’s private interior roads to St. James Drive and Tennant Avenue.

B. **Covenants, Conditions, and Restrictions (CC&R’s):** At improvement plan stage, all private utilities that benefit the condominium owners or convey drainage to the stormwater control measures shall be covered in the project’s Covenants, Conditions, and Restrictions (CC&R’s).

C. **Reciprocal Access:** Reciprocal access easements and maintenance agreements ensuring access to all parcels and joint maintenance of all common roads, drives or parking areas shall be provided by CC&R's and by deed and shall be recorded concurrent with the map, or prior to issuance of building permit where no map is involved. **(MHMC 17.20.350 H)**

a. The Reciprocal Access Easement for the benefit of APN 817-09-036 shall be extended to include both future connections with APN 817-09-036.

D. Impact Fees & Fee Increase: The developer shall pay all applicable impact fees and other engineering review fees (fees other than impact fees are automatically adjusted annually on July 1st) prior to building permit issuance and building final. The fees will be based on the Public Works Fee Schedule prepared by Land Development Engineering.

E. **Parkland Dedication/Parkland Fee In-Lieu:** This project is also subject to the Parkland Dedication and Parkland Fee In-Lieu requirements (Morgan Hill Municipal Code Chapter 17.28).

a. The project shall pay fees in lieu of parkland dedication to meet the parkland obligation. The project’s parkland obligation will be calculated using the formula shown in Municipal Code Section 17.28.060.
b. Private recreation credits, which could allow a credit of up to 40% towards the parkland obligation, could be available for private open space(s) within the subdivision that meets the standard requirements listed in Municipal Code Section 17.28.130.

39. LAND DEVELOPMENT ENGINEERING - STANDARD CONDITIONS

I. GENERAL

A. **Final Map:** The applicant shall have a Final Map prepared by a registered engineer (licensed prior to 01/01/1982: registration number 33,965 or lower) or licensed land surveyor delineating all parcels and easements created. There shall be concurrence in writing by PG & E, Telephone, Cable TV and any other affected agencies to all improvements and easements which are applicable to them. The number and locations of monuments shall be set as required by the City Engineer. **(MHMC 17.20.200 A; 17.20.290; 17.24.010)**

B. **Public and Private Improvements:** The applicant shall cause the construction of all public and private improvements in accordance with the latest City Standard Drawings and Specifications. **(MHMC 12.02.090 A; 17.32.010 A)**

C. **Improvement Plans:** The applicant shall submit as part of the improvement drawings for the project, profiles of all improvements in the subdivision and typical cross-sections of all streets and details of curbs, gutters, and sidewalks, to be accomplished to the satisfaction of the City Engineer prior to submittal of Final Map. **(MHMC Sec 17.32.060 B; 17.32.070; 17.32.080 A)**
   1. Improvement plans are to show water lines, sanitary sewer, storm drain system, pavement widths, curve radius, and existing utilities.

D. **Encroachment Permit:** Obtain necessary encroachment permit from the City of Morgan Hill and provide guarantee covering off-site improvements. **(MHMC 12.08.040 A; 12.08.090)**

E. **Subdivision Improvements Agreement:** Enter into a Subdivision Improvements Agreement with the City of Morgan Hill to cover required improvements. **(MHMC 12.02.150; 17.32.010 B; 17.32.160)**

II. STREET IMPROVEMENTS

A. **Public and Private Streets**: The applicant shall cause the design and construction of all new public and private streets serving the project. The design of all new public and private streets shall be consistent with the General Plan Land Use and Circulation Element as well as the Street Standard Details as contained within the Public Works Standards Details. The construction of the streets shall be undertaken to the lines and grades and in a manner satisfactory to the City Engineer pursuant to City standards. All street improvements shall be constructed to the satisfaction of the City Engineer pursuant to City standards. The timing of the improvements will be determined by the City. **(MHMC**

12.02.010; 12.02.090; 17.32.060 B; CMH General Plan; CMH Design Standards and Standard Details for Construction)

B. **Installation and Dedication of Streets**: The project shall install and dedicate street improvements including, but not limited to, curb and gutter, sidewalk, compaction, street paving, oiling, storm drainage facilities, sewer and water, fire protection, undergrounding of utilities and street lighting in conformance with City of Morgan Hill requirements. **(MHMC 12.02.010; 12.02.50; 12.02.080; 12.02.100; 17.28.010; 17.32.060)**

C. **Underground Existing Utilities**: All existing overhead utilities adjacent to any site boundary or along any street frontage of the site shall be placed underground in accordance with City standards and affected utility company guidelines. **(MHMC 12.02.090 B; 17.32.020 E.1)**

III. SANITARY SEWER SYSTEM

A. **Design of Sewer Improvements**: The applicant shall cause to be undertaken the design and construction of sanitary sewer improvements including, but not limited to installation of sewer line extension on the proposed public street(s) or private street(s)/drive aisle(s). The sanitary collection system shall include, but not be limited to manholes with manhole frames and covers, cleanouts, wye-branches and laterals, and separate sewer taps to each lot. These are to be installed by the developer. **(MHMC 13.20.355; 17.32.020 C; CMH Sewer System Master Plan; CMH Design Standards and Standard Details for Construction)**

B. **Sewer Connection**: All existing and future sewer lines shall be tied into the City's system and existing septic systems shall be abandoned in accordance with City requirements. **(MHMC 13.24.060; 17.32.20 C)**

IV. STORM DRAIN SYSTEM

A. **Storm Drainage Study**: A complete storm drainage study of the proposed development must be submitted showing amount of run-off, and existing and proposed drainage structure capacities. This study shall be subject to review and approval by the City Engineer. All needed improvements will be made by the applicant. No overloading of the existing system will be permitted. **(MHMC 17.32.020 B;17.32.090; CMH Design Standards and Standard Details for Construction)**

B. **Storm Drainage Capacity**: Collection system shall be designed to be capable of handling a 10-year storm without local flooding. On-site detention facilities shall be designed to a 25-year storm capacity. Streets shall be designed to carry

100-year storm. Items of construction shall include, but not be limited to installation of storm line extension on proposed public street(s), surface and subsurface storm drain facilities, manholes with manhole frames and covers, catch basins and laterals. Note: the project may be required to **retain** stormwater runoff as part of resolution R3-2013-0032 prior to releasing discharge rates at pre-development flows. **(MHMC 17.32.020 B; 18.74.440; CMH Design Standards and Standard Details for Construction; CMH Storm Drainage System Master Plan)**

C. **Storm Drainage General Requirements:** Prior to issuance of a grading permit, the applicant shall complete the following to the satisfaction of the City Engineer.
   1. Storm drain calculations to determine detention/retention pond sizing and operations.
   2. Plan describing how material excavated during construction will be controlled to prevent this material from entering the storm drain system.
   3. Water Pollution Control Drawings (WPCD) for Sediment and Erosion Control. (**CMH Design Standards and Standard Details for Construction)**

D. **NPDES Construction Activity General Permit/SWPPP Requirements**: As required by the State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ, construction activity resulting in a land disturbance of one (1) acre or more of soil, or whose projects are part of a larger common plan of development that in total disturbs more than one (1) acre, are required to obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002 for Discharges of Storm Water Associated with Construction Activity (General Permit). To be permitted with the SWRCB under the General Permit, owners must file a complete Notice of Intent (NOI) ONLINE at: http://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp and develop a Storm Water Pollution Prevention Plan (SWPPP) Manual in accordance with the General Permit. The SWPPP Manual shall follow the CASQA SWPPP template/format at https://www.casqa.org/store/products/tabid/154/p-167-construction-handbookportal-initial-subscription.aspx and shall be approved by Public Works Engineering. A Waste Discharger Identification (WDID) number to be issued to the construction site after the SWRCB receives and verifies the submitted ONLINE NOI information. The WDID number and approved SWPPP Manual shall be provided to Public Works and the Building Department prior to any approval of grading activities **(SWRCB NPDES General Permit CAS000002).**

E. **NPDES General Permit Site SWPPP Inspections and Compliance:**
   1. ALL project onsite and offsite construction activity shall have the site inspected by a **qualified third party SWPPP Inspector (QSD or QSP or RCE).**

2. SWPPP Inspections shall occur weekly during the rainy season (September 15th thru May 1st).
3. SWPPP Inspections shall occur bi-weekly during the non-rainy season.
4. 48 hours prior to and following a forecasted rain event, SWPPP Inspections shall occur in addition to those of items 2 or 3 above.
5. Per each of the inspection conditions 2, 3, or 4, SWPPP inspection reports, and when applicable, Rain Event Action Plans (REAPS) shall be e-mailed to: sw.construction@morganhill.ca.gov no later than 12:00 PM each Monday for the previous week's inspections with a brief statement whether the site is in compliance or non-compliant.
6. Prior to rain events, BMPs not in compliance will need to be corrected immediately.
7. Illicit discharges per the NPDES General Permit, non-compliance of tracking control, and inlet protection within the public right-of-way shall be addressed immediately.
8. Other non-compliance issues need to be addressed within a 24-hour period.
9. Non-compliance issues which have been corrected shall be verified by NPDES SWPPP Inspector by a follow-up inspection.
10. BMP maintenance/inspections shall include tree protection, if applicable.

F. **Private Storm Drain Connection to Public Storm Drain System**
1. Prior to connection of the private storm drain to the public storm drain system, the point of connection shall be inspected by the City's Environmental Services staff. Developer/Applicant shall contact SW Construction at SW.construction@morganhill.ca.gov for the inspection.
2. Prior to acceptance of public improvements or occupancy of the final unit, the private storm drain facilities shall be inspected by Civil Engineer of record and the City's Environmental Services staff. If necessary, storm drain pipe, inlets, post-construction stormwater control measures, and detention facilities, shall be cleared of foreign debris, sediment or silt.

V. WATER SYSTEM

A. **Domestic Water System**: The applicant shall cause the design and construction to be undertaken of a domestic water system to the satisfaction of the City Engineer. The water system improvements shall be constructed within public easements or street rights-of-way to the satisfaction of the City Engineer and dedicated to the City. **(MHMC 17.32.020 A & D; CMH Design Standards and Standard Details for Construction; CMH Water System Master Plan)**

B. **Water Well Abandonment**: Abandonment of any existing water well shall be in conformance with Santa Clara Valley Water District (SCVWD) Ordinance 90-1. Location and disposition to be shown on the plan. Well(s) shall be properly

registered with the SCVWD and either be maintained or abandoned in accordance with SCVWD standards.

C. **Water Line Extension**: Install water line extension on the proposed public streets and/or private streets. **(MHMC 17.32.020 A & D; CMH Water System Master Plan)**

D. **Water Master Meter**: All residential units are being served by a master public meter(s) and shall be privately sub-metered as allowed pursuant to Section 13.04.130.C of the Morgan Hill Municipal Code. The owner of a multi-unit residential development that includes habitable dwellings, may, upon compliance with the following, install separate private submeters to each residential unit.

1. The owner shall obtain approval/permit from the Public Works Department for the submeter system.
   a. Any submeters shall accurately and completely measure all water consumed from the municipal water system.
   b. The owner shall agree to charge the tenant of each unit a water utility charge strictly based on the consumption by the occupants of the unit.
   c. Installation, maintenance and monitoring of the submeter system shall be the responsibility of the owner, and in no circumstances shall the City be responsible.
   d. If any water conservation plan is implemented or imposed by the City, the owner shall be responsible for complying with any reductions required by such plan as measured by consumption on the meter(s) directly connected to the municipal water system.
2. Failure to abide by the above conditions, and/or any other conditions the City may impose, may result in revocation of any permit issued and/or other action as authorized by law, such as at the owner's expense to install individual public water meters for each unit.
3. Owner/developer shall execute an agreement with the City to cover/outline the requirements of Section 13.04.130.C of the Municipal Code to be reviewed and approved by the City Engineer or designee.
4. Records of bookkeeping and private sub-metering usage shall be accurately maintained digitally. Upon request from the City, records shall be produced to the City within a 24-hour period.

VI. OTHER CONDITIONS

A. **Easement Dedications:** The owner shall dedicate all necessary utility easements. **(MHMC 12.02.080 D; 17.28.010 A)**

B. **Undergrounding New Utilities:** The applicant shall cause the design and construction required to underground all electric, gas, Cable TV and communication lines within the development. Such design and construction shall be to the satisfaction of the affected utilities and the City Engineer. **(MHMC 17.32.020 E.1)**

C. **Landscaping and Irrigation Systems:** Landscaping and irrigation systems serving common areas that are required to be installed in the public right-of-way on the perimeter of this project shall be continuously maintained by the property owner or designated maintenance entity.

D. **Final Landscape Plans:** Final landscape plans shall be submitted with and included as part of the improvement plans for the project. **(MHMC 17.08.090)**

E. **Pre-construction Meeting:** Prior to the approval of any Building Permit for grading activity, the developer shall schedule a pre-construction meeting with the Public Works Inspection Division with the following project team members:
   1. Civil Engineer of record
   2. Geotechnical Engineer of record
   3. Third Party QSD/QSP SWPPP Inspector
   4. General Contractor
   5. Sub-Contractors

F. **As-Built Submittal Standards:** The developer shall submit digital as-builts of the project's Grading Plan, Civil, and Landscape Improvement Plans which adhere to the City's updated GIS/CAD Developer Submittal Standards.

VII. NPDES STORMWATER MANAGEMENT DEVELOPMENT STANDARDS

A. **Stormwater Post Construction Requirements (PCRs):** Project shall comply with the California Regional Water Quality Control Board Central Coast Region Resolution No. R3-2013-0032 as documented by the **Stormwater Management Guidance Manual for Low Impact Development and Post-Construction Requirements** (developed from Resolution No. R-2013-0032 Attachment 1 and 2 at: http://www.waterboards.ca.gov/centralcoast/water_issues/programs/stormwater/docs/lid/lid_hydromod_charette_index.shtml). A copy of the Guidance Manual can be obtained from the City's Land Development Engineering webpage. Project shall provide Stormwater Runoff Management Plan, Stormwater Control Plan and Checklist, and applicable calculations per the Guidance Manual. Project shall meet the applicable Post-Construction Requirements:
   1. Performance Requirement 1: Site Design and Runoff Reduction
   2. Performance Requirement 2: Water Quality Treatment
   3. Performance Requirement 3: Runoff Retention
   4. Performance Requirement 4: Peak Management

B. **Peak Storm Water Runoff Discharge Rates:** Post-development peak storm water runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increased peak storm water discharge rate will result in increased potential for downstream erosion. Note: the project may be required to **retain** stormwater runoff as part of resolution R3-2013-0032 prior to releasing discharge rates at pre-development flows.

C. **Storm Drain System Stenciling and Signage:** All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as: “NO DUMPING – DRAINS TO CREEK”) and/or graphical icons to discourage illegal dumping. Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area. Legibility of stencils and signs must be maintained.

D. **Trash Enclosure Areas:** In addition to compliance with the requirements under Municipal Code Section 18.92.125 (Refuse and Recycling Enclosures), all trash enclosure areas must meet the following Structural or Treatment Control BMP requirements:
   1. Roof Required: Trash enclosure areas shall have an all-weather noncombustible solid roof to prevent rainwater from mixing with the enclosure’s contents
   2. Walls Required: Trash enclosure shall have structural walls to prevent unauthorized off-site transport of trash.
   3. Doors: Trash enclosure shall have door(s) which can be secured when closed.
   4. Grades: The pad for the enclosure shall be designed to not drain outward, and the grade surrounding the enclosure shall be designed to not drain into the enclosure.
   5. Drain Inlet: Within the enclosure, an area drain with an approved (Zurn) vandal proof drain shall be installed and shall be plumbed to the sanitary sewer system with grease trap. Grease trap shall be located within the trash enclosure footprint.

E. **Design Standards for Structural or Treatment Control BMPs:** The post-construction treatment control BMPs shall incorporate, at a minimum, either a volumetric or flow- based treatment control design standard, or both, as identified below to mitigate (infiltrate, filter or treat) storm water runoff:
   1. Volumetric Treatment Control BMP
      a. The 85th percentile 24-hour runoff event determined as the maximized capture storm water volume for the area, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or

b. The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in California Stormwater Best Management Practices Handbook – Industrial/ Commercial, (2003); or
c. The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for "treatment" that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

2. Flow Based Treatment Control BMP
   a. The flow of runoff produced from a rain event equal to at least two times the 85^{th} percentile hourly rainfall intensity for the area; or
   b. The flow of runoff produced from a rain event that will result in treatment of the same portion of runoff as treated using volumetric standards above.

F. **Inlets and Riser Pipes for Underground Stormwater Infiltration and Storage Facilities:** If applicable, underground stormwater infiltration and storage facilities shall include adequate inlets and/or risers for visual inspection, maintenance and as flush ports.

G. **Stormwater Runoff Management Plan (SWRMP):** The Stormwater Runoff Management Plan shall include sufficient information to evaluate the environmental characteristics of affected areas, the potential impacts of the proposed development on water resources, and the effectiveness and acceptability of measures (post construction BMPs) proposed for managing stormwater runoff.
   1. The Stormwater Runoff Management Plan shall be prepared under the direction of a professional civil engineer registered in the State of California. The responsible professional civil engineer shall stamp and sign the approved Stormwater Runoff Management Plan.
   2. The developer shall provide a signed certification from the civil engineer responsible for preparing the Stormwater Runoff Management Plan that all stormwater best management practices have been designed to meet the requirements.

H. **Stormwater BMP Operation, Maintenance, and Replacement Responsibility**
   1. Prior to building final, the property owner shall submit a signed certification (with signature, date & license number/seal) certifying that all post-construction stormwater management/BMP facilities shown on the as-built drawings were inspected by the civil engineer (or by a qualified third party stormwater inspector hired by the permittee/owner) and have been constructed in accordance with the approved plans and specifications.
   2. All on-site stormwater management facilities shall be operated and maintained in good condition and promptly repaired/replaced by the property

owner(s), an owners' or homeowners' association or other legal entity approved by the City.

3. Any repairs or restoration/replacement and maintenance shall be in accordance with City-approved plans.
4. The property owner(s) shall develop a maintenance schedule for the life of any stormwater management facility and shall describe the maintenance to be completed, the time period for completion, and who shall perform the maintenance. This maintenance schedule shall be included with the approved Stormwater Runoff Management Plan.

I. **Stormwater BMP Operation and Maintenance Agreement (SWBOMA):** Prior to the issuance of any building permit requiring stormwater management BMPs, the owner(s) of the site shall enter into a formal written Stormwater BMP Operation and Maintenance Agreement with the City. The City shall record this agreement, against the property or properties involved, with the County of Santa Clara and it shall be binding on all subsequent owners of land served by the storm water management BMPs. The City standard Stormwater BMP Operation and Maintenance Agreement will be provided by Land Development Engineering at building permit/improvement plan stage.

J. **Stormwater BMP Inspection Responsibility**
1. The property owner(s) shall be responsible for having all stormwater management facilities inspected for condition and function by a **certified Qualified Stormwater Practitioner (QSP)**.
2. Unless otherwise required by the City Engineer or designee, stormwater facility inspections shall be done at least twice per year (April 15th and September 15th) by the QSP. Written records shall be kept of all inspections and shall include, at a minimum, the following information:
   a. Site address;
   b. Date and time of inspection;
   c. Name of the person conducting the inspection;
   d. List of stormwater facilities inspected;
   e. Condition of each stormwater facility inspected;
   f. Description of any needed maintenance or repairs; and
   g. As applicable, the need for site re-inspection.
3. Upon completion of each inspection, an inspection report shall be submitted to Environmental Services Division.

K. **Records of Maintenance and Inspection Activities**: On or before April 15th and September 15th of each year, the party responsible for the operation and maintenance of on-site stormwater management facilities under the BMP Operation and Maintenance Agreement shall provide the City Engineer or designee with records of all inspections, maintenance and repairs.

L. **Annual Certification of SWRMP**: On or before September 30th of each year, a Registered Civil Engineer (RCE) shall provide written certification that the project's stormwater quality design standards are properly maintained and functioning as required by the SWRMP.

BUILDING DIVISION

40. California Code of Regulations: Project shall be designed to comply with the edition of the California Codes of Regulations as amended by the Morgan Hill Municipal Code Title 15 that is in effect at time of Building Permit Application submittal.

41. Project shall comply with the accessibility requirements of California Building Code Chapter 11A as it meets the definition of covered multifamily dwelling.

42. An accessible path of travel is required from public sidewalk, accessible parking spaces, electric vehicle spaces, common areas, and amenities to building entrances/accessible units.

43. At least 10% of the multi-story dwelling units shall comply with CBC 1102A.3 and shall be dispersed as best as possible based on different models and shall be located near the common area.

44. Onsite parking spaces shall comply with requirements of accessibility and EV infrastructure per California Building Code, California Green Building Code, and MHMC 15.62. Ordinance includes the requirement of the private attached garages in townhouse.

45. Acoustical Analysis: An acoustical analysis report shall be submitted with the building permit documents showing interior and exterior noise mitigations for compliance to the MHMC, California Building code and CAL Green Code.

46. Compliance with Morgan Hill Municipal Code: Project shall comply with the Morgan Hill Municipal Code (MHMC) including but not limited to:

- MHMC 15.65 Sustainable Building Regulations
- MHMC 15.62 Electric Vehicle Charging Infrastructure
- MHMC 15.40 Building Security
- MHMC 15.38 Wage Theft Preventions
- MHMC 18.148 Water Conservation
- MHMC 15.63 Prohibition of Natural Gas Infrastructure in New Buildings
- MHMC 18.76.090 Noise Standards - Noise mitigations based on acoustical analysis per Municipal Code and California Codes.

FIRE DIVISION

47. Preliminary Review Only: The requirements and conditions stated in this review are preliminary and are intended to be used for the purposes of project planning. An official Fire Department review of the project will be conducted upon receipt of a complete plan submittal application that clearly shows all intended grading, demolition, construction or building modifications.

48. Proposal limited to: Review of this Development proposal is limited to acceptability of site access as they pertain to fire department operations, and shall not be construed as a substitute for formal plan review to determine compliance with adopted model codes. Prior to performing any work, the applicant shall make application to, and receive from, the Building Department all applicable construction permits.

49. The following will be deferred submittals under a separate permit: underground fire service, fire sprinklers, fire alarm (if required).

50. Fire Lane Marking Required: Provide marking for all roadways within the project. Markings shall be per fire department specifications. Installations shall also conform to Local Government Standards and the City of Morgan Hill Standard Details and Specifications 11-F. (CFC Section 503)

51. Parking Along Roadways: The required width of fire access roadways shall not be obstructed in any manner. Parking shall not be allowed along roadways less than 28 feet in width. Parking will be allowed along one side of the street for roadways 28-35 feet in width. For roadways equal to or greater than 36 feet, parking will be allowed on both sides of the roadway. Roadway widths shall be measured face to face of curb. Parking spaces are based on an 8-foot-wide space. (CFC Section 503)

HOUSING DIVISION

52. Inclusionary Housing Agreement: The developer shall execute and record an Inclusionary Affordable Housing Agreement with the City prior recordation of final map. (MHMC 14.04.050)

Environmental Assesment per AB 130

53. Prior to recordation of the final map, a Phase II environmental assessment, (as defined in subdivision (o) of Section 25403 of the Health and Safety Code) is

required. If a recognized environmental condition is found, a preliminary endangerment assessment is required, as defined in Section 78095 of the Health and Safety Code, prepared by an environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

If a release of hazardous substance is found to exist on the site, the release shall be removed, or any significant effect of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with current state and federal requirements.

RESOLUTION NO. 25-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORGAN HILL APPROVING A TENTATIVE MAP (SD2025-0004) ON AN APPROXIMATE 6.3-ACRE SITE FOR THE PROPERTY LOCATED ON THE NORTHEAST CORNER OF BUTTERFIELD BOULEVARD AND TENNANT AVENUE (APN: 817-09-055)

WHEREAS, on February 6, 2025, an application was submitted for a one lot Subdivision Map to develop 106 multifamily attached condominium units on an approximate 6.3-acre site located at the northeast corner of Butterfield Boulevard and Tennant Avenue (SD2025-0004); and

WHEREAS, such request was considered by the Planning Commission at their regular meeting of December 9, 2025; and

WHEREAS, the project is exempt from the California Environmental Quality Act (CEQA) pursuant to Assembly Bill 130 (AB130), which provides a statutory exemption for eligible urban infill housing development; and

WHEREAS, testimony received at a duly noticed public hearing, along with exhibits and drawings and other materials have been considered in the review process.

NOW, THEREFORE, THE MORGAN HILL PLANNING COMMISSION DOES RESOLVE AS FOLLOWS:

SECTION 1. The Planning Commission has considered the full record before it, which may include but not limited to such things as the staff report, public testimony, and other materials and evidence submitted or provided. Furthermore, the recitals set forth above are found to be true and correct and are incorporated herein by reference.

SECTION 2. The project in compliance with the CEQA Guidelines and is consistent with the State and Local Guidelines implementing CEQA.

SECTION 3. The Planning Commission finds the Tentative Subdivision Map, together with its provisions for its design and improvements is consistent with the General Plan and any applicable specific plans.

SECTION 4. The Planning Commission approves the Subdivision Map incorporated herein and as attached as Exhibit “A” and shall be expressly conditioned in conformance with conditions incorporated herein and as attached as Exhibit “B”.

PASSED AND ADOPTED THIS 9th DAY OF DECEMBER 2025, AT A REGULAR MEETING OF THE PLANNING COMMISSION BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

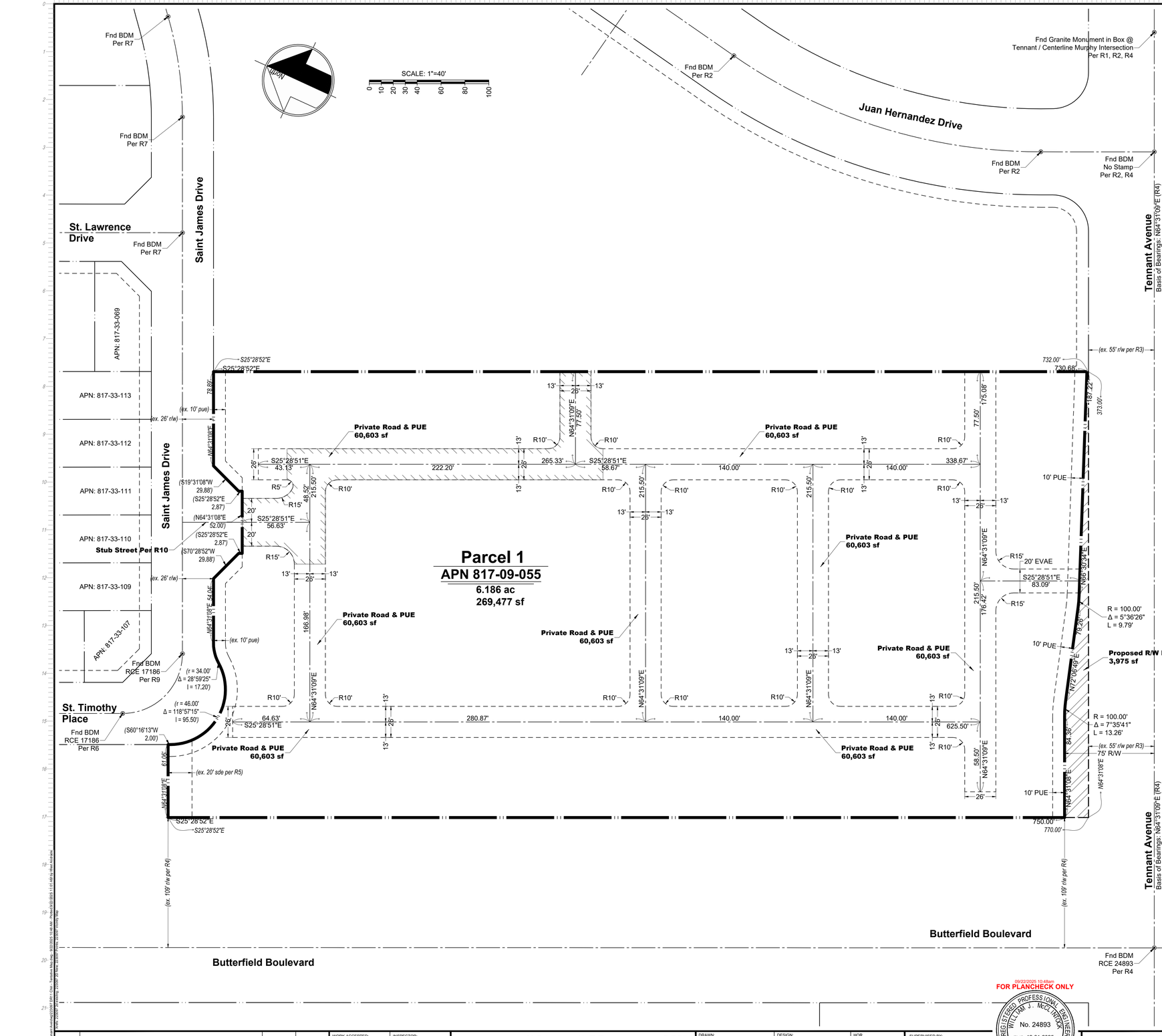
NOES: COMMISSIONERS:

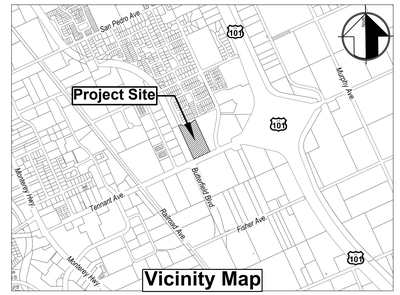
ABSTAIN: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ATTEST: **APPROVED:**

JENNA LUNA, Deputy City Clerk **JAMES WILSON, Chair**





Abbreviations:

EVAE	Emergency Vehicle Access Easement
PUE	Public Utility Easement
SDE	Storm Drain Easement
R/W	Right-of-Way
Fnd	Found
BDM	Brass Disk Monument
sf	Square Feet
ac	Acres
ex.	Existing

Legend:

(ex.)	Denotes an existing feature (lowercase & italic)
◉	Found City Standard Monument, As Indicated
	Set City Standard Monument

Linetype	Description
	Project Boundary Line
	Centerline
	Easement Line
	Property Line (PL)
	Reciprocal Access Easement
	R/W Dedication
	PL To Be Removed

Reference Maps & Documents:

R1	L M 26	R2	513 M 14	R3	Doc# 12398907
R4	836 M 11:	R5	Doc# 14310636:	R6	806 M 6:
R7	709 M 16	R8	Doc#20332785	R9	Doc#21726138
R10	Doc#21726139	R11	Doc#22038135		

Basis of Bearings:
The bearings shown upon this plan are based upon monuments found in the centerline of Tennant Ave. from its intersection with Butterfield Boulevard and its intersection with Murphy Avenue as stated in record of survey 836 M 11 of Santa Clara County Records (R4).

Owner:
The Chiri Family Limited Partnership
275 Tennant Ave, Suite 200
Morgan Hill, CA 95037
Contact: Ron Chiri
Phone: 408.776.1505
Email: ronchiri@caccpa.net

Engineer:
MH Engineering Co.
16075 Vineyard Blvd.
Morgan Hill, CA 95037
Contact: Bill McClintock
Phone: 408.779.7381
Email: billm@mhengineering.com

Lands of Chiri - Tentative Map

For Condominium Purposes

- 106 Condominium Units
- 1 Private Amenity Structure

A portion of the Rancho De Agua De La Coche lying along the north east corner of the intersection of Tennant Avenue & Butterfield Boulevard in the City of Morgan Hill, Santa Clara County, State of California, as shown at Lot 54 of the "Catherine Dunne Ranch Map No.7", filed in Book L of Maps, at Page 26 in Santa Clara County Records.

September 2025

09/22/2025 10:48am
FOR PLANCHECK ONLY

REGISTERED PROFESSIONAL ENGINEER
WILLIAM J. McCLINTOCK
No. 24893
EXP. 12-31-2025
STATE OF CALIFORNIA

FOR PLANCHECK ONLY
signature shall be provided upon approval

NO.	DESCRIPTION	DATE	BY

REVISIONS

WORK ACCEPTED: INSPECTOR:
BY: DATE:

City of Morgan Hill
Public Works Department
17575 PEAK AVE. MORGAN HILL, CA 95037
(408) 776-6480 FAX (408) 779-7236

DRAWN: WA	DESIGN: WJM	HOR. 1"=40'
CHECKED: CMH	DATE:	VERT.
APPROVED:	DATE:	JOB NO. 223097

Scott C. Ciser RCE 56879 — CITY ENGINEER EXP. DATE 06-30-2023

SUPERVISED BY:
SIGNATURE DATE

MH engineering Co.
SUBDIVISIONS - LAND PLANNING - LAND SURVEYS
16075 VINEYARD BOULEVARD MORGAN HILL, CA 95037
(408) 779-7381 FAX: (408) 226-5712

Tentative Map
Chiri - Tennant Avenue
MORGAN HILL CALIFORNIA

CITY FILE NO.
PLAN SET: 2025-09-22
DRAWING: 11 of 11

EXHIBIT "B"
STANDARD CONDITIONS

APPLICATION NO: SD2025-0004
THE FOLLOWING APPROVAL REQUIREMENTS AND ANY SPECIAL CONDITIONS SHALL BE APPLIED THROUGH THE DEVELOPMENT APPROVAL PROCESS.

Legend

MHMC= Morgan Hill Municipal Code
MHARH= Morgan Hill Architectural Review Handbook
CMH= City of Morgan Hill
CFC= California Fire Code

PROJECT DESCRIPTION

Vesting Subdivision Map for a one lot Subdivision Map to develop 106 multifamily attached condominium units on an approximate 6.3-acre site located at the northeast corner of Butterfield Boulevard and Tennant Avenue. Assessor's Parcel Number 817-09-055.

The project shall comply with all requirements of related project approvals granted by the City, including all of the following:

Design Permit Application SR2024-0030

Affordable Housing.
The project will provide 16 below-market-rate units (15% of the project) to be restricted for sale to qualified moderate-income buyers. Prior to the recordation of the final map an Inclusionary Housing Ordinance Agreement shall be executed between the developer/applicant and the City.

PROJECT CONDITIONS OF APPROVAL

This Subdivision Map approval is limited to the plan set stamped approved on December 9th, 2025, on file (File Number SD2025-0004) with the Development Services Department. It shall be the responsibility of the Owner to ensure that any changes or modifications to the Project or any Unit are in compliance with the original City Conditions of Approval of the Project, which are hereby incorporated herein as set forth in full.

The Final Map shall be in substantial compliance with the approved Vesting Tentative Map as determined by the City Engineer and Development Services Director.

PLANNING DIVISION

1. Defense and Indemnity: As part of, and in connection, with this application to the City of Morgan Hill, Applicant agrees to defend, indemnify, and hold harmless the City of Morgan Hill, its officers, agents, employees, officials and representatives (Indemnitees) from and against any and all claims, actions, or proceedings arising from any suit for damages or for equitable or injunctive relief which is filed against City to attack, set aside, void or annul its approval of this application or any related decision, or the adoption of any environmental documents which relates to said approval. The City shall promptly notify the Applicant of any such claim, action or proceeding and the City shall cooperate fully in the defense thereof. In the event that Applicant is required to defend Indemnitees in connection with the proceeding, Indemnitees shall retain the right to approve (a) the counsel to so defend Indemnitees; (b) all significant decisions concerning the manner in which the defense is conducted; and (c) any and all settlements, which approval shall not be unreasonably withheld. This indemnification shall include, but is not limited to, (a) all pre-tender litigation costs incurred on behalf of the City, including City's attorney's fees and all other litigation costs and expenses, including expert witnesses, required to defend against any lawsuit brought as a result of City's approval or approvals; (b) reasonable internal City administrative costs, including but not limited to staff time and expense spent on the litigation, after tender is accepted; and (c) all damages, costs, expenses, attorney fees or expert witness fees that may be awarded to the prevailing party arising out of or in connection with the approval of the application or related decision. City may, in its sole discretion, participate in the defense of such action; but such participation shall not relieve Applicant of its obligations under this condition. The undersigned hereby represents that they are the Applicant or are fully empowered by the Applicant as their agent to agree to provide the indemnification, defense and hold harmless obligations, and the signature below represents the unconditional agreement by Applicant to be bound by such conditions.

2. Time Limit: The Tentative Subdivision map approval granted pursuant to this Resolution shall remain in effect for two years from December 9th, 2025. Failure to apply for Final Map approval with the City Engineer within this term shall result in expiration of approval unless an extension of time is granted by the Development Services Department prior to the expiration date. (MHMC 18.104.210)

3. Mitigation Fee Act: Notice is hereby given that, pursuant to the Mitigation Fee Act, the City of Morgan Hill charges certain fees (as such term is defined in Government Code Section 66000) pursuant to MHMC Chapter 3.56 in connection with approval of this development project for the purpose of defraying all or a portion of the cost of public facilities related to this development project

(Mitigation Fee Act Fees). MHMC Section 3.56.050 provides for automatic annual adjustment on January 15 of those fees in existence utilizing the Engineering News Record Index for the preceding twelve months. These fees do not include fees for processing applications for governmental regulatory actions or approvals. The Mitigation Fee Act Fees applying to this project are listed in the schedule of fees to be provided at building permit stage and are generally described below in the Engineering Divisions Conditions, section H. Notice is also hereby given that the Developer has an opportunity to protest the imposition of the Mitigation Fee Act Fees within 90 days of the approval or conditional approval of this development project and that the 90-day protest period has begun.

4. Covenants, Conditions and Restrictions: The applicant shall provide a set of Covenants, Conditions and Restrictions (CC&R's), Bylaws and Articles of Incorporation, for review and approval by the Development Services Director prior to final occupancy or recordation of a final map. All such CC&Rs shall include the following:

   A. The Owners recognize that the use, modification and proper maintenance of the Common Area and public right-of-way(s)* are for the benefit of all citizens of the City of Morgan Hill (City) and that the City is an intended third-party beneficiary of these covenants, conditions and restrictions and may, upon notice of hearing as set forth below, exercise the same powers of enforcement as the Association.

      *Public right-of-way: Exclusive of streets dedicated to and accepted by the City of Morgan Hill.

   B. The City may, by mail or personal delivery, give written notice of the breach of any maintenance obligation to the Association with a demand that such breach be remedied. If such breach is not remedied within thirty (30) days of the mailing or delivery of such notice, the City shall have standing and the right (but not the obligation) to bring a court action against the Association and Owners to enforce such provision. In addition, the City shall be entitled to recover reasonable attorneys' fees and costs incurred in such action.

   C. The Notice may also contain a date for a hearing on the matter before a City employee designated by the City (which hearing shall be held no sooner than fifteen (15) days after mailing of such notice), and if after such hearing the City determines that there has been inadequate maintenance, the City shall have the right (but not the obligation) to undertake the maintenance of the Common Area or public right-of-way in question. Any and all costs incurred by the City in so maintaining the Common Area or

public right-of-way shall be a lien against all the properties included with the Project and shall be the personal responsibility of the Owners and the Association.

D. The entire Project and all of the properties located thereon shall be subject to the conditions and restrictions of all subdivision and other Project approvals by the City, with respect to the Project. Any changes and/or modifications to the Project and/or any Unit, including but not limited to changes to the exterior of any Unit, may be subject to review and approval of the City of Morgan Hill as may be determined by review of the Project approvals by the City of Morgan Hill.

E. This section may not be amended without the prior written consent of the Development Services Director for the City. Nothing contained in this section shall limit any other right or remedy which the City may have under its ordinances or state law.

F. For the purposes of this section, the question of whether there has been a breach of a maintenance obligation or adequate maintenance shall be determined by the provisions of the original Declaration as first recorded with the County Recorder for Santa Clara County and by any amendment thereto, but only to the extent that such maintenance obligation or duty of maintenance is increased by such amendment.

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5. ENGINEERING DIVISION

I. GENERAL

A. **Final Map:** The applicant shall have a Final Map prepared by a registered engineer (licensed prior to 01/01/1982: registration number 33,965 or lower) or licensed land surveyor delineating all parcels and easements created. There shall be concurrence in writing by PG & E, Telephone, Cable TV and any other affected agencies to all improvements and easements which are applicable to them. The number and locations of monuments shall be set as required by the City Engineer. **(MHMC 17.20.200 A; 17.20.290; 17.24.010)**

a. The project's tract/final map shall be approved by the City Council prior to issuance of a grading permit.

b. At building permit/improvement plan stage, the project shall confirm if the Tennant Avenue and St. James Drive frontages were dedicated to the City, in fee. If the project's frontages were only dedicated as an easement,

the project shall rededicate on the Final Map St. James Drive and Tennant Avenue public rights-of-way, in fee.

c. The project shall dedicate on the Final Map the additional Tennant Avenue right-of-way, in fee, to accommodate the ultimate widening of Tennant Avenue to include the following improvements in the westbound direction: two dedicated left turn lanes, two through lanes, one dedicated right turn lane, Class IV bicycle facility, and detached sidewalk with parkstrip.

d. Prior to Final Map approval, revise any proposed "Public Utility Easement" to be a "Public Service Easement".

e. The project shall dedicate on the Final Map an Emergency Vehicle Access Easement (EVAE) along the project's private interior roads to St. James Drive and Tennant Avenue.

B. **Covenants, Conditions, and Restrictions (CC&R's):** At improvement plan stage, all private utilities that benefit the condominium owners or convey drainage to the stormwater control measures shall be covered in the project's Covenants, Conditions, and Restrictions (CC&R's).

C. **Reciprocal Access:** Reciprocal access easements and maintenance agreements ensuring access to all parcels and joint maintenance of all common roads, drives or parking areas shall be provided by CC&R's and by deed and shall be recorded concurrent with the map, or prior to issuance of building permit where no map is involved. **(MHMC 17.20.350 H)**

1. The Reciprocal Access Easement for the benefit of APN 817-09-036 shall be extended to include both future connections with APN 817-09-036.

D. **Impact Fees & Fee Increase:** The developer shall pay all applicable impact fees and other engineering review fees (fees other than impact fees are automatically adjusted annually on July 1st) prior to building permit issuance and building final. The fees will be based on the Public Works Fee Schedule prepared by Land Development Engineering.

E. **Parkland Dedication/Parkland Fee In-Lieu:** This project is also subject to the Parkland Dedication and Parkland Fee In-Lieu requirements (Morgan Hill Municipal Code Chapter 17.28).

1. The project shall pay fees in lieu of parkland dedication to meet the parkland obligation. The project's parkland obligation will be calculated using the formula shown in Municipal Code Section 17.28.060.

2. Private recreation credits, which could allow a credit of up to 40% towards the parkland obligation, could be available for private open space(s) within the subdivision that meets the standard requirements listed in Municipal Code Section 17.28.130.

F. **Easement Dedications:** The owner shall dedicate all necessary utility easements. **(MHMC 12.02.080 D; 17.28.010 A)**

6. **HOUSING DIVISION**

Inclusionary Housing Agreement: The developer shall execute and record an Inclusionary Affordable Housing Agreement with the City prior recordation of final map. (MHMC 14.04.050)

CITY OF MORGAN HILL

ASSEMBLY BILL (AB) 130 CEQA EXEMPTION REVIEW CHECKLIST

The complete AB 130 text, including the entirety of Public Resources Code (PRC) 21080.66, is available at the following link: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB130

Application Submittal Requirements

1. The AB 130 Exemption Review Checklist is required for all proposed new development that has been submitted under an AB 130 exemption application.
2. The AB 130 Exemption Review Checklist must be submitted in addition to the basic set of requirements for project proposal.
3. The project must meet the requirements of all items listed in order to show that the proposed project is exempt under AB 130.

General Project Site Information

Address of Project Site: N/A – Northeast corner of Butterfield Boulevard and Tennant Avenue

APN of Project Site: 817-09-055

Project Site Acreage: 6.28 acres

Project Site Land Use Designation: Residential Attached Medium Density (RAM)

Project Site Zoning Designation: Residential Attached Medium Density (RAM)

Project Consistency Checklist

To comply with PRC Section 21080.66(a)(1), the Project Site must meet one of the following criteria:	**Yes**	**No**
(A) The project site is not more than 20 acres. OR	☒	☐
(B) The proposed project is a builder's remedy project, and the Project Site is not more than five acres.	☐	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is 6.28 acres, and, thus, is not more than 20 acres. The proposed project is not a builder's remedy project.

CITY OF MORGAN HILL

To comply with PRC Section 21080.66(a)(2), the Project Site must meet either of the following criteria:	Yes	No
(A) Is located within the boundaries of an incorporated municipality. OR	☒	☐
(B) Is located within an urban area, as defined by the United States Census Bureau as having at least 2,000 housing units or a population of at least 5,000.	☐	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is within the Morgan Hill city limit.

To comply with PRC Section 21080.66(a)(3), the Project Site must meet at least one of the following criteria:	Yes	No
(A) Has been previously developed with an urban use.	☐	☐
(B) At least 75 percent of the perimeter of the site adjoins parcels that are developed with urban uses.	☒	☐
(C) At least 75 percent of the area within a one-quarter mile radius of the site is developed with urban uses.	☐	☐
(D) For sites with four sides, at least three out of four sides are developed with urban uses and at least two-thirds of the perimeter of the site adjoins parcels that are developed with urban uses.	☐	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is bound by Butterfield Boulevard to the west and Tennant Avenue to the south. In addition, residential uses are located to the north of the site and commercial/industrial uses are located to the west of the site, across Butterfield Boulevard. The parcel to the south of the project site is currently under construction with a 259-unit multi-family residential development.

To comply with PRC Section 21080.66(a)(4), the proposed project must meet all of the following criteria:	Yes	No
(A) The proposed project is consistent with the City's General Plan.	☒	☐
(B) The proposed project is consistent with the City's Zoning Ordinance.	☒	☐

Notes:
1 If the zoning and general plan are not consistent with one another, a project shall be deemed consistent with both if the project is consistent with one.
2 The approval of a density bonus, incentives or concessions, waivers or reductions of development standards, and reduced parking ratios pursuant to Section 65915 of the Government Code shall not be grounds for determining that the project is inconsistent with the applicable general plan or zoning ordinance.

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The City of Morgan Hill General Plan designates the project site as RAM, and the site is zoned RAM. The proposed project is an allowed use within the RAM land use and zoning designation.

To comply with PRC Section 21080.66(a)(5), the proposed project must meet the following criteria:	**Yes**	**No**
(A) The proposed project would result in a minimum density of 15 units per acre.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The proposed project would include construction of 106 residential units on 6.28 acres, resulting in a density of 16.9 units per acre.

To comply with PRC Section 21080.66(a)(6), the Project Site must meet all of the following criteria:	**Yes**	**No**
(A) The Project Site is not located within a coastal zone.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

According to the California Department of Fish and Wildlife (CDFW), the project site is not located in a coastal zone. The nearest coastal zone boundary is located approximately 16.25 miles from the project site.

Source:
California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS*. Available at: https://apps.wildlife.ca.gov/bios6/. Accessed September 2025.

	Yes	**No**
(B) The Project Site is not located on prime farmland, farmland of statewide importance, or land zoned or designated for agricultural protection or preservation.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

According to the California Department of Conservation Farmland Mapping and Monitoring Program, the project site is designated as "Farmland of Local Importance," and does not include any prime farmland, farmland of statewide importance, or land zoned or designated for agricultural protection or preservation.

Source:
California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed September 2025.

(C) The Project Site does not contain wetlands.	**Yes**	**No**
	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

According to the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory, the project site does not contain wetlands.

Source:
US Fish and Wildlife Service. *National Wetlands Inventory.* Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed September 2025.

(D) The Project Site is not located within a High or Very High Fire Hazard Severity Zone, as determined by the Department of Forestry and Fire Protection.	**Yes**	**No**
	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The California Department of Forestry and Fire Protection's (CAL FIRE's) Fire and Resource Assessment program indicates that the project site is not located in a High or Very High Fire Hazard Severity Zone (FHSZ).

Source:
California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer for Real Estate Inspections.* Available at: https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/. Accessed September 2025.

(E) The Project Site is not listed as a hazardous waste site, unless the Department of Toxic Substances Control has cleared the site for residential use or residential mixed uses.	**Yes**	**No**
	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is not located on the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List, the list of LUST sites from the State Water Resources Control Board (SWRCB's) GeoTracker database, the list of solid waste disposal sites identified by the SWRCB, or the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB.

Sources:
Department of Toxic Substances Control. *Hazardous Waste and Substances Site List (Cortese).* Available at: https://www.envirostor.dtsc.ca.gov/public/. Accessed September 2025.
State Water Resources Control Board. *GeoTracker.* Available at: https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=8858350455. Accessed September 2025.
CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed September 2025.

	Yes	No
(F) The Project Site is not within a delineated earthquake fault zone as determined by official maps published by the State Geologist, unless the development complies with applicable seismic protection building code standards adopted by the California Building Standards Commission.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

Based on the Department of Conservation's California Geological Survey data, the project site is not within a delineated earthquake fault zone.

Source:
Department of Conservation California Geological Survey. *Earthquake Zones of Required Investigation Maps and Reports.* Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/regulatorymaps/. Accessed September 2025.

	Yes	No
(G) The Project Site is not within a flood plain as determined by Federal Emergency Management Agency (FEMA) maps, unless the development has been issued a flood plain development permit.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Number 06085C0607H, the project site is located entirely within Zone X, which is an area located outside of the 100-year floodplain.

Source:
Federal Emergency Management Agency. *FEMA Flood Map Service Center.* Available at: https://msc.fema.gov/portal/home. Accessed September 2025.

	Yes	No
(H) The Project Site is not within a floodway as determined by FEMA maps, unless the development has received a no-rise certification.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

According to FEMA FIRM Number 06085C0607H, the project site is not located within a floodway.

Source:
Federal Emergency Management Agency. *FEMA Flood Map Service Center.* Available at: https://msc.fema.gov/portal/home. Accessed September 2025.

	Yes	No
(I) The Project Site is not located on lands identified for conservation in an adopted natural community conservation plan or habitat conservation plan.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is located within the boundaries of the Santa Clara Valley Habitat Plan (SCVHP) permit area. Pursuant to the Santa Clara Valley Habitat Agency Geobrowser, the entirety of the project site consists of Grain, Row-crop, Hay and Pasture, Disked/Short-term Fallowed land cover and is located within Fee Zone B (agricultural and valley floor). In addition, as shown on Figure 5-4 of the SCVHP, the project site is not located on lands identified for conservation.

Sources:
Santa Clara Habitat Agency. *Geobrowser v2.0.* Available at: https://www.arcgis.com/apps/webappviewer/index.html?id=f2268679c2fa49489e3f7d6e8377837e. Accessed September 2025.

Santa Clara Valley Habitat Agency. *Santa Clara Valley Habitat Plan [Figure 5-4].* August 2012.

	Yes	No
(J) The Project Site does not contain habitat for protected species identified as candidate, sensitive, or species of special status by State or federal agencies, fully protected species, or species protected by the federal Endangered Species Act, California Endangered Species Act, or the Native Plant Protection Act.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

Pursuant to the Santa Clara Valley Habitat Agency Geobrowser, the entirety of the project site consists of Grain, Row-crop, Hay and Pasture, Disked/Short-term Fallowed land cover and is located within Fee Zone B (agricultural and valley floor). In addition, the project site is not within the Burrowing Owl Fee Zone. Thus, the project site does not contain habitat for protected species.

Source:

Santa Clara Habitat Agency. *Geobrowser v2.0.* Available at: https://www.arcgis.com/apps/webappviewer/index.html?id=f2268679c2fa49489e3f7d6e8377837e. Accessed September 2025.

	Yes	No
(K) The Project Site is not located on lands under a conservation easement.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

Based on the California Natural Resources Agency (CNRA) California Conservation Easement Database (CCED) Viewer, the project site is not located on lands under a conservation easement.

Source:
California Natural Resources Agency. *California Conservation Easement Database (CCED) Viewer.* Available at: https://gis.cnra.ca.gov/apps/cced/. Accessed September 2025.

To comply with PRC Section 21080.66(a)(7), the Project Site must meet the following criteria:	**Yes**	**No**
(A) The project does not require the demolition of a historic structure that was placed on a national, state, or local historic register before the date a preliminary application was submitted for the project pursuant to Section 65941.1 of the Government Code.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is currently vacant. Thus, the proposed project would not include any demolition activities. Further, historic structures listed on a national, state, or local historic register are not located on-site.

To comply with PRC Section 21080.66(a)(8), the Project Site must meet the following criteria if the project was deemed complete on or after January 1, 2025:	**Yes**	**No**
(A) No portion of the project is designated for use as a hotel, motel, bed and breakfast inn, or other transient lodging.	☒	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The proposed project would include the construction of 106 residential units. Hotel, motel, bed and breakfast inn, or other transient lodging is not included as part of the proposed project.

To comply with PRC Section 21080.66(c)(1)(a), a Phase I Environmental Site Assessment (ESA) must be conducted for the proposed project, and the following criteria must be implemented:	**Yes**	**No**
(A) Did the Phase I ESA identify any recognized environmental conditions (RECs)? If yes, a Preliminary Endangerment Assessment must be conducted; see criterion B, below. If no, criteria B and C are not required to be implemented.	☒	☐
(B) Did the Preliminary Endangerment Assessment prepared for the proposed project identify the existence of any release of a hazardous substance on the site and/or any potential for exposure of future occupants to significant health hazards from any nearby property or activity? If yes, see criterion C, below. If no, criteria C is not required to be implemented.	See below discussion.	
(C) Did the Preliminary Endangerment Assessment identify measures to adequately mitigate the existence of any release of a hazardous substance on the site and/or any potential for exposure of future occupants to significant health hazards from any nearby property or activity to levels required by current federal and State statutory and regulatory standards before the local government issues a certificate of occupancy?	See below discussion.	

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

A Phase I ESA was prepared for the proposed project by Cornerstone Earth Group. The Phase I ESA identified perchlorate-impacted groundwater below the project site as an REC. While it is noted in the Phase I ESA that this REC is not expected to have a significant adverse impact on the planned residential use of the site, the City will require preparation of a Preliminary Endangerment Assessment as a condition of approval for the development, in accordance with PRC Section 21080.66(c)(1)(a). Preparation of a Preliminary Endangerment Assessment will ensure that, if needed, measures are identified to adequately mitigate the existence of any release of a hazardous substance on the site and/or any potential for exposure of future occupants to significant health hazards from any nearby property or activity to levels required by current federal and State statutory and regulatory standards, before the City issues a certificate of occupancy.

Source:
Cornerstone Earth Group. *Phase I Environmental Site Assessment.* August 21, 2023.

To comply with PRC Section 21080.66(c)(2), the Project Site must meet the following criteria:	**Yes**	**No**
(A) Is the Project Site located within 500 feet of a freeway? If yes, see criteria B through F, below. If no, criteria B through F are not required to be implemented.	☐	☒
(B) The building includes a centralized heating, ventilation, and air-conditioning (HVAC) system.	☐	☐
(C) The outdoor air intakes for the HVAC system faces away from the freeway.	☐	☐

(D) The building provides air filtration media for outside and return air that provides a minimum efficiency reporting value of 16.	☐	☐
(E) The air filtration media shall be replaced at the manufacturer's designated interval.	☐	☐
(F) The building is not designed to include any balconies facing the freeway.	☐	☐

For any criteria marked as "Yes" above, please provide substantial evidence supporting the selected answer:

The project site is not located within 500 feet of a freeway. The nearest freeway to the project site is Highway 101, located approximately 1,400 feet east of the project site.

For Lead Agency Use Only:

Outcome of required Tribal consultation[1] pursuant to PRC Section 21080.66(b):

Consultation completed

Notes:

[1] Tribal consultation efforts shall include, but not be limited to, notification of the project to traditionally and culturally affiliated tribes, completion of a California Historical Resources Information System (CHRIS) records search request, and completion of a Sacred Lands File search by the Native American Heritage Commission (NAHC).

Chiri Family Limited Partnership

PO Box 1847
Morgan Hill, California 95038
Tel (408) 314-0810
Email ronchiri@caccpa.net

October 17, 2025

City of Morgan Hill
Attention: Rich Buikema
Development Services Division
17575 Peak Avenue,
Morgan Hill, CA 95037

Dear Mr. Buikema:

We respectfully request an exemption from the 35-foot setback requirements outlined in the Santa Clara Valley Habitat Plan ("Habitat Plan") for a Category 2 stream. This exemption is necessary for the proposed residential development, located at the corner of Tennant Avenue and Butterfield Boulevard in the City of Morgan Hill.

Project Overview

The project site is located at the corner of Tennant Avenue and Butterfield Boulevard in the City of Morgan Hill, in Santa Clara County, California. The project site consists of Assessor's Parcel Number (APN) 817-09-055. The project site consists of the 6.19-acre project site and a 0.29-acre off-site improvement area. The project site contains a farrowed field that is routinely disced, and the off-site improvement area contains developed land related to the public sidewalk adjacent to Tennant Avenue. The project site is bounded by open space to the east, Tennant Avenue and open space to the south, the Butterfield Channel (channel), Butterfield Boulevard, and commercial development to the west, and Saint James Drive and residential development to the north. The project site is located on the Mount Madonna, California United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map.

The proposed project is located at the corner of Tennant Avenue and Butterfield Boulevard in the City of Morgan Hill. The project site currently does not contain any development and is a barren field. The proposed project would consist of the construction of a residential development.

Setback Exemptions per the Habitat Plan

The required setback for a Category 2 stream is 35 feet. The project boundary lies 25 feet from the drainage channel. Although we contest the classification of the channel as a Category 2 stream, we believe the project qualifies for a setback exemption. The following exceptions to the setback requirement are applicable:

- **Exception No. 2: Demolition Hardship:** Chapter 6 of the SCVHP contains Exceptions that are listed in Section 2.3.3. The channel's top of bank is located approximately 25 feet from the project site and requires an additional 10-foot setback to meet the 35-foot setback criteria consistent with SCVHP policy. However, an additional 10-foot setback from the channel would result in the loss of numerous units leading to the potential economic unviability of the project due to its limited size and location within an already densely urbanized area. Therefore, implementation of a 35-foot setback would make the project financially infeasible, meeting the criteria listed in Exception No. 2.

- **Exception No. 4: No Impact on the Biological Goals and Objectives to the Habitat Plan:** The project site contains fallowed land unsuitable for most protected species. Additionally, adherence to federal, State, and applicable General Plan policies would reduce impacts to any special-status species and functional groups potentially present within the project site to a less than significant level. Therefore, an additional 10-foot setback from the channel would not preclude the achievement of the biological goals and objectives of the SCVHP or conflict with other applicable requirements of the Habitat Plan and local policies, meeting the criteria listed in Exception No. 4.

Additional Considerations

Any request for a setback exception must evaluate potential effects on the riparian system, covered species, progress toward biological goals, and neighboring properties.

The drainage channel in question does not support a riparian system—it lacks riparian vegetation and is frequently subject to human-induced disturbances. The channel does not provide the minimum flow required for a watercourse; instead, it flows southward through agricultural land and terminates at a farmstead approximately 0.90 miles from the project site.

The Habitat Plan's biological goals aim to conserve existing populations of covered and native species and to enhance populations of covered species through land preservation, water management, and habitat restoration and creation. These goals are specific to the Reserve System, although they broadly apply to the entire study area.

Granting a setback exception for the Project will not compromise the Habitat Plan's biological objectives. The Project site is neither within nor adjacent to any land designated as part of the Reserve System, and the exception will not affect the Habitat Plan's goals at the Landscape-level, Natural Community-level, or Species-level.

- Landscape-level goals are not implicated because the site and man-made channel do not provide habitat for covered species.
- Natural Community-level goals are not affected because the site and man-made channel do not include native vegetation or support aquatic or riparian habitat.
- Species-level goals are not impacted because no covered species occupy the site or man-made channel.

Accordingly, granting an exception will not hinder efforts to increase populations of covered species.

A reduced setback is also in alignment with surrounding development patterns. Nearly the entire stretch of Butterfield Boulevard adjacent to the channel has been developed, with most properties situated less than 35 feet from the channel. A 25-foot setback would place the Project boundary in line with the neighboring development to the north, making it consistent with existing conditions. In contrast, a 35-foot setback would be atypical in this context.

Conclusion

The Project will provide essential housing for Morgan Hill, including inclusionary affordable units that address the city's pressing housing needs. However, the Project cannot proceed without a reduction in the required setback to 25 feet.

Should the drainage channel be designated as a Category 2 stream, the requested exception is warranted for the following reasons:

- It prevents undue hardship for the Property Owner and Applicant.
- It aligns with the City of Morgan Hill's General Plan, Zoning Code, and housing policy objectives.

- It does not compromise the Biological Goals and Objectives outlined in the Habitat Plan.

We sincerely appreciate your consideration of this request and remain committed to advancing this vital housing initiative in support of Morgan Hill's broader housing goals. Please feel free to reach out if additional information is needed.

Sincerely,

Ronald J. Chiri
President of CV Investments, Inc.
General Partner of the
Chiri Family Limited Partnership
ronchiri@caccpa.net

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: October 3, 2025

To: Bryce Madden, Raney Planning & Management

From: Robert Del Rio, T.E., Luis Descanzo

Subject: Trip Generation and Operations Analysis for the Chiri-Tennant Residential Development in Morgan Hill, California

Hexagon Transportation Consultants, Inc. has completed a trip generation and operations analysis for the proposed Chiri-Tennant Residential Development project located at the northeast corner of Butterfield Boulevard and Tennant Avenue (APN 817-09-055) in Morgan Hill, California (see Figure 1). The project as proposed would consist of a total of 106 attached townhome residential units. Vehicular access would be provided via a proposed access point along St. James Drive. The methodology, results, and recommendations of the analysis are discussed below.

Scope of Study

The current General Plan, *Morgan Hill 2035 General Plan,* adopted in July 2016 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, this traffic operations analysis, which includes a peak hour intersection level of service analysis, is completed for consistency with General Plan goals and policies.

The purpose of the trip generation and operations analysis is to evaluate the magnitude of traffic that would be added to the roadway system due to the proposed project. The analysis consists of an estimation of project trip generation and evaluation peak-hour intersection level of service analysis at intersections in the immediate vicinity of the project site. A review of the project's site access per the proposed site plan also is included. Traffic conditions were evaluated for the scenarios listed below.

Existing Conditions. Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were represented by traffic counts collected in September 2025 at the study intersections.

Existing Plus Project Conditions. Existing plus project peak-hour traffic volumes were estimated by adding to the existing traffic volumes the additional traffic that would be generated by the proposed project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects of the proposed project on existing traffic conditions.

Year 2035 Cumulative without Project Conditions. Year 2035 Cumulative without project conditions represents traffic growth projected to occur in the Year 2035 without the proposed project on the existing transportation network. Projected 2035 traffic growth was developed by interpolating between existing volumes and the projected Year 2050 traffic growth. Additionally, full buildout of the Rosewood Medical Facility (275,000 s.f. medical office facility) and the Rosewood - Lillian Commons Residential Development (120 single-family townhomes) located at the southeast corner of Juan Hernandez Drive/Barrett Avenue is assumed to be completed. Buildout includes a

Figure 1
Site Location

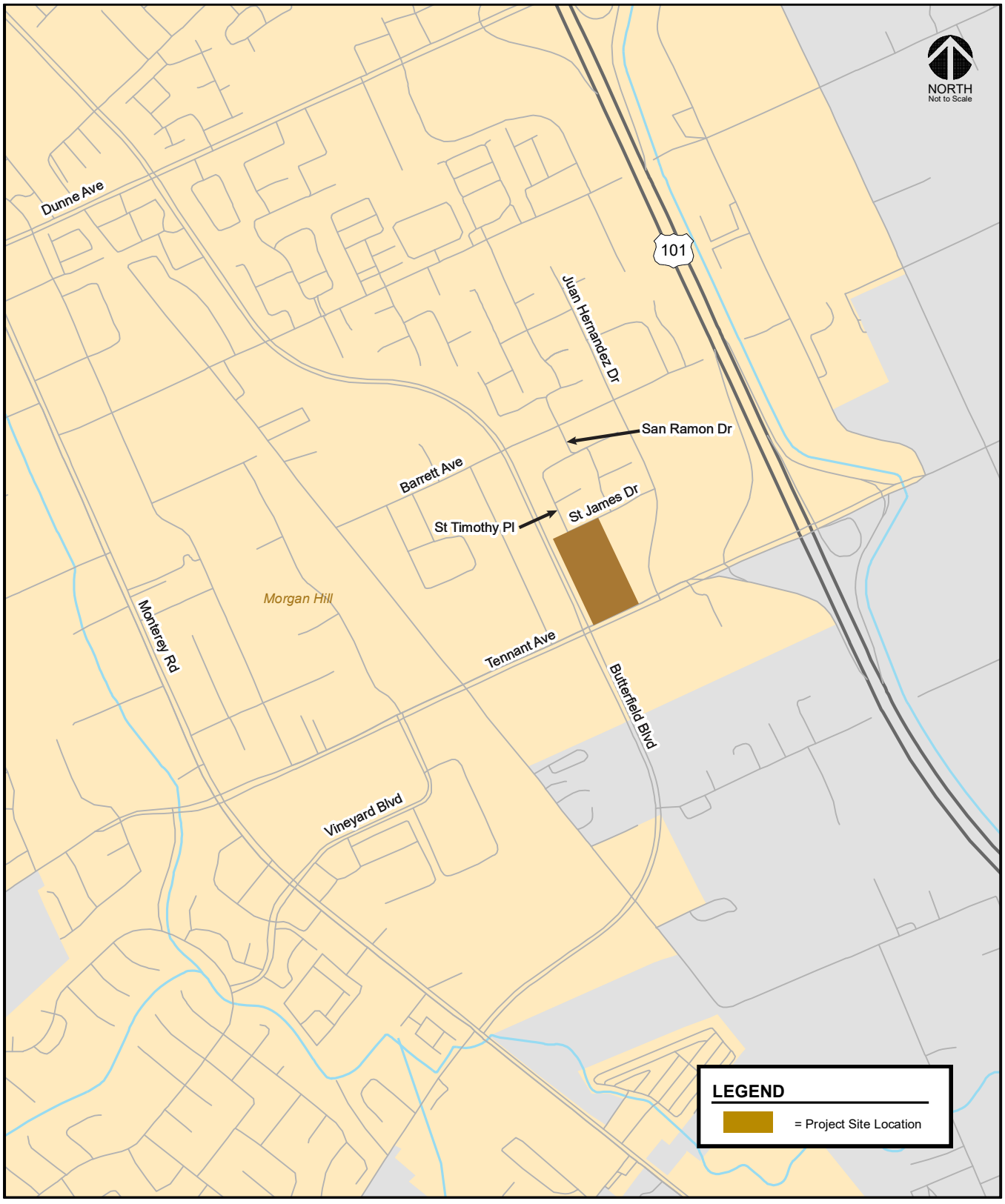
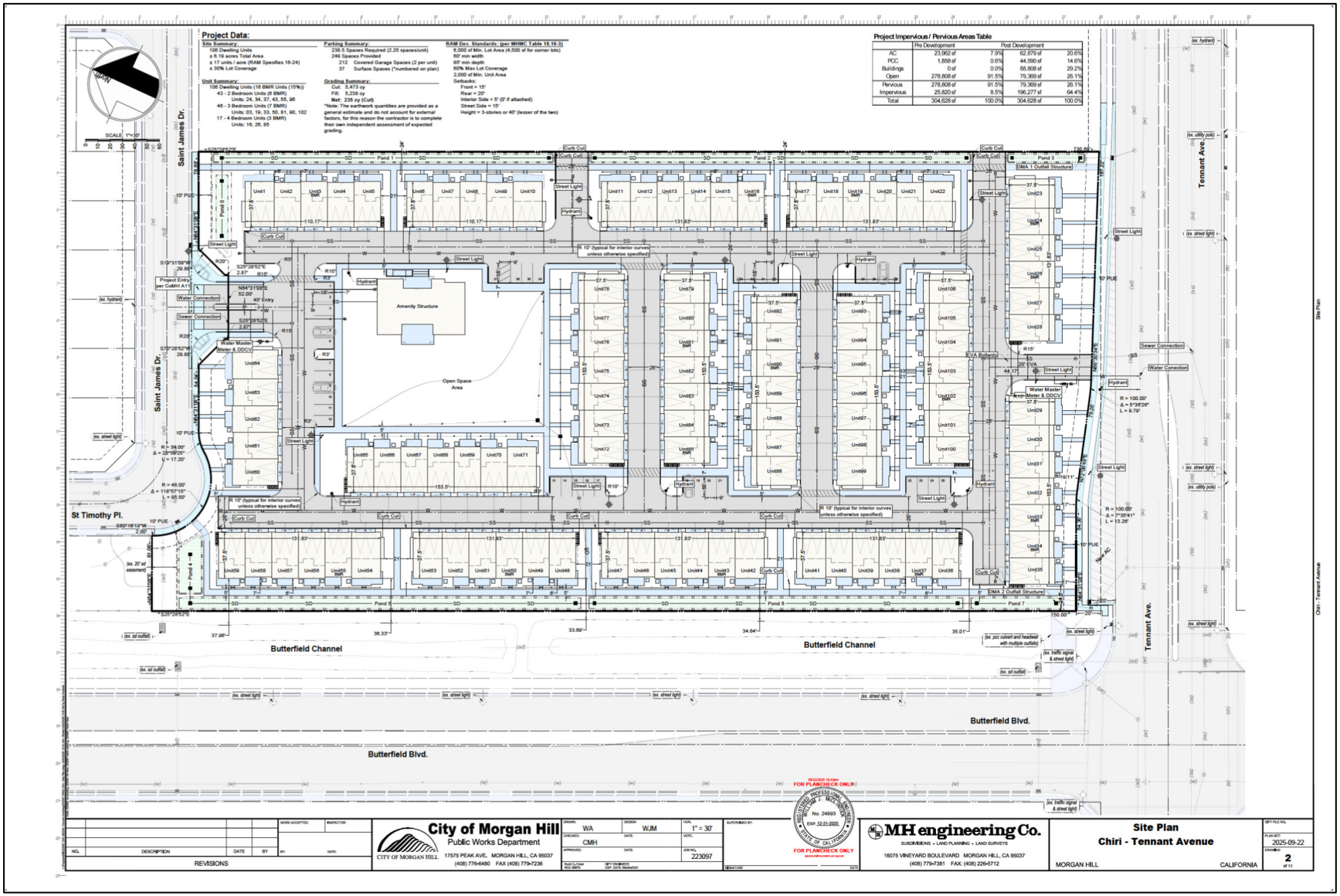


Figure 2
Site Plan



proposed signalization of the existing one-way stop control at Juan Hernandez Drive/St. James Drive and a new driveway at the east leg of the intersection serving the Rosewood Medical Facility.

Year 2035 Cumulative with Project Conditions. Project-generated traffic volumes were added to Year 2035 Cumulative without project to estimate Year 2035 Cumulative with project conditions. Year 2035 Cumulative with project conditions was evaluated relative to Year 2035 Cumulative without project conditions to determine potential project impacts.

Year 2050 General Plan No Project Conditions. Year 2050 General Plan No Project conditions represent future traffic volumes on the future transportation network. Year 2050 General Plan No Project conditions includes land use growth and transportation improvements associated with the buildout of the planned growth of the City of Morgan Hill General Plan as well as other regional growth.

Year 2050 General Plan with Project Conditions. Year 2050 General Plan with Project conditions consists of Year 2050 General Plan No Project traffic conditions with the addition of traffic due to the proposed project.

Project Trip Generation Estimates and Assignment

In determining the project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The research is compiled in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition (2025)*. The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development. Trip generation rates for "Single-Family Attached Housing" (ITE Land Use 215) were used to estimate the trips generated by the proposed residential development. Based on the trip generation rates and the project size, it is estimated that the proposed residential development will generate 50 new vehicle trips (13 inbound and 37 outbound) during the AM peak hour and 54 vehicle trips (31 inbound and 23 outbound) during the PM peak hour (see Table 1).

Table 1
Trip Generation Summary

				AM Peak Hour						PM Peak Hour					
		Daily			Split		Trips				Split		Trips		
Land Use	Size	Rate	Trips	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses															
#215 - Single-Family Attached Housing	**106** Dwelling Units	6.570	696	0.470	25%	75%	13	37	50	0.510	57%	43%	31	23	54

Source: ITE Trip Generation Manual (12th Edition, 2025)

The directional distribution of site-generated traffic to and from the project site was estimated based on the existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the location of the project driveways, freeway access points, and the locations of complimentary land uses. Figure 3 shows the trip distribution pattern used for the project.

The peak-hour project trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns, the roadway network connections, and the project driveway locations. The project trip assignment of project trips at the study intersections is shown on Figure 4.

Figure 3
Project Trip Distribution

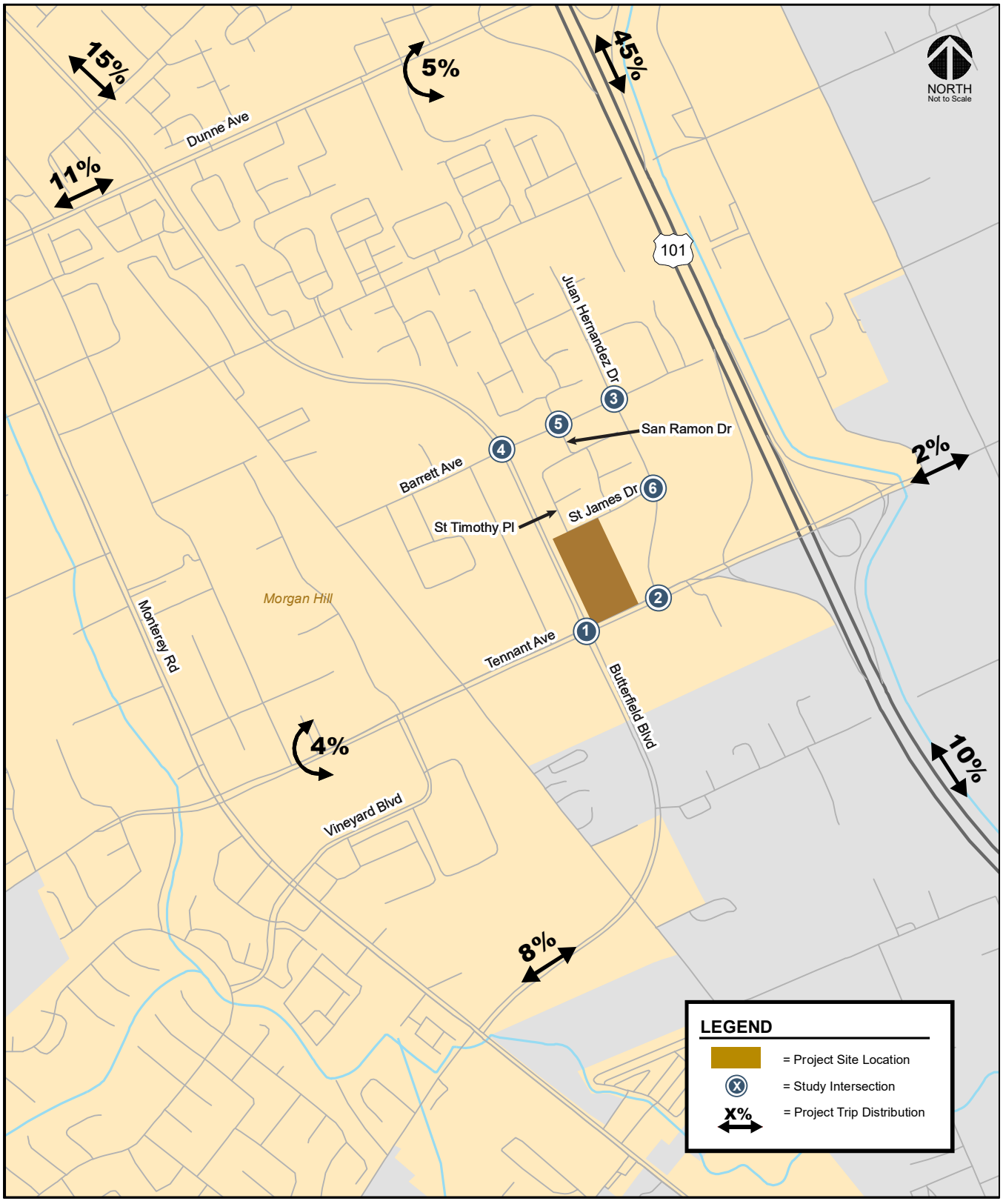
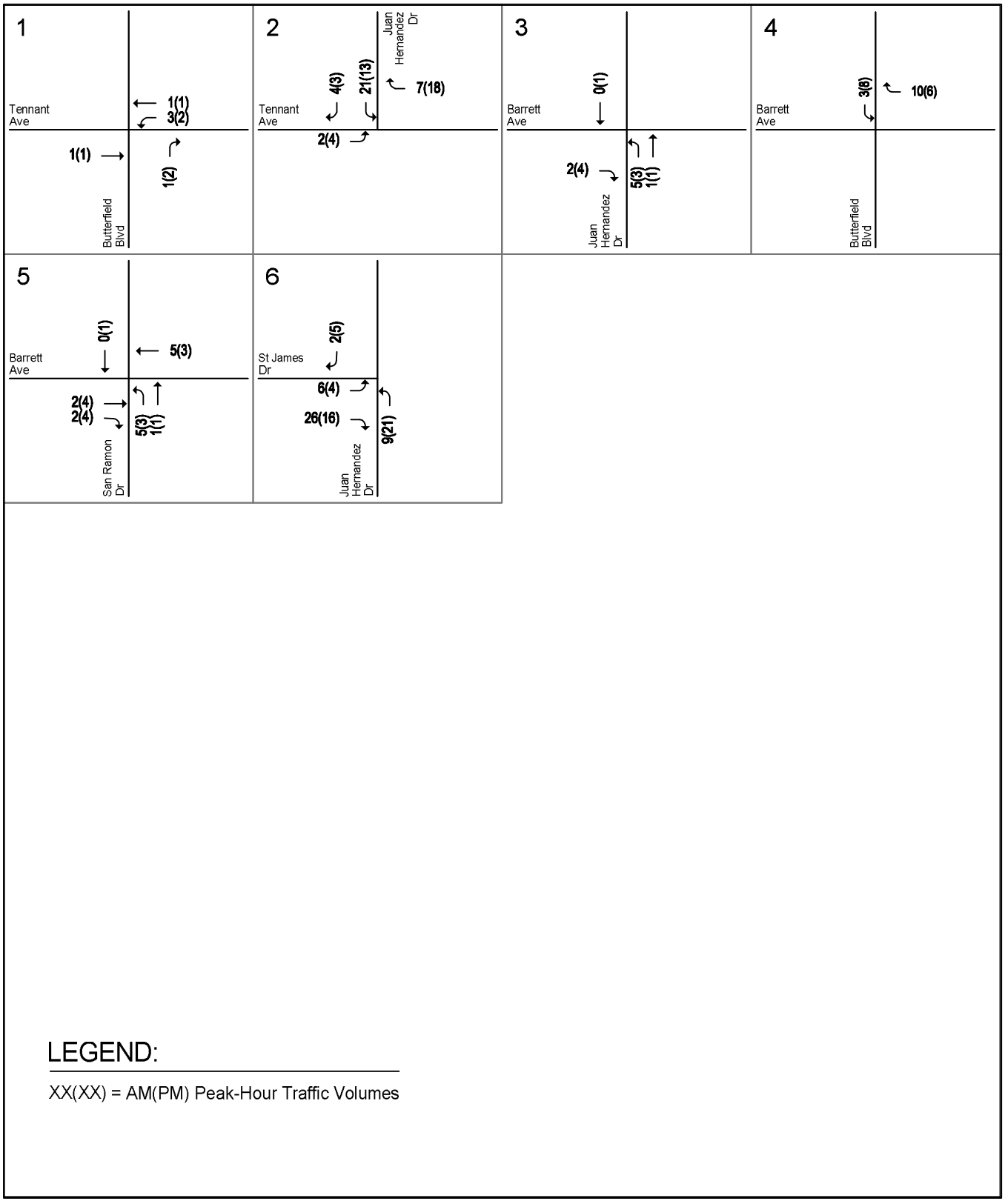


Figure 4
Project Trip Assignment



Intersection Level of Service Analysis

Traffic conditions at the following 3 signalized and 3 unsignalized study intersections were analyzed for the weekday AM and PM peak hours of traffic:

1. Butterfield Boulevard and Tennant Avenue
2. Juan Hernandez Drive and Tennant Avenue
3. Juan Hernandez Drive and Barrett Avenue (*unsignalized*)
4. Butterfield Boulevard and Barrett Avenue
5. San Ramon Drive and Barrett Avenue (*unsignalized*)
6. Juan Hernandez Drive and St. James Drive (*unsignalized*)

Other intersections in the project area were not studied because the addition of project trips will be minimal, less than 10 peak hour trips per lane. The weekday AM peak hour of traffic generally falls within the 7:00 AM to 9:00 AM period and the weekday PM peak hour is typically in the 4:00 PM to 6:00 PM period. It is during these times that the most congested traffic conditions occur on a typical weekday.

Signalized Intersection Analysis

Signalized study intersections are subject to the City of Morgan Hill's level of service standards. The City of Morgan Hill's level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations based on average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of Morgan Hill methodology employs the CMP defaults values for the analysis parameters, which include adjusted saturation flow rates to reflect conditions in Santa Clara County. All intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of the following:

- **LOS F** for Downtown intersections and segments including at Main/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First through Fifth Street;
- **LOS E** for the following intersections and freeway zones:
  - Main Avenue and Del Monte Avenue
  - Main Avenue and Depot Street
  - Dunne Avenue and Del Monte Avenue
  - Dunne Avenue and Monterey Avenue
  - Dunne Avenue and Church Street
  - Dunne Avenue and Depot Street
  - Cochrane Road and Monterey Road
  - Tennant Avenue and Monterey Road
  - Tennant Avenue and Butterfield Boulevard
  - Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive
  - Dunne Avenue Freeway Zone: from Walnut Grove Drive/East Dunne Avenue to Condit Road/East Dunne Avenue
  - Tennant Avenue Freeway Zone: from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue

According to the City of Morgan Hill level of service guidelines, a development is said to create a significant adverse effect on traffic conditions at a signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or LOS E as identified above) under no project conditions to an unacceptable level (LOS E or F) under project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F as identified above) under no project conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

Unsignalized Intersections

The methodology used to determine the level of service for unsignalized intersections is also TRAFFIX and the *2000 HCM* methodology for unsignalized intersection analysis. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the *2000 HCM* methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and corresponding level of service is the average for all approaches at the intersection. The City uses a minimum acceptable level of service standard of LOS D for unsignalized intersections, in accordance with its adopted threshold of significance in its Guidelines for Preparation of Transportation Impact Reports.

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Level of Service Results

The results of the level of service analysis show that each of the study intersections currently operate at acceptable levels of service per City of Morgan Hill intersection operations standards and would continue to do so with the addition of project traffic. All study intersections are also projected to continue to operate at acceptable levels of service under Year 2035 Cumulative conditions.

Under Year 2050 General Plan conditions (without and with the project), all study intersections are projected to continue to operate at acceptable levels of service, with the exception of the intersection of Butterfield Boulevard and Tennant Avenue, which is projected to operate at LOS F during the PM peak

hour. However, the addition of project traffic would not cause the average critical delay to increase by four or more seconds.

Additionally, peak-hour volumes at the unsignalized study intersections and at the project driveway at St. James Drive would not meet signal warrant thresholds for any of the study scenarios.

Based on the results of the intersection level of service analysis, the project would not have an adverse effect on operations at the study intersections. The results of level of service analysis are summarized in Table 2.

Site Access

The evaluation of site access is based on the site plan prepared by Bassenian & Lagoni Architects dated September 2025. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, geometric design, and sight distance. Site access was evaluated in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

St. James Drive will provide the primary connection to local and regional roadways. The 26-foot wide project access point along St. James Drive would be located approximately 240 feet west of St. Lawrence Drive and 150 feet east of St. Timothy Place.

Site Access Point Operations

The access point was evaluated for adequacy to serve the estimated project traffic. Based on the project trip generation and trip assignment, it is estimated that a total of 50 trips (13 inbound and 37 outbound) would be generated by the project in the AM peak hour and a total of 54 trips (31 inbound and 23 outbound) in the PM peak hour. The gross project trips at the project entrance are shown in Figure 5.

The project access point would serve at most 37 outbound trips during the AM peak hour, or approximately one trip every 2 minutes, and at most 31 inbound trips during the PM peak hour, or approximately one trip every 2 minutes. Under existing plus project conditions, St. James Drive is projected to carry at most approximately 45 peak-hour trips per direction. Left-turning queues from St. James Drive into the project entrance would be less than two vehicles given the relatively low traffic volumes along St. James Drive. Similarly, outbound queues at the project access point along St. James Drive should be minimal with less than two vehicles.

Sight Distance

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on St. James Drive. Landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is most often the stopping sight distance, which varies depending on roadway speeds.

St. James Drive has a posted speed limit of 25 mph. Based on a design speed of 30 mph, the recommended Caltrans' stopping sight distance is 200 feet. Based on the project site plan, the existing driveway will have adequate sight distance along westbound St. James Drive. Vehicles traveling

Table 2
Intersection Level of Service Summary

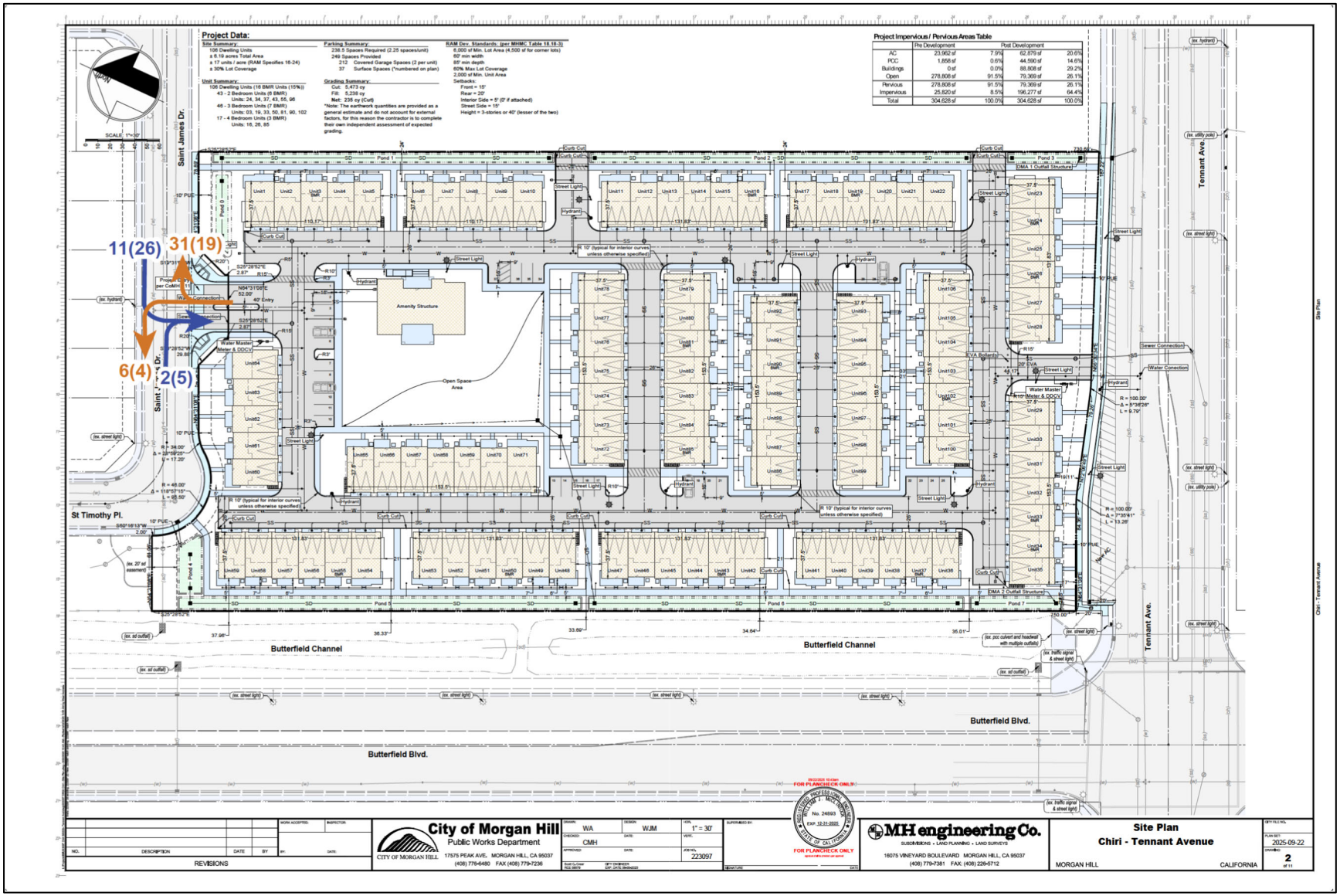
Int. #	Intersection	LOS Standard	Year Existing Control	Year 2035/2050 Control	Peak Hour	Count Date	Existing Warrant Met?	Existing Delay[1]	Existing LOS	Existing Plus Project Warrant Met?	Existing Plus Project Delay[1]	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C	Year 2035 Cumulative Warrant Met?	Year 2035 Cumulative Delay[1]	Year 2035 Cumulative LOS	Year 2035 Cumulative with Project Warrant Met?	Year 2035 Cumulative with Project Delay[1]	Year 2035 Cumulative with Project LOS	Year 2035 Cumulative with Project Incr. In Crit. Delay	Year 2035 Cumulative with Project Incr. In Crit. V/C
1	Butterfield Boulevard and Tennant Avenue	E	Signal	Signal	AM	09/11/25	--	49.1	D	--	49.2	D	0.2	0.003	--	57.9	E	--	58.1	E	0.5	0.003
					PM	09/11/25	--	56.0	E	--	56.1	E	0.2	0.003	--	66.8	E	--	67.1	E	0.5	0.003
2	Juan Hernandez Drive and Tennant Avenue	E	Signal	Signal	AM	09/11/25	--	7.1	A	--	7.3	A	0.3	0.015	--	8.7	A	--	9.1	A	0.6	0.015
					PM	09/11/25	--	8.0	A	--	8.0	A	0.2	0.009	--	16.1	B	--	16.4	B	0.4	0.009
3	Juan Hernandez Drive and Barrett Avenue	D	AWSC	AWSC	AM	09/11/25	No	8.6	A	No	8.6	A	N/A	N/A	No	9.2	A	No	9.2	A	N/A	N/A
					PM	09/11/25	No	7.7	A	No	7.7	A	N/A	N/A	No	9.9	A	No	10.0	A	N/A	N/A
4	Butterfield Boulevard and Barrett Avenue	D	Signal	Signal	AM	09/11/25	--	11.3	B	--	11.4	B	0.2	0.009	--	15.1	B	--	15.3	B	0.3	0.009
					PM	09/11/25	--	10.4	B	--	10.5	B	0.0	0.000	--	14.4	B	--	14.5	B	0.2	0.004
5	San Ramon Drive and Barrett Avenue	D	TWSC	TWSC	AM	09/11/25	No	10.5	B	No	10.6	B	N/A	N/A	No	11.5	B	No	11.6	B	N/A	N/A
					PM	09/11/25	No	9.7	A	No	9.8	A	N/A	N/A	No	10.6	B	No	10.8	B	N/A	N/A
6	Juan Hernandez Drive and Saint James Drive	D	OWSC	Signal	AM	09/11/25	No	8.9	A	No	9.2	A	N/A	N/A	--	13.2	B	--	13.6	B	N/A	0.000
					PM	09/11/25	No	8.6	A	No	8.8	A	N/A	N/A	--	17.1	B	--	17.1	B	N/A	0.000

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled movement with the highest delay.
AWSC = all-way stop-controlled; TWSC = two-way stop-controlled; OWSC = one-way stop-controlled

Int. #	Intersection	LOS Standard	Year 2035/2050 Control	Peak Hour	Year 2050 General Plan No Project Warrant Met?	Year 2050 General Plan No Project Delay[1]	Year 2050 General Plan No Project LOS	Year 2050 General Plan with Project Warrant Met?	Year 2050 General Plan with Project Delay[1]	Year 2050 General Plan with Project LOS	Year 2050 General Plan with Project Incr. In Crit. Delay	Year 2050 General Plan with Project Incr. In Crit. V/C
1	Butterfield Boulevard and Tennant Avenue	E	Signal	AM	--	58.0	E	--	58.1	E	0.3	0.002
				PM	--	**95.3**	**F**	--	**95.7**	**F**	**0.8**	**0.002**
2	Juan Hernandez Drive and Tennant Avenue	E	Signal	AM	--	9.1	A	--	9.6	A	0.6	0.017
				PM	--	15.6	B	--	15.9	B	0.4	0.015
3	Juan Hernandez Drive and Barrett Avenue	D	AWSC	AM	No	9.3	A	No	9.4	A	N/A	N/A
				PM	No	9.9	A	No	10.0	B	N/A	N/A
4	Butterfield Boulevard and Barrett Avenue	D	Signal	AM	--	17.3	B	--	17.6	B	0.3	0.009
				PM	--	14.8	B	--	15.0	B	0.2	0.004
5	San Ramon Drive and Barrett Avenue	D	TWSC	AM	No	12.8	B	No	13.0	B	N/A	N/A
				PM	No	12.2	B	No	12.4	B	N/A	N/A
6	Juan Hernandez Drive and Saint James Drive	D	Signal	AM	--	13.3	B	--	13.6	B	N/A	0.000
				PM	--	17.1	B	--	17.1	B	N/A	0.000

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled movement with the highest delay.
Bold indicates unacceptable level of service and/or signal warrant met.
AWSC = all-way stop-controlled; TWSC = two-way stop-controlled; OWSC = one-way stop-controlled

Figure 5
Project Trips at Site Driveways



southbound along St. Timothy Place and turning left onto eastbound St. James Drive will be traveling at less than the posted speed limit of 25 mph. Assuming that drivers are traveling at 20 mph, there would be adequate sight distance along eastbound St. James Drive.

Assembly Bill 413

Assembly Bill 413 (AB 413) is a California state law that prohibits the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk, or within 15 feet of any crosswalk where a curb extension is present. The vehicle approach side refers to the side of the crosswalk where vehicles first encounter it as they travel along the roadway, ensuring that drivers have a clear view of pedestrians preparing to cross. This regulation is intended to maintain visibility for both pedestrians and drivers, reducing potential conflicts and improving safety at crossing locations.

Recommendation: The project site access point should be free and clear of obstructions, ensuring a minimum clear sight distance of 200 feet along St. James Drive. Furthermore, parking should be prohibited for 20 feet on either side of the project entrance on St. James Drive in accordance with AB 413. This will help maintain clear sight lines and enhance safety at these access points.

On-Site Circulation

Circulation to all residential units, parking, and amenities will be provided by a network of internal roadways from the proposed driveway. Each residential unit includes a garage with space for two vehicles, with 36 shared additional 90-degree surface parking spaces also available. All internal roadways have a width of 26 feet.

The proposed internal roadway widths would be adequate for two-way travel and will promote reduced travel speeds within the site. However, the straight nature of the internal roadways could result in drivers traveling at greater speeds than recommended. Therefore, it may be desirable to implement speed-reducing measures along the internal roadways. These measures could include the installation of speed bumps/humps along the internal roadways and/or bulb-outs at intersections and mid-block.

Emergency Vehicle Access and Circulation

The project site should be designed following City of Morgan Hill design standards and provide adequate width and turn-radii at and along all drive/parking aisles to allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage truck, and delivery trucks) throughout the project site. Adhering to the City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access points and layout of the surface parking areas would be adequate to accommodate the circulation of both passenger and emergency vehicles.

The 26-foot-wide internal roadways would provide emergency vehicles (fire trucks) sufficient space to access each of the residential units on-site. There are several dead-end drive aisles that would not provide sufficient space for emergency vehicles to turn around. However, the dead-ends will be located along short segments of roadways. Thus, vehicles would be able to back out of the roadways.

Additionally, an emergency vehicle access drive aisle would be located along the southernmost interior drive aisle, providing emegency access to Tennant Avenue. The drive aisle would measure 20 feet wide and access would be controlled using removable bollards.

Parking

The City of Morgan Hill parking code (Chapter 18.72.030) requires single family residential units of greater than 1,350 s.f. to provide 2 parking spaces per unit and 1 guest space per 4 units. With all residential units having floor areas greater than 1,350 s.f., and 106 units on the site, the project is required to provide 212 resident parking spaces and 27 guest parking spaces, totaling 239 parking spaces. The project as proposed will provide 249 spaces (2 garage spaces per unit and 37 surface parking spaces), thus exceeding the City's requirements by 10 spaces.

Residential Street Analysis

The evaluation includes a roadway segment analysis to quantify the potential change in traffic volumes due to the proposed project. Existing and projected daily traffic volumes with the project were compared to volume thresholds for each roadway segment to determine if the projected change would be significant. All project traffic would utilize St. James Drive to access the project site. However, some project traffic may use adjacent local roads to travel between the project site and major thoroughfares or nearby destinations, such as schools, parks, and shopping centers. The studied roadway segments are listed below:

1. St. Timothy Place, between San Ramon Drive and St. James Drive
2. St. James Drive, between project access point and Juan Hernandez Drive

Unlike intersection level of service analysis, which has established impact thresholds, this analysis relies on professional judgment in accordance with traffic engineering standards and methods. Several factors affect the impact of traffic on residential neighborhoods, including traffic volumes, vehicle types, traffic speed, traffic percentage, street alignment, accident history, on-street parking, residential setbacks, pedestrian traffic, and pavement conditions.

Existing Surrounding Roadway Characteristics

St. Timothy Place and St. James Drive are considered local streets, per the Morgan Hill General Plan. The General Plan specifies that all roadway segments (with exceptions listed in the *Signalized Intersection Analysis* section of this analysis) are required to operate at LOS D. Per the General Plan, LOS D operations correspond to a maximum ADT threshold of 8,200 vehicles (both directions) for 2-lane local streets.

Existing Roadway Conditions

Traffic Volumes

Twenty-four-hour tube counts were conducted along each of the roadway segment locations in September 2025. The traffic count data revealed that each of the roadway segments currently serve traffic volumes that are less than the capacities associated with local streets.

Speed Surveys

Speed surveys also were conducted along the study roadway segments in September 2025. The study roadways are residential streets with speed limits of 25 mph. Speed surveys revealed that the 85th percentile speeds along both of the study roadways are below the posted speed limit.

Table 3 summarizes the existing traffic volumes and 85th percentile speeds for each studied roadway segment.

Project's Effect on Study Roadway Segments

The effects of project traffic on the surrounding study roadways were evaluated based on the collected traffic volume and speed data and project traffic projections along the study roadway segments. As presented in the project trip assignment all project traffic would utilize either St. Timothy Place or St. James Drive, therefore it is expected that both streets would see increases in traffic volumes.

Based upon the projected volumes along each street, the existing plus project ADT for each study roadway is projected to remain below the identified volume thresholds for LOS D operations.

The evaluation of the study roadways leads to the following conclusions:

- Traffic volumes on all study roadways are and will remain within the volume range characteristic of LOS D or better operations based on the City of Morgan Hill General Plan volume thresholds.
- Speeds on St. Timothy Place and St. James Drive are currently below the speed limit.

Transit, Pedestrian, and Bicycle Facility Evaluation

Transit Evaluation

The nearest bus stops to the project site are located at the intersection of Monterey Road and Tennant Avenue/Edmundson Avenue, approximately ¾ mile walking distance from the project site. The bus stops are served by Frequent Route 68, Rapid Route 568 (Gilroy Transit Center to San Jose Diridon Transit Center) and Express Route 121 (Gilroy/Morgan Hill to Lockheed Martin).

Pedestrian Facilities

The project proposes to construct a new sidewalk along the north project frontage along St. James Drive. The proposed sidewalk would connect to existing sidewalks at the northwest corner of the site, along the southbound side of St. Timothy Place. The site access point along St. James Drive will have ADA-compliant curb ramps installed at the southwest and southeast corners. New sidewalks also are proposed along the south project frontage along Tennant Avenue, which would connect to the existing sidewalk/bike path at the northeast corner of the Butterfield Boulevard and Tennant Avenue intersection. A network of on-site walkways along the perimeter of the site and sidewalks along internal roadways would connect all proposed units to the frontage sidewalks.

Nearby pedestrian generators include Barrett Elementary School to the north and the Tennant Station shopping plaza southwest of Tennant Avenue and Vineyard Boulevard. A continuous pedestrian route to Barrett Elementary School is provided via existing sidewalks along St. James Drive, Juan Hernandez Drive and Barrett Avenue. High-visibility crosswalks with curb ramps are located along all four approaches at the intersection of Juan Hernandez Drive and Barrett Avenue, however only the southeast corner curb ramp is ADA-compliant.

There are no continuous pedestrian routes to the Tennant Station shopping plaza (and other commercial areas in the vicinity of Monterey Road and Tennant Avenue) due to missing sidewalks along undeveloped properties to the south and east of the project:

- Eastbound St. James Drive, between St. Timothy Place and Juan Hernandez Drive (including project frontage)
- Southbound Juan Hernandez Drive, between St. James Drive and Tennant Avenue
- Westbound and eastbound Tennant Avenue, between Juan Hernandez Drive and Butterfield Boulevard, and between Caputo Drive and Railroad Avenue

Table 3
Roadway Segment Analysis

#	Roadway Segment	Count Date	Direction	Speed (mph)			Average Daily Traffic Volumes (ADT)			
				Limit[1]	85th %tile	Difference	Existing	Project Trips	Existing + Project	% Change
1	St. Timothy Place, between St. James Drive and San Ramon Drive	09/11/25	NB	25	20.4	-4.6	67	54	121	81%
			SB	25	22.1	-2.9	60	54	114	90%
			Total				127	108	235	85%
2	St. James Drive, between project access and Juan Hernandez Drive	09/11/25	EB	25	22.0	-3.0	50	285	335	570%
			WB	25	23.8	-1.3	64	285	349	445%
			Total				114	570	684	500%

[1]Assumed speed limit, based on the California Vehicle Code which states that the speed limit for residential districts is 25 miles per hour, unless otherwise posted.

Additionally, most intersections in the immediate vicinity of the project site lack crosswalks and/or ADA-compliant curb ramps:

- St. Lawrence Drive and St. James Drive – no crosswalks or ADA-compliant ramps
- Juan Hernandez Drive and St. James Drive – no crosswalks or ADA-compliant ramps
- Juan Hernandez Drive and Tennant Avenue – crosswalks along the north and west approaches; no ADA-compliant curb ramps
- Butterfield Boulevard and Tennant Avenue – crosswalks along all approaches; only the northeast corner curb ramp is ADA-compliant

Bicycle Facilities

The project proposes to provide long-term parking (bike lockers) and short-term parking (bike racks) adjacent to the on-site clubhouse. These facilities are accessible via internal roadways and walkways.

Some bicycle facilities exist in the vicinity of the project site. Bicycle facilities are divided into the following classes of significance:

Class I Bikeway (Multi-Use Path). Class I Bikeways are bi-directional multi-use paths fully separated from vehicle traffic, and are present in the following areas:

- Along northbound Butterfield Boulevard, between Railroad Avenue and Central Avenue
    - Accessible via a trailhead at the northeast corner of Butterfield Boulevard and Tennant Avenue (southwest of the project site, via the south frontage sidewalk)
- Adjacent to the eastern side of the Madrone Channel (Madrone Channel Trail), between Tennant Avenue and Cochrane Road
    - Accessible via a trailhead near the intersection of Tennant Avenue and Condit Road, approximately ½-mile from the project site

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments:

- Butterfield Boulevard, along its entire extent
- Tennant Avenue, west of Condit Road

Local streets that do not include designated bicycle infrastructure require cyclists to share lanes with vehicles.

Chiri-Tennant Residential Development
Trip Generation and Operations Analysis
Technical Appendices

October 3, 2025

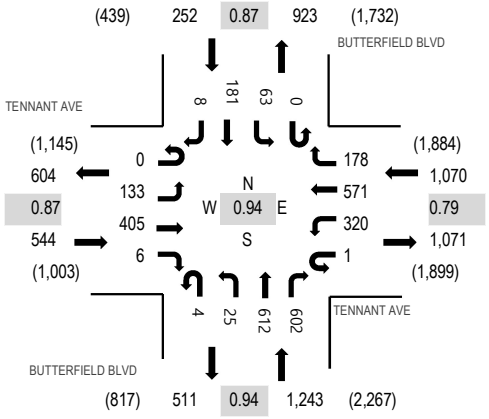
Appendix A

Traffic Counts

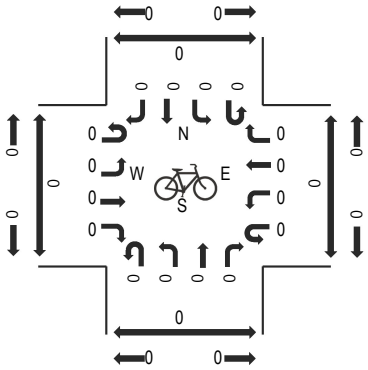
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BUTTERFIELD BLVD & TENNANT AVE AM
Date: Thursday, September 11, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

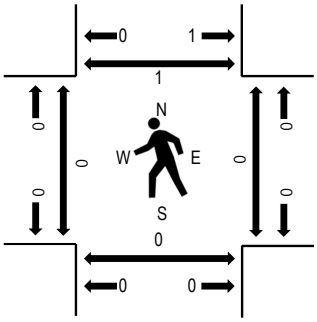
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENNANT AVE Eastbound				TENNANT AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	26	52	3	0	29	79	38	2	4	208	99	0	13	25	1	579	2,810	0	0	0	0
7:15 AM	0	40	63	1	0	37	105	39	1	2	205	122	0	17	18	0	650	3,059	0	0	0	0
7:30 AM	0	40	116	1	0	41	137	49	1	6	164	178	0	21	26	3	783	3,109	0	0	0	0
7:45 AM	0	36	103	1	0	61	142	57	0	8	183	133	0	16	57	1	798	2,967	0	0	0	1
8:00 AM	0	33	83	4	1	129	167	41	2	9	149	139	0	10	61	0	828	2,783	0	0	0	0
8:15 AM	0	24	103	0	0	89	125	31	1	2	116	152	0	16	37	4	700		0	0	0	0
8:30 AM	0	28	113	2	0	56	149	25	1	10	72	129	0	22	34	0	641		0	0	0	1
8:45 AM	0	34	92	5	0	61	173	23	2	9	71	87	0	19	29	9	614		0	0	0	0

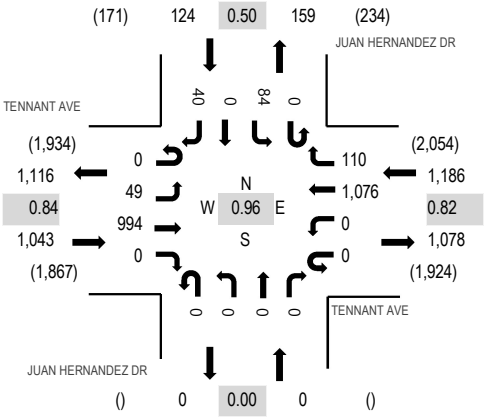
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	1	1	1	0	0	2	3	0	2	1	0	14
Lights	0	131	399	6	1	311	567	170	4	25	598	588	0	60	174	8	3,042
Mediums	0	2	3	0	0	8	3	7	0	0	12	11	0	1	6	0	53
Total	0	133	405	6	1	320	571	178	4	25	612	602	0	63	181	8	3,109

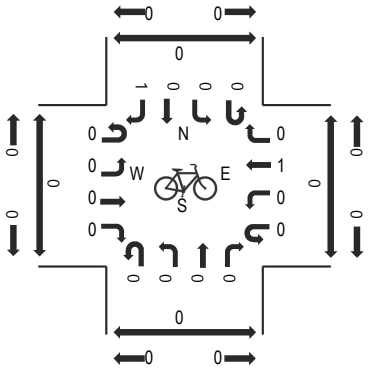
ALL TRAFFIC DATA SERVICES
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Location: 2 JUAN HERNANDEZ DR & TENNANT AVE AM
Date: Thursday, September 11, 2025
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

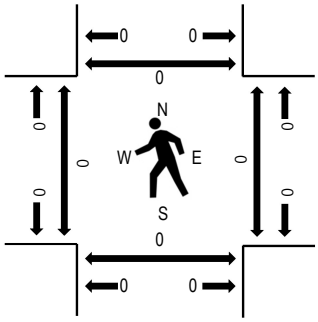
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENNANT AVE Eastbound				TENNANT AVE Westbound				JUAN HERNANDEZ DR Northbound				JUAN HERNANDEZ DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	155	0	0	0	132	18	0	0	0	0	0	11	0	1	324	1,934	0	0	0	0
7:15 AM	0	8	184	0	0	0	190	12	0	0	0	0	0	8	0	1	403	2,221	0	0	0	0
7:30 AM	0	29	282	0	0	0	222	39	0	0	0	0	0	20	0	9	601	2,353	0	0	0	0
7:45 AM	0	9	229	0	0	0	274	32	0	0	0	0	0	38	0	24	606	2,277	0	0	0	0
8:00 AM	0	6	225	0	0	0	337	25	0	0	0	0	0	15	0	3	611	2,158	0	0	0	0
8:15 AM	0	5	258	0	0	0	243	14	0	0	0	0	0	11	0	4	535		0	0	0	0
8:30 AM	0	5	258	0	0	0	232	12	0	0	0	0	0	17	0	1	525		0	4	0	1
8:45 AM	0	1	206	0	0	0	260	12	0	0	0	0	0	7	0	1	487		0	1	0	0

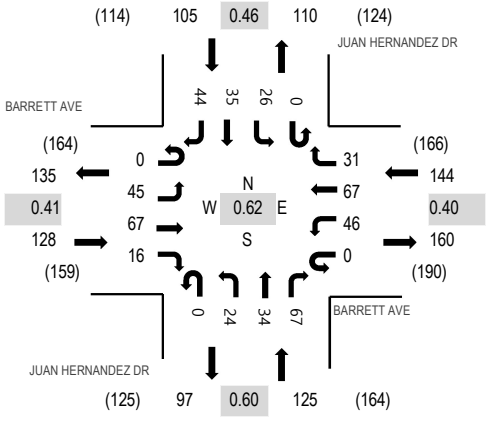
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	0	0	0	1	0	0	0	0	0	0	1	0	0	11
Lights	0	47	973	0	0	0	1,060	107	0	0	0	0	0	80	0	37	2,304
Mediums	0	2	12	0	0	0	15	3	0	0	0	0	0	3	0	3	38
Total	0	49	994	0	0	0	1,076	110	0	0	0	0	0	84	0	40	2,353

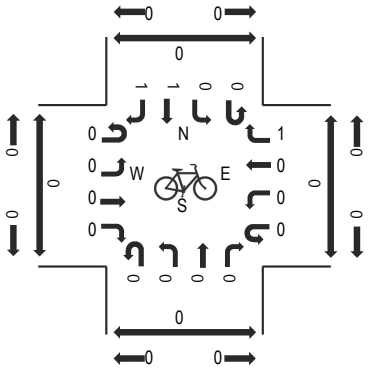
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 JUAN HERNANDEZ DR & BARRETT AVE AM
Date: Thursday, September 11, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

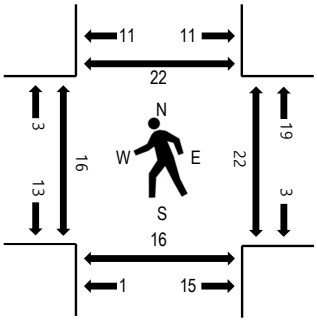
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				JUAN HERNANDEZ DR Northbound				JUAN HERNANDEZ DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	7	1	0	2	3	1	0	7	4	7	0	3	2	0	38	490	0	0	0	0
7:15 AM	0	5	15	0	0	3	5	2	0	5	4	10	0	4	1	1	55	502	0	0	0	1
7:30 AM	0	33	37	9	0	16	6	5	0	2	15	35	0	12	11	12	193	474	5	18	14	9
7:45 AM	0	6	10	4	0	21	48	23	0	9	8	18	0	8	19	30	204	303	11	0	2	10
8:00 AM	0	1	5	3	0	6	8	1	0	8	7	4	0	2	4	1	50	113	0	4	0	2
8:15 AM	0	0	3	2	0	4	6	4	0	5	2	0	0	0	1	0	27		1	1	0	1
8:30 AM	0	0	2	7	0	1	0	0	0	6	0	3	0	0	3	0	22		0	0	0	0
8:45 AM	0	0	4	4	0	1	0	0	0	2	2	1	0	0	0	0	14		1	0	0	0

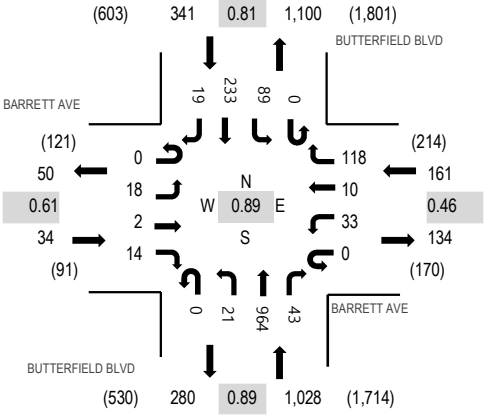
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	45	66	12	0	44	64	31	0	23	33	64	0	26	34	44	486
Mediums	0	0	1	4	0	2	3	0	0	1	1	3	0	0	1	0	16
Total	0	45	67	16	0	46	67	31	0	24	34	67	0	26	35	44	502

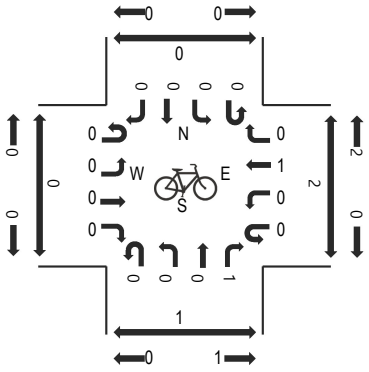
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 BUTTERFIELD BLVD & BARRETT AVE AM
Date: Thursday, September 11, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

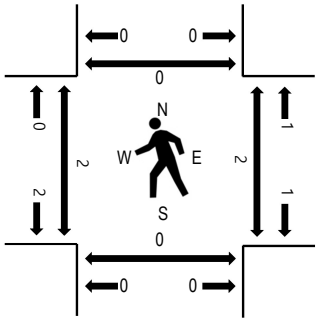
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	0	4	0	2	1	13	0	10	253	3	0	2	38	4	332	1,557	1	0	0	0
7:15 AM	0	4	0	2	0	1	0	12	0	3	290	10	0	14	37	4	377	1,564	0	0	0	0
7:30 AM	0	5	2	3	0	10	3	16	0	4	236	24	0	51	54	2	410	1,438	0	1	0	0
7:45 AM	0	4	0	4	0	19	7	63	0	7	237	7	0	16	68	6	438	1,281	2	1	0	0
8:00 AM	0	5	0	5	0	3	0	27	0	7	201	2	0	8	74	7	339	1,065	0	0	0	0
8:15 AM	0	5	0	3	0	3	1	11	0	9	155	2	0	4	53	5	251		2	0	2	0
8:30 AM	0	14	1	10	0	3	1	10	0	12	117	4	0	9	60	12	253		2	0	0	0
8:45 AM	0	9	1	8	0	2	2	4	0	8	108	5	0	5	64	6	222		1	0	0	0

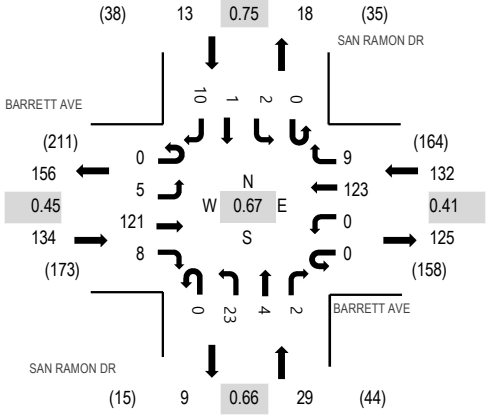
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6
Lights	0	15	2	14	0	32	10	116	0	21	942	39	0	89	223	19	1,522
Mediums	0	3	0	0	0	1	0	2	0	0	19	4	0	0	7	0	36
Total	0	18	2	14	0	33	10	118	0	21	964	43	0	89	233	19	1,564

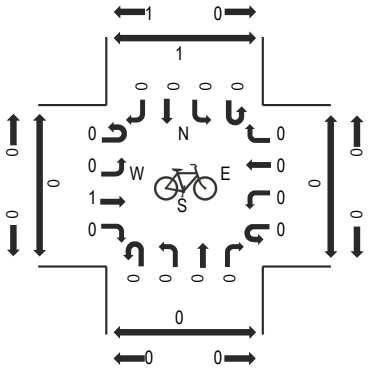
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 SAN RAMON DR & BARRETT AVE AM
Date: Thursday, September 11, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

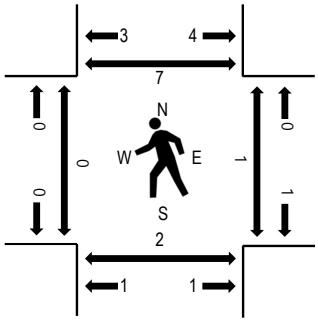
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				SAN RAMON DR Northbound				SAN RAMON DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	8	0	0	0	10	1	0	1	2	0	0	2	1	4	29	294	0	0	0	0
7:15 AM	0	1	21	2	0	0	7	2	0	4	1	0	0	0	1	1	40	308	0	0	1	1
7:30 AM	0	1	72	1	0	0	22	1	0	3	1	2	0	1	0	6	110	296	0	0	0	1
7:45 AM	0	2	20	3	0	0	78	4	0	7	0	0	0	0	0	1	115	219	0	0	0	5
8:00 AM	0	1	8	2	0	0	16	2	0	9	2	0	0	1	0	2	43	125	0	1	1	0
8:15 AM	0	1	3	2	0	0	11	1	0	1	2	0	0	3	0	4	28		1	0	2	1
8:30 AM	0	6	6	1	0	0	5	3	0	6	0	0	0	2	0	4	33		0	0	0	0
8:45 AM	0	1	9	2	0	0	1	0	0	3	0	0	0	0	0	5	21		0	1	0	0

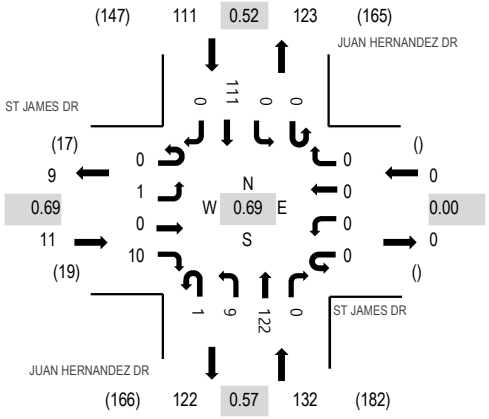
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	5	116	8	0	0	121	8	0	23	4	2	0	2	1	10	300
Mediums	0	0	5	0	0	0	2	1	0	0	0	0	0	0	0	0	8
Total	0	5	121	8	0	0	123	9	0	23	4	2	0	2	1	10	308

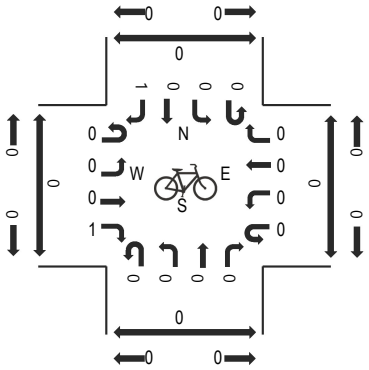
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 JUAN HERNANDEZ DR & ST JAMES DR AM
Date: Thursday, September 11, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

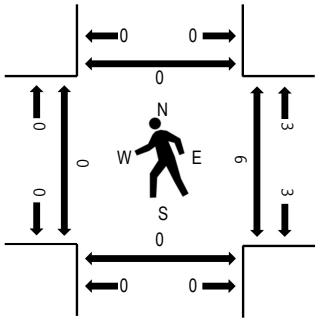
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST JAMES DR Eastbound				ST JAMES DR Westbound				JUAN HERNANDEZ DR Northbound				JUAN HERNANDEZ DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	3	0	0	0	0	0	1	21	0	0	0	8	0	33	245	0	2	0	0
7:15 AM	0	1	0	2	0	0	0	0	0	0	18	0	0	0	7	0	28	254	0	0	0	0
7:30 AM	0	0	0	2	0	0	0	0	0	2	56	0	0	0	32	0	92	246	0	3	0	0
7:45 AM	0	0	0	2	0	0	0	0	0	4	30	0	0	0	56	0	92	179	0	1	0	0
8:00 AM	0	0	0	4	0	0	0	0	1	3	18	0	0	0	16	0	42	103	0	2	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	1	5	0	0	0	13	0	20		0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	3	10	0	0	0	11	0	25		0	0	0	0
8:45 AM	0	0	0	3	0	0	0	0	0	3	6	0	0	0	4	0	16		0	2	0	0

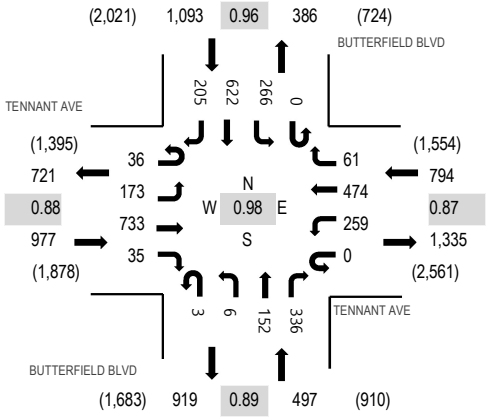
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	0	10	0	0	0	0	1	9	116	0	0	0	104	0	241
Mediums	0	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	13
Total	0	1	0	10	0	0	0	0	1	9	122	0	0	0	111	0	254

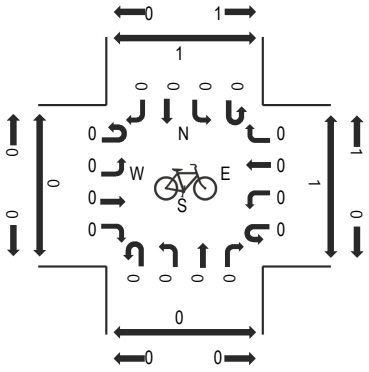
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 BUTTERFIELD BLVD & TENNANT AVE PM
Date: Thursday, September 11, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

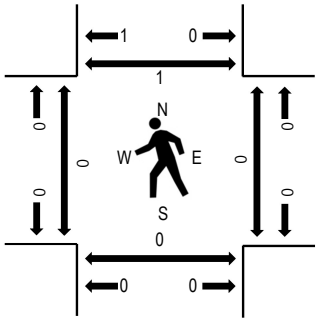
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENNANT AVE Eastbound				TENNANT AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	11	34	233	7	0	94	114	20	0	0	23	80	0	63	107	51	837	3,220	0	0	0	0
4:15 PM	6	46	178	2	0	58	117	10	0	1	37	68	0	53	111	44	731	3,239	0	0	0	0
4:30 PM	8	39	164	8	0	65	102	14	0	4	51	85	0	42	179	44	805	3,361	0	0	0	0
4:45 PM	9	45	201	8	0	60	129	14	0	0	42	71	0	70	148	50	847	3,278	0	0	0	1
5:00 PM	9	43	175	14	0	63	131	18	1	1	29	87	0	76	151	58	856	3,143	0	0	0	0
5:15 PM	10	46	193	5	0	71	112	15	2	1	30	93	0	78	144	53	853		0	0	0	0
5:30 PM	7	35	148	0	0	40	108	17	0	0	25	72	0	79	158	33	722		0	0	0	0
5:45 PM	6	41	142	5	0	48	123	11	0	1	39	67	0	43	134	52	712		0	0	0	0

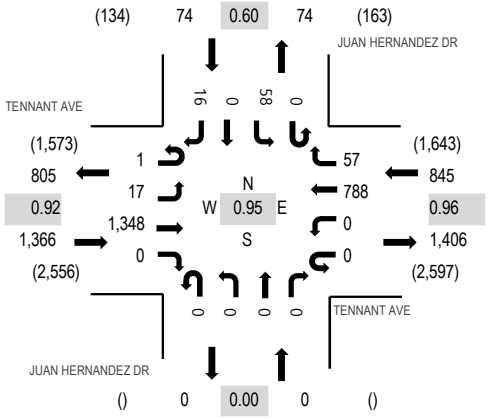
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	4
Lights	36	173	729	34	0	249	474	60	3	6	148	325	0	261	618	205	3,321
Mediums	0	0	4	1	0	9	0	1	0	0	4	10	0	3	4	0	36
Total	36	173	733	35	0	259	474	61	3	6	152	336	0	266	622	205	3,361

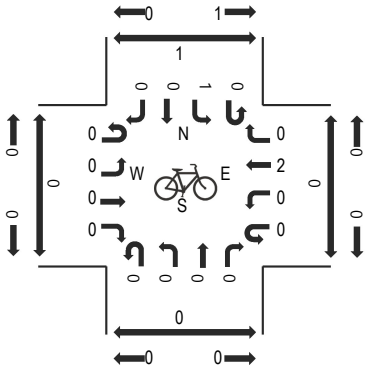
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 JUAN HERNANDEZ DR & TENNANT AVE PM
Date: Thursday, September 11, 2025
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

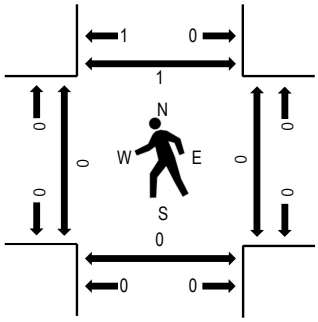
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENNANT AVE Eastbound				TENNANT AVE Westbound				JUAN HERNANDEZ DR Northbound				JUAN HERNANDEZ DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	10	355	0	0	0	213	12	0	0	0	0	0	13	0	5	609	2,155	0	0	0	0
4:15 PM	0	11	269	0	0	0	171	10	0	0	0	0	0	8	0	9	478	2,150	0	0	0	0
4:30 PM	0	4	282	0	0	0	179	17	0	0	0	0	0	12	0	5	499	2,274	0	0	0	0
4:45 PM	1	3	342	0	0	0	194	15	0	0	0	0	0	10	0	4	569	2,285	0	0	0	1
5:00 PM	0	2	350	0	0	0	211	7	0	0	0	0	0	27	0	7	604	2,178	0	0	0	0
5:15 PM	0	0	370	0	0	0	206	15	0	0	0	0	0	9	0	2	602		0	0	0	0
5:30 PM	0	12	286	0	0	0	177	20	0	0	0	0	0	12	0	3	510		0	0	0	0
5:45 PM	0	8	250	0	0	0	179	17	0	0	0	0	0	2	0	6	462		0	0	0	0

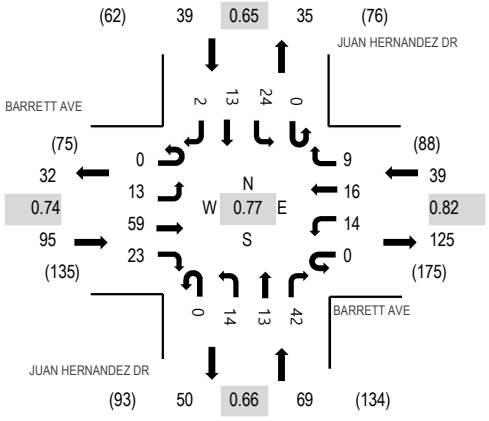
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
Lights	1	16	1,334	0	0	0	776	57	0	0	0	0	0	58	0	16	2,258
Mediums	0	1	11	0	0	0	11	0	0	0	0	0	0	0	0	0	23
Total	1	17	1,348	0	0	0	788	57	0	0	0	0	0	58	0	16	2,285

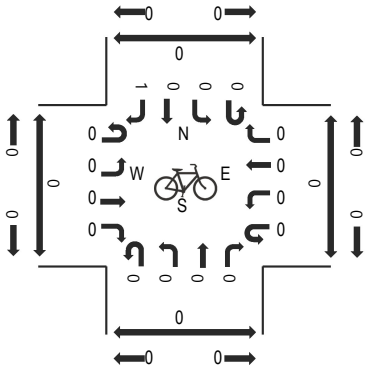
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 JUAN HERNANDEZ DR & BARRETT AVE PM
Date: Thursday, September 11, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

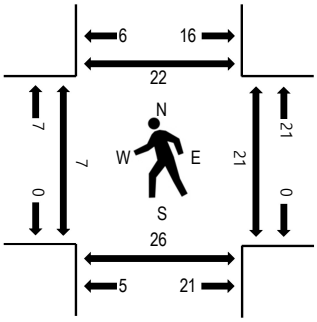
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				JUAN HERNANDEZ DR Northbound				JUAN HERNANDEZ DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	6	6	0	5	4	3	0	7	6	3	0	0	3	0	45	177	0	0	0	0
4:15 PM	0	1	5	0	0	4	9	2	0	4	6	6	0	3	4	1	45	180	2	0	0	0
4:30 PM	0	2	6	3	0	4	5	2	0	4	6	5	0	3	3	1	44	181	1	0	0	3
4:45 PM	0	1	4	4	0	6	3	2	0	4	8	6	0	3	1	1	43	206	0	1	0	3
5:00 PM	0	1	7	8	0	4	3	2	0	6	3	2	0	4	7	1	48	242	0	0	0	0
5:15 PM	0	1	18	4	0	1	4	1	0	2	2	8	0	5	0	0	46		0	0	0	0
5:30 PM	0	7	14	3	0	5	5	2	0	3	5	18	0	3	4	0	69		0	1	1	0
5:45 PM	0	4	20	8	0	4	4	4	0	3	3	14	0	12	2	1	79		7	20	25	22

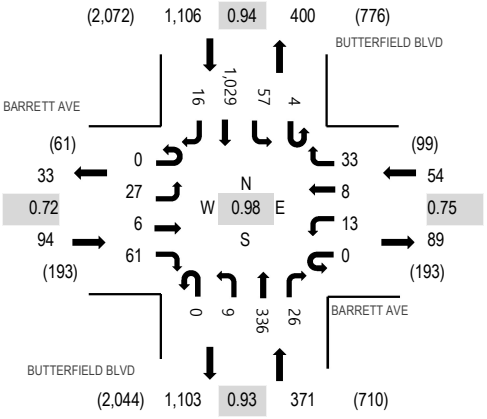
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	13	59	23	0	14	16	9	0	14	13	42	0	24	13	2	242
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	13	59	23	0	14	16	9	0	14	13	42	0	24	13	2	242

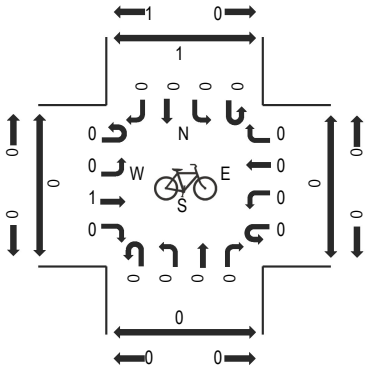
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 BUTTERFIELD BLVD & BARRETT AVE PM
Date: Thursday, September 11, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

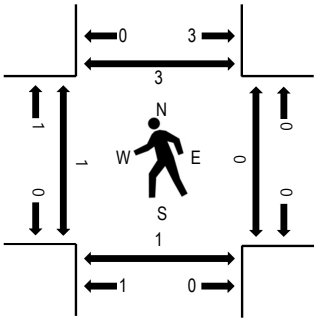
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	14	4	20	0	2	2	12	0	4	66	4	4	16	228	7	383	1,499	0	0	0	0
4:15 PM	0	5	2	13	0	3	0	8	0	3	82	5	1	9	180	6	317	1,531	0	1	0	0
4:30 PM	0	7	1	9	0	6	3	9	0	2	88	3	2	12	245	3	390	1,625	0	0	1	1
4:45 PM	0	3	1	10	0	1	0	8	0	2	83	7	2	10	276	6	409	1,617	1	0	0	2
5:00 PM	0	7	2	27	0	1	2	11	0	4	77	5	0	13	263	3	415	1,575	0	0	0	0
5:15 PM	0	10	2	15	0	5	3	5	0	1	88	11	0	22	245	4	411		0	0	0	0
5:30 PM	0	9	1	14	0	4	0	4	0	1	80	6	0	24	239	0	382		0	0	0	0
5:45 PM	0	4	1	12	0	1	1	8	0	0	79	9	0	23	225	4	367		0	0	0	0

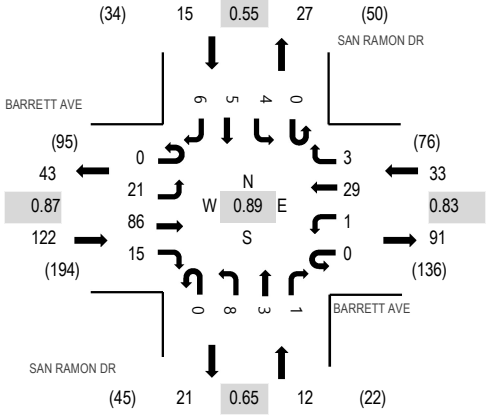
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Lights	0	26	6	58	0	12	8	33	0	8	332	26	4	56	1,023	16	1,608
Mediums	0	0	0	1	0	1	0	0	0	1	4	0	0	1	6	0	14
Total	0	27	6	61	0	13	8	33	0	9	336	26	4	57	1,029	16	1,625

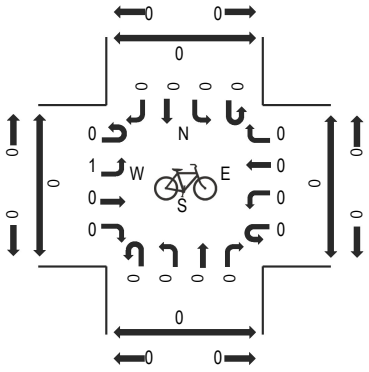
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 SAN RAMON DR & BARRETT AVE PM
Date: Thursday, September 11, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

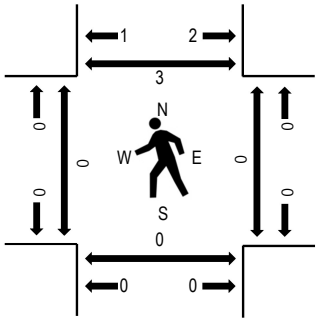
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				SAN RAMON DR Northbound				SAN RAMON DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	13	8	0	1	9	1	0	2	1	0	0	2	0	1	41	144	0	0	0	0
4:15 PM	0	4	8	4	0	2	9	2	0	2	1	0	0	0	1	1	34	142	0	0	0	0
4:30 PM	0	5	9	1	0	1	8	2	0	2	0	0	0	2	0	8	38	153	0	0	0	0
4:45 PM	0	3	10	4	0	0	8	0	0	0	1	1	0	0	2	2	31	162	0	0	0	1
5:00 PM	0	8	12	1	0	0	8	2	0	4	1	0	0	0	1	2	39	182	0	0	0	1
5:15 PM	0	5	22	5	0	1	5	0	0	2	0	0	0	1	1	3	45		0	0	0	0
5:30 PM	0	3	26	5	0	0	6	1	0	1	2	1	0	1	1	0	47		0	0	0	0
5:45 PM	0	5	26	4	0	0	10	0	0	1	0	0	0	2	2	1	51		0	0	0	2

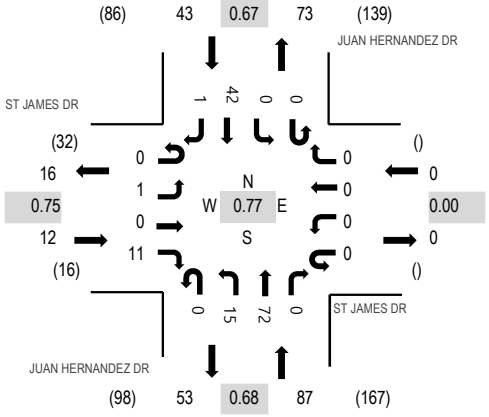
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	21	86	15	0	1	29	3	0	8	3	1	0	4	4	6	181
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	21	86	15	0	1	29	3	0	8	3	1	0	4	5	6	182

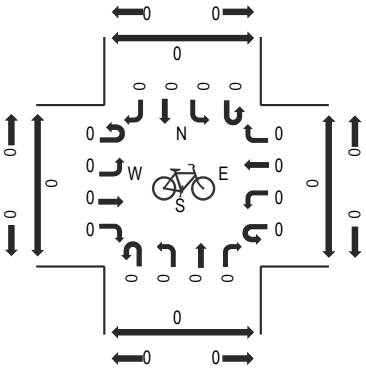
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 JUAN HERNANDEZ DR & ST JAMES DR PM
Date: Thursday, September 11, 2025
Peak Hour: 05:00 PM - 05:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

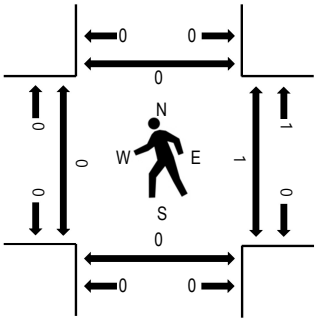
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST JAMES DR Eastbound				ST JAMES DR Westbound				JUAN HERNANDEZ DR Northbound				JUAN HERNANDEZ DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	1	0	0	0	0	0	4	15	0	0	0	13	0	33	127	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	4	17	0	0	0	10	1	33	130	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	4	17	0	0	0	9	0	31	119	0	0	0	0
4:45 PM	0	0	0	1	0	0	0	0	0	2	17	0	0	0	9	1	30	134	0	0	0	0
5:00 PM	0	1	0	3	0	0	0	0	0	1	13	0	0	0	18	0	36	142	0	1	0	0
5:15 PM	0	0	0	3	0	0	0	0	0	3	12	0	0	0	3	1	22		0	0	0	0
5:30 PM	0	0	0	2	0	0	0	0	0	5	27	0	0	0	12	0	46		0	0	0	0
5:45 PM	0	0	0	3	0	0	0	0	0	6	20	0	0	0	9	0	38		0	0	0	0

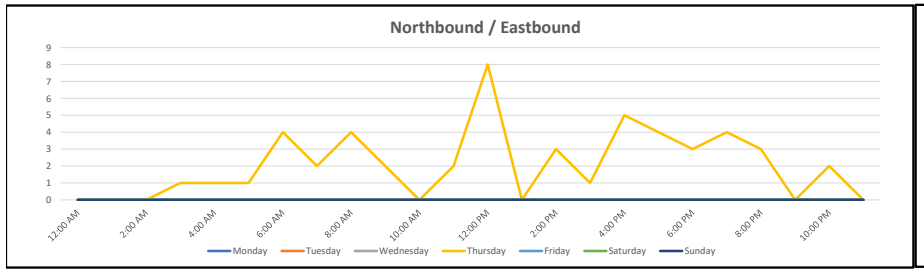
Peak Rolling Hour Flow Rates

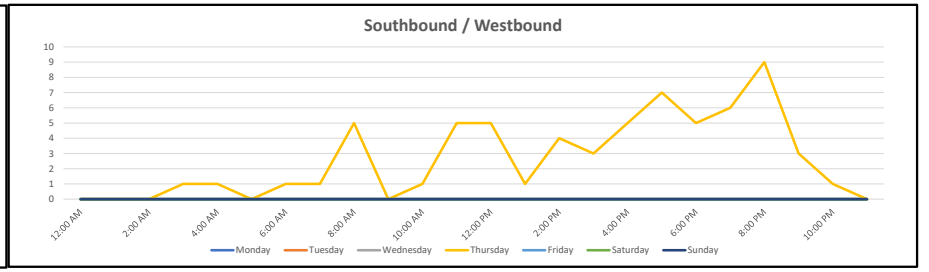
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	0	11	0	0	0	0	0	15	72	0	0	0	41	1	141
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	1	0	11	0	0	0	0	0	15	72	0	0	0	42	1	142

Vehicle Volume Report - Hourly

Site Description: St James Dr W.O St Lawrence Dr
Site Number: 8
Start Date: 09/11/2025
End Date: 09/11/2025

Time	Monday 9/15/25			Tuesday 9/16/25			Wednesday 9/17/25			Thursday 9/11/25			Friday 9/12/25			Saturday 9/13/25			Sunday 9/14/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	8	5	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	5	5	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	3	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	4	6	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	3	9	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	**10**	**7**	**17**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	**10**	**15**	**25**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	**38**	**43**	**81**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	**50**	**64**	**114**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	***43.9%***	***56.1%***	***100.0%***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		-	-		**8:00 AM**	**9:00 AM**		-	-		-	-		-	-							
PM Peak	-	-		-	-		-	-		**12:00 PM**	**1:00 PM**		-	-		-	-		-	-							





Vehicle Speed Report - Hourly

Site Description: St James Dr W.O St Lawrence Dr
Site Number: 8
Start Date: 09/11/2025
End Date: 09/11/2025

Total Study Speed Summary		
	Eastbound	**Westbound**
Average Speed	15.1 mph	18.7 mph
50th Percentile	14.1 mph	18.6 mph
85th Percentile	22.0 mph	23.8 mph
95th Percentile	23.5 mph	25.2 mph

Speed Range (MPH) - Total Study																					
	Total	**0-10**	**10-15**	**15-20**	**20-25**	**25-30**	**30-35**	**35-40**	**40-45**	**45-50**	**50-55**	**55-60**	**60-65**	**65-70**	**70-75**	**75-80**	**80-85**	**85-90**	**90-95**	**95-100**	**100+**
Eastbound	50	8	19	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*16.0%*	*38.0%*	*26.0%*	*20.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Westbound	64	1	12	31	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*1.6%*	*18.8%*	*48.4%*	*26.6%*	*3.1%*	*1.6%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	114	9	31	44	27	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*7.9%*	*27.2%*	*38.6%*	*23.7%*	*1.8%*	*0.9%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: St James Dr W.O St Lawrence Dr
Site Number: 8
Start Date: 09/11/2025
End Date: 09/11/2025

Vehicle Speed Report (Eastbound - 09/11/2025)

Thursday	Eastbound																					
9/11/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	8	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	5	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	4	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	10	3	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	10	2	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	38	7	16	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	50	8	19	13	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*16.0%*	*38.0%*	*26.0%*	*20.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
50th Percentile	14.1 mph																					
85th Percentile	22.0 mph																					
95th Percentile	23.5 mph	*Average Speed :*	15.1																			

Site Description: St James Dr W.O St Lawrence Dr
Site Number: 8
Start Date: 09/11/2025
End Date: 09/11/2025

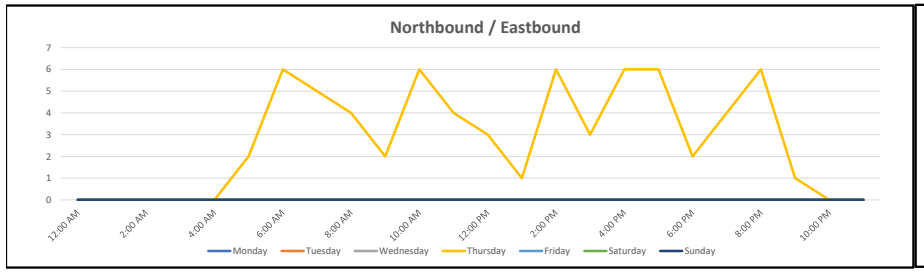
Vehicle Speed Report (Westbound - 09/11/2025)

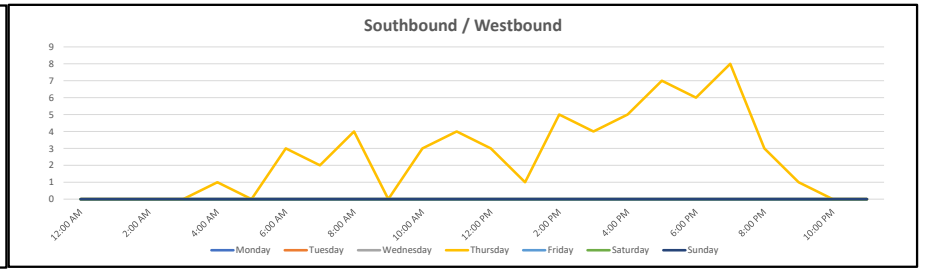
Thursday	Westbound																					
9/11/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	5	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	5	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	5	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	4	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	7	0	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	5	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	6	0	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	9	0	2	5	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	3	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	7	0	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	15	0	1	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	43	0	8	20	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	64	1	12	31	17	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*1.6%*	*18.8%*	*48.4%*	*26.6%*	*3.1%*	*1.6%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
50th Percentile	18.6 mph																					
85th Percentile	23.8 mph																					
95th Percentile	25.2 mph	*Average Speed :*	18.7																			

Vehicle Volume Report - Hourly

Site Description: St Timothy Pl N.O St Timothy Ct
Site Number: 7
Start Date: 09/11/2025
End Date: 09/11/2025 s

Time	Monday 9/15/25			Tuesday 9/16/25			Wednesday 9/17/25			Thursday 9/11/25			Friday 9/12/25			Saturday 9/13/25			Sunday 9/14/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	-	-	-	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	-	-	-	6	3	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	-	-	-	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	-	-	-	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	-	-	-	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	-	-	-	6	3	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	-	-	-	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	-	-	-	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	-	-	-	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	-	-	-	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	-	-	-	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	-	-	-	6	7	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	-	-	-	2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	-	-	-	4	8	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	-	-	-	6	3	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	-	-	-	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	-	-	-	**15**	**9**	**24**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	**15**	**16**	**31**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	-	-	-	**54**	**47**	**101**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	-	-	-	**67**	**60**	**127**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	-	-	-	***52.8%***	***47.2%***	***100.0%***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		-	-		**6:00 AM**	**7:00 AM**		-	-		-	-		-	-							
PM Peak	-	-		-	-		-	-		**5:00 PM**	**6:00 PM**		-	-		-	-		-	-							





Vehicle Speed Report - Hourly

Site Description: St Timothy Pl N.O St Timothy Ct
Site Number: 7
Start Date: 09/11/2025
End Date: 09/11/2025

Total Study Speed Summary		
	Northbound	**Southbound**
Average Speed	16.8 mph	17.0 mph
50th Percentile	17.2 mph	18.2 mph
85th Percentile	20.4 mph	22.1 mph
95th Percentile	23.9 mph	24.8 mph

Speed Range (MPH) - Total Study																					
	Total	**0-10**	**10-15**	**15-20**	**20-25**	**25-30**	**30-35**	**35-40**	**40-45**	**45-50**	**50-55**	**55-60**	**60-65**	**65-70**	**70-75**	**75-80**	**80-85**	**85-90**	**90-95**	**95-100**	**100+**
Northbound	67	7	13	32	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*10.4%*	*19.4%*	*47.8%*	*19.4%*	*3.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	60	7	9	29	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*11.7%*	*15.0%*	*48.3%*	*21.7%*	*1.7%*	*1.7%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	127	14	22	61	26	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*11.0%*	*17.3%*	*48.0%*	*20.5%*	*2.4%*	*0.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: St Timothy Pl N.O St Timothy Ct
Site Number: 7
Start Date: 09/11/2025
End Date: 09/11/2025

Vehicle Speed Report (Northbound - 09/11/2025)

Thursday	Northbound																					
9/11/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	6	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	5	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	6	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	4	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	6	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	6	1	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	6	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	6	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	15	0	2	6	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	15	2	4	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	54	4	11	24	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	67	7	13	32	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*10.4%*	*19.4%*	*47.8%*	*19.4%*	*3.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
50th Percentile	17.2 mph																					
85th Percentile	20.4 mph																					
95th Percentile	23.9 mph	*Average Speed :*	16.8																			

Site Description: St Timothy Pl N.O St Timothy Ct
Site Number: 7
Start Date: 09/11/2025
End Date: 09/11/2025

Vehicle Speed Report (Southbound - 09/11/2025)

Thursday	Southbound																					
9/11/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	5	0	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	4	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	5	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	7	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	6	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	8	2	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	9	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	16	2	1	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	47	5	6	23	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	60	7	9	29	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*11.7%*	*15.0%*	*48.3%*	*21.7%*	*1.7%*	*1.7%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
50th Percentile	18.2 mph																					
85th Percentile	22.1 mph																					
95th Percentile	24.8 mph	*Average Speed :*	17.0																			

Appendix B

Volumes Summary

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 1 80729 1111
Intersection Name: Butterfield Boulevard and Tennant Avenue
Peak Hour: AM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**8**	**181**	**63**	**252**	**178**	**571**	**321**	**1,070**	**602**	**612**	**29**	**1,243**	**6**	**405**	**133**	**544**	**3,109**
Model - 2023 (Ex Net) (b)	*66*	*115*	*84*	265	*337*	*479*	*144*	960	*354*	*461*	*28*	843	*2*	*230*	*66*	298	2,366
Model - 2035 No Project (Ex Net) (c)	*68*	*179*	*127*	374	*419*	*477*	*210*	1,107	*457*	*609*	*33*	1,099	*6*	*223*	*73*	302	2,882
Model - 2050 No Project (Ex Net) (f)	*71*	*260*	*180*	511	*522*	*476*	*293*	1,290	*587*	*793*	*39*	1,419	*12*	*213*	*81*	306	3,526
Model - 2050 No Project (GP Net) (i)	*107*	*240*	*169*	516	*461*	*498*	*306*	1,264	*516*	*1,026*	*38*	1,580	*12*	*202*	*103*	317	3,677
Year 2035 Cumulative without Project Conditions	**10**	**245**	**106**	**361**	**260**	**583**	**399**	**1,242**	**748**	**760**	**34**	**1,542**	**10**	**451**	**140**	**601**	**3,747**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**49**	**306**	**148**	**503**	**302**	**602**	**495**	**1,398**	**807**	**1,177**	**39**	**2,023**	**16**	**451**	**170**	**637**	**4,561**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	0	0	0	0	0	1	3	4	1	0	0	1	0	1	0	1	6
Project Trips on GP Network (n)	0	0	0	0	0	1	3	4	1	0	0	1	0	1	0	1	6
Existing Plus Project Conditions	**8**	**181**	**63**	**252**	**178**	**572**	**324**	**1,074**	**603**	**612**	**29**	**1,244**	**6**	**406**	**133**	**545**	**3,115**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**10**	**245**	**106**	**361**	**260**	**584**	**402**	**1,246**	**749**	**760**	**34**	**1,543**	**10**	**452**	**140**	**602**	**3,753**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**49**	**306**	**148**	**503**	**302**	**603**	**498**	**1,402**	**808**	**1,177**	**39**	**2,024**	**16**	**452**	**170**	**638**	**4,567**
=(l)+(n)																	

Int.#[Model#](Traffix#) 2 80725 366
Intersection Name: Juan Hernandez Drive and Tennant Avenue
Peak Hour: AM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**40**	**0**	**84**	**124**	**110**	**1,076**	**0**	**1,186**	**0**	**0**	**0**	**0**	**0**	**994**	**49**	**1,043**	**2,353**
Model - 2023 (Ex Net) (b)	*1*	*0*	*41*	42	*39*	*958*	*0*	997	*0*	*0*	*0*	0	*0*	*664*	*4*	668	1,707
Model - 2035 No Project (Ex Net) (c)	*3*	*0*	*49*	52	*45*	*1,102*	*0*	1,147	*0*	*0*	*0*	0	*0*	*799*	*7*	806	2,005
Model - 2050 No Project (Ex Net) (f)	*6*	*0*	*58*	64	*52*	*1,283*	*0*	1,335	*0*	*0*	*0*	0	*0*	*968*	*10*	978	2,377
Model - 2050 No Project (GP Net) (i)	*8*	*0*	*52*	60	*67*	*1,258*	*0*	1,325	*0*	*0*	*0*	0	*0*	*878*	*6*	884	2,270
Year 2035 Cumulative without Project Conditions	**66**	**0**	**161**	**227**	**368**	**1,220**	**0**	**1,588**	**0**	**0**	**0**	**0**	**0**	**1,129**	**141**	**1,270**	**3,085**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**71**	**0**	**164**	**235**	**390**	**1,376**	**0**	**1,766**	**0**	**0**	**0**	**0**	**0**	**1,208**	**140**	**1,348**	**3,350**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	4	0	21	25	7	0	0	7	0	0	0	0	0	0	2	2	34
Project Trips on GP Network (n)	4	0	21	25	7	0	0	7	0	0	0	0	0	0	2	2	34
Existing Plus Project Conditions	**44**	**0**	**105**	**149**	**117**	**1,076**	**0**	**1,193**	**0**	**0**	**0**	**0**	**0**	**994**	**51**	**1,045**	**2,387**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**70**	**0**	**182**	**252**	**375**	**1,220**	**0**	**1,595**	**0**	**0**	**0**	**0**	**0**	**1,129**	**143**	**1,272**	**3,119**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**75**	**0**	**185**	**260**	**397**	**1,376**	**0**	**1,773**	**0**	**0**	**0**	**0**	**0**	**1,208**	**142**	**1,350**	**3,384**
=(l)+(n)																	

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 3 80730 11622
Intersection Name: Juan Hernandez Drive and Barrett Avenue
Peak Hour: AM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**44**	**35**	**26**	**105**	**31**	**67**	**46**	**144**	**67**	**34**	**24**	**125**	**16**	**67**	**45**	**128**	**502**
Model - 2023 (Ex Net) (b)	*0*	*14*	*0*	14	*0*	*158*	*18*	176	*25*	*3*	*3*	31	*5*	*189*	*0*	194	415
Model - 2035 No Project (Ex Net) (c)	*0*	*15*	*0*	15	*0*	*168*	*22*	191	*33*	*6*	*2*	40	*4*	*202*	*0*	206	453
Model - 2050 No Project (Ex Net) (f)	*0*	*17*	*0*	17	*1*	*181*	*27*	209	*43*	*9*	*0*	52	*3*	*218*	*0*	221	500
Model - 2050 No Project (GP Net) (i)	*0*	*15*	*0*	15	*0*	*173*	*28*	201	*55*	*9*	*0*	64	*0*	*209*	*0*	209	489
Year 2035 Cumulative without Project Conditions	**44**	**40**	**26**	**110**	**31**	**77**	**50**	**159**	**75**	**38**	**59**	**172**	**145**	**80**	**45**	**270**	**711**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**44**	**40**	**26**	**110**	**31**	**82**	**56**	**169**	**97**	**41**	**59**	**197**	**145**	**87**	**45**	**277**	**753**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	0	0	0	0	0	0	0	0	0	1	5	6	2	0	0	2	8
Project Trips on GP Network (n)	0	1	0	1	0	0	0	0	0	2	5	7	2	0	0	2	10
Existing Plus Project Conditions	**44**	**35**	**26**	**105**	**31**	**67**	**46**	**144**	**67**	**35**	**29**	**131**	**18**	**67**	**45**	**130**	**510**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**44**	**40**	**26**	**110**	**31**	**77**	**50**	**159**	**75**	**39**	**64**	**178**	**147**	**80**	**45**	**272**	**719**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**44**	**41**	**26**	**111**	**31**	**82**	**56**	**169**	**97**	**43**	**64**	**204**	**147**	**87**	**45**	**279**	**763**
=(l)+(n)																	

Int.#[Model#](Traffix#) 4 76542 11646
Intersection Name: Butterfield Boulevard and Barrett Avenue
Peak Hour: AM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**19**	**233**	**89**	**341**	**118**	**10**	**33**	**161**	**43**	**964**	**21**	**1,028**	**14**	**2**	**18**	**34**	**1,564**
Model - 2023 (Ex Net) (b)	*43*	*144*	*112*	299	*132*	*17*	*91*	240	*91*	*684*	*87*	862	*29*	*19*	*71*	119	1,520
Model - 2035 No Project (Ex Net) (c)	*63*	*236*	*119*	417	*145*	*18*	*100*	263	*103*	*884*	*111*	1,098	*38*	*19*	*84*	141	1,920
Model - 2050 No Project (Ex Net) (f)	*87*	*351*	*127*	565	*161*	*20*	*112*	292	*118*	*1,135*	*141*	1,394	*50*	*18*	*101*	169	2,421
Model - 2050 No Project (GP Net) (i)	*94*	*344*	*125*	563	*164*	*18*	*107*	289	*114*	*1,338*	*139*	1,591	*65*	*18*	*99*	182	2,625
Year 2035 Cumulative without Project Conditions	**39**	**325**	**221**	**584**	**165**	**11**	**42**	**218**	**55**	**1,164**	**45**	**1,264**	**23**	**2**	**31**	**57**	**2,124**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**70**	**433**	**227**	**730**	**184**	**11**	**49**	**244**	**66**	**1,618**	**73**	**1,757**	**50**	**2**	**46**	**98**	**2,829**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	0	0	3	3	10	0	0	10	0	0	0	0	0	0	0	0	13
Project Trips on GP Network (n)	0	0	3	3	10	0	0	10	0	0	0	0	0	0	0	0	13
Existing Plus Project Conditions	**19**	**233**	**92**	**344**	**128**	**10**	**33**	**171**	**43**	**964**	**21**	**1,028**	**14**	**2**	**18**	**34**	**1,577**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**39**	**325**	**224**	**587**	**175**	**11**	**42**	**228**	**55**	**1,164**	**45**	**1,264**	**23**	**2**	**31**	**57**	**2,137**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**70**	**433**	**230**	**733**	**194**	**11**	**49**	**254**	**66**	**1,618**	**73**	**1,757**	**50**	**2**	**46**	**98**	**2,842**
=(l)+(n)																	

Intersection Volumes
AM Peak Hour

Int.#[Model#](Traffix#) 5 80733 33113
Intersection Name: San Ramon Drive and Barrett Avenue
Peak Hour: AM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**10**	**1**	**2**	**13**	**9**	**123**	**0**	**132**	**2**	**4**	**23**	**29**	**8**	**121**	**5**	**134**	**308**
Model - 2023 (Ex Net) (b)	*37*	*1*	*3*	41	*1*	*155*	*5*	161	*6*	*2*	*27*	35	*9*	*185*	*21*	215	452
Model - 2035 No Project (Ex Net) (c)	*38*	*1*	*3*	43	*1*	*164*	*5*	170	*6*	*3*	*39*	47	*12*	*198*	*25*	235	495
Model - 2050 No Project (Ex Net) (f)	*40*	*1*	*4*	45	*1*	*176*	*4*	181	*5*	*3*	*53*	62	*15*	*214*	*31*	260	549
Model - 2050 No Project (GP Net) (i)	*43*	*0*	*0*	43	*0*	*169*	*4*	173	*5*	*1*	*56*	62	*16*	*204*	*30*	250	527
Year 2035 Cumulative without Project Conditions	**11**	**1**	**6**	**19**	**10**	**166**	**0**	**176**	**2**	**5**	**35**	**41**	**11**	**259**	**9**	**279**	**516**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**16**	**1**	**6**	**23**	**10**	**171**	**0**	**181**	**2**	**4**	**52**	**58**	**15**	**265**	**14**	**294**	**555**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	0	0	0	0	0	5	0	5	0	1	5	6	2	2	0	4	15
Project Trips on GP Network (n)	0	0	0	0	0	5	0	5	0	0	5	5	2	2	0	4	14
Existing Plus Project Conditions	**10**	**1**	**2**	**13**	**9**	**128**	**0**	**137**	**2**	**5**	**28**	**35**	**10**	**123**	**5**	**138**	**323**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**11**	**1**	**6**	**19**	**10**	**171**	**0**	**181**	**2**	**6**	**40**	**47**	**13**	**261**	**9**	**283**	**531**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**16**	**1**	**6**	**23**	**10**	**176**	**0**	**186**	**2**	**4**	**57**	**63**	**17**	**267**	**14**	**298**	**569**
=(l)+(n)																	

Int.#[Model#](Traffix#) 6 80732 33112
Intersection Name: Juan Hernandez Drive and Saint James Drive
Peak Hour: AM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**0**	**111**	**0**	**111**	**0**	**0**	**0**	**0**	**0**	**122**	**10**	**132**	**10**	**0**	**1**	**11**	**254**
Model - 2023 (Ex Net) (b)	*0*	*38*	*0*	38	*0*	*0*	*0*	0	*0*	*32*	*3*	35	*4*	*0*	*0*	4	77
Model - 2035 No Project (Ex Net) (c)	*2*	*40*	*0*	43	*0*	*0*	*0*	0	*0*	*39*	*7*	46	*11*	*0*	*3*	14	103
Model - 2050 No Project (Ex Net) (f)	*5*	*43*	*0*	48	*0*	*0*	*0*	0	*0*	*47*	*13*	60	*20*	*0*	*6*	26	135
Model - 2050 No Project (GP Net) (i)	*5*	*37*	*0*	42	*0*	*0*	*0*	0	*0*	*58*	*14*	72	*19*	*0*	*6*	25	139
Year 2035 Cumulative without Project Conditions	**2**	**116**	**100**	**219**	**27**	**0**	**90**	**117**	**340**	**130**	**14**	**484**	**17**	**0**	**4**	**21**	**841**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**5**	**114**	**100**	**219**	**27**	**0**	**90**	**117**	**340**	**149**	**21**	**510**	**25**	**0**	**7**	**32**	**878**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	2	0	0	2	0	0	0	0	0	0	9	9	26	0	6	32	43
Project Trips on GP Network (n)	2	0	0	2	0	0	0	0	0	0	9	9	26	0	7	33	44
Existing Plus Project Conditions	**2**	**111**	**0**	**113**	**0**	**0**	**0**	**0**	**0**	**122**	**19**	**141**	**36**	**0**	**7**	**43**	**297**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**4**	**116**	**100**	**221**	**27**	**0**	**90**	**117**	**340**	**130**	**23**	**493**	**43**	**0**	**10**	**53**	**884**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**7**	**114**	**100**	**221**	**27**	**0**	**90**	**117**	**340**	**149**	**30**	**519**	**51**	**0**	**14**	**65**	**922**
=(l)+(n)																	

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 1 80729 1111
Intersection Name: Butterfield Boulevard and Tennant Avenue
Peak Hour: PM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**205**	**622**	**266**	**1,093**	**61**	**474**	**259**	**794**	**336**	**152**	**9**	**497**	**35**	**733**	**209**	**977**	**3,361**
Model - 2023 (Ex Net) (b)	*55*	*806*	*489*	1,350	*175*	*264*	*593*	1,032	*168*	*118*	*7*	293	*13*	*483*	*96*	592	3,267
Model - 2035 No Project (Ex Net) (c)	*59*	*847*	*525*	1,430	*256*	*267*	*656*	1,178	*266*	*285*	*15*	566	*22*	*447*	*118*	587	3,761
Model - 2050 No Project (Ex Net) (f)	*63*	*898*	*569*	1,530	*357*	*270*	*735*	1,361	*388*	*493*	*26*	907	*34*	*402*	*145*	581	4,379
Model - 2050 No Project (GP Net) (i)	*130*	*837*	*787*	1,754	*301*	*285*	*836*	1,421	*349*	*638*	*26*	1,013	*33*	*385*	*213*	631	4,820
Year 2035 Cumulative without Project Conditions	**209**	**663**	**302**	**1,173**	**142**	**553**	**392**	**1,086**	**464**	**319**	**17**	**800**	**44**	**766**	**231**	**1,041**	**4,100**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**280**	**653**	**564**	**1,497**	**187**	**571**	**572**	**1,329**	**547**	**672**	**28**	**1,247**	**55**	**766**	**326**	**1,147**	**5,220**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	0	0	0	0	0	1	2	3	2	0	0	2	0	1	0	1	6
Project Trips on GP Network (n)	0	0	0	0	0	1	2	3	2	0	0	2	0	1	0	1	6
Existing Plus Project Conditions	**205**	**622**	**266**	**1,093**	**61**	**475**	**261**	**797**	**338**	**152**	**9**	**499**	**35**	**734**	**209**	**978**	**3,367**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**209**	**663**	**302**	**1,173**	**142**	**554**	**394**	**1,089**	**466**	**319**	**17**	**802**	**44**	**767**	**231**	**1,042**	**4,106**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**280**	**653**	**564**	**1,497**	**187**	**572**	**574**	**1,332**	**549**	**672**	**28**	**1,249**	**55**	**767**	**326**	**1,148**	**5,226**
=(l)+(n)																	

Int.#[Model#](Traffix#) 2 80725 366
Intersection Name: Juan Hernandez Drive and Tennant Avenue
Peak Hour: PM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**16**	**0**	**58**	**74**	**57**	**788**	**0**	**845**	**0**	**0**	**0**	**0**	**0**	**1,348**	**18**	**1,366**	**2,285**
Model - 2023 (Ex Net) (b)	*5*	*0*	*31*	36	*29*	*1,028*	*0*	1,057	*0*	*0*	*0*	0	*0*	*1,136*	*3*	1,139	2,232
Model - 2035 No Project (Ex Net) (c)	*5*	*0*	*33*	38	*34*	*1,173*	*0*	1,207	*0*	*0*	*0*	0	*0*	*1,231*	*5*	1,236	2,482
Model - 2050 No Project (Ex Net) (f)	*5*	*0*	*35*	41	*41*	*1,354*	*0*	1,395	*0*	*0*	*0*	0	*0*	*1,350*	*8*	1,358	2,794
Model - 2050 No Project (GP Net) (i)	*6*	*0*	*32*	39	*37*	*1,414*	*0*	1,451	*0*	*0*	*0*	0	*0*	*1,513*	*9*	1,522	3,012
Year 2035 Cumulative without Project Conditions	**162**	**0**	**476**	**638**	**242**	**933**	**0**	**1,175**	**0**	**0**	**0**	**0**	**0**	**1,443**	**83**	**1,526**	**3,340**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**163**	**0**	**475**	**639**	**245**	**1,174**	**0**	**1,419**	**0**	**0**	**0**	**0**	**0**	**1,725**	**87**	**1,812**	**3,870**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	3	0	13	16	18	0	0	18	0	0	0	0	0	0	4	4	38
Project Trips on GP Network (n)	3	0	13	16	18	0	0	18	0	0	0	0	0	0	4	4	38
Existing Plus Project Conditions	**19**	**0**	**71**	**90**	**75**	**788**	**0**	**863**	**0**	**0**	**0**	**0**	**0**	**1,348**	**22**	**1,370**	**2,323**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**165**	**0**	**489**	**654**	**260**	**933**	**0**	**1,193**	**0**	**0**	**0**	**0**	**0**	**1,443**	**87**	**1,530**	**3,378**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**166**	**0**	**488**	**655**	**263**	**1,174**	**0**	**1,437**	**0**	**0**	**0**	**0**	**0**	**1,725**	**91**	**1,816**	**3,908**
=(l)+(n)																	

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 3 80730 11622
Intersection Name: Juan Hernandez Drive and Barrett Avenue
Peak Hour: PM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**2**	**13**	**24**	**39**	**9**	**16**	**14**	**39**	**42**	**13**	**14**	**69**	**23**	**59**	**13**	**95**	**242**
Model - 2023 (Ex Net) (b)	*0*	*6*	*1*	*7*	*0*	*60*	*10*	70	*6*	*13*	*8*	27	*4*	*50*	*0*	54	158
Model - 2035 No Project (Ex Net) (c)	*0*	*10*	*1*	11	*0*	*65*	*11*	76	*7*	*15*	*6*	28	*4*	*52*	*0*	56	170
Model - 2050 No Project (Ex Net) (f)	*0*	*14*	*2*	16	*0*	*71*	*12*	83	*8*	*17*	*3*	28	*3*	*55*	*0*	58	185
Model - 2050 No Project (GP Net) (i)	*0*	*13*	*0*	13	*0*	*67*	*12*	79	*8*	*17*	*0*	25	*0*	*54*	*0*	54	171
Year 2035 Cumulative without Project Conditions	**2**	**20**	**24**	**46**	**9**	**21**	**15**	**45**	**43**	**22**	**228**	**293**	**115**	**61**	**13**	**189**	**573**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**2**	**23**	**24**	**49**	**9**	**23**	**16**	**48**	**44**	**24**	**228**	**296**	**115**	**63**	**13**	**191**	**584**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	0	1	0	1	0	0	0	0	0	1	3	4	4	0	0	4	9
Project Trips on GP Network (n)	0	2	0	2	0	0	0	0	0	1	3	4	4	0	0	4	10
Existing Plus Project Conditions	**2**	**14**	**24**	**40**	**9**	**16**	**14**	**39**	**42**	**14**	**17**	**73**	**27**	**59**	**13**	**99**	**251**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**2**	**21**	**24**	**47**	**9**	**21**	**15**	**45**	**43**	**23**	**231**	**297**	**119**	**61**	**13**	**193**	**582**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**2**	**25**	**24**	**51**	**9**	**23**	**16**	**48**	**44**	**25**	**231**	**300**	**119**	**63**	**13**	**195**	**594**
=(l)+(n)																	

Int.#[Model#](Traffix#) 4 76542 11646
Intersection Name: Butterfield Boulevard and Barrett Avenue
Peak Hour: PM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**16**	**1,029**	**61**	**1,106**	**33**	**8**	**13**	**54**	**26**	**336**	**9**	**371**	**61**	**6**	**27**	**94**	**1,625**
Model - 2023 (Ex Net) (b)	*76*	*1,171*	*63*	1,310	*50*	*8*	*53*	111	*56*	*288*	*48*	392	*118*	*9*	*54*	181	1,994
Model - 2035 No Project (Ex Net) (c)	*95*	*1,251*	*70*	1,416	*55*	*10*	*60*	124	*62*	*537*	*60*	660	*112*	*10*	*90*	212	2,412
Model - 2050 No Project (Ex Net) (f)	*119*	*1,351*	*80*	1,550	*61*	*11*	*68*	141	*70*	*848*	*76*	994	*105*	*11*	*134*	250	2,934
Model - 2050 No Project (GP Net) (i)	*115*	*1,553*	*86*	1,754	*65*	*9*	*66*	141	*71*	*1,006*	*76*	1,153	*127*	*9*	*150*	286	3,333
Year 2035 Cumulative without Project Conditions	**35**	**1,109**	**157**	**1,301**	**245**	**10**	**20**	**274**	**32**	**585**	**21**	**639**	**61**	**7**	**63**	**130**	**2,345**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**55**	**1,411**	**173**	**1,639**	**255**	**9**	**26**	**291**	**41**	**1,054**	**37**	**1,132**	**70**	**6**	**123**	**199**	**3,260**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	0	0	8	8	6	0	0	6	0	0	0	0	0	0	0	0	14
Project Trips on GP Network (n)	0	0	8	8	6	0	0	6	0	0	0	0	0	0	0	0	14
Existing Plus Project Conditions	**16**	**1,029**	**69**	**1,114**	**39**	**8**	**13**	**60**	**26**	**336**	**9**	**371**	**61**	**6**	**27**	**94**	**1,639**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**35**	**1,109**	**165**	**1,309**	**251**	**10**	**20**	**280**	**32**	**585**	**21**	**639**	**61**	**7**	**63**	**130**	**2,359**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**55**	**1,411**	**181**	**1,647**	**261**	**9**	**26**	**297**	**41**	**1,054**	**37**	**1,132**	**70**	**6**	**123**	**199**	**3,274**
=(l)+(n)																	

Intersection Volumes
PM Peak Hour

Int.#[Model#](Traffix#) 5 80733 33113
Intersection Name: San Ramon Drive and Barrett Avenue
Peak Hour: PM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**6**	**5**	**4**	**15**	**3**	**29**	**1**	**33**	**1**	**3**	**8**	**12**	**15**	**86**	**21**	**122**	**182**
Model - 2023 (Ex Net) (b)	*26*	*6*	*1*	33	*2*	*64*	*2*	68	*2*	*1*	*11*	14	*21*	*53*	*34*	108	223
Model - 2035 No Project (Ex Net) (c)	*31*	*7*	*1*	39	*2*	*67*	*2*	72	*2*	*3*	*15*	20	*29*	*54*	*38*	121	251
Model - 2050 No Project (Ex Net) (f)	*38*	*7*	*1*	46	*3*	*71*	*2*	76	*1*	*5*	*21*	27	*39*	*56*	*42*	137	286
Model - 2050 No Project (GP Net) (i)	*39*	*2*	*0*	41	*0*	*66*	*2*	68	*1*	*1*	*23*	25	*45*	*54*	*47*	146	280
Year 2035 Cumulative without Project Conditions	**11**	**6**	**7**	**24**	**10**	**239**	**1**	**251**	**1**	**5**	**12**	**18**	**23**	**176**	**25**	**224**	**516**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**19**	**5**	**7**	**31**	**10**	**238**	**1**	**249**	**1**	**3**	**20**	**24**	**39**	**176**	**34**	**249**	**553**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	0	1	0	1	0	3	0	3	0	1	3	4	4	4	0	8	16
Project Trips on GP Network (n)	0	0	0	0	0	3	0	3	0	0	3	3	4	4	0	8	14
Existing Plus Project Conditions	**6**	**6**	**4**	**16**	**3**	**32**	**1**	**36**	**1**	**4**	**11**	**16**	**19**	**90**	**21**	**130**	**198**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**11**	**7**	**7**	**25**	**10**	**242**	**1**	**254**	**1**	**6**	**15**	**22**	**27**	**180**	**25**	**232**	**532**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**19**	**5**	**7**	**31**	**10**	**241**	**1**	**252**	**1**	**3**	**23**	**27**	**43**	**180**	**34**	**257**	**567**
=(l)+(n)																	

Int.#[Model#](Traffix#) 6 80732 33112
Intersection Name: Juan Hernandez Drive and Saint James Drive
Peak Hour: PM
Count Date: 09/11/25

	Movements																
	North Approach				East Approach				South Approach				West Approach				Int.
Scenario:	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	RT	TH	LT	TOT	Total
Existing Conditions (a)	**1**	**42**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**72**	**15**	**87**	**11**	**0**	**1**	**12**	**142**
Model - 2023 (Ex Net) (b)	*0*	*20*	*0*	20	*0*	*0*	*0*	0	*0*	*28*	*4*	32	*6*	*0*	*0*	6	58
Model - 2035 No Project (Ex Net) (c)	*1*	*23*	*0*	24	*0*	*0*	*0*	0	*0*	*28*	*12*	39	*8*	*0*	*1*	9	72
Model - 2050 No Project (Ex Net) (f)	*2*	*27*	*0*	29	*0*	*0*	*0*	0	*0*	*27*	*21*	48	*12*	*0*	*1*	13	90
Model - 2050 No Project (GP Net) (i)	*2*	*22*	*0*	24	*0*	*0*	*0*	0	*0*	*22*	*20*	42	*14*	*0*	*1*	15	81
Year 2035 Cumulative without Project Conditions	**2**	**47**	**71**	**120**	**165**	**0**	**561**	**726**	**241**	**74**	**23**	**338**	**13**	**0**	**2**	**15**	**1,199**
k=(a)+max(c-b,0)																	
Year 2050 GP (GP Net) No Project Conditions	**3**	**46**	**71**	**120**	**165**	**0**	**561**	**726**	**241**	**74**	**31**	**346**	**19**	**0**	**2**	**21**	**1,213**
I=if(total a=0),then i,																	
if not, then (a)+max(i-b,0)																	
Project Trips on Existing Network (m)	5	0	0	5	0	0	0	0	0	0	21	21	16	0	4	20	46
Project Trips on GP Network (n)	6	0	0	6	0	0	0	0	0	0	21	21	16	0	4	20	47
Existing Plus Project Conditions	**6**	**42**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**72**	**36**	**108**	**27**	**0**	**5**	**32**	**188**
=(a)+(m)																	
Year 2035 Cumulative with Project Conditions	**7**	**47**	**71**	**125**	**165**	**0**	**561**	**726**	**241**	**74**	**44**	**359**	**29**	**0**	**6**	**35**	**1,245**
=(k)+(m)																	
Year 2050 GP (GP Net) with Project Conditions	**9**	**46**	**71**	**126**	**165**	**0**	**561**	**726**	**241**	**74**	**52**	**367**	**35**	**0**	**6**	**41**	**1,260**
=(l)+(n)																	

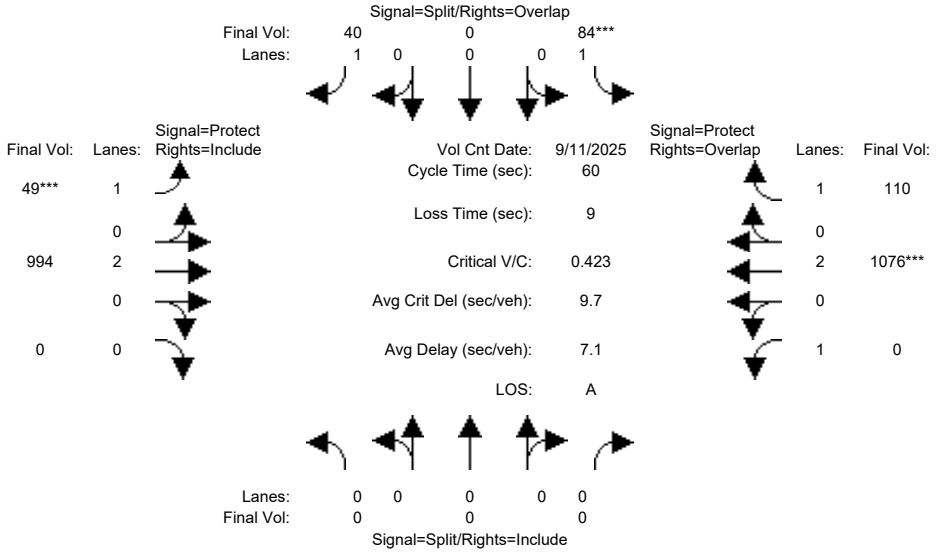
Appendix C

Intersection Level of Service Calculations

City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	0	0	0	84	0	40	49	994	0	0	1076	110
Growth Adj:	1.00	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	84	0	40	49	994	0	0	1076	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	84	0	40	49	994	0	0	1076	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	84	0	40	49	994	0	0	1076	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	40	49	994	0	0	1076	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	84	0	40	49	994	0	0	1076	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.03	0.26	0.00	0.00	0.28	0.06
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	44.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.08	0.24	0.38	0.00	0.00	0.50	0.09
Delay/Veh:	0.0	0.0	0.0	22.4	0.0	15.8	24.7	4.2	0.0	0.0	8.0	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.4	0.0	15.8	24.7	4.2	0.0	0.0	8.0	2.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	1	4	0	0	6	1

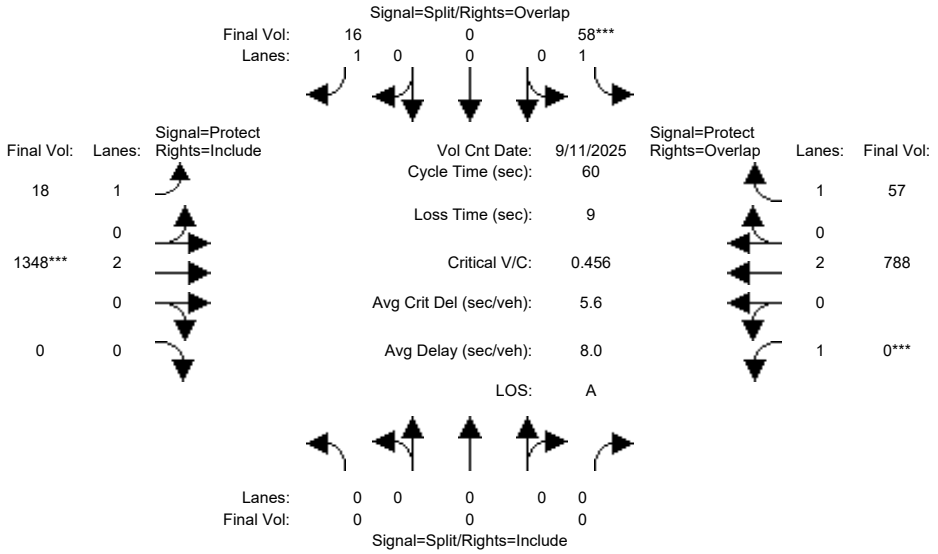
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	0	0	0	58	0	16	18	1348	0	0	788	57
Growth Adj:	1.00	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	58	0	16	18	1348	0	0	788	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	58	0	16	18	1348	0	0	788	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	0	16	18	1348	0	0	788	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	16	18	1348	0	0	788	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	58	0	16	18	1348	0	0	788	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.01	0.35	0.00	0.00	0.21	0.03
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.0	0.0	24.8	14.8	41.0	0.0	0.0	26.2	36.2
Volume/Cap:	0.00	0.00	0.00	0.20	0.00	0.02	0.04	0.52	0.00	0.00	0.47	0.05
Delay/Veh:	0.0	0.0	0.0	21.9	0.0	10.5	17.3	4.8	0.0	0.0	12.2	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.9	0.0	10.5	17.3	4.8	0.0	0.0	12.2	4.9
LOS by Move:	A	A	A	C	A	B	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	0	0	6	0	0	5	0

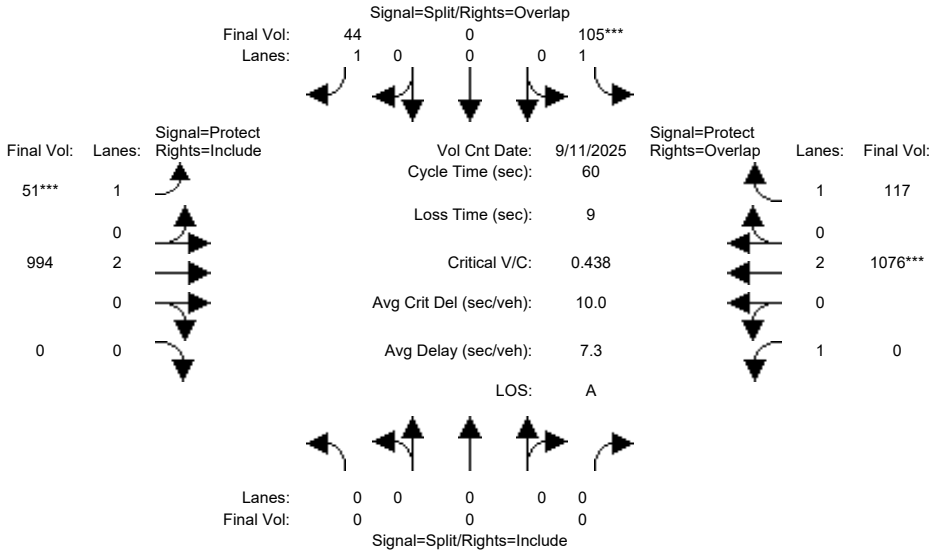
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	0	0	0	84	0	40	49	994	0	0	1076	110
Growth Adj:	1.00	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	84	0	40	49	994	0	0	1076	110
Added Vol:	0	0	0	21	0	4	2	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	44	51	994	0	0	1076	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	44	51	994	0	0	1076	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	44	51	994	0	0	1076	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	105	0	44	51	994	0	0	1076	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.03	0.26	0.00	0.00	0.28	0.07
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	41.0	0.0	0.0	34.0	44.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.09	0.25	0.38	0.00	0.00	0.50	0.09
Delay/Veh:	0.0	0.0	0.0	22.9	0.0	15.9	24.8	4.2	0.0	0.0	8.0	2.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.9	0.0	15.9	24.8	4.2	0.0	0.0	8.0	2.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	1	4	0	0	6	1

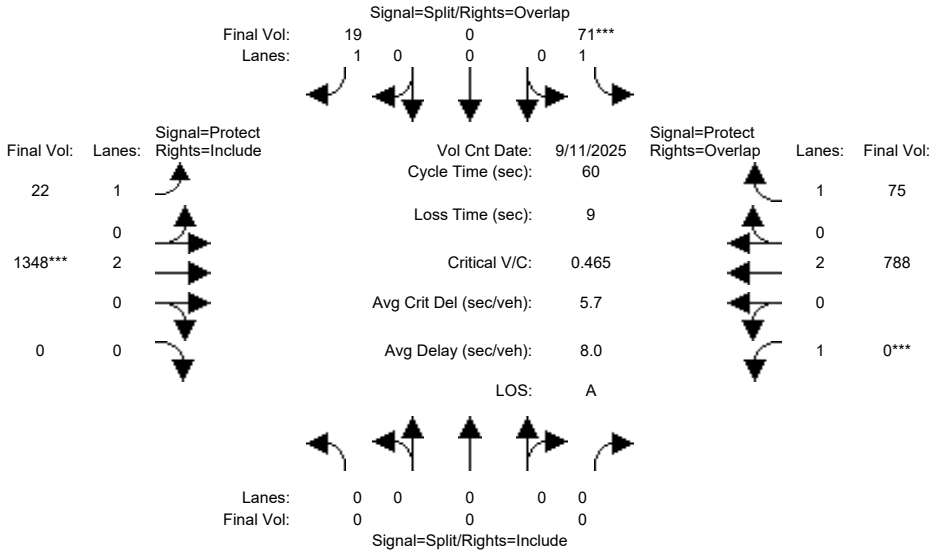
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	0	0	0	58	0	16	18	1348	0	0	788	57
Growth Adj:	1.00	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	58	0	16	18	1348	0	0	788	57
Added Vol:	0	0	0	13	0	3	4	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	71	0	19	22	1348	0	0	788	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	71	0	19	22	1348	0	0	788	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	71	0	19	22	1348	0	0	788	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	71	0	19	22	1348	0	0	788	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.01	0.35	0.00	0.00	0.21	0.04
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	10.0	0.0	24.8	14.8	41.0	0.0	0.0	26.2	36.2
Volume/Cap:	0.00	0.00	0.00	0.24	0.00	0.03	0.05	0.52	0.00	0.00	0.47	0.07
Delay/Veh:	0.0	0.0	0.0	22.2	0.0	10.5	17.3	4.8	0.0	0.0	12.2	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.2	0.0	10.5	17.3	4.8	0.0	0.0	12.2	4.9
LOS by Move:	A	A	A	C	A	B	B	A	A	A	B	A
HCM2kAvgQ:	0	0	0	1	0	0	0	6	0	0	5	1

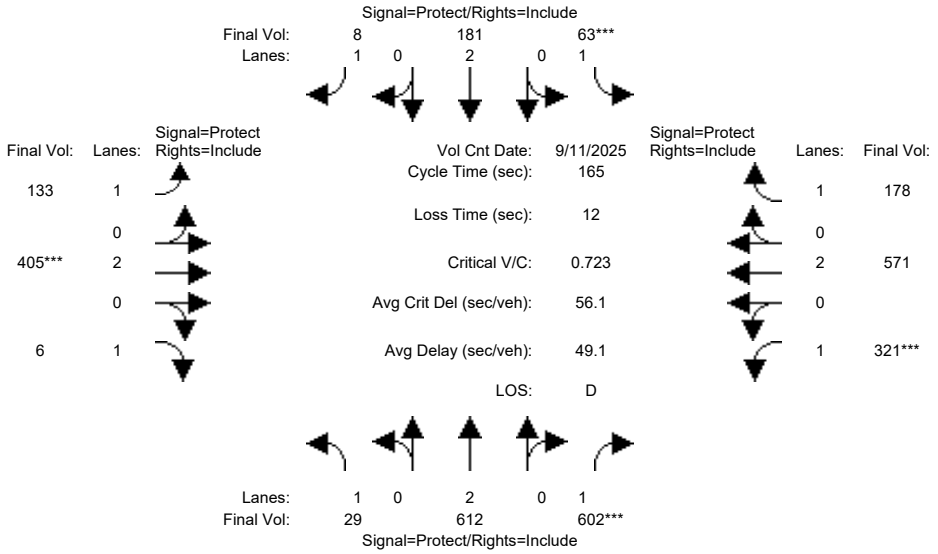
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	29	612	602	63	181	8	133	405	6	321	571	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	612	602	63	181	8	133	405	6	321	571	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	612	602	63	181	8	133	405	6	321	571	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	612	602	63	181	8	133	405	6	321	571	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	612	602	63	181	8	133	405	6	321	571	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	612	602	63	181	8	133	405	6	321	571	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.34	0.04	0.05	0.00	0.08	0.11	0.00	0.18	0.15	0.10
Crit Moves:			****	****				****		****		
Green Time:	35.7	78.6	78.6	8.2	51.0	51.0	22.2	24.3	24.3	41.9	44.0	44.0
Volume/Cap:	0.08	0.34	0.72	0.72	0.15	0.01	0.56	0.72	0.02	0.72	0.56	0.38
Delay/Veh:	51.6	27.1	37.7	102.8	41.4	39.5	70.0	71.7	60.2	62.0	53.0	49.9
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:	51.6	27.1	37.7	102.8	41.4	39.5	70.0	71.7	60.2	62.0	53.0	49.9
LOS by Move:	D	C	D	F	D	D	E	E	E	E	D	D
HCM2kAvgQ:	1	9	26	4	3	0	7	10	0	16	12	8

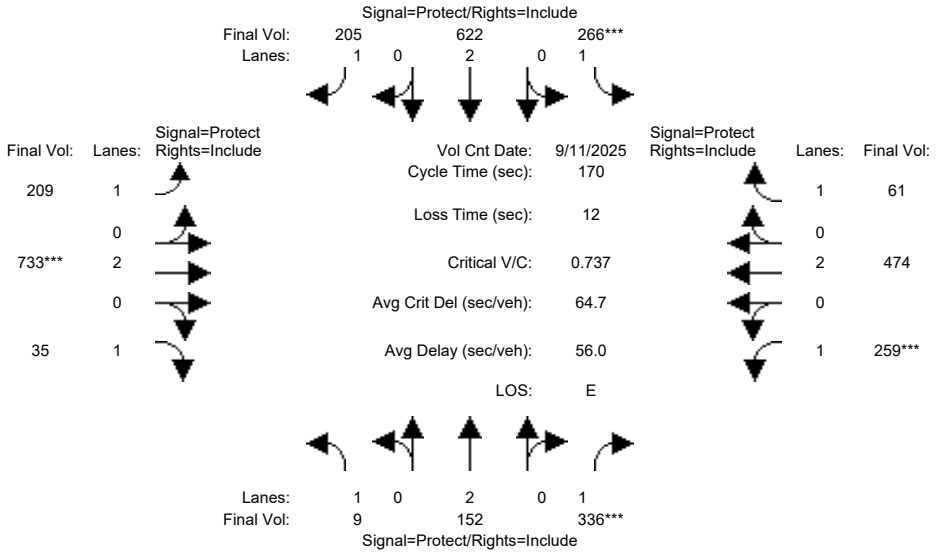
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	9	152	336	266	622	205	209	733	35	259	474	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	152	336	266	622	205	209	733	35	259	474	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	152	336	266	622	205	209	733	35	259	474	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	152	336	266	622	205	209	733	35	259	474	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	152	336	266	622	205	209	733	35	259	474	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	152	336	266	622	205	209	733	35	259	474	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.19	0.15	0.16	0.12	0.12	0.19	0.02	0.15	0.12	0.03
Crit Moves:			****	****				****		****		
Green Time:	16.0	44.3	44.3	35.1	63.4	63.4	38.5	44.5	44.5	34.1	40.2	40.2
Volume/Cap:	0.05	0.15	0.74	0.74	0.44	0.31	0.53	0.74	0.08	0.74	0.53	0.15
Delay/Veh:	70.3	48.5	63.7	70.9	40.2	38.1	59.1	60.3	47.3	71.7	57.2	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	48.5	63.7	70.9	40.2	38.1	59.1	60.3	47.3	71.7	57.2	51.5
LOS by Move:	E	D	E	E	D	D	E	E	D	E	E	D
HCM2kAvgQ:	0	3	18	14	12	8	10	17	1	14	10	3

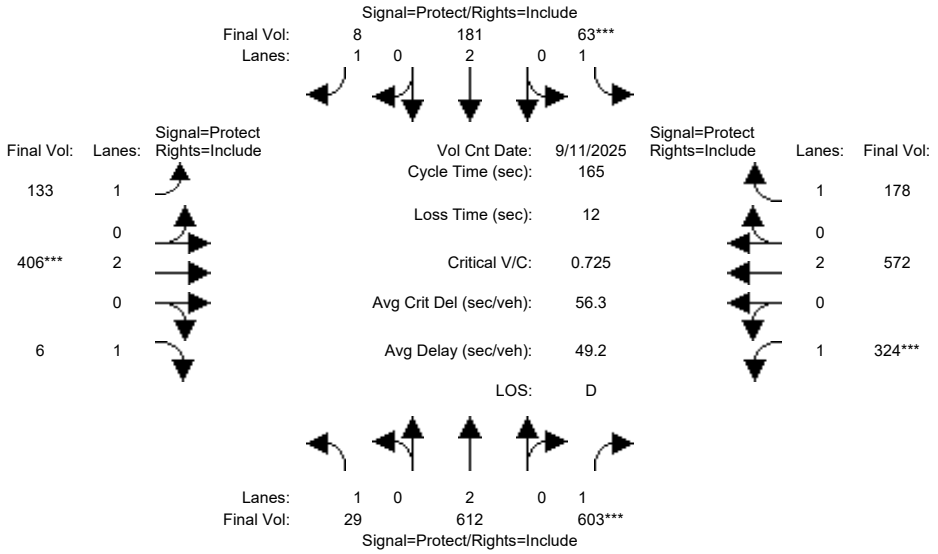
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	29	612	602	63	181	8	133	405	6	321	571	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	612	602	63	181	8	133	405	6	321	571	178
Added Vol:	0	0	1	0	0	0	0	1	0	3	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	612	603	63	181	8	133	406	6	324	572	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	612	603	63	181	8	133	406	6	324	572	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	612	603	63	181	8	133	406	6	324	572	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	612	603	63	181	8	133	406	6	324	572	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.34	0.04	0.05	0.00	0.08	0.11	0.00	0.19	0.15	0.10
Crit Moves:			****	****				****		****		
Green Time:	35.6	78.4	78.4	8.2	50.9	50.9	22.3	24.3	24.3	42.1	44.1	44.1
Volume/Cap:	0.08	0.34	0.73	0.73	0.15	0.01	0.56	0.73	0.02	0.73	0.56	0.38
Delay/Veh:	51.6	27.2	37.9	103.3	41.5	39.6	69.9	71.9	60.2	62.0	52.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	27.2	37.9	103.3	41.5	39.6	69.9	71.9	60.2	62.0	52.8	49.8
LOS by Move:	D	C	D	F	D	D	E	E	E	E	D	D
HCM2kAvgQ:	1	9	26	4	3	0	7	10	0	16	12	8

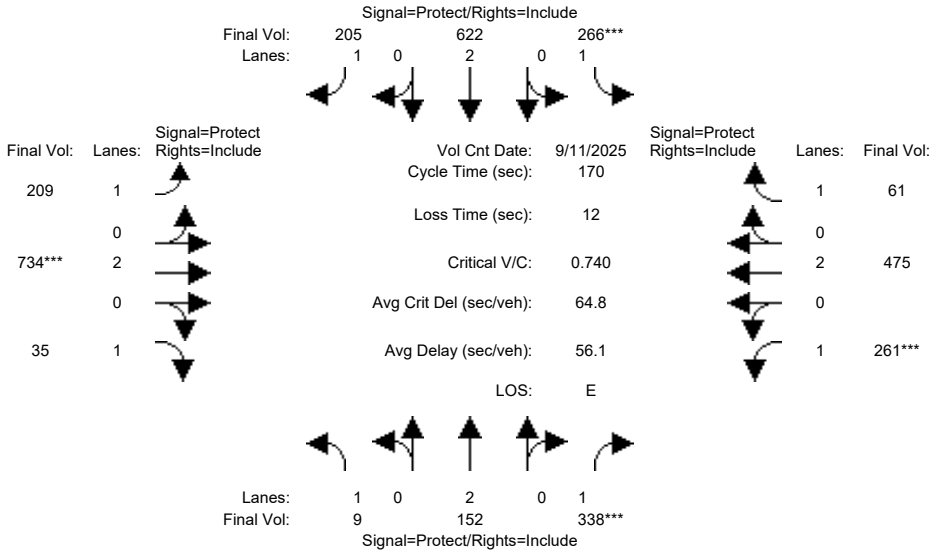
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	9	152	336	266	622	205	209	733	35	259	474	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	152	336	266	622	205	209	733	35	259	474	61
Added Vol:	0	0	2	0	0	0	0	1	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	152	338	266	622	205	209	734	35	261	475	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	152	338	266	622	205	209	734	35	261	475	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	152	338	266	622	205	209	734	35	261	475	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	152	338	266	622	205	209	734	35	261	475	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.19	0.15	0.16	0.12	0.12	0.19	0.02	0.15	0.13	0.03
Crit Moves:			****	****				****		****		
Green Time:	15.9	44.4	44.4	34.9	63.4	63.4	38.4	44.4	44.4	34.3	40.2	40.2
Volume/Cap:	0.05	0.15	0.74	0.74	0.44	0.31	0.53	0.74	0.08	0.74	0.53	0.15
Delay/Veh:	70.3	48.4	63.8	71.2	40.2	38.1	59.2	60.5	47.4	71.7	57.2	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	48.4	63.8	71.2	40.2	38.1	59.2	60.5	47.4	71.7	57.2	51.5
LOS by Move:	E	D	E	E	D	D	E	E	D	E	E	D
HCM2kAvgQ:	0	3	18	14	12	8	10	17	1	14	10	3

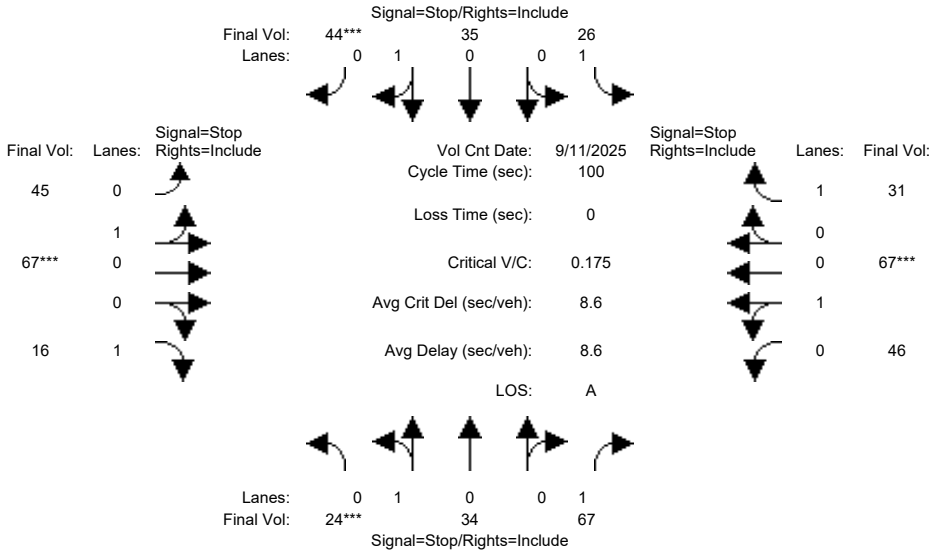
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) AM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	24	34	67	26	35	44	45	67	16	46	67	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	34	67	26	35	44	45	67	16	46	67	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	34	67	26	35	44	45	67	16	46	67	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	34	67	26	35	44	45	67	16	46	67	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	34	67	26	35	44	45	67	16	46	67	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	34	67	26	35	44	45	67	16	46	67	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	1.00	1.00	0.44	0.56	0.40	0.60	1.00	0.41	0.59	1.00
Final Sat.:	259	368	743	593	308	388	258	385	763	262	382	766
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.11	0.11	0.17	0.17	0.02	0.18	0.18	0.04
Crit Moves:	****					****		****			****	
Delay/Veh:	8.7	8.7	7.7	8.8	8.2	8.2	9.2	9.2	7.3	9.2	9.2	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	7.7	8.8	8.2	8.2	9.2	9.2	7.3	9.2	9.2	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.2			8.4			9.0			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.2			8.4			9.0			8.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.1	0.1	0.2	0.2	0.0	0.2	0.2	0.0

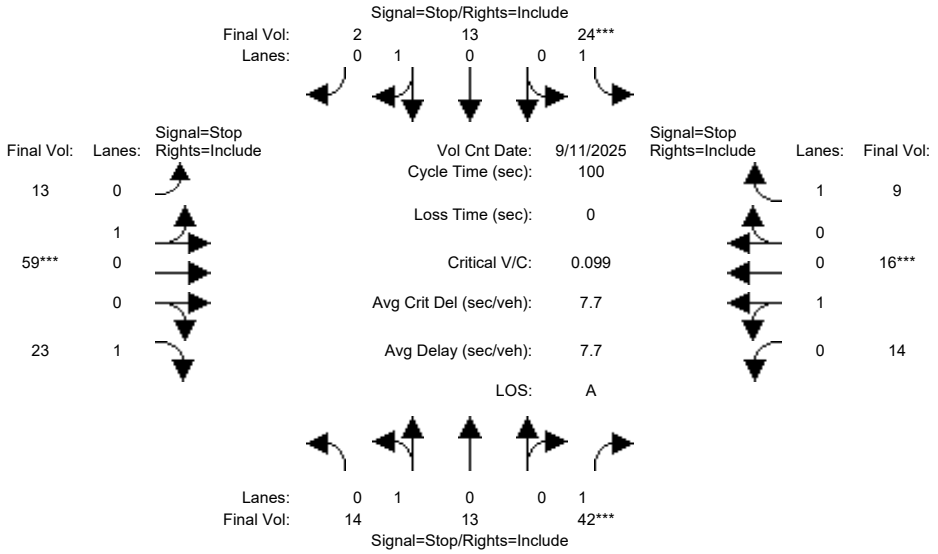
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) PM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	14	13	42	24	13	2	13	59	23	14	16	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	13	42	24	13	2	13	59	23	14	16	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	13	42	24	13	2	13	59	23	14	16	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	13	42	24	13	2	13	59	23	14	16	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	13	42	24	13	2	13	59	23	14	16	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	13	42	24	13	2	13	59	23	14	16	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.48	1.00	1.00	0.87	0.13	0.18	0.82	1.00	0.47	0.53	1.00
Final Sat.:	357	332	843	655	636	98	131	593	861	325	372	850
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.04	0.02	0.02	0.10	0.10	0.03	0.04	0.04	0.01
Crit Moves:			****	****				****			****	
Delay/Veh:	8.0	8.0	7.1	8.3	7.6	7.6	8.1	8.1	6.9	8.0	8.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	7.1	8.3	7.6	7.6	8.1	8.1	6.9	8.0	8.0	6.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.4			8.0			7.8			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.4			8.0			7.8			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0

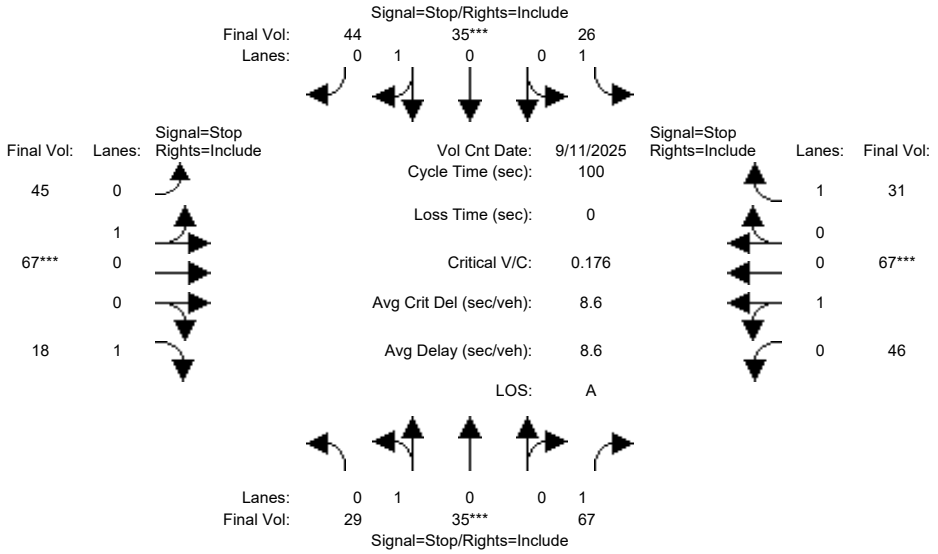
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	24	34	67	26	35	44	45	67	16	46	67	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	34	67	26	35	44	45	67	16	46	67	31
Added Vol:	5	1	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	35	67	26	35	44	45	67	18	46	67	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	35	67	26	35	44	45	67	18	46	67	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	35	67	26	35	44	45	67	18	46	67	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	35	67	26	35	44	45	67	18	46	67	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.55	1.00	1.00	0.44	0.56	0.40	0.60	1.00	0.41	0.59	1.00
Final Sat.:	283	341	742	592	308	387	257	383	759	261	381	763
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.04	0.11	0.11	0.18	0.18	0.02	0.18	0.18	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	8.8	8.8	7.7	8.8	8.2	8.2	9.2	9.2	7.3	9.2	9.2	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	7.7	8.8	8.2	8.2	9.2	9.2	7.3	9.2	9.2	7.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		8.3			8.4			9.0			8.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.3			8.4			9.0			8.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.1	0.1	0.2	0.2	0.0	0.2	0.2	0.0

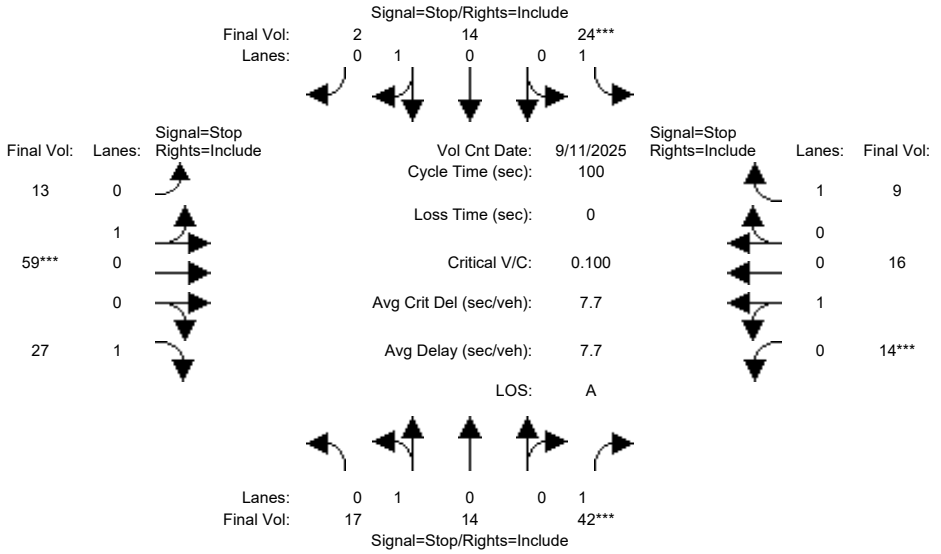
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	14	13	42	24	13	2	13	59	23	14	16	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	13	42	24	13	2	13	59	23	14	16	9
Added Vol:	3	1	0	0	1	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	14	42	24	14	2	13	59	27	14	16	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	14	42	24	14	2	13	59	27	14	16	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	14	42	24	14	2	13	59	27	14	16	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	14	42	24	14	2	13	59	27	14	16	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	0.45	1.00	1.00	0.87	0.13	0.18	0.82	1.00	0.47	0.53	1.00
Final Sat.:	375	309	840	653	640	91	130	592	857	324	370	845
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.04	0.02	0.02	0.10	0.10	0.03	0.04	0.04	0.01
Crit Moves:			****	****				****		****		
Delay/Veh:	8.1	8.1	7.1	8.3	7.6	7.6	8.1	8.1	6.9	8.0	8.0	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	7.1	8.3	7.6	7.6	8.1	8.1	6.9	8.0	8.0	6.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.5			8.0			7.8			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.5			8.0			7.8			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0

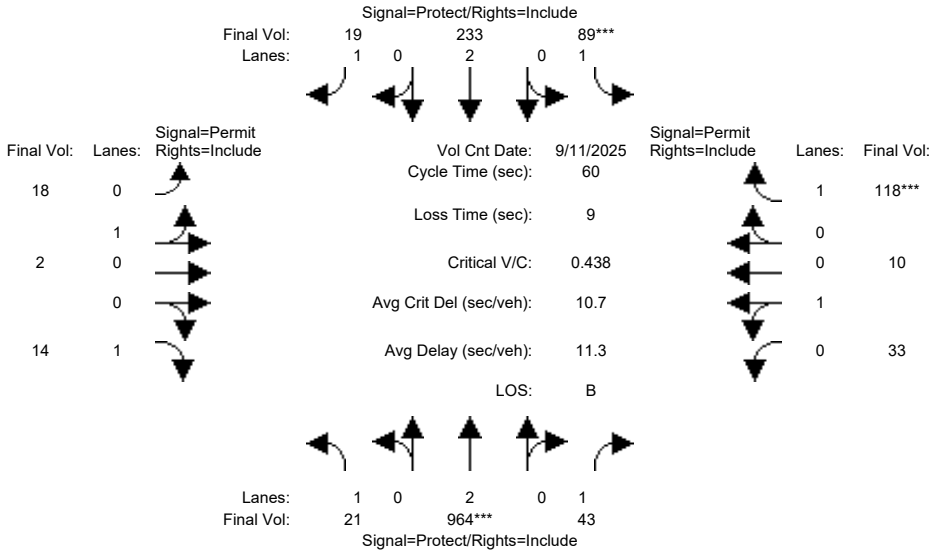
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) AM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	21	964	43	89	233	19	18	2	14	33	10	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	964	43	89	233	19	18	2	14	33	10	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	964	43	89	233	19	18	2	14	33	10	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	964	43	89	233	19	18	2	14	33	10	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	964	43	89	233	19	18	2	14	33	10	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	964	43	89	233	19	18	2	14	33	10	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.90	0.10	1.00	0.77	0.23	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1620	180	1750	1381	419	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.02	0.05	0.06	0.01	0.01	0.01	0.01	0.02	0.02	0.07
Crit Moves:		****		****								****
Green Time:	16.9	34.0	34.0	7.0	24.1	24.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.04	0.45	0.04	0.44	0.15	0.03	0.07	0.07	0.05	0.14	0.14	0.40
Delay/Veh:	15.7	7.7	5.8	26.2	11.5	10.9	21.2	21.2	21.1	21.6	21.6	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	7.7	5.8	26.2	11.5	10.9	21.2	21.2	21.1	21.6	21.6	23.3
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	5	0	2	1	0	0	0	0	1	1	3

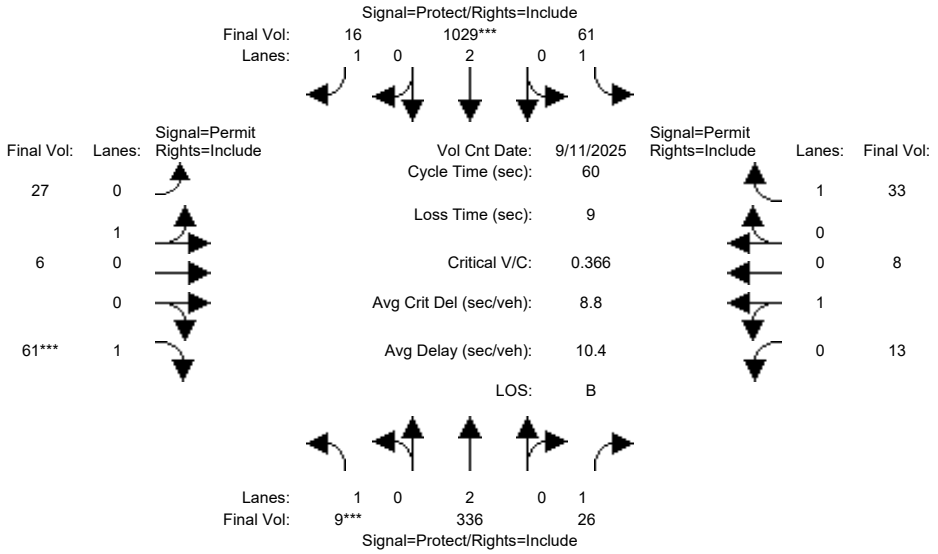
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) PM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	9	336	26	61	1029	16	27	6	61	13	8	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	336	26	61	1029	16	27	6	61	13	8	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	336	26	61	1029	16	27	6	61	13	8	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	336	26	61	1029	16	27	6	61	13	8	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	336	26	61	1029	16	27	6	61	13	8	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	336	26	61	1029	16	27	6	61	13	8	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.82	0.18	1.00	0.62	0.38	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1473	327	1750	1114	686	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.01	0.03	0.27	0.01	0.02	0.02	0.03	0.01	0.01	0.02
Crit Moves:	****				****				****			
Green Time:	7.0	24.1	24.1	16.9	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.04	0.22	0.04	0.12	0.48	0.02	0.11	0.11	0.21	0.07	0.07	0.11
Delay/Veh:	23.6	11.8	10.9	16.2	7.9	5.7	21.4	21.4	21.9	21.2	21.2	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	11.8	10.9	16.2	7.9	5.7	21.4	21.4	21.9	21.2	21.2	21.4
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	2	0	1	6	0	1	1	1	0	0	1

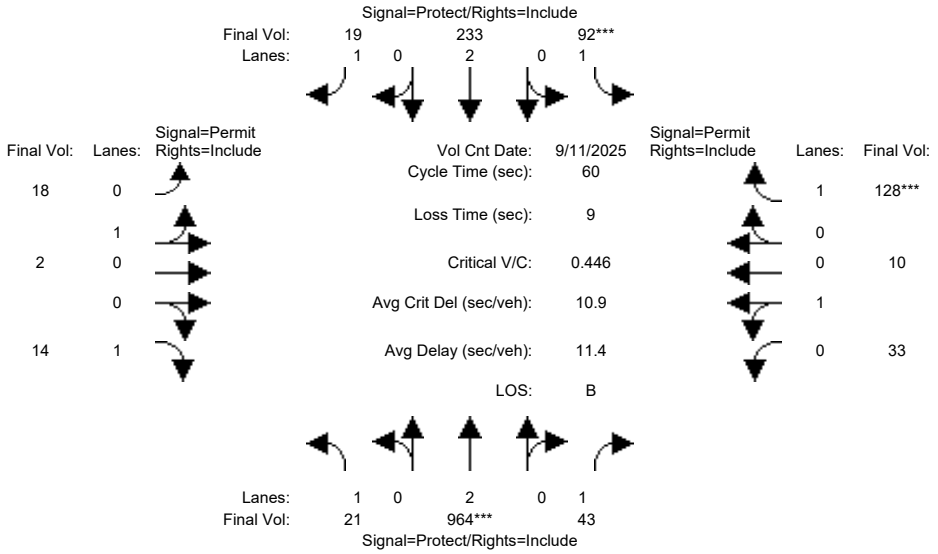
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	21	964	43	89	233	19	18	2	14	33	10	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	964	43	89	233	19	18	2	14	33	10	118
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	964	43	92	233	19	18	2	14	33	10	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	964	43	92	233	19	18	2	14	33	10	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	964	43	92	233	19	18	2	14	33	10	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	964	43	92	233	19	18	2	14	33	10	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.90	0.10	1.00	0.77	0.23	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1620	180	1750	1381	419	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.02	0.05	0.06	0.01	0.01	0.01	0.01	0.02	0.02	0.07
Crit Moves:		****		****								****
Green Time:	16.9	34.0	34.0	7.0	24.1	24.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.04	0.45	0.04	0.45	0.15	0.03	0.07	0.07	0.05	0.14	0.14	0.44
Delay/Veh:	15.7	7.7	5.8	26.2	11.5	10.9	21.2	21.2	21.1	21.6	21.6	23.5
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:	15.7	7.7	5.8	26.2	11.5	10.9	21.2	21.2	21.1	21.6	21.6	23.5
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	5	0	2	1	0	0	0	0	1	1	3

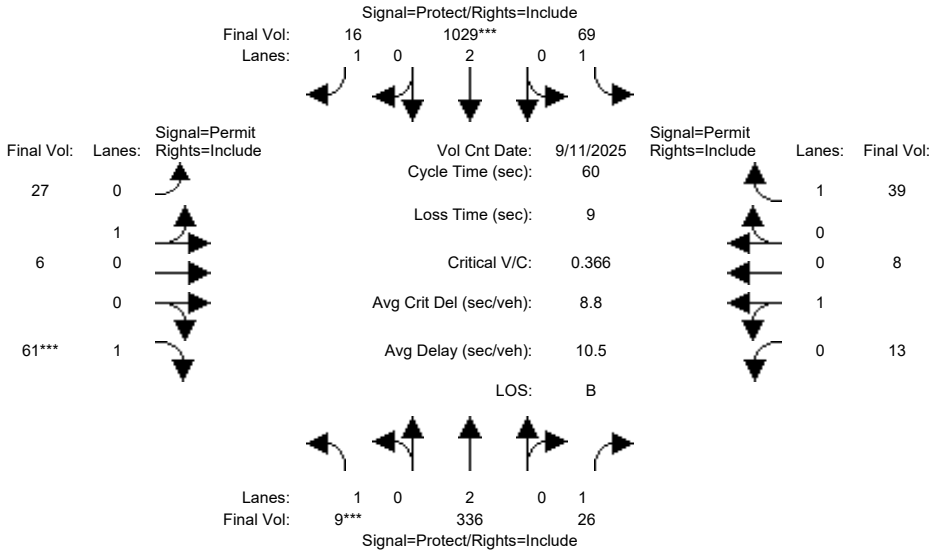
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	9	336	26	61	1029	16	27	6	61	13	8	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	336	26	61	1029	16	27	6	61	13	8	33
Added Vol:	0	0	0	8	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	336	26	69	1029	16	27	6	61	13	8	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	336	26	69	1029	16	27	6	61	13	8	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	336	26	69	1029	16	27	6	61	13	8	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	336	26	69	1029	16	27	6	61	13	8	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.82	0.18	1.00	0.62	0.38	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1473	327	1750	1114	686	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.01	0.04	0.27	0.01	0.02	0.02	0.03	0.01	0.01	0.02
Crit Moves:	****				****				****			
Green Time:	7.0	24.1	24.1	16.9	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.04	0.22	0.04	0.14	0.48	0.02	0.11	0.11	0.21	0.07	0.07	0.13
Delay/Veh:	23.6	11.8	10.9	16.3	7.9	5.7	21.4	21.4	21.9	21.2	21.2	21.5
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:	23.6	11.8	10.9	16.3	7.9	5.7	21.4	21.4	21.9	21.2	21.2	21.5
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	2	0	1	6	0	1	1	1	0	0	1

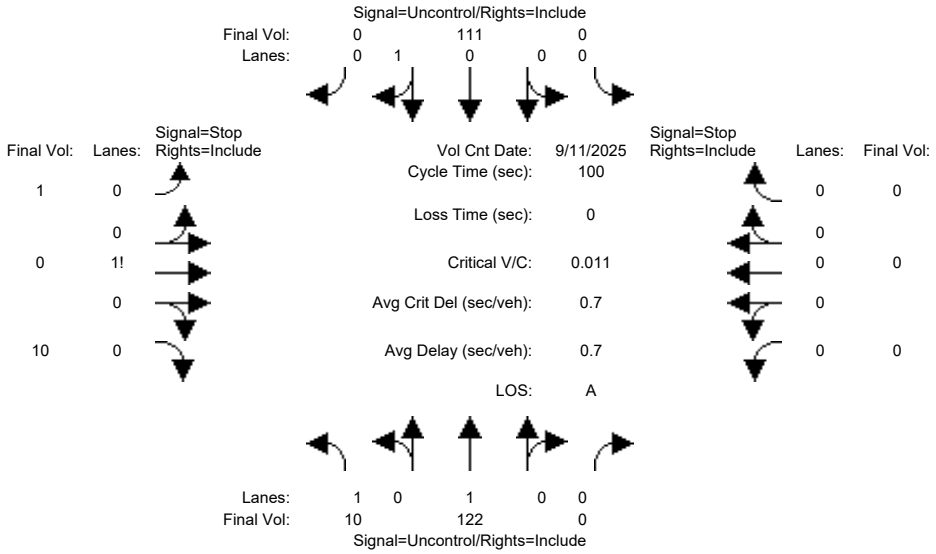
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) AM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	10	122	0	0	111	0	1	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	122	0	0	111	0	1	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	122	0	0	111	0	1	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	122	0	0	111	0	1	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	122	0	0	111	0	1	0	10	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	111	xxxx	xxxxx	xxxx	xxxx	xxxxx	253	253	111	xxxx	xxxx	xxxxx
Potent Cap.:	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx	740	654	948	xxxx	xxxx	xxxxx
Move Cap.:	1492	xxxx	xxxxx	xxxx	xxxx	xxxxx	736	649	948	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.4	xxxx	xxxxx	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	924	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

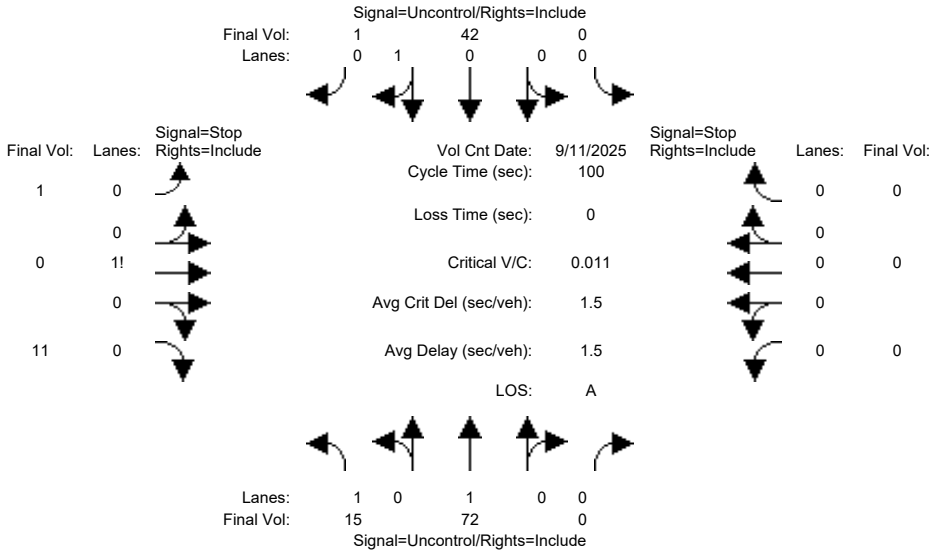
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) PM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	15	72	0	0	42	1	1	0	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	72	0	0	42	1	1	0	11	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	72	0	0	42	1	1	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	72	0	0	42	1	1	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	72	0	0	42	1	1	0	11	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	43	xxxx	xxxxx	xxxx	xxxx	xxxxx	145	145	43	xxxx	xxxx	xxxxx
Potent Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	853	750	1034	xxxx	xxxx	xxxxx
Move Cap.:	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx	847	743	1034	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	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	1015	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.6			xxxxxx		
ApproachLOS:	*			*			A			*		

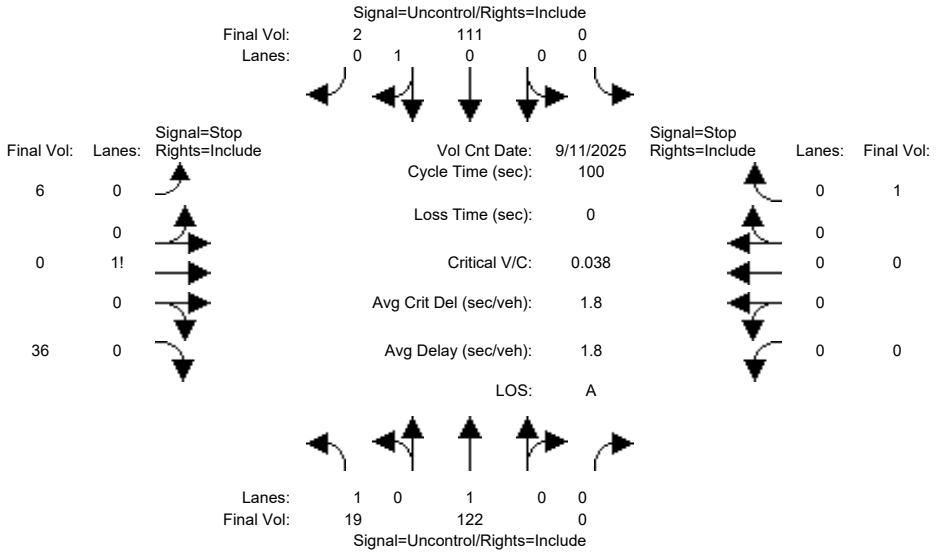
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	10	122	0	0	111	0	1	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	122	0	0	111	0	1	0	10	0	0	0
Added Vol:	9	0	0	0	0	2	5	0	26	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	122	0	0	111	2	6	0	36	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	122	0	0	111	2	6	0	36	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	122	0	0	111	2	6	0	36	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	113	xxxx	xxxxx	xxxx	xxxx	xxxxx	273	272	112	xxxx	xxxx	122
Potent Cap.:	1489	xxxx	xxxxx	xxxx	xxxx	xxxxx	684	638	947	xxxx	xxxx	935
Move Cap.:	1489	xxxx	xxxxx	xxxx	xxxx	xxxxx	677	630	947	xxxx	xxxx	935
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.04	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.9
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	A
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	895	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.2			8.9		
ApproachLOS:	*			*			A			A		

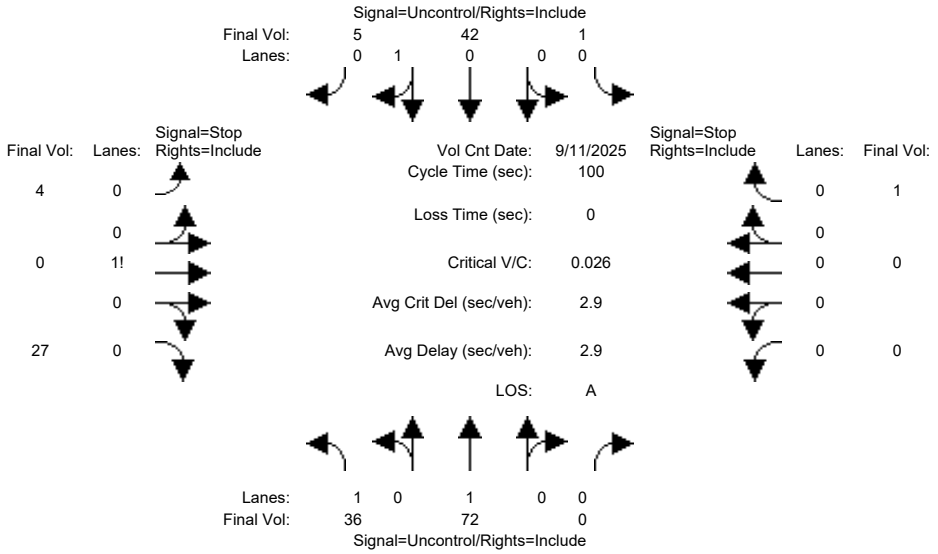
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	15	72	0	0	42	1	1	0	11	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	72	0	0	42	1	1	0	11	0	0	0
Added Vol:	21	0	0	1	0	4	3	0	16	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	72	0	1	42	5	4	0	27	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	72	0	1	42	5	4	0	27	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	72	0	1	42	5	4	0	27	0	0	1
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	xxxxx	xxxx	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	47	xxxx	xxxxx	72	xxxx	xxxxx	191	191	45	xxxx	xxxx	72
Potent Cap.:	1573	xxxx	xxxxx	1541	xxxx	xxxxx	773	708	1031	xxxx	xxxx	996
Move Cap.:	1573	xxxx	xxxxx	1541	xxxx	xxxxx	759	691	1031	xxxx	xxxx	996
Volume/Cap:	0.02	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.00	0.03	xxxx	xxxx	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0
Control Del:	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	985	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.8			8.6		
ApproachLOS:	*			*			A			A		

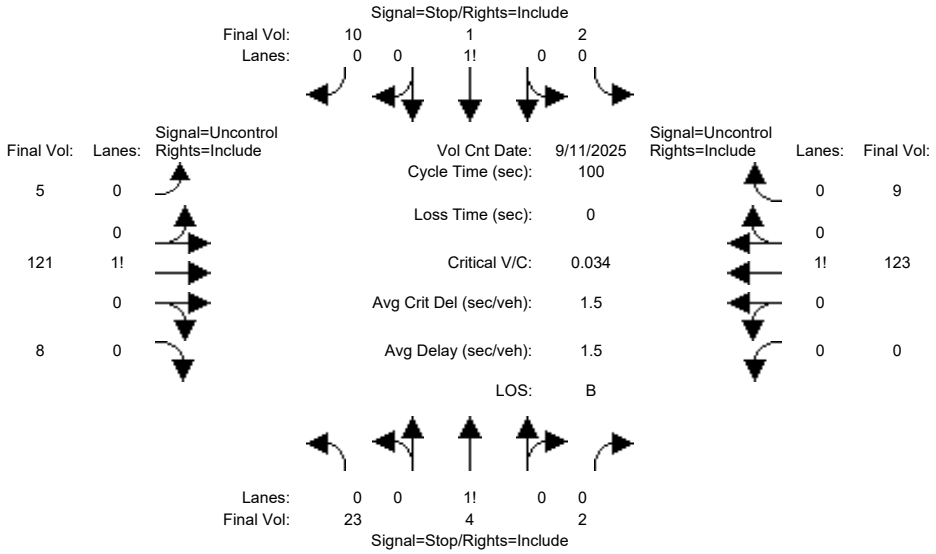
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) AM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	23	4	2	2	1	10	5	121	8	0	123	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	4	2	2	1	10	5	121	8	0	123	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	4	2	2	1	10	5	121	8	0	123	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	4	2	2	1	10	5	121	8	0	123	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	4	2	2	1	10	5	121	8	0	123	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	268	267	125	266	267	128	132	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	689	642	931	691	643	928	1466	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	679	640	931	685	640	928	1466	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.00	0.00	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	686	xxxxx	xxxx	852	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.5	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.5			9.3			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

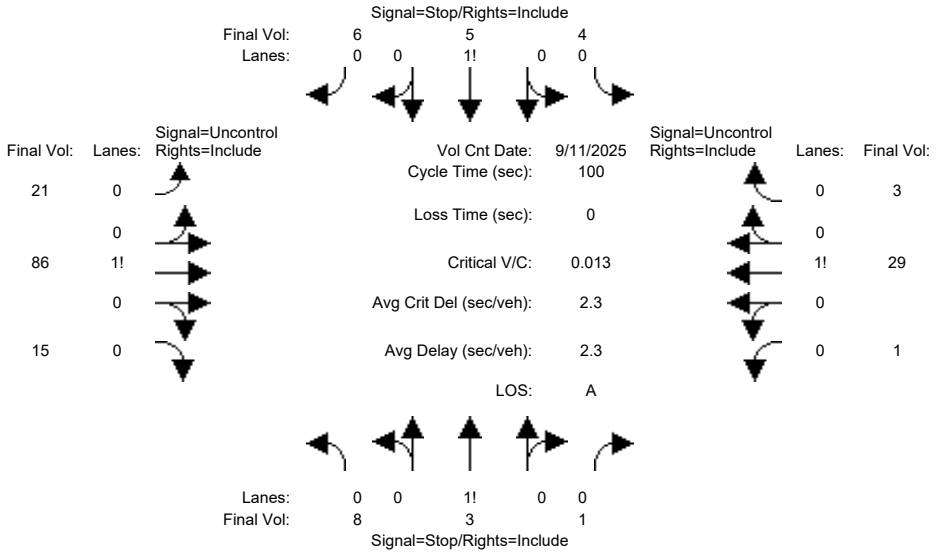
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) PM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	8	3	1	4	5	6	21	86	15	1	29	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	1	4	5	6	21	86	15	1	29	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	3	1	4	5	6	21	86	15	1	29	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3	1	4	5	6	21	86	15	1	29	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	3	1	4	5	6	21	86	15	1	29	3
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	174	170	94	170	176	31	32	xxxx	xxxxx	101	xxxx	xxxxx
Potent Cap.:	794	727	969	798	722	1050	1593	xxxx	xxxxx	1504	xxxx	xxxxx
Move Cap.:	777	717	969	786	711	1050	1593	xxxx	xxxxx	1504	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	0.01	0.01	0.01	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	773	xxxxx	xxxx	841	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	9.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.7			9.4		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

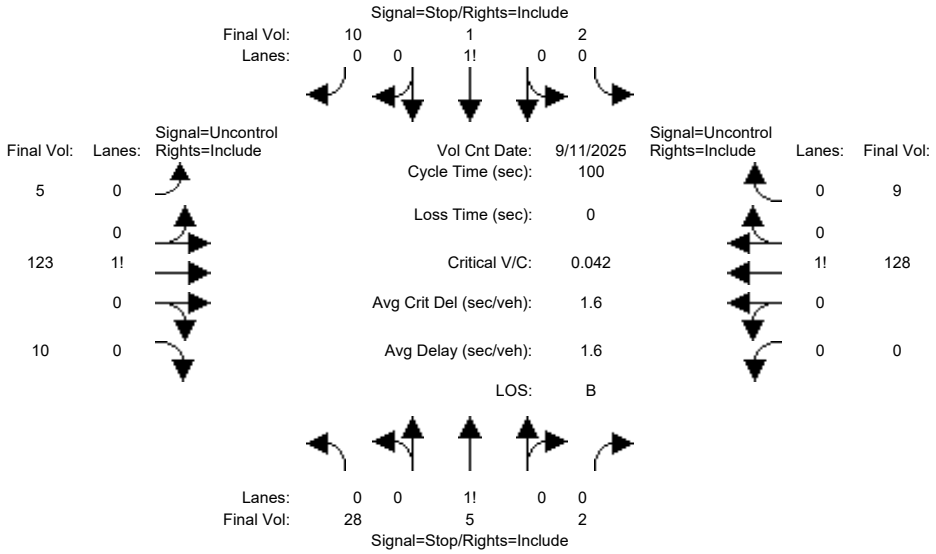
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project AM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	23	4	2	2	1	10	5	121	8	0	123	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	4	2	2	1	10	5	121	8	0	123	9
Added Vol:	5	1	0	0	0	0	0	2	2	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	5	2	2	1	10	5	123	10	0	128	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	5	2	2	1	10	5	123	10	0	128	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	5	2	2	1	10	5	123	10	0	128	9
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	276	275	128	274	276	133	137	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	680	636	927	683	635	922	1459	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	671	634	927	675	633	922	1459	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.04	0.01	0.00	0.00	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	676	xxxxx	xxxx	845	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.6	xxxxx	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:		10.6			9.3		xxxxxx			xxxxxx		
ApproachLOS:		B			A		*			*		

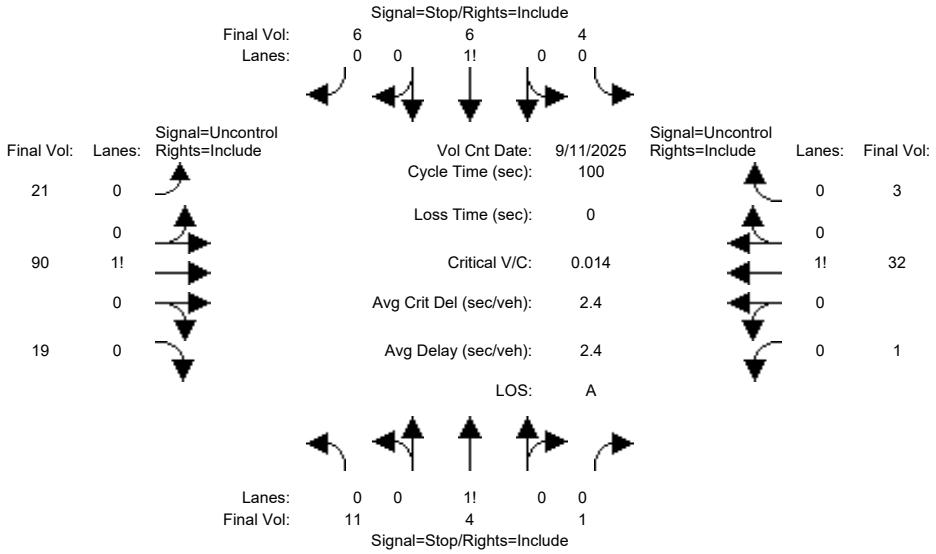
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (2023) + Project PM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 11 Sep 2025 <<												
Base Vol:	8	3	1	4	5	6	21	86	15	1	29	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	1	4	5	6	21	86	15	1	29	3
Added Vol:	3	1	0	0	1	0	0	4	4	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	4	1	4	6	6	21	90	19	1	32	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	4	1	4	6	6	21	90	19	1	32	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	4	1	4	6	6	21	90	19	1	32	3
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	183	179	100	180	187	34	35	xxxx	xxxxx	109	xxxx	xxxxx
Potent Cap.:	783	719	962	787	712	1046	1589	xxxx	xxxxx	1494	xxxx	xxxxx
Move Cap.:	765	709	962	774	702	1046	1589	xxxx	xxxxx	1494	xxxx	xxxxx
Volume/Cap:	0.01	0.01	0.00	0.01	0.01	0.01	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	759	xxxxx	xxxx	822	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.8	xxxxx	xxxxx	9.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	A	*	*	*	*	*	*	*
ApproachDel:		9.8			9.5		xxxxxx			xxxxxx		
ApproachLOS:		A			A		*			*		

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

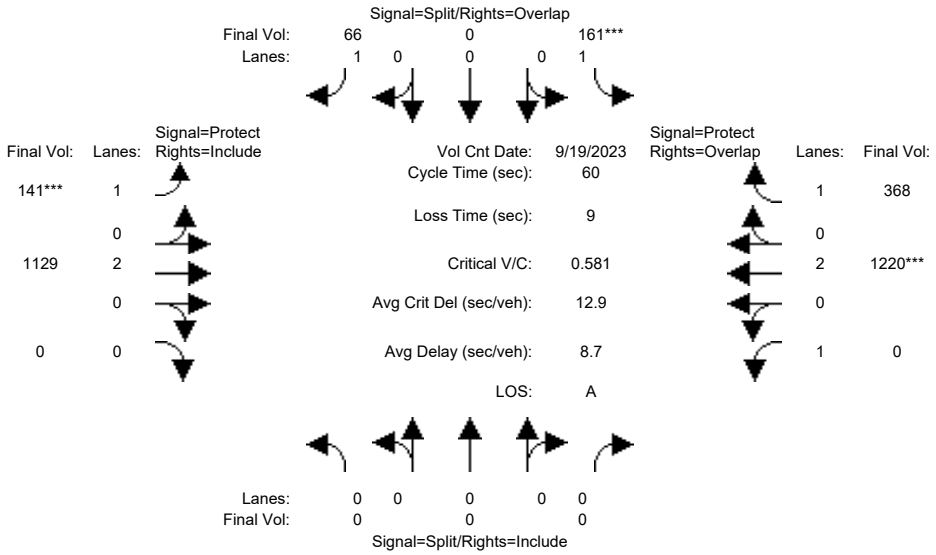
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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	0	0	0	161	0	66	141	1129	0	0	1220	368
Growth Adj:	1.00	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	161	0	66	141	1129	0	0	1220	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	161	0	66	141	1129	0	0	1220	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	161	0	66	141	1129	0	0	1220	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	161	0	66	141	1129	0	0	1220	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	161	0	66	141	1129	0	0	1220	368
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.04	0.08	0.30	0.00	0.00	0.32	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	18.2	8.2	41.0	0.0	0.0	32.8	42.8
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.12	0.59	0.43	0.00	0.00	0.59	0.29
Delay/Veh:	0.0	0.0	0.0	25.2	0.0	15.2	28.1	4.4	0.0	0.0	9.5	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.2	0.0	15.2	28.1	4.4	0.0	0.0	9.5	3.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	3	4	0	0	7	3

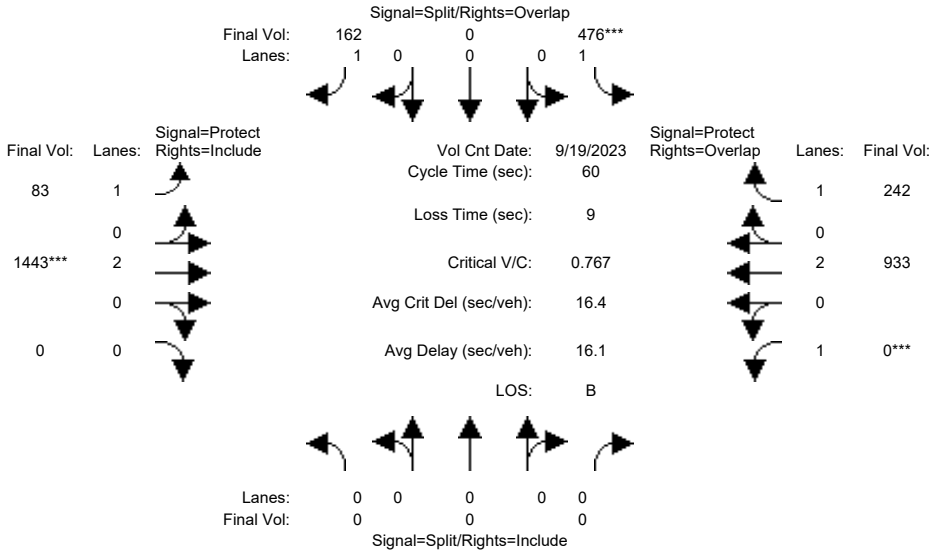
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	0	0	0	476	0	162	83	1443	0	0	933	242
Growth Adj:	1.00	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	476	0	162	83	1443	0	0	933	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	476	0	162	83	1443	0	0	933	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	476	0	162	83	1443	0	0	933	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	476	0	162	83	1443	0	0	933	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	476	0	162	83	1443	0	0	933	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.09	0.05	0.38	0.00	0.00	0.25	0.14
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	21.3	0.0	30.9	9.6	29.7	0.0	0.0	20.1	41.4
Volume/Cap:	0.00	0.00	0.00	0.77	0.00	0.18	0.30	0.77	0.00	0.00	0.73	0.20
Delay/Veh:	0.0	0.0	0.0	22.9	0.0	7.9	22.8	14.3	0.0	0.0	19.7	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.9	0.0	7.9	22.8	14.3	0.0	0.0	19.7	3.4
LOS by Move:	A	A	A	C	A	A	C	B	A	A	B	A
HCM2kAvgQ:	0	0	0	9	0	2	1	10	0	0	8	2

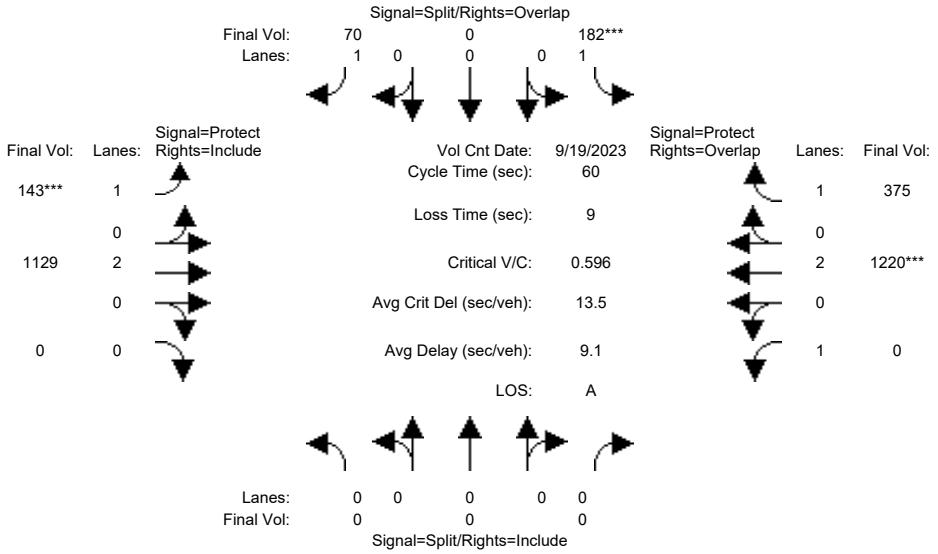
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	0	0	0	161	0	66	141	1129	0	0	1220	368
Growth Adj:	1.00	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	161	0	66	141	1129	0	0	1220	368
Added Vol:	0	0	0	21	0	4	2	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	182	0	70	143	1129	0	0	1220	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	182	0	70	143	1129	0	0	1220	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	182	0	70	143	1129	0	0	1220	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	182	0	70	143	1129	0	0	1220	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.04	0.08	0.30	0.00	0.00	0.32	0.21
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.5	0.0	18.7	8.2	40.5	0.0	0.0	32.3	42.8
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.13	0.60	0.44	0.00	0.00	0.60	0.30
Delay/Veh:	0.0	0.0	0.0	26.0	0.0	14.9	28.4	4.6	0.0	0.0	9.9	3.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.0	0.0	14.9	28.4	4.6	0.0	0.0	9.9	3.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	3	4	0	0	8	3

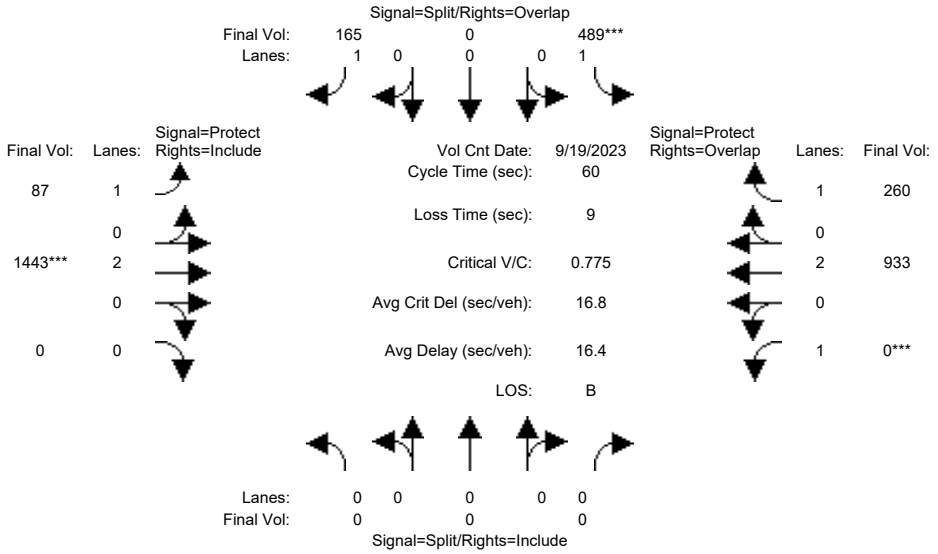
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	0	0	0	476	0	162	83	1443	0	0	933	242
Growth Adj:	1.00	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	476	0	162	83	1443	0	0	933	242
Added Vol:	0	0	0	13	0	3	4	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	489	0	165	87	1443	0	0	933	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	489	0	165	87	1443	0	0	933	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	489	0	165	87	1443	0	0	933	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	489	0	165	87	1443	0	0	933	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.09	0.05	0.38	0.00	0.00	0.25	0.15
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	21.6	0.0	31.1	9.5	29.4	0.0	0.0	19.9	41.5
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.18	0.32	0.78	0.00	0.00	0.74	0.21
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	7.8	23.1	14.7	0.0	0.0	20.1	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	7.8	23.1	14.7	0.0	0.0	20.1	3.4
LOS by Move:	A	A	A	C	A	A	C	B	A	A	C	A
HCM2kAvgQ:	0	0	0	9	0	2	1	10	0	0	8	2

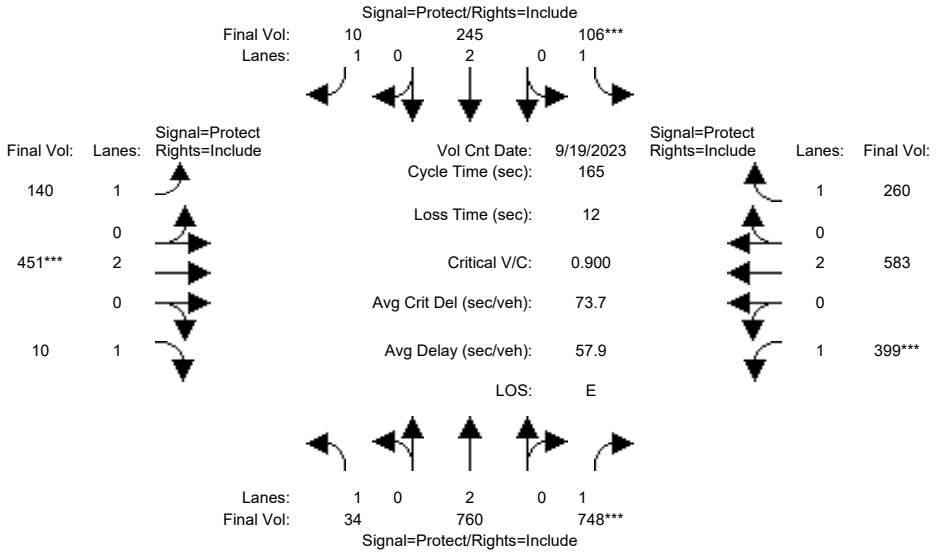
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	34	760	748	106	245	10	140	451	10	399	583	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	760	748	106	245	10	140	451	10	399	583	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	760	748	106	245	10	140	451	10	399	583	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	760	748	106	245	10	140	451	10	399	583	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	760	748	106	245	10	140	451	10	399	583	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	760	748	106	245	10	140	451	10	399	583	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.43	0.06	0.06	0.01	0.08	0.12	0.01	0.23	0.15	0.15
Crit Moves:			****	****				****		****		
Green Time:	35.5	78.3	78.3	11.1	54.0	54.0	21.8	21.8	21.8	41.8	41.8	41.8
Volume/Cap:	0.09	0.42	0.90	0.90	0.20	0.02	0.61	0.90	0.04	0.90	0.61	0.59
Delay/Veh:	51.9	28.6	52.5	129.5	40.0	37.6	72.1	89.6	62.6	80.6	55.5	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	28.6	52.5	129.5	40.0	37.6	72.1	89.6	62.6	80.6	55.5	56.1
LOS by Move:	D	C	D	F	D	D	E	F	E	F	E	E
HCM2kAvgQ:	1	12	40	7	4	0	7	12	0	22	13	12

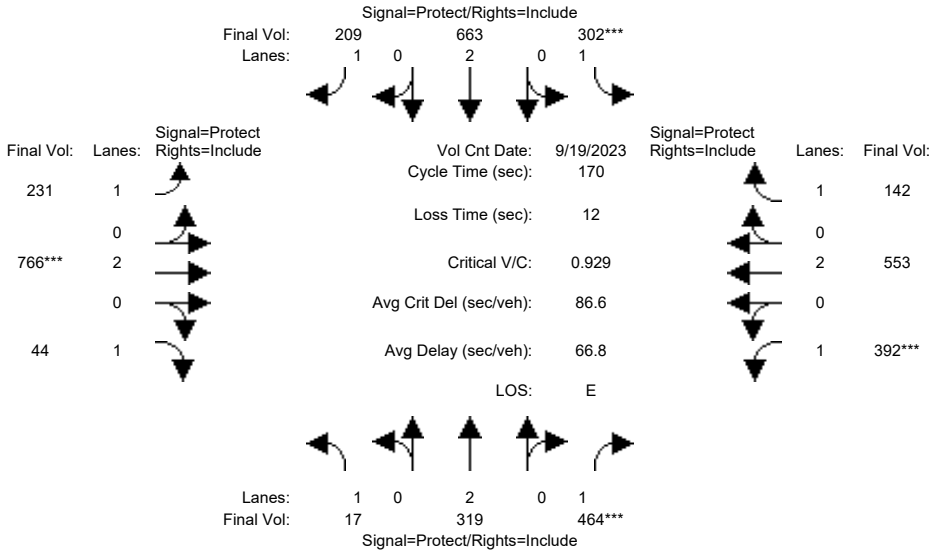
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	17	319	464	302	663	209	231	766	44	392	553	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	319	464	302	663	209	231	766	44	392	553	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	319	464	302	663	209	231	766	44	392	553	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	319	464	302	663	209	231	766	44	392	553	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	319	464	302	663	209	231	766	44	392	553	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	319	464	302	663	209	231	766	44	392	553	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.27	0.17	0.17	0.12	0.13	0.20	0.03	0.22	0.15	0.08
Crit Moves:			****	****				****		****		
Green Time:	15.3	48.5	48.5	31.6	64.8	64.8	37.0	36.9	36.9	41.0	40.8	40.8
Volume/Cap:	0.11	0.29	0.93	0.93	0.46	0.31	0.61	0.93	0.12	0.93	0.61	0.34
Delay/Veh:	71.4	47.5	82.9	100.1	39.6	37.2	62.7	81.9	53.6	89.9	58.6	53.9
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:	71.4	47.5	82.9	100.1	39.6	37.2	62.7	81.9	53.6	89.9	58.6	53.9
LOS by Move:	E	D	F	F	D	D	E	F	D	F	E	D
HCM2kAvgQ:	1	6	29	18	12	8	11	21	2	23	12	6

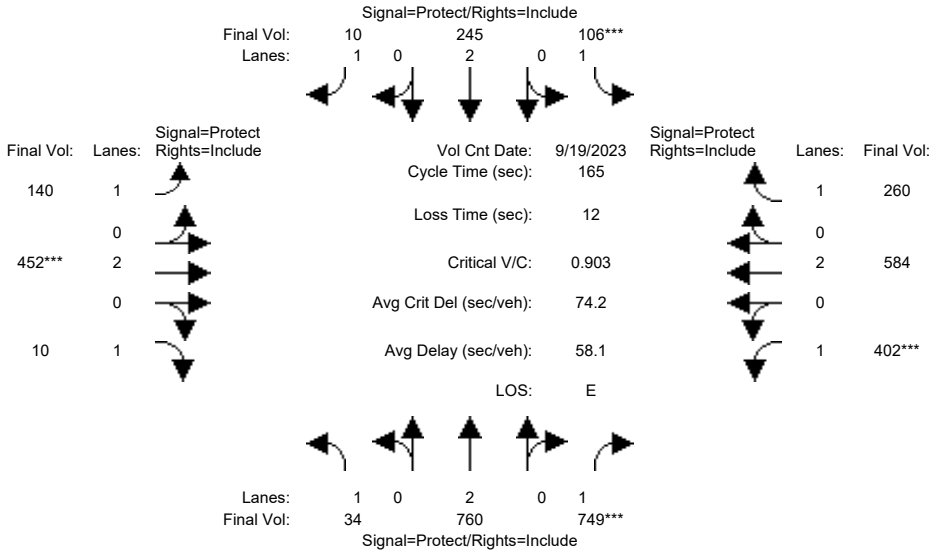
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	34	760	748	106	245	10	140	451	10	399	583	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	760	748	106	245	10	140	451	10	399	583	260
Added Vol:	0	0	1	0	0	0	0	1	0	3	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	760	749	106	245	10	140	452	10	402	584	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	760	749	106	245	10	140	452	10	402	584	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	760	749	106	245	10	140	452	10	402	584	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	760	749	106	245	10	140	452	10	402	584	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.43	0.06	0.06	0.01	0.08	0.12	0.01	0.23	0.15	0.15
Crit Moves:			****	****				****		****		
Green Time:	35.4	78.2	78.2	11.1	53.9	53.9	21.8	21.7	21.7	42.0	41.9	41.9
Volume/Cap:	0.09	0.42	0.90	0.90	0.20	0.02	0.61	0.90	0.04	0.90	0.61	0.59
Delay/Veh:	52.0	28.7	53.0	130.3	40.1	37.7	72.0	90.1	62.6	80.9	55.4	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	28.7	53.0	130.3	40.1	37.7	72.0	90.1	62.6	80.9	55.4	55.9
LOS by Move:	D	C	D	F	D	D	E	F	E	F	E	E
HCM2kAvgQ:	1	12	40	7	4	0	7	12	0	22	13	12

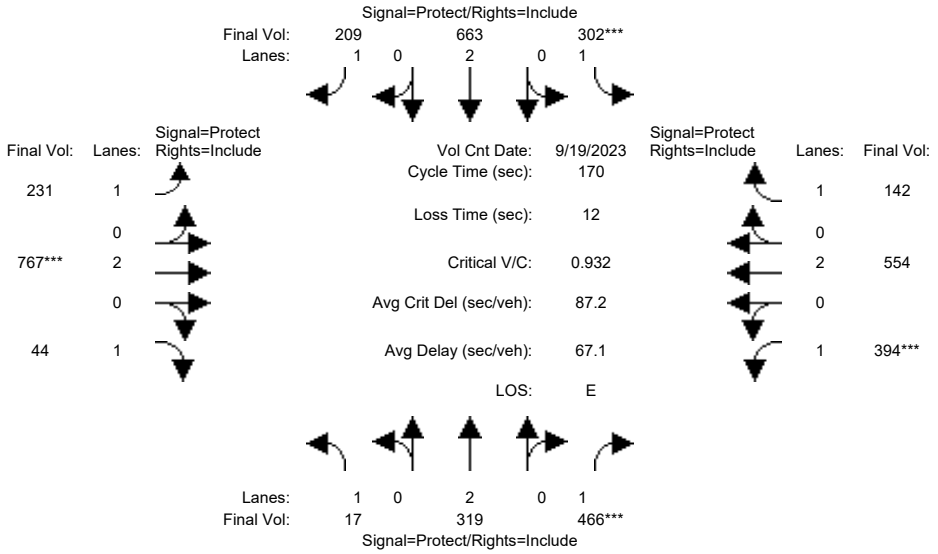
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	17	319	464	302	663	209	231	766	44	392	553	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	319	464	302	663	209	231	766	44	392	553	142
Added Vol:	0	0	2	0	0	0	0	1	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	319	466	302	663	209	231	767	44	394	554	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	319	466	302	663	209	231	767	44	394	554	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	319	466	302	663	209	231	767	44	394	554	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	319	466	302	663	209	231	767	44	394	554	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.27	0.17	0.17	0.12	0.13	0.20	0.03	0.23	0.15	0.08
Crit Moves:			****	****				****		****		
Green Time:	15.3	48.6	48.6	31.5	64.8	64.8	37.0	36.8	36.8	41.1	40.9	40.9
Volume/Cap:	0.11	0.29	0.93	0.93	0.46	0.31	0.61	0.93	0.12	0.93	0.61	0.34
Delay/Veh:	71.4	47.5	83.4	100.9	39.7	37.2	62.7	82.4	53.6	90.4	58.6	53.8
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:	71.4	47.5	83.4	100.9	39.7	37.2	62.7	82.4	53.6	90.4	58.6	53.8
LOS by Move:	E	D	F	F	D	D	E	F	D	F	E	D
HCM2kAvgQ:	1	6	29	18	12	8	11	21	2	23	12	6

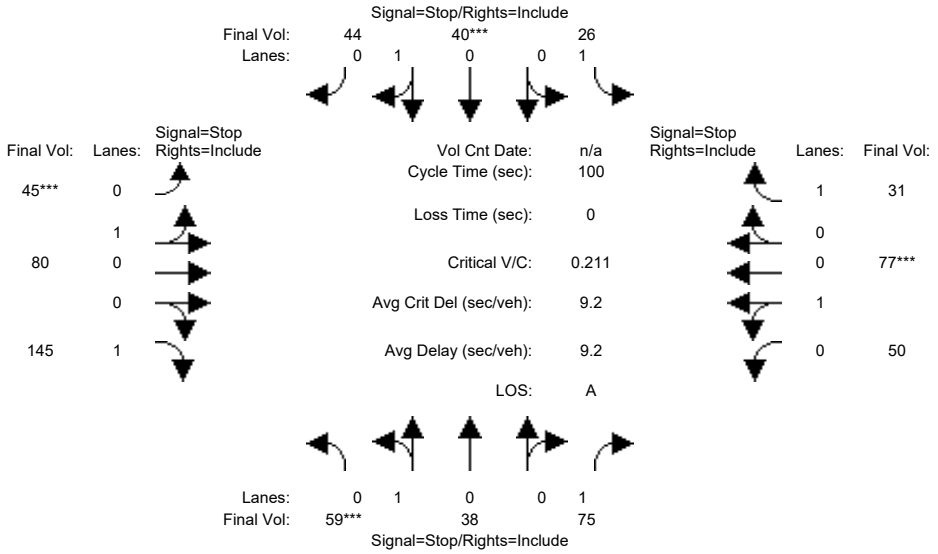
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	59	38	75	26	40	44	45	80	145	50	77	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	38	75	26	40	44	45	80	145	50	77	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	38	75	26	40	44	45	80	145	50	77	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	38	75	26	40	44	45	80	145	50	77	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	38	75	26	40	44	45	80	145	50	77	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	38	75	26	40	44	45	80	145	50	77	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	0.39	1.00	1.00	0.48	0.52	0.36	0.64	1.00	0.39	0.61	1.00
Final Sat.:	348	224	679	543	298	328	223	397	730	237	365	707
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.11	0.05	0.13	0.13	0.20	0.20	0.20	0.21	0.21	0.04
Crit Moves:	****				****		****				****	
Delay/Veh:	9.8	9.8	8.3	9.3	8.9	8.9	9.7	9.7	8.5	9.9	9.9	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	8.3	9.3	8.9	8.9	9.7	9.7	8.5	9.9	9.9	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.2			9.0			9.1			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			9.0			9.1			9.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.1	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.0

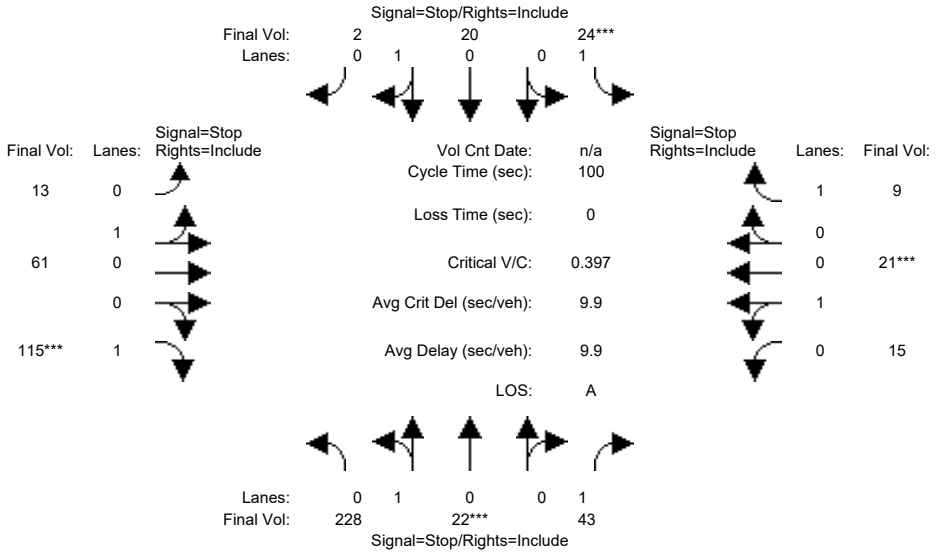
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	228	22	43	24	20	2	13	61	115	15	21	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	22	43	24	20	2	13	61	115	15	21	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	22	43	24	20	2	13	61	115	15	21	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	22	43	24	20	2	13	61	115	15	21	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	22	43	24	20	2	13	61	115	15	21	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	22	43	24	20	2	13	61	115	15	21	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.91	0.09	1.00	1.00	0.91	0.09	0.18	0.82	1.00	0.42	0.58	1.00
Final Sat.:	575	55	785	587	588	59	109	512	720	244	342	687
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.05	0.04	0.03	0.03	0.12	0.12	0.16	0.06	0.06	0.01
Crit Moves:		****		****					****		****	
Delay/Veh:	11.8	11.8	7.4	8.8	8.2	8.2	9.0	9.0	8.3	8.9	8.9	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.8	7.4	8.8	8.2	8.2	9.0	9.0	8.3	8.9	8.9	7.7
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		11.1			8.5			8.6			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			8.5			8.6			8.6	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.6	0.6	0.1	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.0

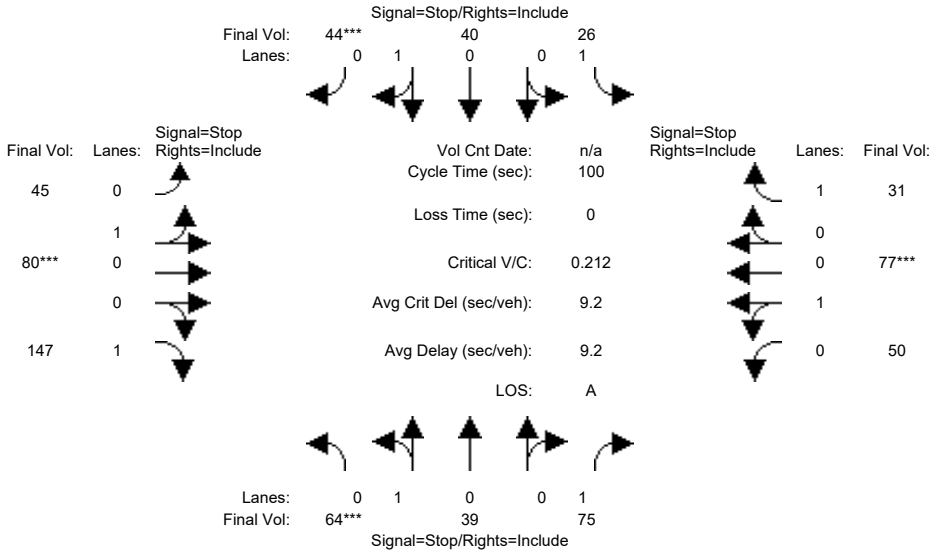
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	59	38	75	26	40	44	45	80	145	50	77	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	38	75	26	40	44	45	80	145	50	77	31
Added Vol:	5	1	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	39	75	26	40	44	45	80	147	50	77	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	39	75	26	40	44	45	80	147	50	77	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	39	75	26	40	44	45	80	147	50	77	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	39	75	26	40	44	45	80	147	50	77	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	1.00	0.48	0.52	0.36	0.64	1.00	0.39	0.61	1.00
Final Sat.:	354	216	678	541	297	327	222	395	727	236	364	702
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.11	0.05	0.13	0.13	0.20	0.20	0.20	0.21	0.21	0.04
Crit Moves:	****					****		****			****	
Delay/Veh:	9.9	9.9	8.3	9.3	8.9	8.9	9.7	9.7	8.6	9.9	9.9	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	8.3	9.3	8.9	8.9	9.7	9.7	8.6	9.9	9.9	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.2			9.0			9.1			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			9.0			9.1			9.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.1	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.0

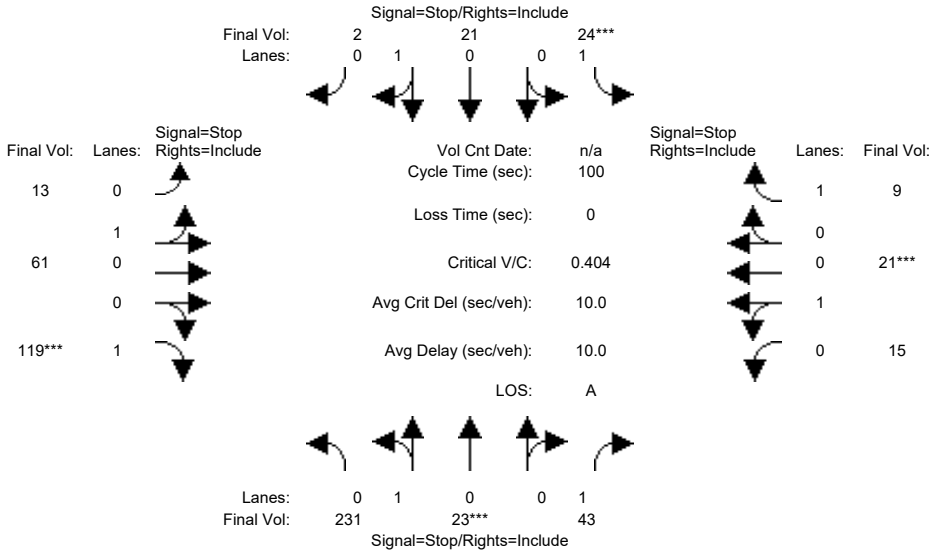
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	228	22	43	24	20	2	13	61	115	15	21	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	22	43	24	20	2	13	61	115	15	21	9
Added Vol:	3	1	0	0	1	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	23	43	24	21	2	13	61	119	15	21	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	23	43	24	21	2	13	61	119	15	21	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	23	43	24	21	2	13	61	119	15	21	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	23	43	24	21	2	13	61	119	15	21	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.91	0.09	1.00	1.00	0.91	0.09	0.18	0.82	1.00	0.42	0.58	1.00
Final Sat.:	571	57	781	586	588	56	109	511	718	243	341	684
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.06	0.04	0.04	0.04	0.12	0.12	0.17	0.06	0.06	0.01
Crit Moves:		****		****					****		****	
Delay/Veh:	11.9	11.9	7.4	8.8	8.2	8.2	9.0	9.0	8.4	8.9	8.9	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	7.4	8.8	8.2	8.2	9.0	9.0	8.4	8.9	8.9	7.7
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		11.3			8.5			8.6			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.3			8.5			8.6			8.7	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.6	0.6	0.1	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.0

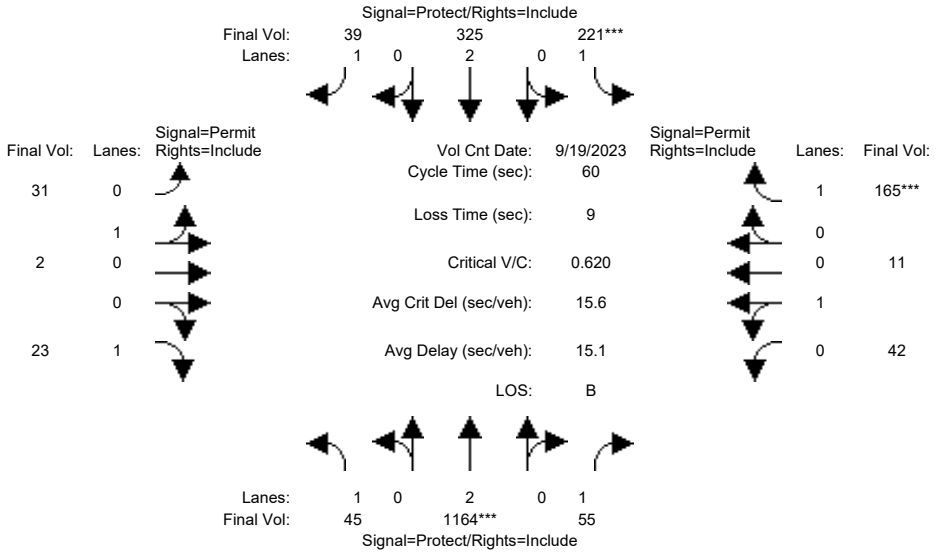
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	45	1164	55	221	325	39	31	2	23	42	11	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1164	55	221	325	39	31	2	23	42	11	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1164	55	221	325	39	31	2	23	42	11	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1164	55	221	325	39	31	2	23	42	11	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1164	55	221	325	39	31	2	23	42	11	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1164	55	221	325	39	31	2	23	42	11	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.94	0.06	1.00	0.79	0.21	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1691	109	1750	1426	374	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.03	0.13	0.09	0.02	0.02	0.02	0.01	0.03	0.03	0.09
Crit Moves:		****		****								****
Green Time:	16.9	29.0	29.0	12.0	24.1	24.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.09	0.63	0.06	0.63	0.21	0.06	0.11	0.11	0.08	0.18	0.18	0.57
Delay/Veh:	16.0	12.2	8.3	25.8	11.8	11.0	21.4	21.4	21.2	21.7	21.7	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:	16.0	12.2	8.3	25.8	11.8	11.0	21.4	21.4	21.2	21.7	21.7	25.6
LOS by Move:	B	B	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	8	1	5	2	0	1	1	0	1	1	4

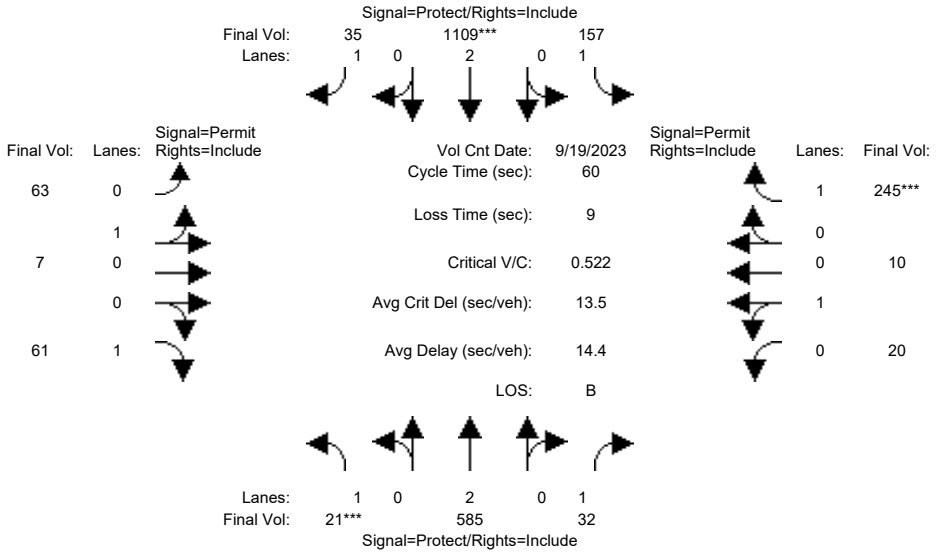
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	21	585	32	157	1109	35	63	7	61	20	10	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	585	32	157	1109	35	63	7	61	20	10	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	585	32	157	1109	35	63	7	61	20	10	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	585	32	157	1109	35	63	7	61	20	10	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	585	32	157	1109	35	63	7	61	20	10	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	585	32	157	1109	35	63	7	61	20	10	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.90	0.10	1.00	0.67	0.33	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1620	180	1750	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.02	0.09	0.29	0.02	0.04	0.04	0.03	0.02	0.02	0.14
Crit Moves:	****				****							****
Green Time:	7.0	21.6	21.6	15.1	29.7	29.7	14.3	14.3	14.3	14.3	14.3	14.3
Volume/Cap:	0.10	0.43	0.05	0.36	0.59	0.04	0.16	0.16	0.15	0.07	0.07	0.59
Delay/Veh:	23.9	14.7	12.5	18.9	11.3	7.8	18.3	18.3	18.2	17.8	17.8	22.5
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:	23.9	14.7	12.5	18.9	11.3	7.8	18.3	18.3	18.2	17.8	17.8	22.5
LOS by Move:	C	B	B	B	B	A	B	B	B	B	B	C
HCM2kAvgQ:	0	4	0	3	8	0	1	1	1	0	0	5

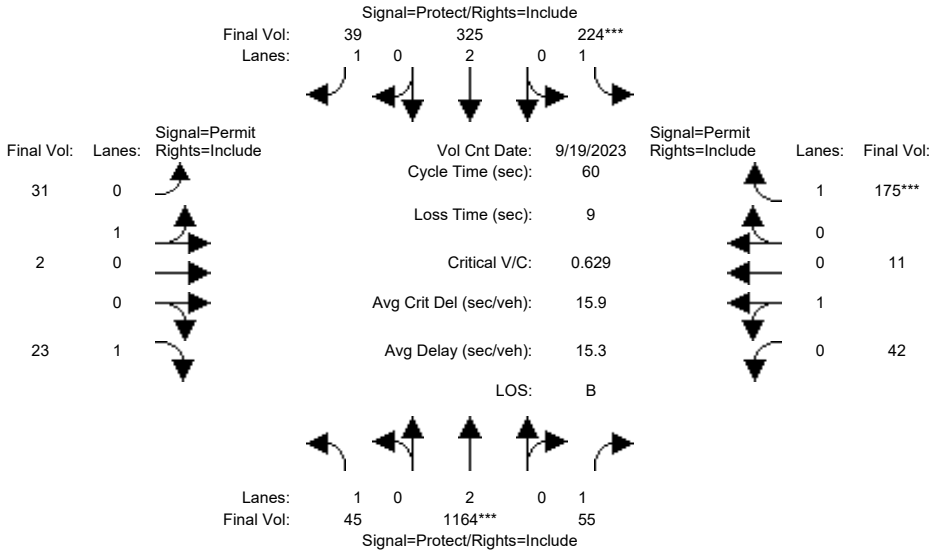
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	45	1164	55	221	325	39	31	2	23	42	11	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1164	55	221	325	39	31	2	23	42	11	165
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1164	55	224	325	39	31	2	23	42	11	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1164	55	224	325	39	31	2	23	42	11	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1164	55	224	325	39	31	2	23	42	11	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1164	55	224	325	39	31	2	23	42	11	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.94	0.06	1.00	0.79	0.21	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1691	109	1750	1426	374	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.03	0.13	0.09	0.02	0.02	0.02	0.01	0.03	0.03	0.10
Crit Moves:		****		****								****
Green Time:	16.9	28.9	28.9	12.1	24.1	24.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.09	0.64	0.07	0.64	0.21	0.06	0.11	0.11	0.08	0.18	0.18	0.60
Delay/Veh:	16.0	12.4	8.3	25.7	11.8	11.0	21.4	21.4	21.2	21.7	21.7	26.6
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:	16.0	12.4	8.3	25.7	11.8	11.0	21.4	21.4	21.2	21.7	21.7	26.6
LOS by Move:	B	B	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	8	1	5	2	0	1	1	0	1	1	4

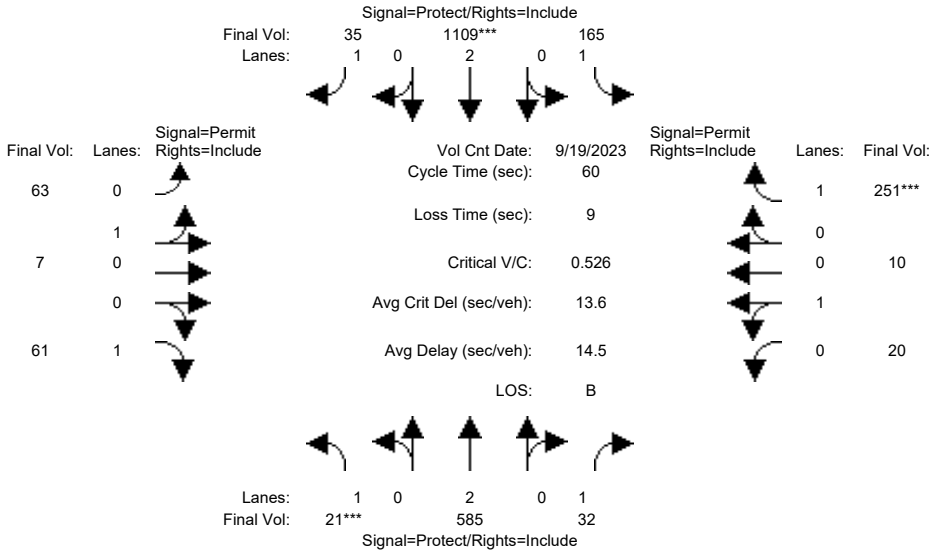
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	21	585	32	157	1109	35	63	7	61	20	10	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	585	32	157	1109	35	63	7	61	20	10	245
Added Vol:	0	0	0	8	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	585	32	165	1109	35	63	7	61	20	10	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	585	32	165	1109	35	63	7	61	20	10	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	585	32	165	1109	35	63	7	61	20	10	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	585	32	165	1109	35	63	7	61	20	10	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.90	0.10	1.00	0.67	0.33	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1620	180	1750	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.02	0.09	0.29	0.02	0.04	0.04	0.03	0.02	0.02	0.14
Crit Moves:	****				****							****
Green Time:	7.0	21.5	21.5	15.0	29.5	29.5	14.5	14.5	14.5	14.5	14.5	14.5
Volume/Cap:	0.10	0.43	0.05	0.38	0.59	0.04	0.16	0.16	0.14	0.07	0.07	0.59
Delay/Veh:	23.9	14.8	12.6	19.2	11.5	7.9	18.1	18.1	18.0	17.6	17.6	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	14.8	12.6	19.2	11.5	7.9	18.1	18.1	18.0	17.6	17.6	22.4
LOS by Move:	C	B	B	B	B	A	B	B	B	B	B	C
HCM2kAvgQ:	0	4	0	3	8	0	1	1	1	0	0	5

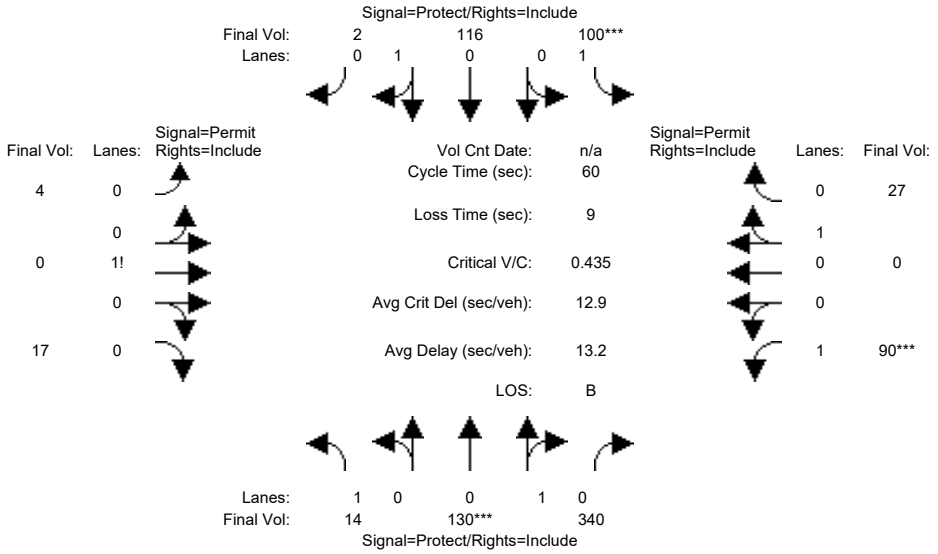
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	130	340	100	116	2	4	0	17	90	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	130	340	100	116	2	4	0	17	90	0	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	130	340	100	116	2	4	0	17	90	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	130	340	100	116	2	4	0	17	90	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	130	340	100	116	2	4	0	17	90	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	130	340	100	116	2	4	0	17	90	0	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	0.28	0.72	1.00	0.98	0.02	0.19	0.00	0.81	1.00	0.00	1.00
Final Sat.:	1750	498	1302	1750	1769	31	333	0	1417	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.06	0.07	0.07	0.01	0.00	0.01	0.05	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	16.9	33.6	33.6	7.4	24.1	24.1	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.03	0.47	0.47	0.47	0.16	0.16	0.07	0.00	0.07	0.31	0.00	0.09
Delay/Veh:	15.6	8.2	8.2	26.1	11.6	11.6	21.2	0.0	21.2	22.6	0.0	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	8.2	8.2	26.1	11.6	11.6	21.2	0.0	21.2	22.6	0.0	21.3
LOS by Move:	B	A	A	C	B	B	C	A	C	C	A	C
HCM2kAvgQ:	0	5	5	3	2	2	0	0	0	2	0	1

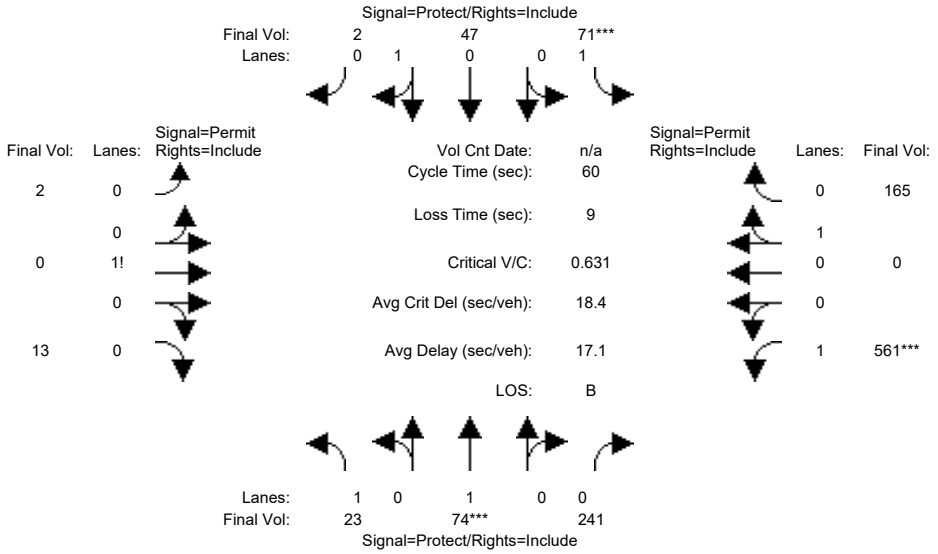
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	74	241	71	47	2	2	0	13	561	0	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	74	241	71	47	2	2	0	13	561	0	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	74	241	71	47	2	2	0	13	561	0	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	74	241	71	47	2	2	0	13	561	0	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	74	241	71	47	2	2	0	13	561	0	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	74	241	71	47	2	2	0	13	561	0	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	0.23	0.77	1.00	0.96	0.04	0.13	0.00	0.87	1.00	0.00	1.00
Final Sat.:	1750	423	1377	1750	1727	73	233	0	1517	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.04	0.03	0.03	0.01	0.00	0.01	0.32	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	9.3	15.5	15.5	7.0	13.3	13.3	28.5	0.0	28.5	28.5	0.0	28.5
Volume/Cap:	0.08	0.68	0.68	0.35	0.12	0.12	0.02	0.00	0.02	0.68	0.00	0.19
Delay/Veh:	21.9	23.9	23.9	25.4	18.9	18.9	8.4	0.0	8.4	14.4	0.0	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	23.9	23.9	25.4	18.9	18.9	8.4	0.0	8.4	14.4	0.0	9.2
LOS by Move:	C	C	C	C	B	B	A	A	A	B	A	A
HCM2kAvgQ:	0	6	6	2	1	1	0	0	0	10	0	2

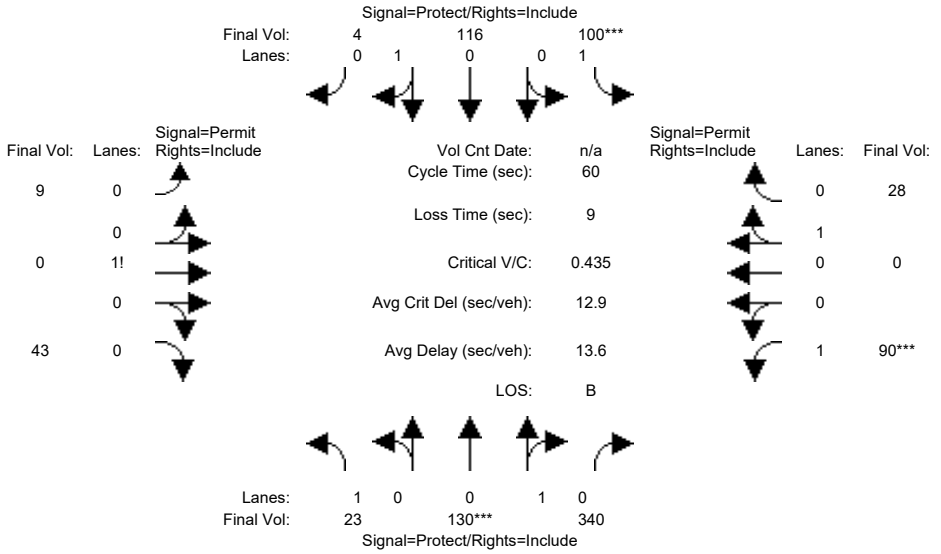
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	130	340	100	116	2	4	0	17	90	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	130	340	100	116	2	4	0	17	90	0	27
Added Vol:	9	0	0	0	0	2	5	0	26	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	130	340	100	116	4	9	0	43	90	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	130	340	100	116	4	9	0	43	90	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	130	340	100	116	4	9	0	43	90	0	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	130	340	100	116	4	9	0	43	90	0	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	0.28	0.72	1.00	0.97	0.03	0.17	0.00	0.83	1.00	0.00	1.00
Final Sat.:	1750	498	1302	1750	1740	60	303	0	1447	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.06	0.07	0.07	0.03	0.00	0.03	0.05	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	16.9	33.6	33.6	7.4	24.1	24.1	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.05	0.47	0.47	0.47	0.17	0.17	0.18	0.00	0.18	0.31	0.00	0.09
Delay/Veh:	15.7	8.2	8.2	26.1	11.6	11.6	21.8	0.0	21.8	22.6	0.0	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	8.2	8.2	26.1	11.6	11.6	21.8	0.0	21.8	22.6	0.0	21.3
LOS by Move:	B	A	A	C	B	B	C	A	C	C	A	C
HCM2kAvgQ:	0	5	5	3	2	2	1	0	1	2	0	1

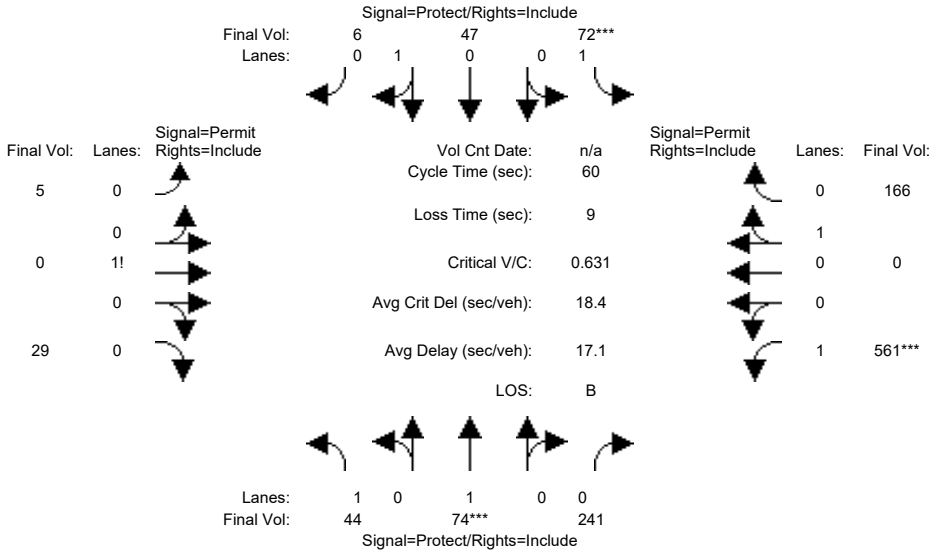
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	74	241	71	47	2	2	0	13	561	0	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	74	241	71	47	2	2	0	13	561	0	165
Added Vol:	21	0	0	1	0	4	3	0	16	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	74	241	72	47	6	5	0	29	561	0	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	74	241	72	47	6	5	0	29	561	0	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	74	241	72	47	6	5	0	29	561	0	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	74	241	72	47	6	5	0	29	561	0	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	0.23	0.77	1.00	0.89	0.11	0.15	0.00	0.85	1.00	0.00	1.00
Final Sat.:	1750	423	1377	1750	1596	204	257	0	1493	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.04	0.03	0.03	0.02	0.00	0.02	0.32	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	9.3	15.5	15.5	7.0	13.3	13.3	28.5	0.0	28.5	28.5	0.0	28.5
Volume/Cap:	0.16	0.68	0.68	0.35	0.13	0.13	0.04	0.00	0.04	0.68	0.00	0.19
Delay/Veh:	22.3	23.9	23.9	25.5	18.9	18.9	8.5	0.0	8.5	14.4	0.0	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	23.9	23.9	25.5	18.9	18.9	8.5	0.0	8.5	14.4	0.0	9.2
LOS by Move:	C	C	C	C	B	B	A	A	A	B	A	A
HCM2kAvgQ:	1	6	6	2	1	1	0	0	0	10	0	2

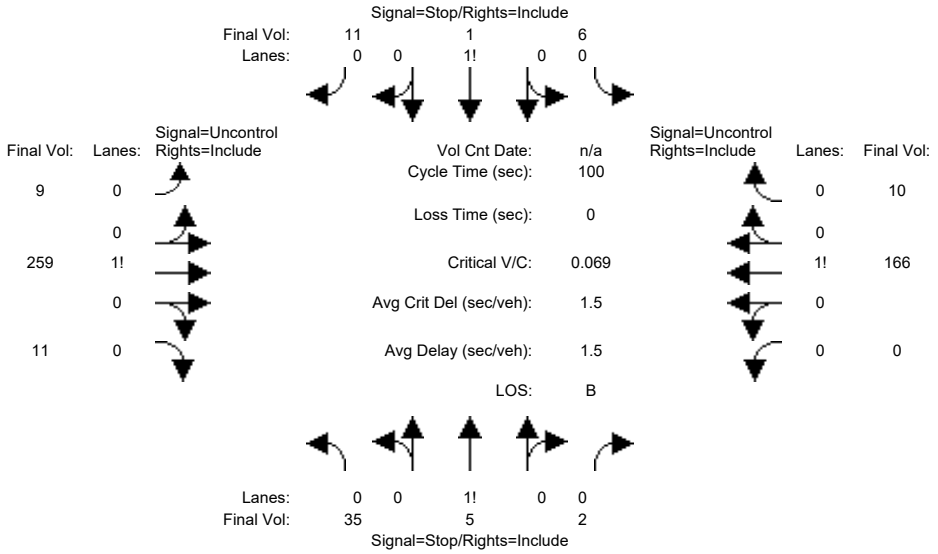
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) AM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	35	5	2	6	1	11	9	259	11	0	166	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:	35	5	2	6	1	11	9	259	11	0	166	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	5	2	6	1	11	9	259	11	0	166	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	5	2	6	1	11	9	259	11	0	166	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	5	2	6	1	11	9	259	11	0	166	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	460	459	265	457	459	171	176	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	515	502	779	517	502	878	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	506	499	779	509	498	878	1412	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	0.01	0.00	0.01	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	513	xxxxx	xxxx	684	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.6	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		12.6			10.4		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

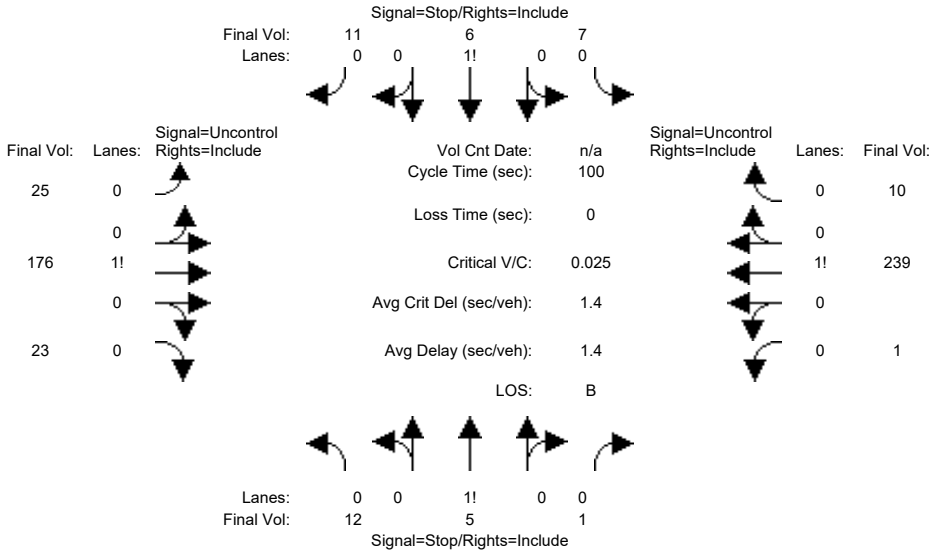
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 (Ex Net) PM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	12	5	1	7	6	11	25	176	23	1	239	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:	12	5	1	7	6	11	25	176	23	1	239	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	5	1	7	6	11	25	176	23	1	239	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	5	1	7	6	11	25	176	23	1	239	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	5	1	7	6	11	25	176	23	1	239	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	492	489	188	487	495	244	249	xxxx	xxxxx	199	xxxx	xxxxx
Potent Cap.:	490	483	860	495	479	800	1328	xxxx	xxxxx	1385	xxxx	xxxxx
Move Cap.:	472	473	860	483	469	800	1328	xxxx	xxxxx	1385	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.00	0.01	0.01	0.01	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	484	xxxxx	xxxx	585	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.7	xxxxx	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.7			11.4			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

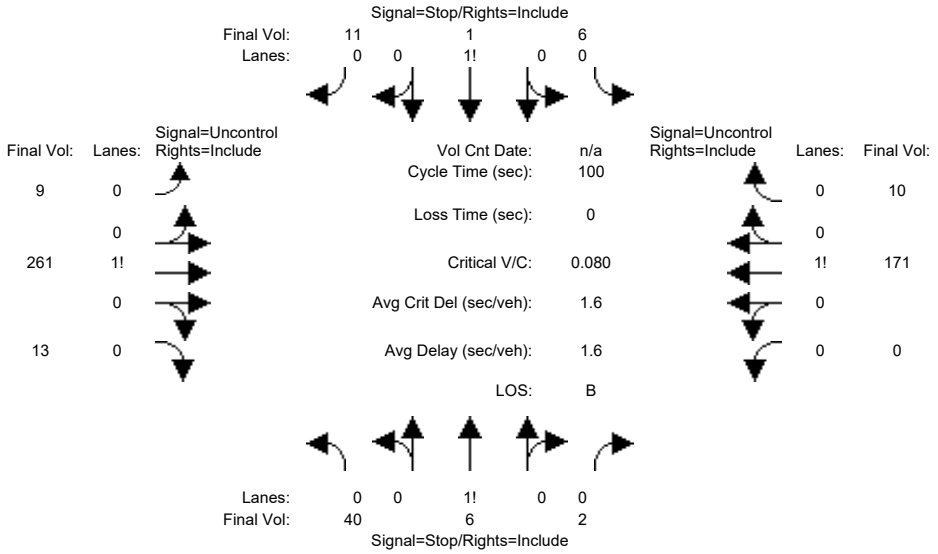
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) AM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	35	5	2	6	1	11	9	259	11	0	166	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:	35	5	2	6	1	11	9	259	11	0	166	10
Added Vol:	5	1	0	0	0	0	0	2	2	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	6	2	6	1	11	9	261	13	0	171	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	6	2	6	1	11	9	261	13	0	171	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	6	2	6	1	11	9	261	13	0	171	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	468	467	268	466	468	176	181	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	509	497	776	511	496	872	1407	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	499	494	776	502	493	872	1407	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	0.01	0.00	0.01	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	506	xxxxx	xxxx	677	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.9	xxxxx	xxxxx	10.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		12.9			10.5		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

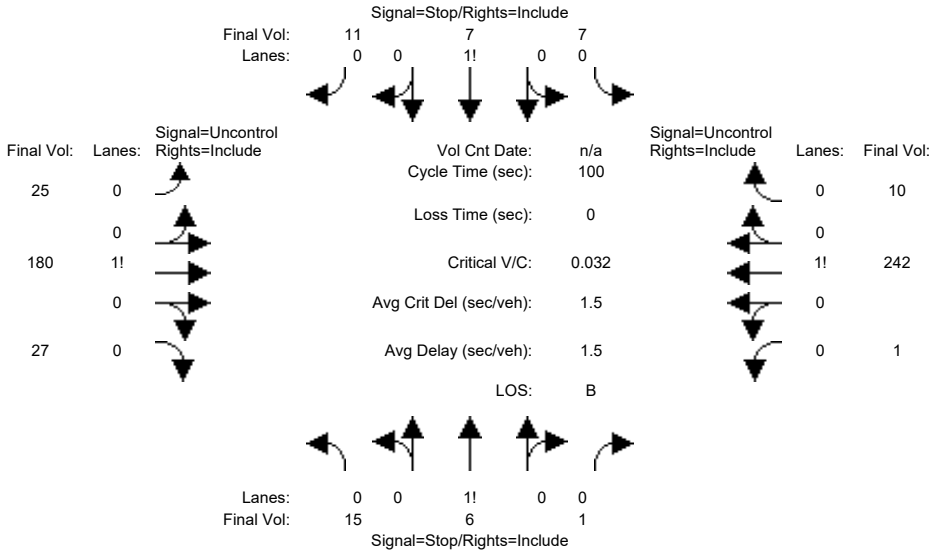
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035+Proj (Ex Net) PM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	12	5	1	7	6	11	25	176	23	1	239	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:	12	5	1	7	6	11	25	176	23	1	239	10
Added Vol:	3	1	0	0	1	0	0	4	4	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	6	1	7	7	11	25	180	27	1	242	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	6	1	7	7	11	25	180	27	1	242	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	6	1	7	7	11	25	180	27	1	242	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	502	498	194	496	506	247	252	xxxx	xxxxx	207	xxxx	xxxxx
Potent Cap.:	483	477	853	487	472	797	1325	xxxx	xxxxx	1376	xxxx	xxxxx
Move Cap.:	464	468	853	475	463	797	1325	xxxx	xxxxx	1376	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.00	0.01	0.02	0.01	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	475	xxxxx	xxxx	572	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	12.9	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		12.9			11.6			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

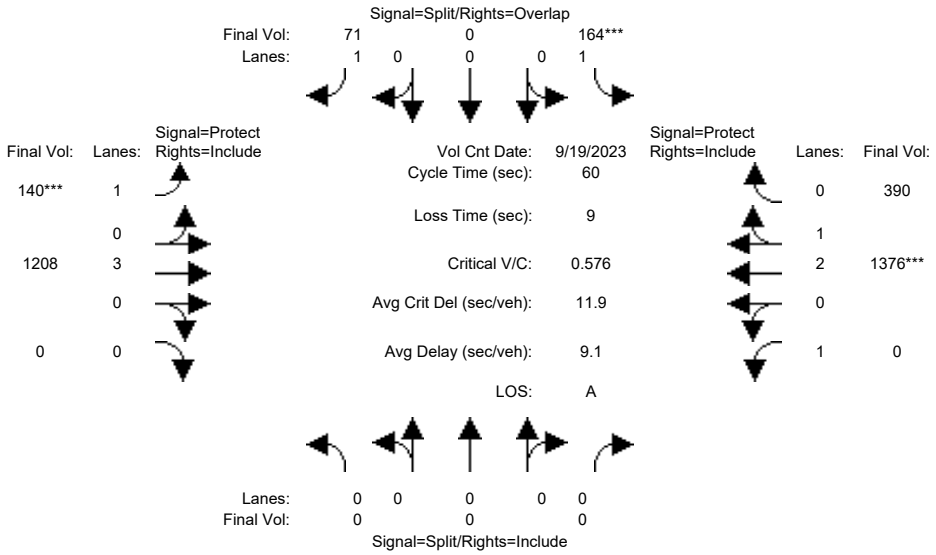
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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	0	0	0	164	0	71	140	1208	0	0	1376	390
Growth Adj:	1.00	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	164	0	71	140	1208	0	0	1376	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	164	0	71	140	1208	0	0	1376	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	164	0	71	140	1208	0	0	1376	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	164	0	71	140	1208	0	0	1376	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	164	0	71	140	1208	0	0	1376	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.31	0.69
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	1750	4362	1236
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.04	0.08	0.21	0.00	0.00	0.32	0.32
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	18.3	8.3	41.0	0.0	0.0	32.7	32.7
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.13	0.58	0.31	0.00	0.00	0.58	0.58
Delay/Veh:	0.0	0.0	0.0	25.5	0.0	15.2	27.7	3.9	0.0	0.0	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.5	0.0	15.2	27.7	3.9	0.0	0.0	9.3	9.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	2	3	0	0	7	7

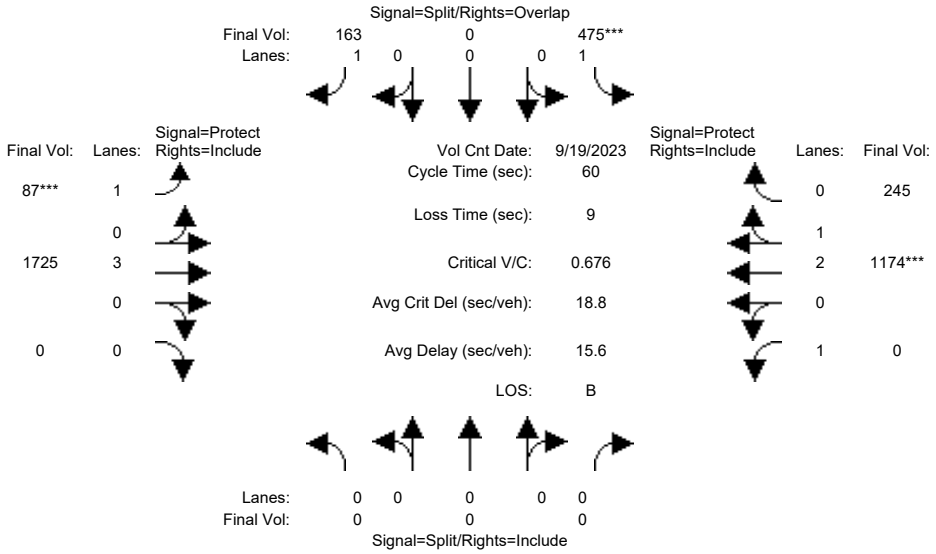
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	0	0	0	475	0	163	87	1725	0	0	1174	245
Growth Adj:	1.00	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	475	0	163	87	1725	0	0	1174	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	475	0	163	87	1725	0	0	1174	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	475	0	163	87	1725	0	0	1174	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	475	0	163	87	1725	0	0	1174	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	475	0	163	87	1725	0	0	1174	245
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.46	0.54
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	1750	4632	967
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.09	0.05	0.30	0.00	0.00	0.25	0.25
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	22.8	0.0	29.8	7.0	28.2	0.0	0.0	21.2	21.2
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.19	0.43	0.64	0.00	0.00	0.72	0.72
Delay/Veh:	0.0	0.0	0.0	19.6	0.0	8.5	26.1	12.6	0.0	0.0	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.6	0.0	8.5	26.1	12.6	0.0	0.0	18.0	18.0
LOS by Move:	A	A	A	B	A	A	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	8	0	2	1	7	0	0	8	8

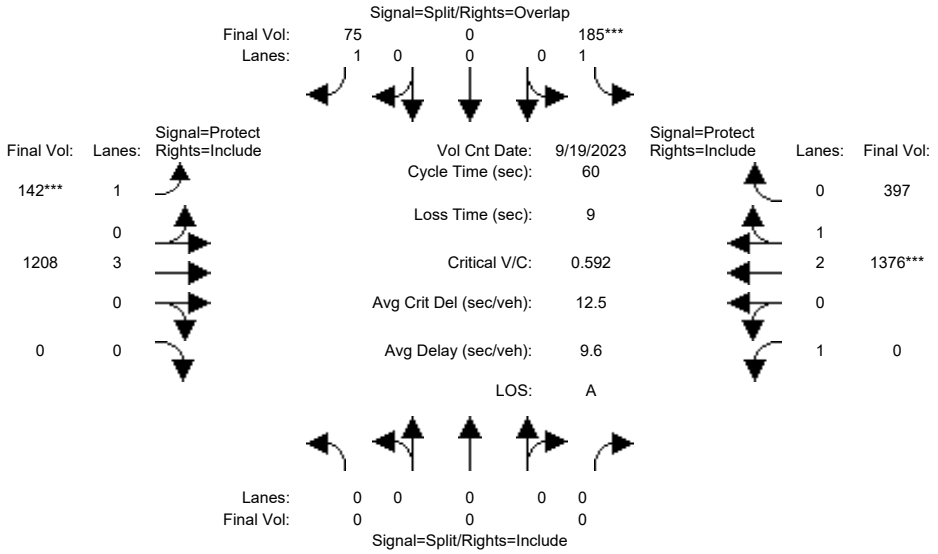
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	0	0	0	164	0	71	140	1208	0	0	1376	390
Growth Adj:	1.00	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	164	0	71	140	1208	0	0	1376	390
Added Vol:	0	0	0	21	0	4	2	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	185	0	75	142	1208	0	0	1376	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	185	0	75	142	1208	0	0	1376	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	75	142	1208	0	0	1376	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	185	0	75	142	1208	0	0	1376	397
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.30	0.70
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	1750	4344	1253
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.04	0.08	0.21	0.00	0.00	0.32	0.32
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.7	0.0	18.9	8.2	40.3	0.0	0.0	32.1	32.1
Volume/Cap:	0.00	0.00	0.00	0.59	0.00	0.14	0.59	0.32	0.00	0.00	0.59	0.59
Delay/Veh:	0.0	0.0	0.0	25.7	0.0	14.8	28.3	4.2	0.0	0.0	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.7	0.0	14.8	28.3	4.2	0.0	0.0	9.8	9.8
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	1	3	3	0	0	8	8

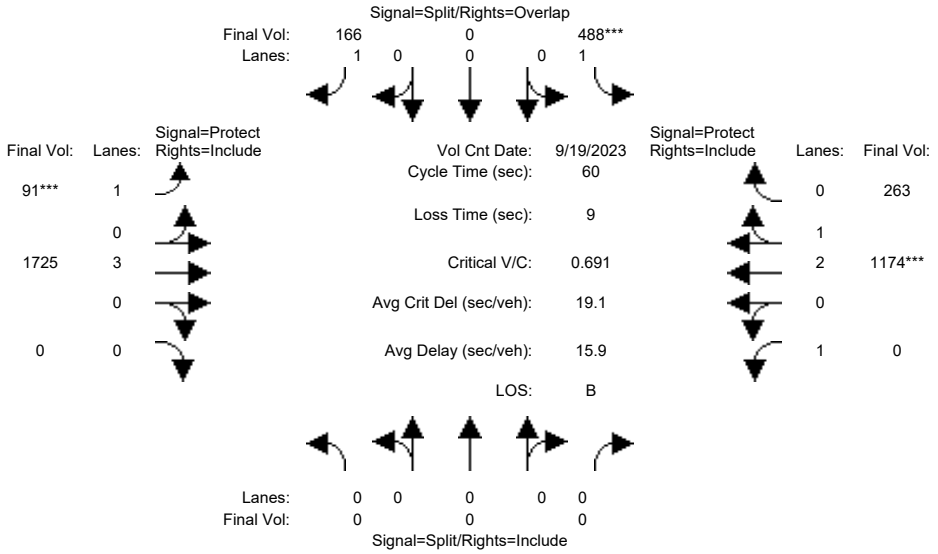
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #366: Juan Hernandez Drive and Tennant Avenue



Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	0	0	0	475	0	163	87	1725	0	0	1174	245
Growth Adj:	1.00	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	475	0	163	87	1725	0	0	1174	245
Added Vol:	0	0	0	13	0	3	4	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	488	0	166	91	1725	0	0	1174	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	488	0	166	91	1725	0	0	1174	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	488	0	166	91	1725	0	0	1174	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	488	0	166	91	1725	0	0	1174	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	2.43	0.57
Final Sat.:	0	0	0	1750	0	1750	1750	5700	0	1750	4574	1025
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.09	0.05	0.30	0.00	0.00	0.26	0.26
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	22.9	0.0	29.9	7.0	28.1	0.0	0.0	21.1	21.1
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.19	0.45	0.65	0.00	0.00	0.73	0.73
Delay/Veh:	0.0	0.0	0.0	20.0	0.0	8.4	26.2	12.7	0.0	0.0	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.0	0.0	8.4	26.2	12.7	0.0	0.0	18.4	18.4
LOS by Move:	A	A	A	C	A	A	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	9	0	2	2	7	0	0	8	8

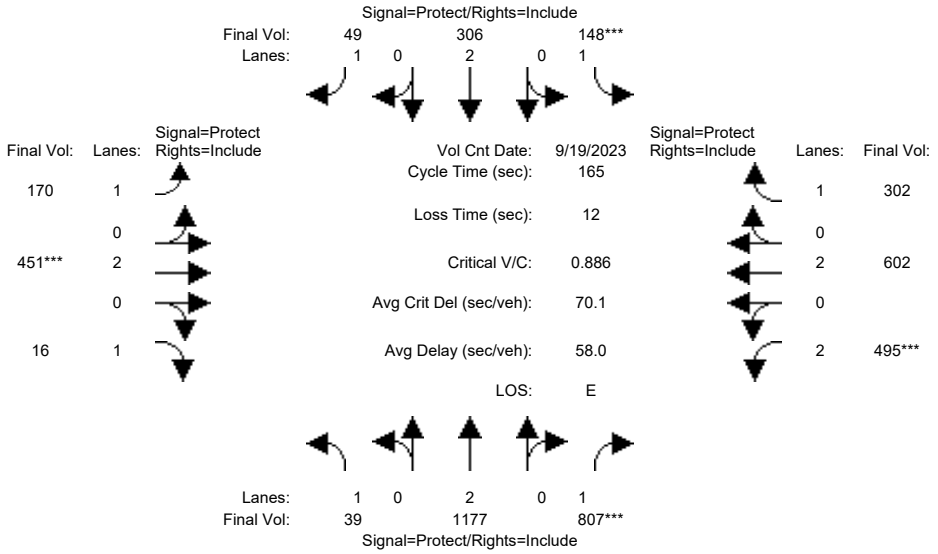
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	39	1177	807	148	306	49	170	451	16	495	602	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1177	807	148	306	49	170	451	16	495	602	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1177	807	148	306	49	170	451	16	495	602	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1177	807	148	306	49	170	451	16	495	602	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1177	807	148	306	49	170	451	16	495	602	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1177	807	148	306	49	170	451	16	495	602	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.46	0.08	0.08	0.03	0.10	0.12	0.01	0.16	0.16	0.17
Crit Moves:			****	****				****		****		
Green Time:	35.1	85.9	85.9	15.8	66.6	66.6	18.5	22.1	22.1	29.3	32.9	32.9
Volume/Cap:	0.10	0.60	0.89	0.89	0.20	0.07	0.87	0.89	0.07	0.89	0.80	0.87
Delay/Veh:	52.4	28.0	45.6	112.7	32.0	30.3	102.9	87.1	62.6	81.9	68.7	83.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	28.0	45.6	112.7	32.0	30.3	102.9	87.1	62.6	81.9	68.7	83.7
LOS by Move:	D	C	D	F	C	C	F	F	E	F	E	F
HCM2kAvgQ:	2	20	41	9	5	2	10	12	1	16	15	17

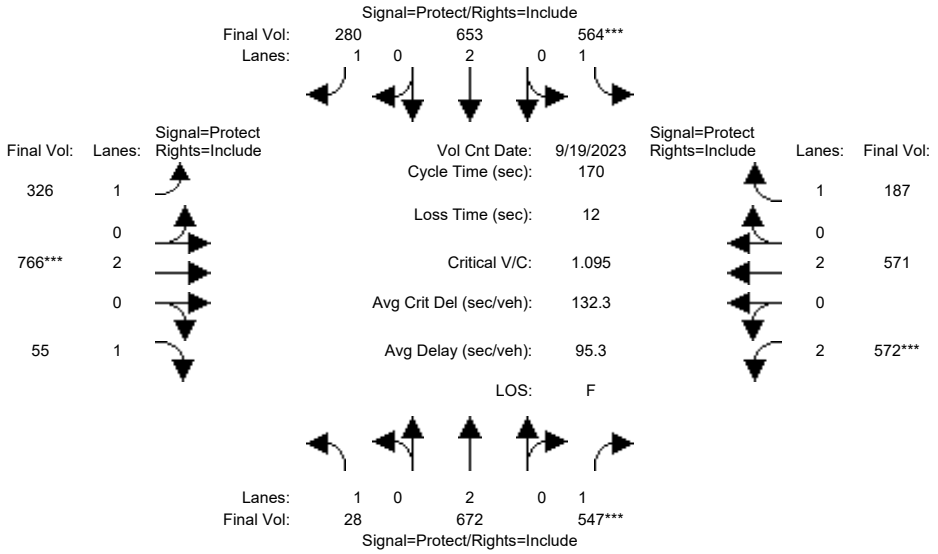
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	28	672	547	564	653	280	326	766	55	572	571	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	672	547	564	653	280	326	766	55	572	571	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	672	547	564	653	280	326	766	55	572	571	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	672	547	564	653	280	326	766	55	572	571	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	672	547	564	653	280	326	766	55	572	571	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	672	547	564	653	280	326	766	55	572	571	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.31	0.32	0.17	0.16	0.19	0.20	0.03	0.18	0.15	0.11
Crit Moves:			****	****				****		****		
Green Time:	19.0	48.5	48.5	50.0	79.5	79.5	32.9	31.3	31.3	28.2	26.6	26.6
Volume/Cap:	0.14	0.62	1.10	1.10	0.37	0.34	0.96	1.10	0.17	1.10	0.96	0.68
Delay/Veh:	68.4	53.8	129.5	128.2	29.2	28.9	106.6	132	58.7	138.8	98.8	74.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	53.8	129.5	128.2	29.2	28.9	106.6	132	58.7	138.8	98.8	74.8
LOS by Move:	E	D	F	F	C	C	F	F	E	F	F	E
HCM2kAvgQ:	1	15	40	39	10	9	20	25	2	22	16	10

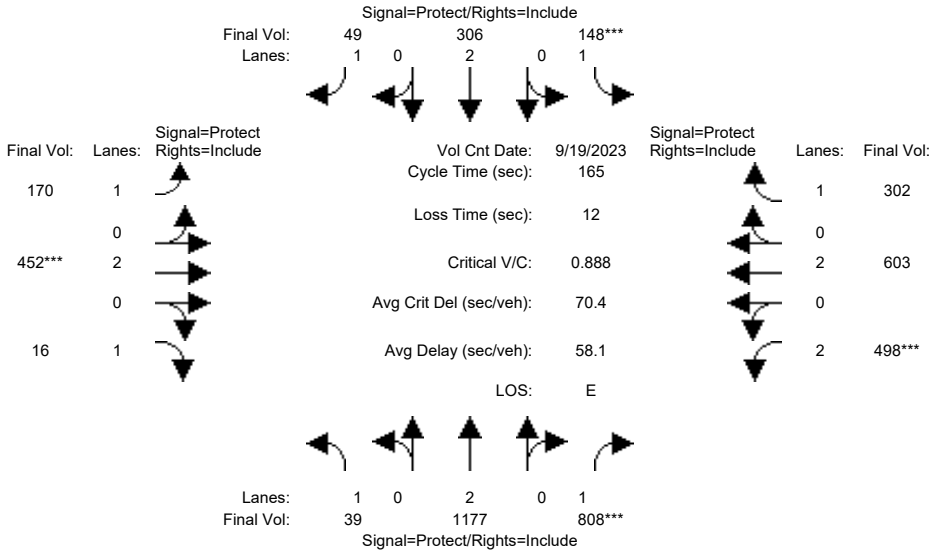
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	39	1177	807	148	306	49	170	451	16	495	602	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1177	807	148	306	49	170	451	16	495	602	302
Added Vol:	0	0	1	0	0	0	0	1	0	3	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1177	808	148	306	49	170	452	16	498	603	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1177	808	148	306	49	170	452	16	498	603	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1177	808	148	306	49	170	452	16	498	603	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1177	808	148	306	49	170	452	16	498	603	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.46	0.08	0.08	0.03	0.10	0.12	0.01	0.16	0.16	0.17
Crit Moves:			****	****				****		****		
Green Time:	35.0	85.8	85.8	15.7	66.5	66.5	18.5	22.1	22.1	29.4	32.9	32.9
Volume/Cap:	0.10	0.60	0.89	0.89	0.20	0.07	0.86	0.89	0.07	0.89	0.79	0.86
Delay/Veh:	52.5	28.0	45.9	113.2	32.0	30.3	102.5	87.4	62.6	82.1	68.6	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	28.0	45.9	113.2	32.0	30.3	102.5	87.4	62.6	82.1	68.6	83.4
LOS by Move:	D	C	D	F	C	C	F	F	E	F	E	F
HCM2kAvgQ:	2	20	41	9	5	2	10	12	1	16	15	17

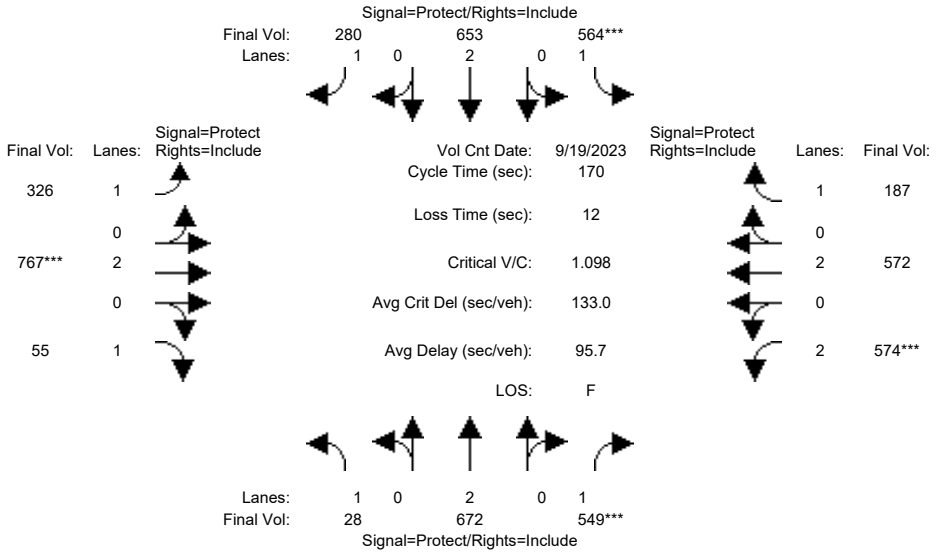
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	28	672	547	564	653	280	326	766	55	572	571	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	672	547	564	653	280	326	766	55	572	571	187
Added Vol:	0	0	2	0	0	0	0	1	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	672	549	564	653	280	326	767	55	574	572	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	672	549	564	653	280	326	767	55	574	572	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	672	549	564	653	280	326	767	55	574	572	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	672	549	564	653	280	326	767	55	574	572	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.31	0.32	0.17	0.16	0.19	0.20	0.03	0.18	0.15	0.11
Crit Moves:			****	****				****		****		
Green Time:	19.0	48.6	48.6	49.9	79.5	79.5	32.9	31.3	31.3	28.2	26.6	26.6
Volume/Cap:	0.14	0.62	1.10	1.10	0.37	0.34	0.96	1.10	0.17	1.10	0.96	0.68
Delay/Veh:	68.5	53.8	130.2	129.0	29.2	28.9	106.8	133	58.7	139.5	98.9	74.7
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:	68.5	53.8	130.2	129.0	29.2	28.9	106.8	133	58.7	139.5	98.9	74.7
LOS by Move:	E	D	F	F	C	C	F	F	E	F	F	E
HCM2kAvgQ:	1	15	41	39	10	9	20	25	2	22	16	10

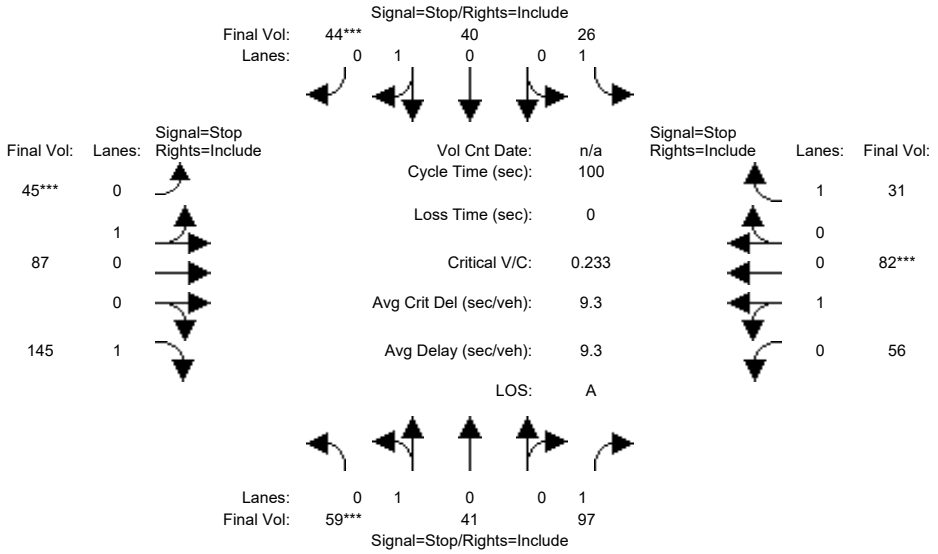
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050 (GP Net) AM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	59	41	97	26	40	44	45	87	145	56	82	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	41	97	26	40	44	45	87	145	56	82	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	41	97	26	40	44	45	87	145	56	82	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	41	97	26	40	44	45	87	145	56	82	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	41	97	26	40	44	45	87	145	56	82	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	41	97	26	40	44	45	87	145	56	82	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.41	1.00	1.00	0.48	0.52	0.34	0.66	1.00	0.41	0.59	1.00
Final Sat.:	334	232	671	534	293	322	208	402	715	241	352	694
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.14	0.05	0.14	0.14	0.22	0.22	0.20	0.23	0.23	0.04
Crit Moves:	****					****	****				****	
Delay/Veh:	10.0	10.0	8.5	9.4	9.0	9.0	9.9	9.9	8.7	10.2	10.2	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	8.5	9.4	9.0	9.0	9.9	9.9	8.7	10.2	10.2	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	A
ApproachDel:	9.3			9.1			9.2			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			9.1			9.2			9.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.1	0.0	0.1	0.1	0.3	0.3	0.2	0.3	0.3	0.0

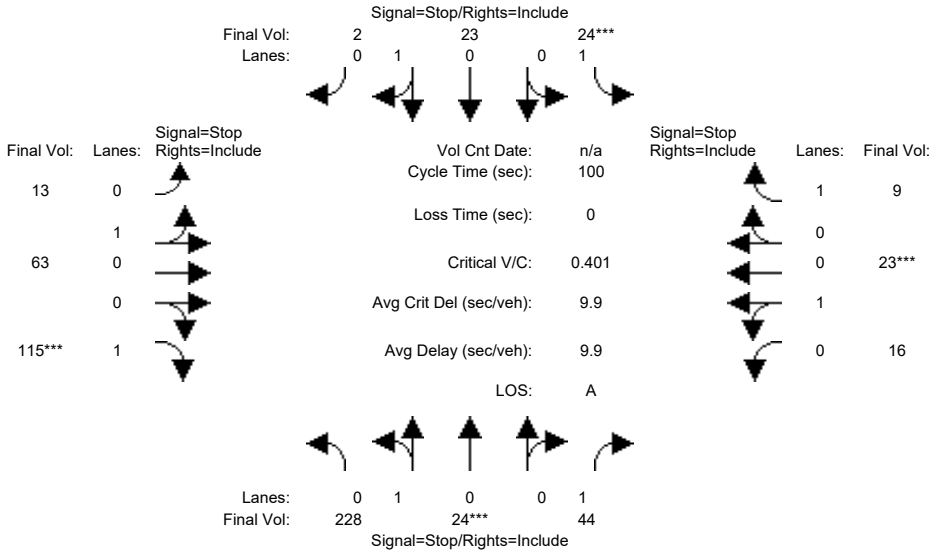
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050 (GP Net) PM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	228	24	44	24	23	2	13	63	115	16	23	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	24	44	24	23	2	13	63	115	16	23	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	24	44	24	23	2	13	63	115	16	23	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	24	44	24	23	2	13	63	115	16	23	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	24	44	24	23	2	13	63	115	16	23	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	228	24	44	24	23	2	13	63	115	16	23	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	0.10	1.00	1.00	0.92	0.08	0.17	0.83	1.00	0.41	0.59	1.00
Final Sat.:	568	60	780	585	592	51	106	513	717	240	345	684
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.06	0.04	0.04	0.04	0.12	0.12	0.16	0.07	0.07	0.01
Crit Moves:		****			****				****		****	
Delay/Veh:	11.9	11.9	7.4	8.9	8.3	8.3	9.0	9.0	8.3	8.9	8.9	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	7.4	8.9	8.3	8.3	9.0	9.0	8.3	8.9	8.9	7.7
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:		11.2			8.6			8.6			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			8.6			8.6			8.7	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	0.6	0.6	0.1	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.0

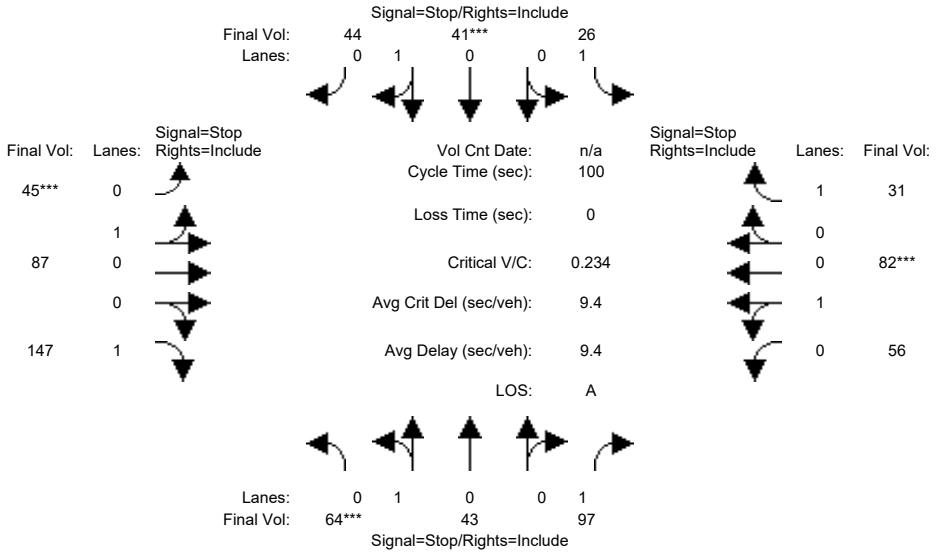
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	59	41	97	26	40	44	45	87	145	56	82	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	41	97	26	40	44	45	87	145	56	82	31
Added Vol:	5	2	0	0	1	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	43	97	26	41	44	45	87	147	56	82	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	43	97	26	41	44	45	87	147	56	82	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	43	97	26	41	44	45	87	147	56	82	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	43	97	26	41	44	45	87	147	56	82	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	1.00	0.48	0.52	0.34	0.66	1.00	0.41	0.59	1.00
Final Sat.:	338	227	670	532	295	316	207	400	711	239	350	688
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.14	0.05	0.14	0.14	0.22	0.22	0.21	0.23	0.23	0.05
Crit Moves:	****				****		****				****	
Delay/Veh:	10.1	10.1	8.6	9.4	9.0	9.0	9.9	9.9	8.7	10.2	10.2	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	8.6	9.4	9.0	9.0	9.9	9.9	8.7	10.2	10.2	7.9
LOS by Move:	B	B	A	A	A	A	A	A	A	B	B	A
ApproachDel:	9.4			9.1			9.3			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			9.1			9.3			9.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.1	0.0	0.1	0.1	0.3	0.3	0.2	0.3	0.3	0.0

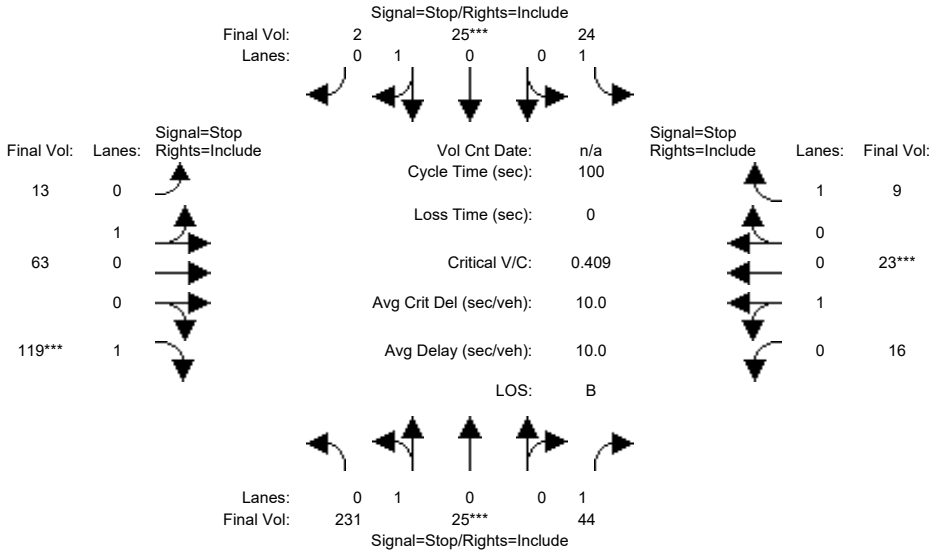
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	228	24	44	24	23	2	13	63	115	16	23	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	24	44	24	23	2	13	63	115	16	23	9
Added Vol:	3	1	0	0	2	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	25	44	24	25	2	13	63	119	16	23	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	25	44	24	25	2	13	63	119	16	23	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	25	44	24	25	2	13	63	119	16	23	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	25	44	24	25	2	13	63	119	16	23	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	0.10	1.00	1.00	0.93	0.07	0.17	0.83	1.00	0.41	0.59	1.00
Final Sat.:	565	61	778	582	592	47	105	511	713	238	343	680
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.06	0.04	0.04	0.04	0.12	0.12	0.17	0.07	0.07	0.01
Crit Moves:	****			****					****		****	
Delay/Veh:	12.0	12.0	7.4	8.9	8.3	8.3	9.0	9.0	8.4	9.0	9.0	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	7.4	8.9	8.3	8.3	9.0	9.0	8.4	9.0	9.0	7.7
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:	11.3			8.6			8.6			8.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			8.6			8.6			8.7		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.6	0.6	0.1	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.0

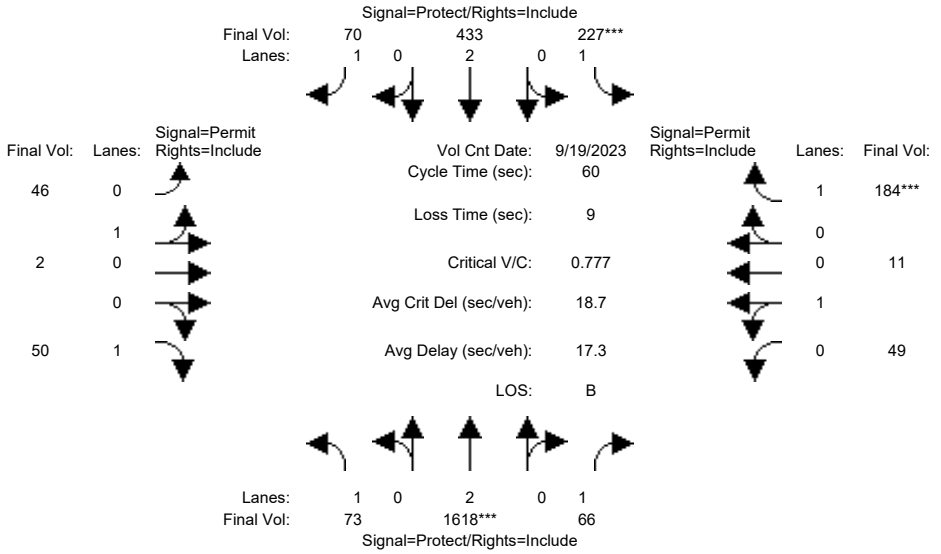
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	73	1618	66	227	433	70	46	2	50	49	11	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1618	66	227	433	70	46	2	50	49	11	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1618	66	227	433	70	46	2	50	49	11	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1618	66	227	433	70	46	2	50	49	11	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1618	66	227	433	70	46	2	50	49	11	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1618	66	227	433	70	46	2	50	49	11	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.96	0.04	1.00	0.82	0.18	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1725	75	1750	1470	330	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.04	0.13	0.11	0.04	0.03	0.03	0.03	0.03	0.03	0.11
Crit Moves:		****		****								****
Green Time:	16.9	31.4	31.4	9.6	24.1	24.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.15	0.81	0.07	0.81	0.28	0.10	0.16	0.16	0.17	0.20	0.20	0.63
Delay/Veh:	16.3	14.5	7.1	40.8	12.2	11.2	21.7	21.7	21.7	21.9	21.9	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	14.5	7.1	40.8	12.2	11.2	21.7	21.7	21.7	21.9	21.9	27.7
LOS by Move:	B	B	A	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	13	1	7	3	1	1	1	1	1	1	5

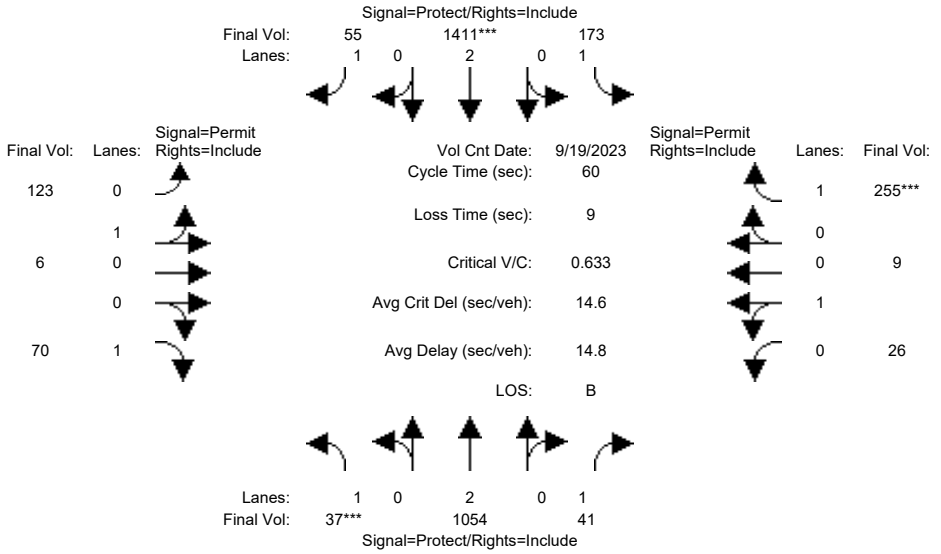
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	37	1054	41	173	1411	55	123	6	70	26	9	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1054	41	173	1411	55	123	6	70	26	9	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1054	41	173	1411	55	123	6	70	26	9	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1054	41	173	1411	55	123	6	70	26	9	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1054	41	173	1411	55	123	6	70	26	9	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1054	41	173	1411	55	123	6	70	26	9	255
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.95	0.05	1.00	0.74	0.26	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1716	84	1750	1337	463	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.02	0.10	0.37	0.03	0.07	0.07	0.04	0.02	0.02	0.15
Crit Moves:	****				****							****
Green Time:	7.0	27.2	27.2	11.4	31.6	31.6	12.4	12.4	12.4	12.4	12.4	12.4
Volume/Cap:	0.18	0.61	0.05	0.52	0.71	0.06	0.35	0.35	0.19	0.09	0.09	0.71
Delay/Veh:	24.3	13.1	9.2	23.3	11.9	7.0	20.9	20.9	19.9	19.4	19.4	28.3
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:	24.3	13.1	9.2	23.3	11.9	7.0	20.9	20.9	19.9	19.4	19.4	28.3
LOS by Move:	C	B	A	C	B	A	C	C	B	B	B	C
HCM2kAvgQ:	1	7	0	4	11	1	2	2	1	1	1	6

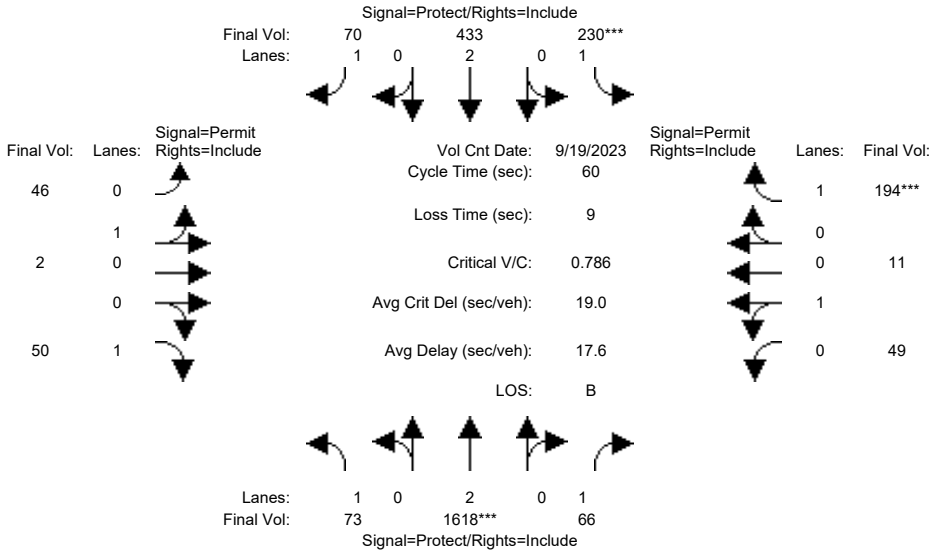
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	73	1618	66	227	433	70	46	2	50	49	11	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1618	66	227	433	70	46	2	50	49	11	184
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1618	66	230	433	70	46	2	50	49	11	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1618	66	230	433	70	46	2	50	49	11	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1618	66	230	433	70	46	2	50	49	11	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1618	66	230	433	70	46	2	50	49	11	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.96	0.04	1.00	0.82	0.18	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1725	75	1750	1470	330	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.04	0.13	0.11	0.04	0.03	0.03	0.03	0.03	0.03	0.11
Crit Moves:		****		****								****
Green Time:	16.9	31.3	31.3	9.7	24.1	24.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.15	0.82	0.07	0.82	0.28	0.10	0.16	0.16	0.17	0.20	0.20	0.67
Delay/Veh:	16.3	14.7	7.2	40.9	12.2	11.2	21.7	21.7	21.7	21.9	21.9	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	14.7	7.2	40.9	12.2	11.2	21.7	21.7	21.7	21.9	21.9	29.1
LOS by Move:	B	B	A	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	13	1	7	3	1	1	1	1	1	1	5

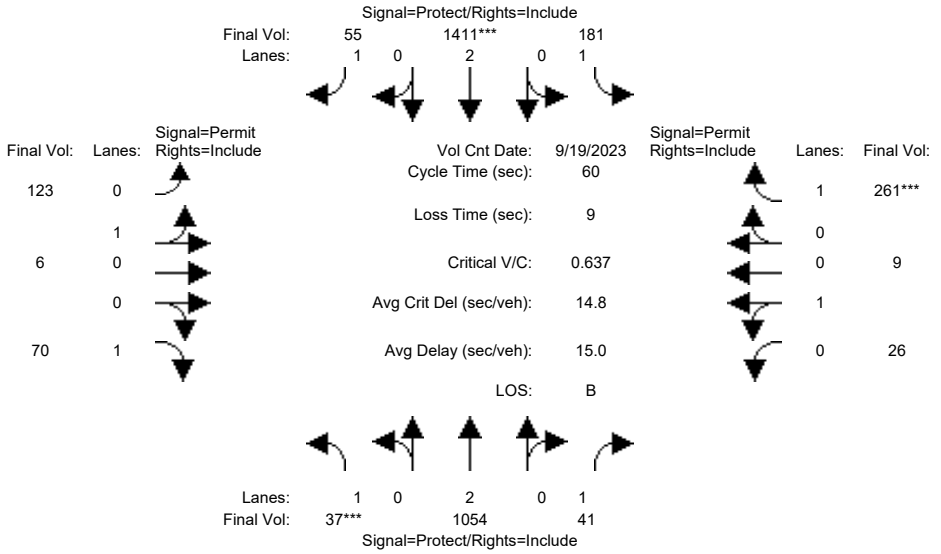
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Sep 2023 <<												
Base Vol:	37	1054	41	173	1411	55	123	6	70	26	9	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1054	41	173	1411	55	123	6	70	26	9	255
Added Vol:	0	0	0	8	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1054	41	181	1411	55	123	6	70	26	9	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1054	41	181	1411	55	123	6	70	26	9	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1054	41	181	1411	55	123	6	70	26	9	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1054	41	181	1411	55	123	6	70	26	9	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.95	0.05	1.00	0.74	0.26	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1716	84	1750	1337	463	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.02	0.10	0.37	0.03	0.07	0.07	0.04	0.02	0.02	0.15
Crit Moves:	****				****							****
Green Time:	7.0	27.0	27.0	11.4	31.4	31.4	12.6	12.6	12.6	12.6	12.6	12.6
Volume/Cap:	0.18	0.62	0.05	0.55	0.71	0.06	0.34	0.34	0.19	0.09	0.09	0.71
Delay/Veh:	24.3	13.2	9.3	23.9	12.1	7.1	20.7	20.7	19.7	19.2	19.2	28.3
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:	24.3	13.2	9.3	23.9	12.1	7.1	20.7	20.7	19.7	19.2	19.2	28.3
LOS by Move:	C	B	A	C	B	A	C	C	B	B	B	C
HCM2kAvgQ:	1	7	0	4	11	1	2	2	1	1	1	7

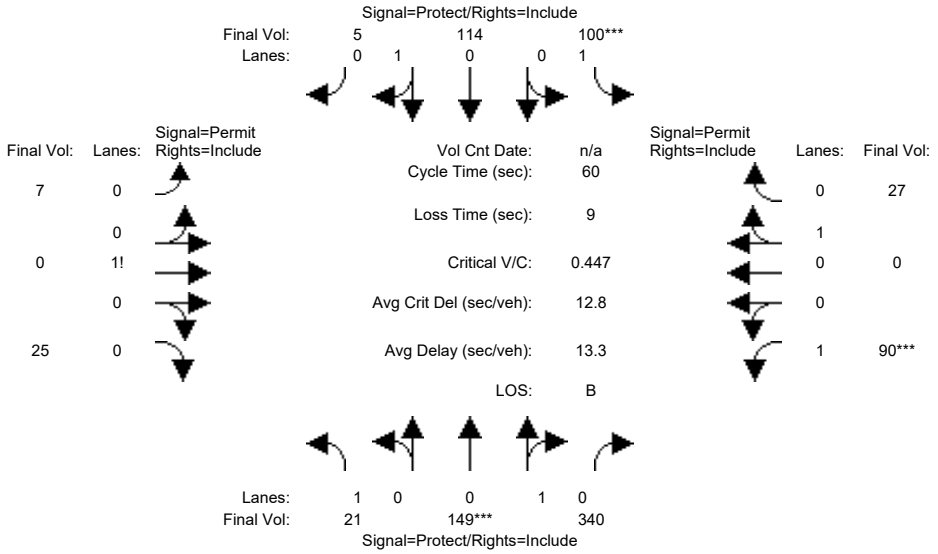
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) AM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	149	340	100	114	5	7	0	25	90	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	149	340	100	114	5	7	0	25	90	0	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	149	340	100	114	5	7	0	25	90	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	149	340	100	114	5	7	0	25	90	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	149	340	100	114	5	7	0	25	90	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	149	340	100	114	5	7	0	25	90	0	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	0.30	0.70	1.00	0.96	0.04	0.22	0.00	0.78	1.00	0.00	1.00
Final Sat.:	1750	548	1252	1750	1724	76	383	0	1367	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.06	0.07	0.07	0.02	0.00	0.02	0.05	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	16.9	33.9	33.9	7.1	24.1	24.1	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.04	0.48	0.48	0.48	0.16	0.16	0.11	0.00	0.11	0.31	0.00	0.09
Delay/Veh:	15.7	8.2	8.2	26.5	11.6	11.6	21.4	0.0	21.4	22.6	0.0	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	8.2	8.2	26.5	11.6	11.6	21.4	0.0	21.4	22.6	0.0	21.3
LOS by Move:	B	A	A	C	B	B	C	A	C	C	A	C
HCM2kAvgQ:	0	6	6	3	2	2	1	0	1	2	0	1

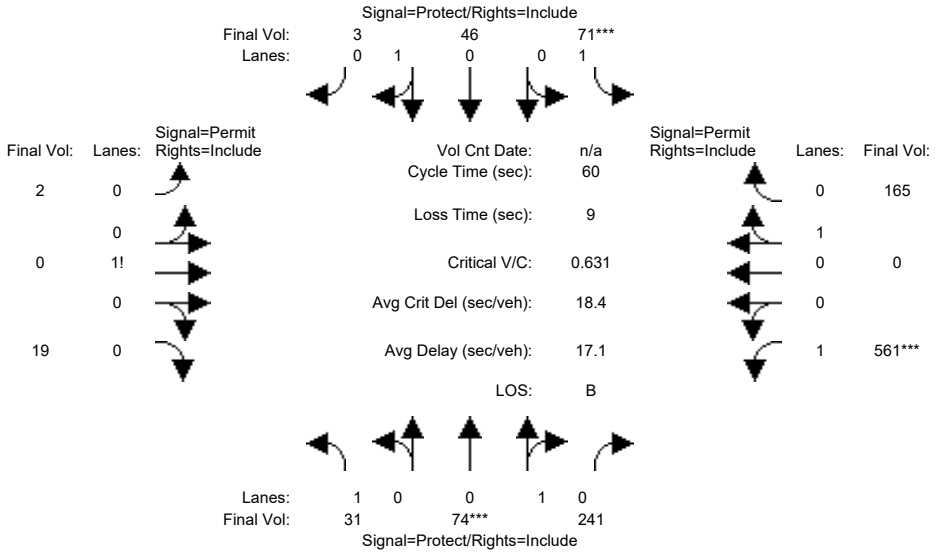
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050 (GP Net) PM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	74	241	71	46	3	2	0	19	561	0	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	74	241	71	46	3	2	0	19	561	0	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	74	241	71	46	3	2	0	19	561	0	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	74	241	71	46	3	2	0	19	561	0	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	74	241	71	46	3	2	0	19	561	0	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	74	241	71	46	3	2	0	19	561	0	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	0.23	0.77	1.00	0.94	0.06	0.10	0.00	0.90	1.00	0.00	1.00
Final Sat.:	1750	423	1377	1750	1690	110	167	0	1583	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.04	0.03	0.03	0.01	0.00	0.01	0.32	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	9.3	15.5	15.5	7.0	13.3	13.3	28.5	0.0	28.5	28.5	0.0	28.5
Volume/Cap:	0.11	0.68	0.68	0.35	0.12	0.12	0.03	0.00	0.03	0.68	0.00	0.19
Delay/Veh:	22.0	23.9	23.9	25.4	18.9	18.9	8.4	0.0	8.4	14.4	0.0	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	23.9	23.9	25.4	18.9	18.9	8.4	0.0	8.4	14.4	0.0	9.2
LOS by Move:	C	C	C	C	B	B	A	A	A	B	A	A
HCM2kAvgQ:	1	6	6	2	1	1	0	0	0	10	0	2

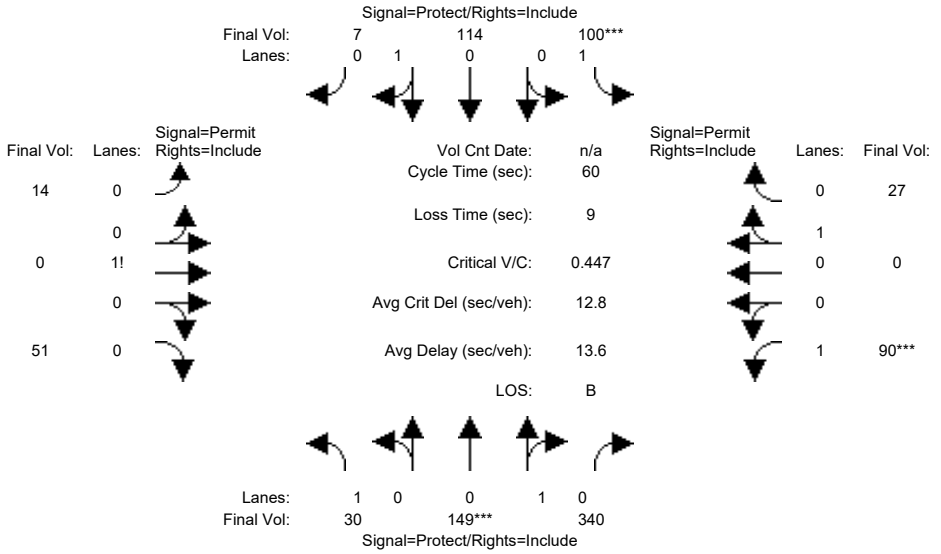
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	149	340	100	114	5	7	0	25	90	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	149	340	100	114	5	7	0	25	90	0	27
Added Vol:	9	0	0	0	0	2	7	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	149	340	100	114	7	14	0	51	90	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	149	340	100	114	7	14	0	51	90	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	149	340	100	114	7	14	0	51	90	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	149	340	100	114	7	14	0	51	90	0	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	0.30	0.70	1.00	0.94	0.06	0.22	0.00	0.78	1.00	0.00	1.00
Final Sat.:	1750	548	1252	1750	1696	104	377	0	1373	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.06	0.07	0.07	0.04	0.00	0.04	0.05	0.00	0.02
Crit Moves:		****		****						****		
Green Time:	16.9	33.9	33.9	7.1	24.1	24.1	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.06	0.48	0.48	0.48	0.17	0.17	0.22	0.00	0.22	0.31	0.00	0.09
Delay/Veh:	15.8	8.2	8.2	26.5	11.6	11.6	22.0	0.0	22.0	22.6	0.0	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	8.2	8.2	26.5	11.6	11.6	22.0	0.0	22.0	22.6	0.0	21.3
LOS by Move:	B	A	A	C	B	B	C	A	C	C	A	C
HCM2kAvgQ:	0	6	6	3	2	2	1	0	1	2	0	1

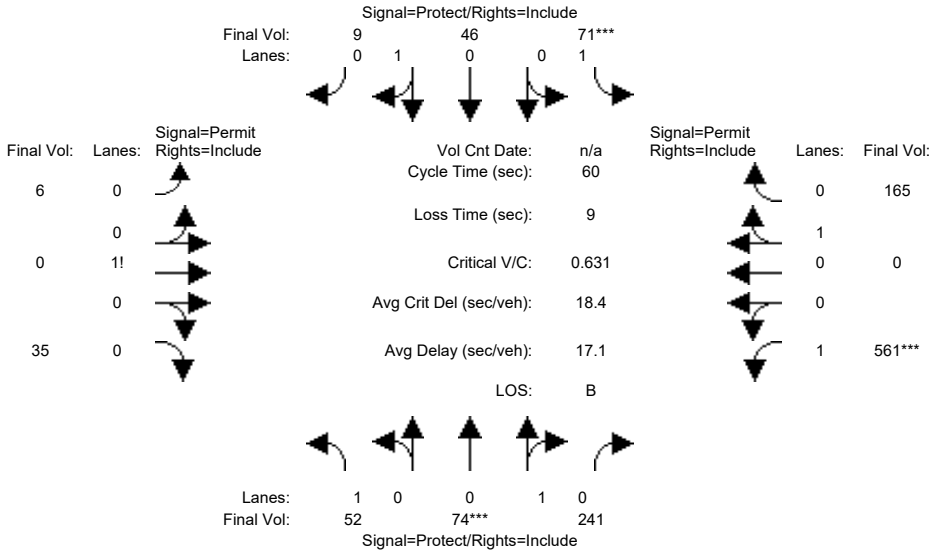
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	31	74	241	71	46	3	2	0	19	561	0	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	74	241	71	46	3	2	0	19	561	0	165
Added Vol:	21	0	0	0	0	6	4	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	74	241	71	46	9	6	0	35	561	0	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	74	241	71	46	9	6	0	35	561	0	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	74	241	71	46	9	6	0	35	561	0	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	74	241	71	46	9	6	0	35	561	0	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.95
Lanes:	1.00	0.23	0.77	1.00	0.84	0.16	0.15	0.00	0.85	1.00	0.00	1.00
Final Sat.:	1750	423	1377	1750	1505	295	256	0	1494	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.04	0.03	0.03	0.02	0.00	0.02	0.32	0.00	0.09
Crit Moves:		****		****						****		
Green Time:	9.3	15.5	15.5	7.0	13.3	13.3	28.5	0.0	28.5	28.5	0.0	28.5
Volume/Cap:	0.19	0.68	0.68	0.35	0.14	0.14	0.05	0.00	0.05	0.68	0.00	0.19
Delay/Veh:	22.4	23.9	23.9	25.4	18.9	18.9	8.5	0.0	8.5	14.4	0.0	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	23.9	23.9	25.4	18.9	18.9	8.5	0.0	8.5	14.4	0.0	9.2
LOS by Move:	C	C	C	C	B	B	A	A	A	B	A	A
HCM2kAvgQ:	1	6	6	2	1	1	0	0	0	10	0	2

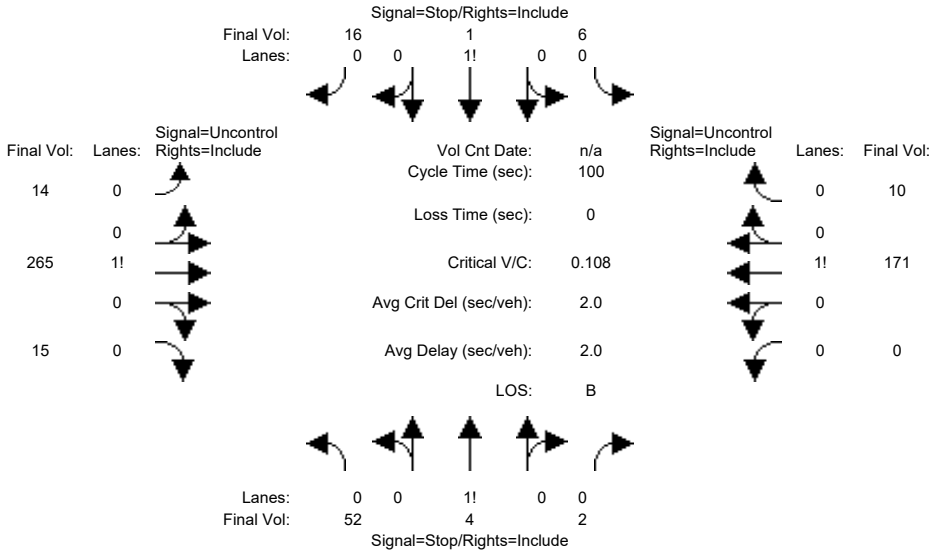
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050 (GP Net) AM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	52	4	2	6	1	16	14	265	15	0	171	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:	52	4	2	6	1	16	14	265	15	0	171	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	4	2	6	1	16	14	265	15	0	171	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	4	2	6	1	16	14	265	15	0	171	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	52	4	2	6	1	16	14	265	15	0	171	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	485	482	273	480	484	176	181	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	496	487	771	500	486	872	1407	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	482	482	771	492	481	872	1407	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	0.01	0.00	0.01	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	488	xxxxx	xxxx	705	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.4	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.4			10.3			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

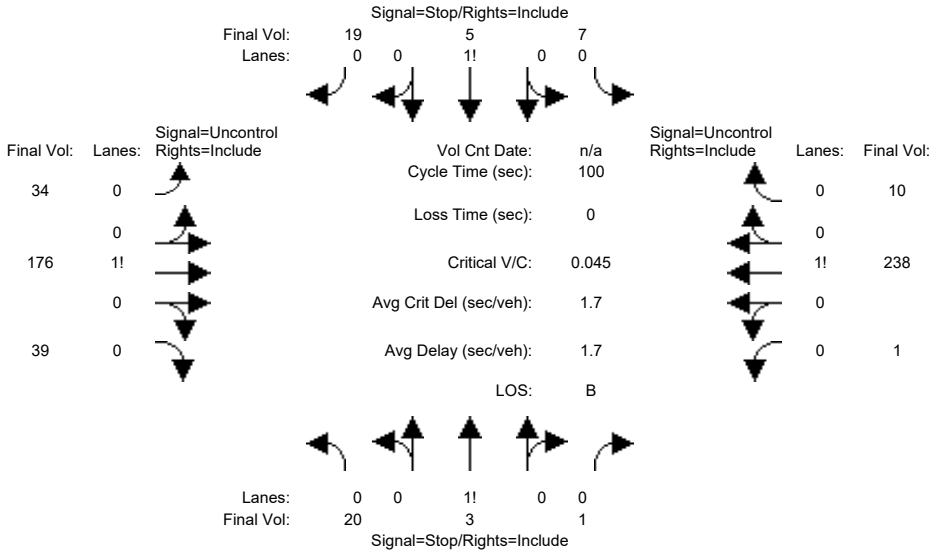
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050 (GP Net) PM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	20	3	1	7	5	19	34	176	39	1	238	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:	20	3	1	7	5	19	34	176	39	1	238	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	3	1	7	5	19	34	176	39	1	238	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	3	1	7	5	19	34	176	39	1	238	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	3	1	7	5	19	34	176	39	1	238	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	521	514	196	511	528	243	248	xxxx	xxxxx	215	xxxx	xxxxx
Potent Cap.:	470	467	851	477	459	801	1330	xxxx	xxxxx	1367	xxxx	xxxxx
Move Cap.:	445	455	851	464	446	801	1330	xxxx	xxxxx	1367	xxxx	xxxxx
Volume/Cap:	0.04	0.01	0.00	0.02	0.01	0.02	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	455	xxxxx	xxxx	620	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.3	xxxxx	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		13.3			11.1		xxxxxx			xxxxxx		
ApproachLOS:		B			B		*			*		

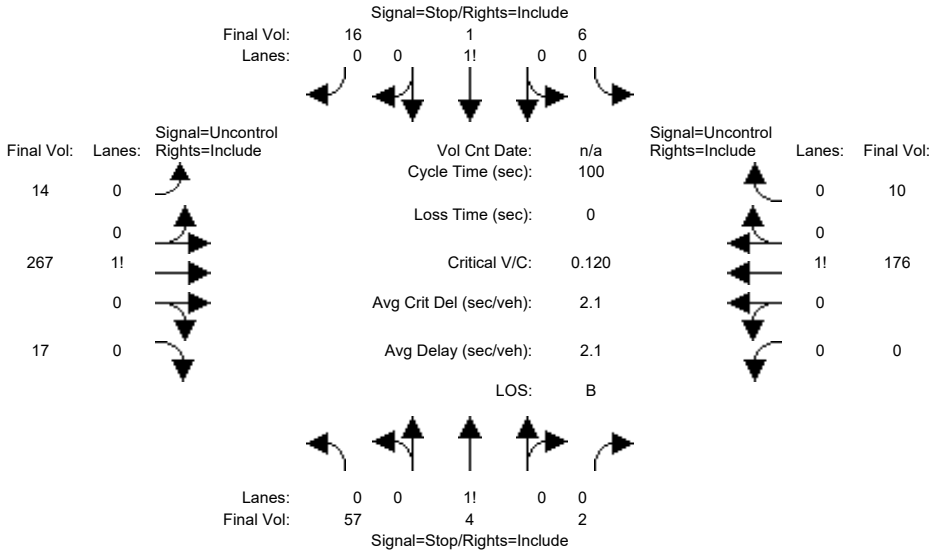
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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050+Proj (GP Net) AM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Volume Module:												
Base Vol:	52	4	2	6	1	16	14	265	15	0	171	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:	52	4	2	6	1	16	14	265	15	0	171	10
Added Vol:	5	0	0	0	0	0	0	2	2	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	4	2	6	1	16	14	267	17	0	176	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	4	2	6	1	16	14	267	17	0	176	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	4	2	6	1	16	14	267	17	0	176	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	493	490	276	488	493	181	186	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	490	482	768	494	480	867	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	476	477	768	486	475	867	1401	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.12	0.01	0.00	0.01	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	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	482	xxxxx	xxxx	699	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.6	xxxxx	xxxxx	10.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.6			10.3			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

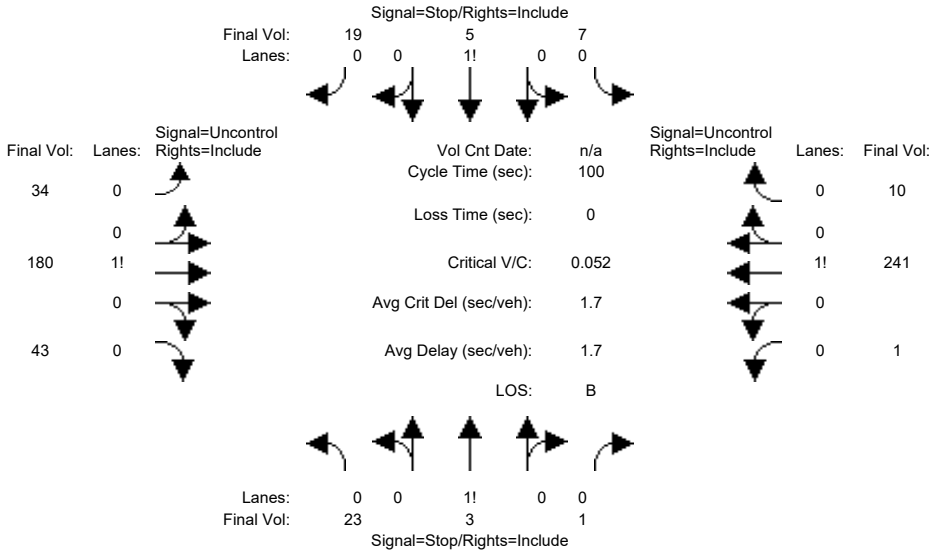
Note: Queue reported is the number of cars per lane.

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City of Morgan Hill
Chiri-Tennant Residential TA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2050+Proj (GP Net) PM

Intersection #33113: San Ramon Drive and Barrett Avenue



Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	20	3	1	7	5	19	34	176	39	1	238	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:	20	3	1	7	5	19	34	176	39	1	238	10
Added Vol:	3	0	0	0	0	0	0	4	4	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	3	1	7	5	19	34	180	43	1	241	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	3	1	7	5	19	34	180	43	1	241	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	3	1	7	5	19	34	180	43	1	241	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	530	523	202	520	539	246	251	xxxx	xxxxx	223	xxxx	xxxxx
Potent Cap.:	463	462	844	470	452	798	1326	xxxx	xxxxx	1358	xxxx	xxxxx
Move Cap.:	439	449	844	458	440	798	1326	xxxx	xxxxx	1358	xxxx	xxxxx
Volume/Cap:	0.05	0.01	0.00	0.02	0.01	0.02	0.03	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	448	xxxxx	xxxx	614	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.5	xxxxx	xxxxx	11.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:		13.5			11.2			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

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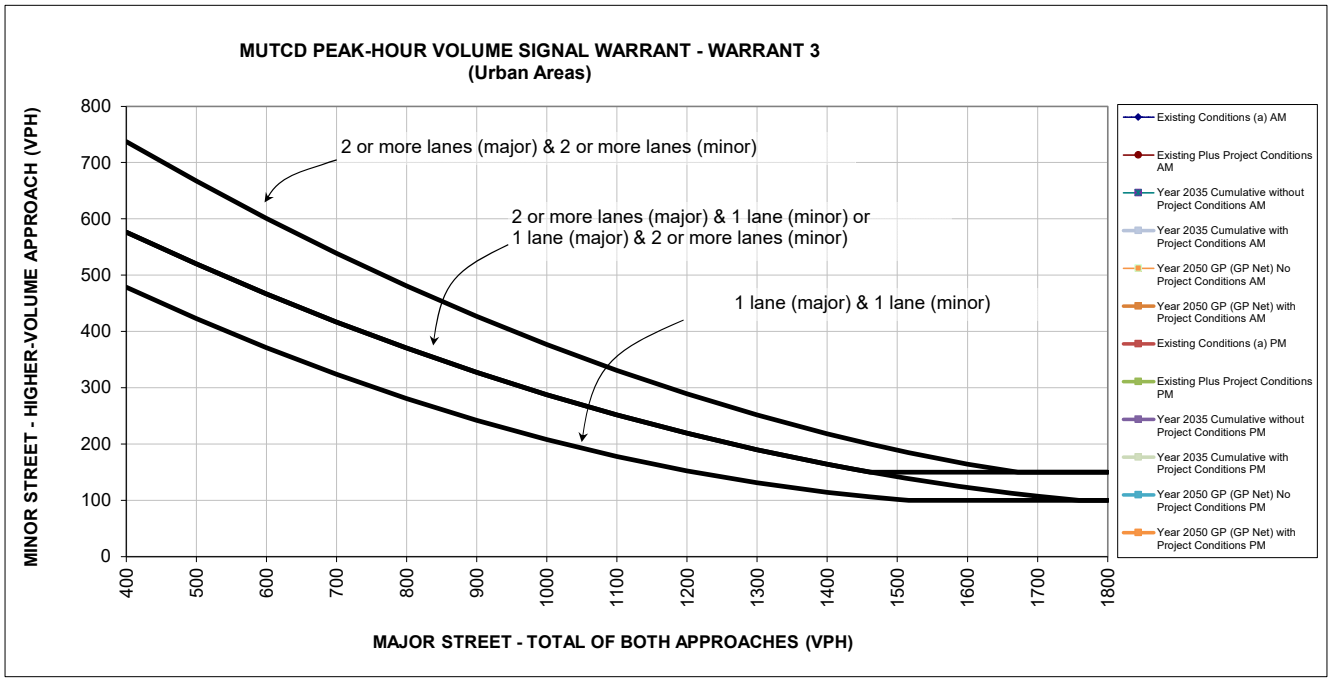
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Appendix D

Signal Warrant Analysis

Chiri-Tennant Residential

3 . Juan Hernandez Drive and Barrett Avenue



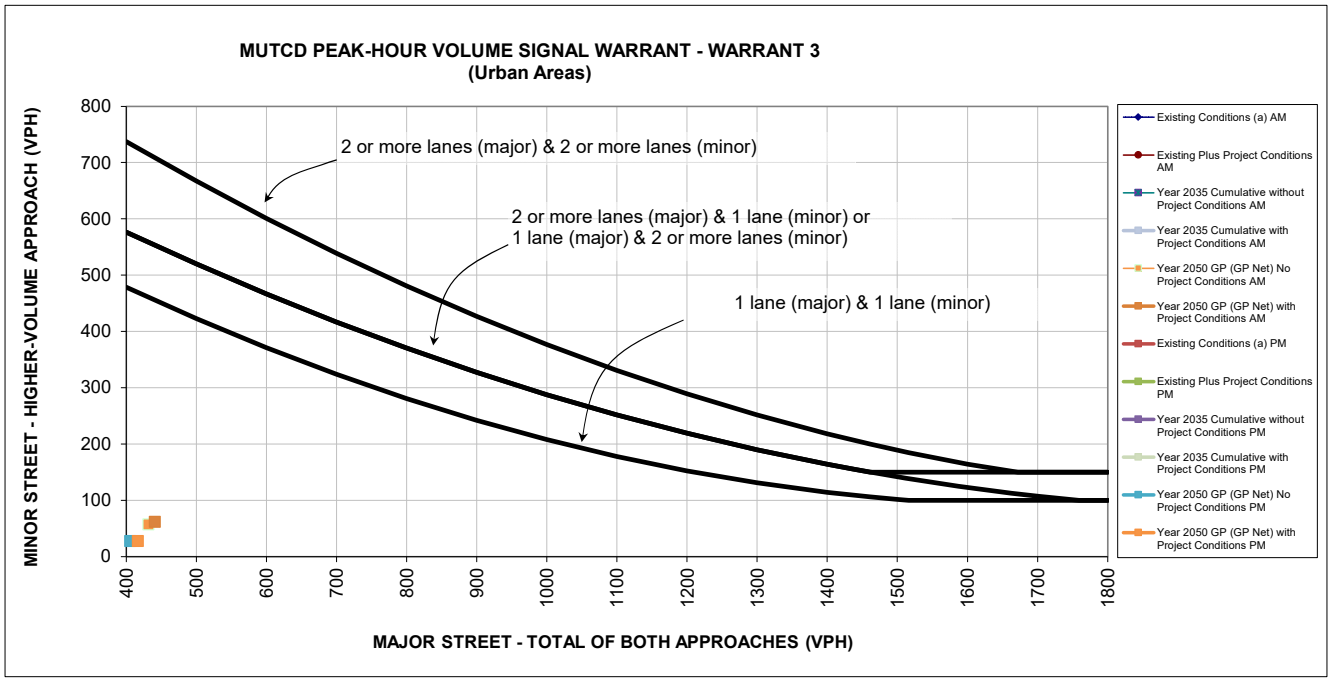
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) AM	Existing Plus Project Conditions AM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions AM	Year 2050 GP (GP Net) with Project Conditions AM
Major Street - Both Approaches	Barrett Avenue	X		272	274	334	336	381	383
Minor Street - Highest Approach	Juan Hernandez Drive	X		125	131	167	173	229	236
		Warrant Met?		No	No	No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) PM	Existing Plus Project Conditions PM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions PM	Year 2050 GP (GP Net) with Project Conditions PM
Major Street - Both Approaches	Barrett Avenue	X		134	138	178	183	259	265
Minor Street - Highest Approach	Juan Hernandez Drive	X		69	73	129	133	179	183
		Warrant Met?		No	No	No	No	No	No

Chiri-Tennant Residential

5 . San Ramon Drive and Barrett Avenue



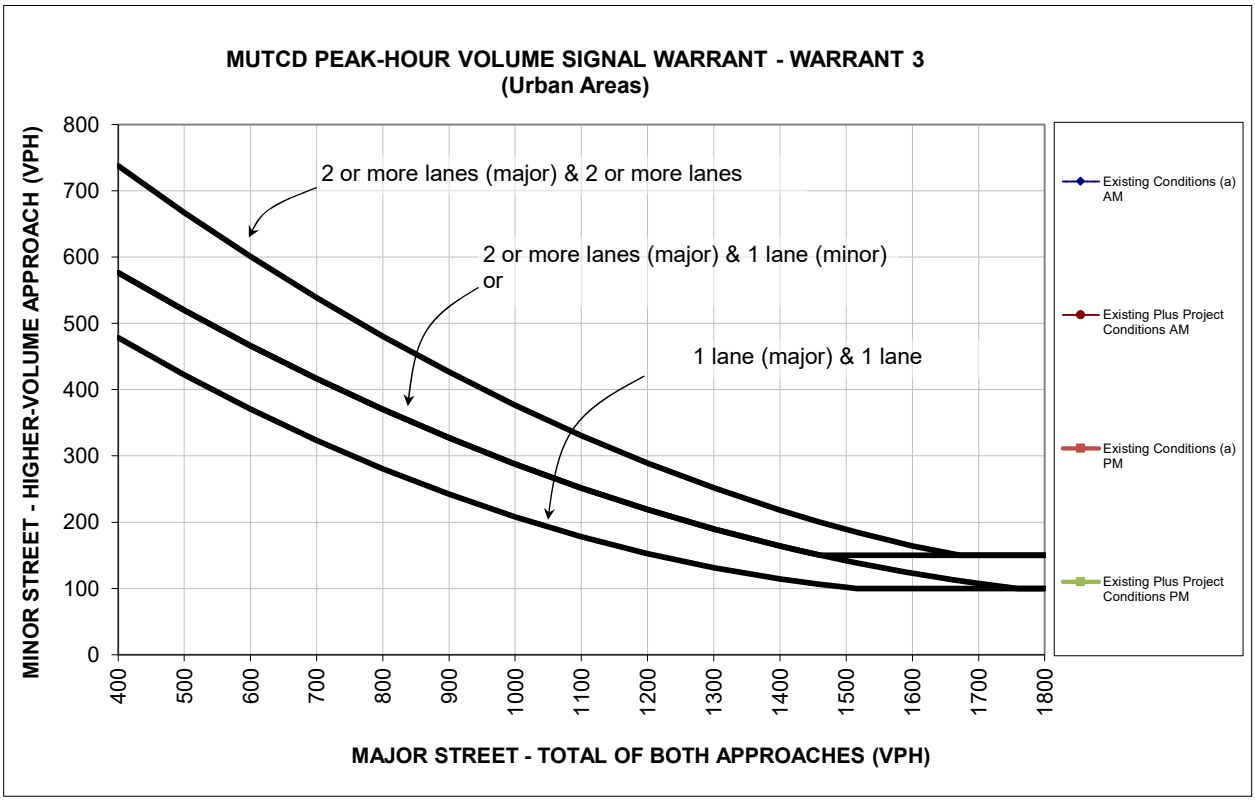
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) AM	Existing Plus Project Conditions AM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions AM	Year 2050 GP (GP Net) with Project Conditions AM
Major Street - Both Approaches	Barrett Avenue	X		266	275	351	360	432	441
Minor Street - Highest Approach	San Ramon Drive	X		29	35	41	47	58	63
		Warrant Met?		No	No	No	No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) PM	Existing Plus Project Conditions PM	Year 2035 Cumulative without Project Conditions	Year 2035 Cumulative with Project Conditions	Year 2050 GP (GP Net) No Project Conditions PM	Year 2050 GP (GP Net) with Project Conditions PM
Major Street - Both Approaches	Barrett Avenue	X		155	166	259	270	406	417
Minor Street - Highest Approach	San Ramon Drive	X		15	16	21	22	28	28
		Warrant Met?		No	No	No	No	No	No

Chiri-Tennant Residential

6 . Juan Hernandez Drive and Saint James Drive



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) AM	Existing Plus Project Conditions AM
Major Street - Both Approaches	Juan Hernandez Drive	X		243	254
Minor Street - Highest Approach	Saint James Drive	X		11	43
		Warrant Met?		No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Conditions (a) PM	Existing Plus Project Conditions PM
Major Street - Both Approaches	Juan Hernandez Drive	X		130	156
Minor Street - Highest Approach	Saint James Drive	X		12	32
		Warrant Met?		No	No

From: ronchiri@caccpa.net
To: Jennifer Carman; Rich Buikema
Cc: Vince Burgos ; Bill McClintock
Subject: [EXTERNAL] Morgan Hill Design Permit SR2024-0030. Chiri Tennant Avenue waiver request
Date: Monday, December 1, 2025 9:20:11 AM

Jennifer and Rich,

Pursuant to your correspondence with Vince Burgos last week, we are requesting 3 waivers for Design Permit SR2024-0030 as follows:

1. Reduced Stream channel set-back
2. Reduced setback for Tennant Avenue at the Southwest corner with Butterfield Blvd.
3. Reduction in on-site parking spaces

Please let me know if the waiver requests above are sufficient or if I need to provide more detail.

Thank you,

Ron Chiri
Chiri Family, LP
P.O. Box 1847
Morgan Hill, CA 95038
408-314-0810 (phone)

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SANTA CLARA VALLEY
HABITAT AGENCY

Santa Clara Valley Habitat Plan
CONDITION 11 EXCEPTION REQUEST

Date	**November 25, 2025**
Subject	Stream and Riparian Setback Condition (Condition 11) Exception for the corner of Tennant Avenue and Butterfield Boulevard in Morgan Hill, CA
Recommendation	The Santa Clara Valley Habitat Agency and US Fish and Wildlife Service recommend approval to reduce the required Category 2 stream setback of 35 feet to 25 feet to accommodate the proposed residential development. California Department of Fish and Wildlife recommends denial of the request.
Reviewed by	Rachel Pandipati, Planner Gerry Haas, Principal Planner

The City of Morgan Hill is requesting an exception from Condition 11, Stream and Riparian Setback Condition, for their residential development project at the corner of Tennant Avenue and Butterfield Boulevard. The project site consists of the 6.19-acre project site and a 0.29-acre off-site improvement area. The project site contains a farrowed field that does not contain any development. The project site is bounded by open space to the east, Tennant Avenue and open space to the south, the Butterfield Channel, Butterfield Boulevard, and commercial development to the west, and Saint James Drive and residential development to the north.

The proposed project is a new residential development consisting of 106 condominium units, with 16 of those at affordable housing rates. The proposed project boundary lies 25 feet from a drainage channel that does not support a riparian system as it lacks riparian vegetation and is subject to human-induced disturbances.

This condition applies to all covered activities that may impact streams. This includes all development inside the urban service area where a stream or the stream setback overlaps any portion of the parcel on which a covered activity is being implemented. Outside the urban service area, this includes all covered activities where a stream or stream setback overlaps any portion of the development area or project footprint.

Condition 11 Exception Criteria

For all proposed exceptions to the stream setbacks (inside or outside the urban service area), exceptions will be considered based on the following factors:

1. The existence of legal uses within the setback.
2. The extent to which meeting the required setback would result in a demonstrable hardship (i.e., denies an owner any economically viable use of his land or adversely affects recognized real property interests) for the applicant.
3. The extent to which meeting the required setback would require deviation from, exceptions to, or variances from other established policies, ordinances or standards regarding grading, access, water supply, wastewater treatment, disposal systems, geologic hazards, zoning, or other established code standards.
4. The stream setback exception does not preclude achieving the biological goals and objectives of the Habitat Plan or conflict with other applicable requirements of the Habitat Plan and local policies.

Other considerations may be made based on:

- the implications of a reduced setback on the riparian system and covered species, progress toward the biological goals and objectives of the Plan, and potential effects on adjacent properties; and
- if the exception would allow the project to avoid and minimize impacts on covered species and natural land cover types to the maximum extent practicable.

Exception Applicability and Evaluation

1. The existence of legal uses within the setback

While there is no existence of legal use within the project site, the site itself is surrounded by commercial and residential development, some of which is within the setback area and all of which was done legally. Therefore, this finding is met.

2. The extent to which meeting the required setback would result in a demonstrable hardship (i.e.denies an owner any economically viable use of his land or adversely affects recognized real property interests) for the applicant.

Chapter 6 of the SCVHP contains exceptions that are listed in Section 2.3.3. The channel's top of bank is located approximately 25 feet from the project site and requires an additional 10-foot setback to meet the 35-foot setback criteria consistent with the SCVHP policy. However, an additional 10-foot setback from the channel would result in the loss of numerous units, leading to the potential economic unviability of the project due to its limited size and location within an already densely urbanized area. Therefore, implementation of a 35-foot

setback would make the project financially infeasible, meeting the criteria listed in Exception No. 2.

3. *The extent to which meeting the required setback would require deviation from, exceptions to, or variances from other established policies, ordinances or standards regarding grading, access, water supply, wastewater treatment, disposal systems, geologic hazards, zoning, or other established code standards.*

   Habitat Agency staff are not aware of any deviations from established policies, ordinances, or standards regarding grading, access, water supply, wastewater treatment, disposal systems, geologic hazards, zoning, or other established code standards, which would be required if the setback was met. Therefore, this finding is met.

4. *The stream setback exception does not preclude achieving the biological goals and objectives of the Habitat Plan or conflict with other applicable requirements of the Habitat Plan and local policies.*

   The project site contains fallowed land unsuitable for most protected species. Additionally, compliance with the Habitat Plan would reduce impacts to any special-status species and functional groups potentially present within the project site to less than significant level. On account of the poor habitat quality within the setback area, an additional 10-foot setback from the channel would not preclude the achievement of the biological goals and objectives of the SCVHP or conflict with other applicable requirements of the Habitat Plan and local policies, meeting the criteria listed in Exception No. 4.

Determination

The proposed project is for the construction of a new residential development on a 6.19-acre site. The applicant proposes reducing the required Category 2 stream setback of 35 feet to 25 feet to accommodate the land needed for the development, which would provide essential housing for Morgan Hill, including affordable units that address the city's housing needs.

Based on the justification provided by the project proponent and, in consultation with USFWS and CDFW, the Santa Clara Valley Habitat Agency and the USFWS both recommend approval of a reduced stream setback to no less than 25 feet from the unnamed Category 2 stream channel. CDFW recommends that this setback exception not be approved by Santa Clara County as described in the attached correspondence (Attachment A).

Attachments:

A. CDFW Recommendation

Rachel Pandipati

From: Griswold, Marcus@Wildlife <Marcus.Griswold@Wildlife.ca.gov>
Sent: Monday, November 10, 2025 9:22 AM
To: Rachel Pandipati
Cc: Gerry Haas
Subject: RE: Stream Setback Exception Request - Butterfield Road Housing Project

Thanks Rachel!

The channel along Butterfield Blvd. certainly meets the definition of Category 2 based on criteria in the Santa Clara Valley Habitat Plan. The channel connects to East Little Llagas creek downstream, which does appear to hold flows in some years based on aerial imagery. The channel is also in the flood hazard area (0.2%). The channel appears to be in place at least since 2005.

As a Category 2 stream this meets the intent of the Habitat Plan to provide riparian cover to reduce downstream transport of non-point source pollutants in runoff, nutrients, and sediment while providing for groundwater recharge. However, it likely doesn't provide much habitat for the covered species that depend on aquatic resources directly.

Our recommendation would be to maintain the 35-foot buffer. We understand there are other exceptions related to economic impact that you will need to consider. Note that we would also recommend notification for a Lake and Streambed Alteration Agreement.

Best,

Marcus

Marcus Griswold, PhD
(he/his/him)
Senior Environmental Scientist (Specialist)
California Department of Fish and Wildlife
Bay Delta Region
Habitat Conservation Program
707-815-6451
Mailing Address:
2825 Cordelia Road, Suite 100, Fairfield, CA 94534

From: Rachel Pandipati <Rachel.Pandipati@scv-habitatagency.org>
Sent: Wednesday, November 5, 2025 2:22 PM
To: Griswold, Marcus@Wildlife <Marcus.Griswold@Wildlife.ca.gov>
Cc: Gerry Haas <gerry.haas@scv-habitatagency.org>
Subject: Stream Setback Exception Request - Butterfield Road Housing Project

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Rachel

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