

APPENDIX P
ALLIANCE TRAFFIC REPORT AND ATTACHMENTS (OCTOBER 2010)

Traffic Evaluations Report

Marriott Residence Inn Extended Stay Hotel City of Goleta

October 5, 2011

Prepared by:

AllianceJB

Traffic and Transportation
Planning and Engineering

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INTRODUCTION

This report summarizes the findings of the traffic impact evaluations for the proposed Marriott Residence Inn development at 6300 Hollister Avenue, as shown in the project site plan in Exhibit 1A and Exhibit 1B. The analyses address existing conditions, existing plus project conditions, cumulative conditions, cumulative plus project conditions, project access, and internal project circulation, as well as project impacts and mitigation measures.

PROJECT EVALUATION

The “Project” is defined by CEQA Guideline Section 15378 as “the whole of an action which has a potential for resulting in either a direct physical change in the environment, or a reasonably-foreseeable indirect physical change in the environment” In this instance, the project is comprised of the subdividing of an existing 10.71-acre parcel into two separate legal parcels of 6.90 acres (Parcel 1) and 3.81 acres (Parcel 2).

The Parcel 1 land use, an existing 106,500 square foot office and research/development building, will not change. The Parcel 2 land use will be developed to include a 118-room, 89,945 square foot Marriott Residence Inn extended stay hotel. The hotel will include a swimming pool, 122 parking spaces, infrastructure improvements along Hollister Avenue and Robin Hill Road, the addition of a new shared driveway on Hollister Avenue, and relocation of the existing driveway on Robin Hill Road.

The project for new traffic generation evaluations will include the construction of the 118 room Marriott Residence Inn hotel. The project site of this hotel is specifically located on the north side of Hollister Avenue to the east of Robin Hill Road.

The intersections studied in conjunction with the proposed project included the following:

- 1) Storke Road at Hollister Avenue
- 2) Los Carneros Road at Hollister Avenue
- 3) Los Carneros Road at Calle Koral
- 4) Los Carneros Road at US 101 Southbound Ramps
- 5) Los Carneros Road at US 101 Northbound Ramps
- 6) Los Carneros Way at Hollister Avenue
- 7) Fairview Avenue at Hollister Avenue
- 8) Fairview Avenue at US 101 Southbound Ramps
- 9) Fairview Avenue at US 101 Northbound Ramps
- 10) Fairview Avenue at Calle Real
- 11) La Patera Lane at Hollister Avenue
- 12) Robin Hill Road at Hollister Avenue

The roadway segments studied in conjunction with the proposed project included the following:

- 1) Los Carneros Road between Masa Road and Hollister Avenue
- 2) Los Carneros Road between Calle Koral and US 101 SB ramps
- 3) Hollister Avenue between Los Carneros Road and Los Carneros Way
- 4) Hollister Avenue between Los Carneros Way and Robin Hill
- 5) Hollister Avenue between Robin Hill and Fairview Avenue
- 6) Fairview Avenue between Hollister Avenue and Fowler Road
- 7) Fairview Avenue between Hollister Avenue and US 101 SB ramps

Project Trip Generation

Project trip generation was developed by considering estimation techniques contained in Trip Generation (8th Edition), prepared by the Institute of Transportation Engineers. Project trip generation is shown in Exhibit 2.

Project Trip Distribution and Assignment

Traffic distribution and assignment patterns for the traffic from the proposed project were developed based on a review of the area-wide traffic circulation system, existing traffic flow patterns, existing and proposed land use patterns, and knowledge of the local street network and travel patterns. In general, the project traffic was distributed to the local roadway system as follows:

- 10% to/from US 101 (West of Storke)
- 25% to/from US 101 (East of Fairview)
- 10% to/from Hollister Avenue (East of Fairview)
- 3% to/from Hollister Avenue (Between Fairview and Los Carneros)
- 7% to/from Hollister Avenue (Between Los Carneros and Storke)
- 5% to/from Hollister Avenue (West of Storke)
- 3% to/from Los Carneros (North of Calle Real)
- 2% to/from Los Carneros (Between Hollister and Calle Real)
- 10% to/from Los Carneros (South of Hollister)
- 3% to/from Fairview Avenue (North of Calle Real)
- 10% to/from Fairview Avenue (South of Hollister)
- 10% to/from Calle Real (East of Fairview)
- 2% to/from Calle Real (West of Fairview)
- 100% Total Traffic Distribution

Study Methodology

To identify the operating condition at the study intersections, a level of service (LOS) ranking scale was used. This scale identifies impacts of traffic volumes verses roadway capacity and assigns a letter value to this relationship. The letter

scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The intersection level of service criteria is summarized as follows:

LOS	Signalized intersections (V/C Ratio)	Unsignalized intersections (Sec of delay)	Definition
A	< 0.60	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 – 0.70	> 10 and ≤ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	0.71- 0.80	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	0.81 – 0.90	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 – 1.00	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 1.00	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: *Highway Capacity Manual, 2000 Edition*

City of Goleta Traffic Impact Thresholds

In order to evaluate the project’s consistency with City policy and determine if any potential traffic impacts would be associated with the project, the evaluations in this report considered the following City Traffic Impact Thresholds:

1. The impacts of project-generated traffic are assessed against the following City thresholds. A significant traffic impact occurs when:
 - a. The addition of project traffic to an intersection increases the volume to capacity (V/C) ratio by the value provided below or sends

at least 5, 10, or 15 trips to intersections operating at LOS F, E or D.

LEVEL OF SERVICE (INCLUDING PROJECT)	<u>INCREASE IN V/C GREATER THAN</u>
A	0.20
B	0.15
C	0.10
	<u>OR THE ADDITION OF</u>
D	15 trips
E	10 trips
F	5 trips

- b. Project access to a major road or arterial road would require a driveway that would create an unsafe situation or a new traffic signal or major revisions to an existing traffic signal.
- c. Project adds traffic to a roadway that has design features (e.g. narrow width, road side ditches, sharp curves, poor sight distance, inadequate pavement structure) or receives use which would be incompatible with substantial increase in traffic (e.g. Rural roads with use by farm equipment, livestock, horseback riding, or residential roads with heavy pedestrian or recreational use, etc.) that will become potential safety problems with the addition of project or cumulative traffic. Exceedence of the roadways' designated Circulation Element Capacity may indicate the potential for the occurrence of the above impacts.
- d. Project traffic would utilize a substantial portion of an intersection(s) capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D (V/C 0.81) or lower. Substantial is defined as a minimum change of 0.03 for intersections which would operate from 0.80 to 0.85 and a change of 0.02 for intersections which would operate from 0.86 to 0.90, and 0.01 for intersections operating at anything lower.

in addition to the CEQA impact thresholds the City of Goleta has developed the administrative policy of defining a significant roadway impact if a project would increase traffic volumes by more than 1.0 percent (either project-specific or project contribution to cumulative impacts) on a roadway that currently exceeds its Acceptable Capacity or is forecast to exceed its Acceptable Capacity under cumulative conditions.

Congestion Management Program Analysis Thresholds

Per Santa Barbara County Association of Government's (SBCAG) Guidelines, a Congestion Management Analysis should be conducted to identify potential impacts to the off-site Congestion Management Program (CMP) system if total trip generation exceeds 50 peak hour trips or 500 daily trips.

The following are guidelines as to what constitutes a significant impact to the CMP system:

1. For any roadway or intersection operating at LOS A or B, a decrease in two levels of service from project added traffic.
2. For any roadway or intersection operating at LOS C, project added traffic that results in LOS D or worse.
3. For intersections on the CMP system with existing congestion, the following will define significant impacts:

<u>LEVEL OF SERVICE</u>	<u>ADDED PEAK HOUR TRIPS</u>
D	20 trips
E	10 trips
F	10 trips

4. For freeway or freeway segments with existing congestion, the following table defines significant impacts:

<u>LEVEL OF SERVICE</u>	<u>ADDED PEAK HOUR TRIPS</u>
D	100 trips
E	50 trips
F	50 trips

Existing Conditions Traffic Evaluations

Existing conditions traffic evaluations were based on traffic count information representing existing traffic conditions in the project study area. The existing roadway and existing intersection traffic volume counts that were used in this report were selected to represent reasonable worst-case existing conditions. The selected counts for use in the evaluations generally include average daily traffic counts and peak hour intersection turning movement counts that were conducted by the City or for the City between 2005 and 2010. Some traffic counts as early as 2003 were also used in the traffic evaluations at relatively stable-volume locations or at relatively non-critical locations. In general, traffic volumes in the City have been gradually declining since the beginning of the economic recession.

Roadway Segment Project Impact Evaluations

Project impact evaluations for level of service conditions on roadway segments were evaluated by comparing existing conditions to existing plus project conditions, and by comparing cumulative conditions to cumulative plus project conditions. Roadway segment level of service was determined by relating the estimated roadway segment average daily traffic (ADT) to a specific level of service. The resulting levels of service for the roadway segments studied are shown in Exhibit 3.

Exhibit 3 indicates that the project will not cause any project-specific or cumulative roadway segment impacts.

Intersection Project Impact Evaluations

Project impact evaluations for study intersections were evaluated by comparing existing conditions to existing plus project conditions, and by comparing cumulative conditions to cumulative plus project conditions. Signalized and Unsignalized Intersection level of service (LOS) was calculated utilizing the Intersection Capacity Utilization (ICU) methodology, which generates a volume to capacity (V/C) ratio that is then correlated to a specific level of service.

Unsignalized stop-controlled intersection level of service was initially calculated for the Robin Hill Road/Hollister Avenue intersection using the Highway Capacity Manual (HCM) unsignalized intersection methodology (which relates the worst-case movement delay in seconds/vehicle to a level of service); however, a review of actual intersection delay observations and overall intersection operational conditions at the Robin Hill Road/Hollister Avenue intersection indicated that the HCM worst-case movement level of service portrayed unrealistically poor intersection operational conditions. Review of these observations in coordination with City staff indicated that the overall intersection operational conditions would be better represented by calculating the overall intersection volume to capacity (V/C) ratio and relating it to an overall intersection level of service. The resulting levels of service for the intersections studied are shown in Exhibit 4A and 4B.

Exhibit 4A and Exhibit 4B indicate that the project will not cause any project-specific or cumulative roadway segment impacts.

Intersection Traffic Signal Warrant and Delay Evaluations

Intersection traffic signal warrant and delay evaluations were conducted for the Robin Hill Road/Hollister Avenue intersection. Exhibit 5A and Exhibit 5B show the existing traffic signal warrants for this intersection, and Exhibit 6 shows the existing delay observations for this intersection. Certain traffic signal warrants

are satisfied; however, a traffic signal installation is not justified at this time under existing or existing plus project conditions.

Traffic signal warrants are satisfied under existing conditions for the one hour warrant, four hour warrant and eight hour warrant. These traffic signal warrants would consequently also be satisfied under existing plus project, cumulative and cumulative plus project conditions. The delay experience by motorists under existing conditions, however, was observed to average to less than 10 seconds per vehicle. Field observations also indicated that the nearby traffic signals at La Patera Road and Aero Camino Road created gaps that allowed the motorists on Robin Hill Road to easily gain access onto Hollister Avenue. Each of these factors points towards a traffic signal not being justified at this time.

In consideration of these findings and observations, it is recommended that the existing side-street stop control at the Robin Hill Road/Hollister Avenue intersection be maintained at this time. Installing a traffic signal at the Robin Hill Road/Hollister Avenue intersection before it is truly justified would cause unnecessary delay to eastbound and westbound motorists on Hollister Avenue.

Congestion Management Program Threshold Evaluations

Potential Intersection Impacts - The Los Carneros Road/US 101 NB Ramps, Los Carneros Road/US 101 SB Ramps, and Los Carneros Road/Hollister Avenue intersections are located within the CMP network. As shown on Exhibits 4A and 4B, each of these CMP intersections are forecast to operate at LOS C or better under Existing + Project traffic conditions. The project would not generate a significant project impact to the CMP network based on CMP impact criteria. Additionally, the City of Goleta has established the Goleta Transportation Improvement Plan (GTIP) to fund future improvement projects in the City. The GTIP includes improvements for all City intersections forecast to operate below acceptable City LOS thresholds.

Potential Freeway Impacts - The proposed project is forecast to add 11 PM peak hour trips to northbound US 101 and 13 PM peak hour trips to southbound US 101. The CMP threshold for freeway impacts is 50 trips for segments operating at LOS E or LOS F and 100 trips for segments operating at LOS D. Based on these CMP impact criteria, the project would not generate a significant impact to the freeway segments located in the study area.

Project Driveway Access Evaluations

The project proposes to relocate the existing driveway on Robin Hill Road to provide a full-access driveway at a point closer to the northern property line of the project site. The project also proposes to construct a new right-in, right-out, left-in driveway on Hollister Avenue that would align with a proposed parking lot aisleway located between the existing project site building structure and the new

Marriott Residence Inn. Each of these new driveways would be located more than 300ft from the Robin Hill Road/Hollister Avenue intersection, thereby providing sufficient spacing between the driveways and the intersection. These driveways could very easily accommodate the additional 27 inbound and 38 outbound peak hour trips that would be produced by the proposed project.

From a pure traffic engineering perspective, it would be suggested that the proposed new Hollister Avenue driveway be constructed to provide a raised center median along Hollister Avenue in conjunction with the proposed right-in, right-out and left-in vehicle movements. Allowing left-in movements at the proposed new driveway would reduce left-in movements at the Robin Hill Road and La Patera intersections, thereby improving the operational conditions at each of those intersections.

Project Site Internal Circulation Evaluations

The project site internal circulation evaluation was based on a review of a site plan entitled "Residence Inn by Marriott," dated March 9, 2010 and prepared by Gene Fong Associates. A review of the site plan resulted in the following comments and concerns:

- 1) The parking lot aisleway intersections located immediately north of the proposed new driveway on Hollister Avenue should be stop-controlled in the east-west direction.
- 2) The rows of compact parking stalls located along the primary north-south project site aisleway should be disbursed more evenly throughout the site. A more even distribution of standard parking stalls and compact parking stalls would reduce the incidences of standard size vehicles parking in compact parking stalls.
- 3) The existing parallel parking stalls along the southern project site aisleway should be removed.
- 4) The eastern north-south project site aisleway should be reconstructed to provide two-way vehicle access.
- 5) Reciprocal access should be provided between the existing project site building structure property and the proposed new Marriott Residence Inn property.
- 6) An offer to dedicate future reciprocal access should be provided between the project site properties and the properties to the north of the project site.

- 7) The northern project site driveway on Robin Hill Road and the existing driveway on the property to the north should ideally be consolidated into one driveway (via a near term or future reciprocal access agreement).
- 8) The northern project site driveway on La Patera Lane and the existing driveway on the property to the north should ideally be consolidated into one driveway (via a near term or future reciprocal access agreement).
- 9) The existing parking lot circulation system to the north of the existing full-access driveway on Hollister Avenue is unusual, and should be signed and striped more efficiently.
- 10) The interface between the proposed Marriott two-way aiseways and the existing building structure's one-way aiseways should be signed and striped appropriately.

Project Parking Evaluations

Project Site Existing Parking Demand data was collected on Thursday, April 14, 2007 at 7 AM, 9 AM, 11 AM, 1 PM, 4 PM, 6 PM, and 8 PM as shown in Exhibit 7A and Exhibit 7B. Project Site Existing Parking Demand data was then conservatively estimated for the other hours of the day. The Marriott Residence Inn Parking Demand is estimated at 1 stall/room (based on a City of Irvine Parking Study), resulting in the proposed 118 rooms requiring 118 parking stalls. The Urban Land Institute shared parking estimates indicate that the proposed 118 room hotel will require a maximum of 122 spaces (95 for guests and 27 for employees at 8:00am, and 118 for guests and 4 for employees at 11:00pm). The worst case parking scenario for the existing 106,500 SF R&D/Office building structure is the ITE Office Rate of 2.84 spaces per KSF, which would require 302 parking spaces.

Based on this worst case parking demand of 302 spaces for the existing R&D/Office and 122 spaces for the proposed Marriott, a total of 424 spaces would be required. The proposed site plan provides 353 spaces for the R&D/Office property and 122 spaces on the proposed Marriott property, for a total of 475 spaces. Parking for the existing R&D/Office and the proposed Marriott can be accommodated on the two properties during a typical weekday or weekend. Parking for the proposed Marriott can also be accommodated entirely within the proposed Marriott property. Nevertheless, since the parking areas for the existing R&D/Office and the proposed Marriott are interconnected, a shared parking agreement would be suggested..

Project Mitigation Measures

Proposed project mitigation measures were developed to mitigate the project impacts identified in the above evaluations. A brief discussion for each of the proposed project mitigation measures are provided as follows:

- 1) Since the project was evaluated with a proposed new driveway on Hollister Avenue providing right-in, right-out, and left-in vehicle access, thereby reducing turning movement volumes at the La Patera Lane and Robin Hill Road intersections, the project should be required to construct this proposed new driveway at Hollister Avenue to provide right-in, right-out, and left-in vehicle access, with a raised landscaped median along Hollister Avenue.
- 2) The project should be required to contribute its fair share fee toward the Goleta Transportation Improvement Program (GTIP).

Conclusions:

1. The project will not cause any project-specific or cumulative roadway segment impacts. **Recommended Mitigation:** None required.
2. The project will not cause any project-specific or cumulative intersection impacts during AM or PM peak hours at the studied intersections. **Recommended Mitigation:** Require the project to contribute its fair share fee toward the Goleta Transportation Improvement Program (GTIP) (mitigation of generalized city-wide cumulative impacts).
3. Traffic signal warrants under existing conditions are currently satisfied at the Robin Hill Road/Hollister Avenue intersection; however, the installation of a traffic signal is not justified at this time. Gaps in traffic flow resulting from the existing signals at La Patera Road and Aero Camino enable motorists on Robin Hill Road to easily gain access onto Hollister Avenue with minimal delay. As such, no traffic signal is recommended for the Robin Hill Road/Hollister Avenue intersection at the present time. **Recommended Mitigation:** Retain the existing stop-sign at Robin Hill Road; Potential installation of a traffic signal at the Robin Hill Road/Hollister Avenue intersection at some point under future cumulative conditions would be covered by project contributions to GTIP.
4. The relocated driveway proposed at Robin Hill Road (located at the northwester corner of the project site) and new driveway on Hollister Avenue (aligned with the drive aisle separating the existing and proposed buildings) are located more than 300 feet from the Robin Hill Road/Hollister Avenue intersection and could very easily accommodate the additional 27 inbound and 38 outbound peak hour trips that would be produced by the proposed project. **Recommended Mitigation:** Require

the project applicant to construct a raised center median along Hollister Avenue at the new proposed driveway, prohibiting left-out vehicle movements while allowing right-in, right-out and left-in. Allowing left-in movements would reduce left-in movements at the Robin Hill Road and La Patera intersections, thereby improving the operational conditions at each of those intersections.

Advisories:

1. On-site circulation was evaluated for traffic flow and potential conflict points. The following actions are recommended:

Proposed Hotel Site:

- The parking lot aisleway intersections located immediately north of the proposed new driveway on Hollister Avenue should be stop-controlled in the east-west direction.
- The rows of compact parking stalls located along the primary north-south project site aisleway should be disbursed more evenly throughout the site.

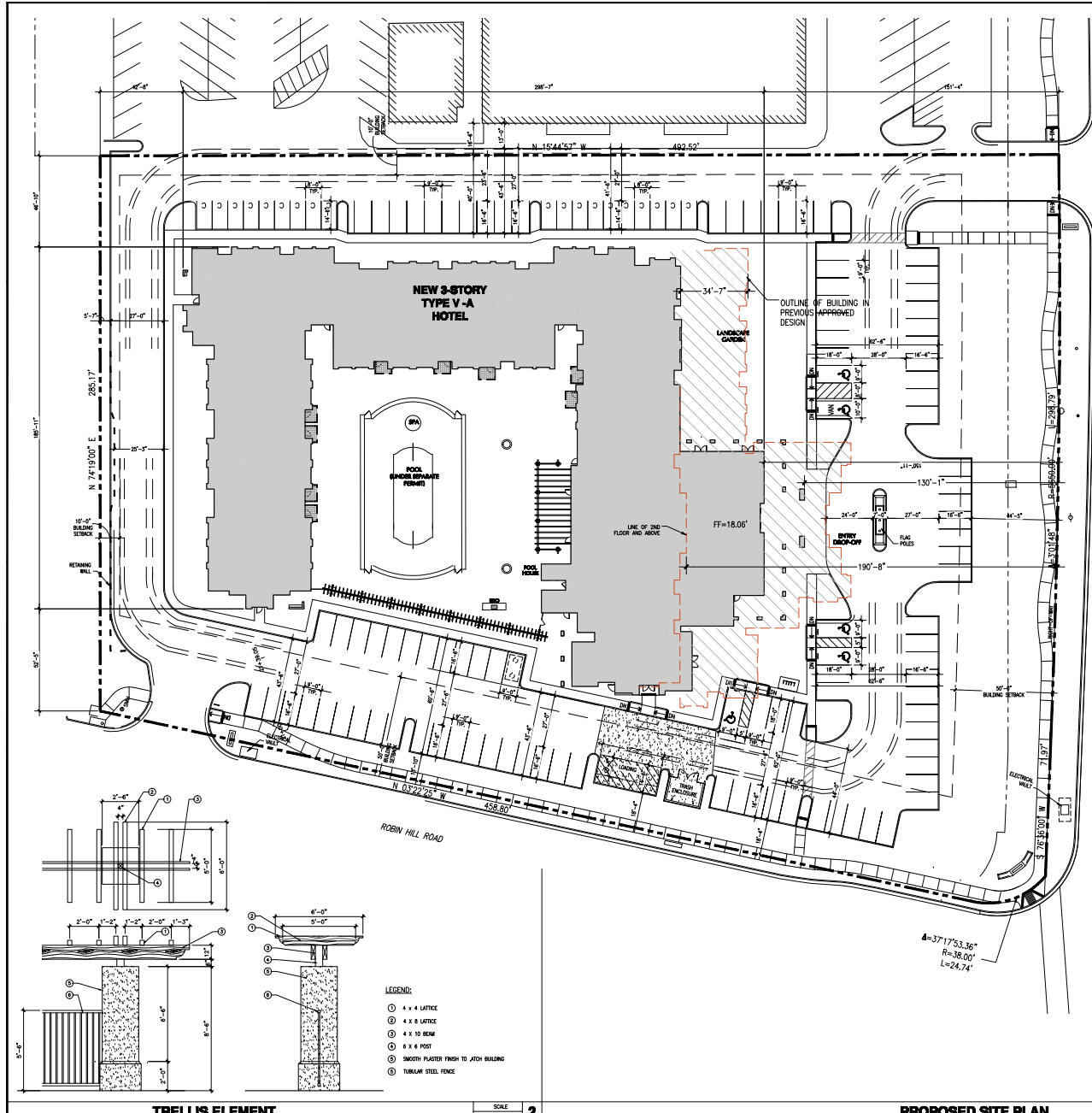
Existing R&D/Office Site:

- The easterly most north-south aisleway located on the existing R&D/Office site should be restriped or reconstructed (as appropriate) to provide two-way vehicle access.
- The existing parking lot circulation system to the north of the existing full-access driveway on Hollister Avenue is unusual, and should be signed and striped more efficiently.

Shared Site Modifications:

- The interface between the proposed Marriott two-way aisleways and the existing building structure's one-way aisleways should be signed and striped appropriately.
2. The potential for reciprocal parking between the existing R&D/Office complex and proposed hotel was studied and found to be feasible. Under worst case conditions, a total of 446 spaces would be required to serve both properties compared to 475 spaces that could be made available. To accomplish this outcome, a shared parking and reciprocal access agreement should be recorded on both parcels.

3. For sake of efficiency and improved traffic flows, consideration should be given to interconnecting circulation with the adjacent properties to the north. This suggestion is made in recognition that the owners of the proposed hotel and existing R&D/Office complex may not be able to accomplish this on their own; rather, this idea merely represents an ideal configuration even though it may not be feasible to implement. To retain this future opportunity, it is recommended that the project applicant offer to dedicate future reciprocal access between the project site and the properties to the north of the project site.



NET SITE AREA: = 3.81 ACRES = 166,109 S.F.

BUILDING AREA:

GROUND FLOOR	32,368 S.F.
SECOND FLOOR	28,451 S.F.
THIRD FLOOR	+ 22,170 S.F.
HOTEL TOTAL AREA	= 80,989 S.F.

F.A.R.: 80,989 / 166,109 = 0.49 F.A.R.

TOTAL BUILDING FOOTPRINT: HOTEL FOOTPRINT = 32,368 S.F.

SITE COVERAGE: BUILDING FOOTPRINT / NET SITE AREA = 19.6 %
 32,368 / 166,109 = 19.6 %

ROOM COUNT:

STANDARD	GROUND FLOOR	SECOND FLOOR	THIRD FLOOR	TOTAL
STUDIO KING	28	3	3	34
1-BED KING	34	6	2	42
2-BED KING/QUEEN	30	4	3	37
TOTAL	94	15	9	118

PARKING REQUIRED:

ADA
 GROUND FLOOR = 1
 SECOND FLOOR = 1
 THIRD FLOOR = 0
TOTAL = 2

STANDARD
 GROUND FLOOR = 28
 SECOND FLOOR = 34
 THIRD FLOOR = 30
TOTAL = 92

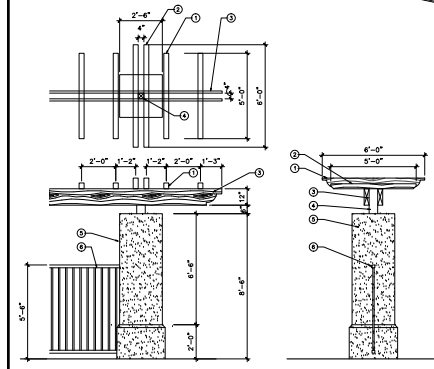
PARKING REQUIRED:

QUEST ROOMS = 118 UNITS
 TOTAL NUMBER OF UNITS = 118 UNITS
 SUB-TOTAL OF REQUIRED PARKING = 118 UNITS X 1.0 SPACES/UNIT = 118 SPACES
 EMPLOYEES = 4 SPACES
 1 PER 5 EMPLOYEES = 20 EMPLOYEES / 5 = 4 SPACES
TOTAL PARKING SPACES REQUIRED = 122 SPACES

PARKING PROVIDED:

STANDARD PARKING SPACES = 98 SPACES
 COMPACT PARKING SPACES = 19 SPACES
 HANDICAP PARKING SPACES = 5 SPACES
PARKING SPACES PROVIDED ON SITE = 122 SPACES

TOTAL PARKING SPACES PROVIDED = 122 SPACES

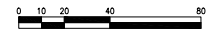


TRELLIS ELEMENT

SCALE: N.T.S. **2**

PROPOSED SITE PLAN

SCALE: 1" = 20'-0" **1**



GF

GENE FONG ASSOCIATES ARCHITECTURE PLANNING ENGINEERING

PROJECT: RESIDENCE INN BY MARRIOTT
 GOLETA CALIFORNIA

OWNER: R.D. OLSON DEVELOPMENT
 3800 W. STATE ST., SUITE 200
 SAN ANTONIO, TEXAS 78209
 214-343-1111

SUBMITTALS:

3/29/10	2-D PER SUBMITTAL
2/2/10	2-D PER SUBMITTAL
1/26/10	2-D PER SUBMITTAL
10/23/09	2-D PER SUBMITTAL
7/14/09	2-D PER SUBMITTAL
9/15/08	2-D SET
8/18/08	2-D PER SUBMITTAL
7/25/08	2-D PER SUBMITTAL
6/25/07	2-D PER SUBMITTAL
7/20/07	2-D PER SUBMITTAL

REVISIONS:

NO.	DATE	DESCRIPTION

CONSULTANT:

SHEET TITLE:
PROPOSED SITE PLAN

SCALE: 1" = 20'
 DATE: 3/9/10
 PROJECT: EIR
 JOB NUMBER: 0650C
 SHEET NUMBER:
A-1.2

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GENEFONG ASSOCIATES
 ARCHITECTURE • PLANNING • INTERIORS
 1100 WESTWOOD BLVD. LOS ANGELES, CA 90024
 310 • 209 • 7620 310 • 209 • 7616 FAX

PROJECT:
RESIDENCE INN BY MARRIOTT

GOLETA CALIFORNIA

OWNER:
R.D. OLSON DEVELOPMENT
 2955 MAIN STREET, THIRD FLR.
 IRVINE, CA 92614
 (949) 271-1100
 (949) 271-1080 FAX

SUBMITTALS:

3/09/10	DP/EIR ALTERNATIVES-RESUBMITTAL
2/02/10	DP/EIR ALTERNATIVES-RESUBMITTAL
1/26/10	DP/EIR ALTERNATIVES-RESUBMITTAL
10/23/09	DP/EIR RESUBMITTAL
7/14/09	DP/EIR SUBMITTAL
9/15/08	BID SET
8/18/08	MARRIOTT 30% REVIEW RESUBMITTAL
7/25/08	PLANNING COMMISSION SUBMITTAL
8/20/07	MARRIOTT 30% REVIEW RESUBMITTAL
7/20/07	MARRIOTT 30% REVIEW

REVISIONS:

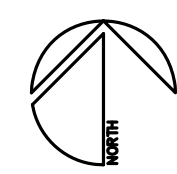
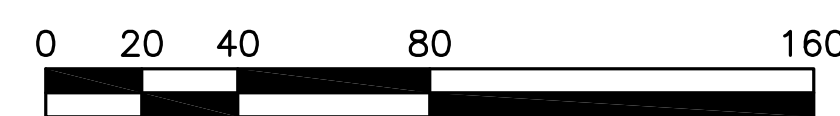
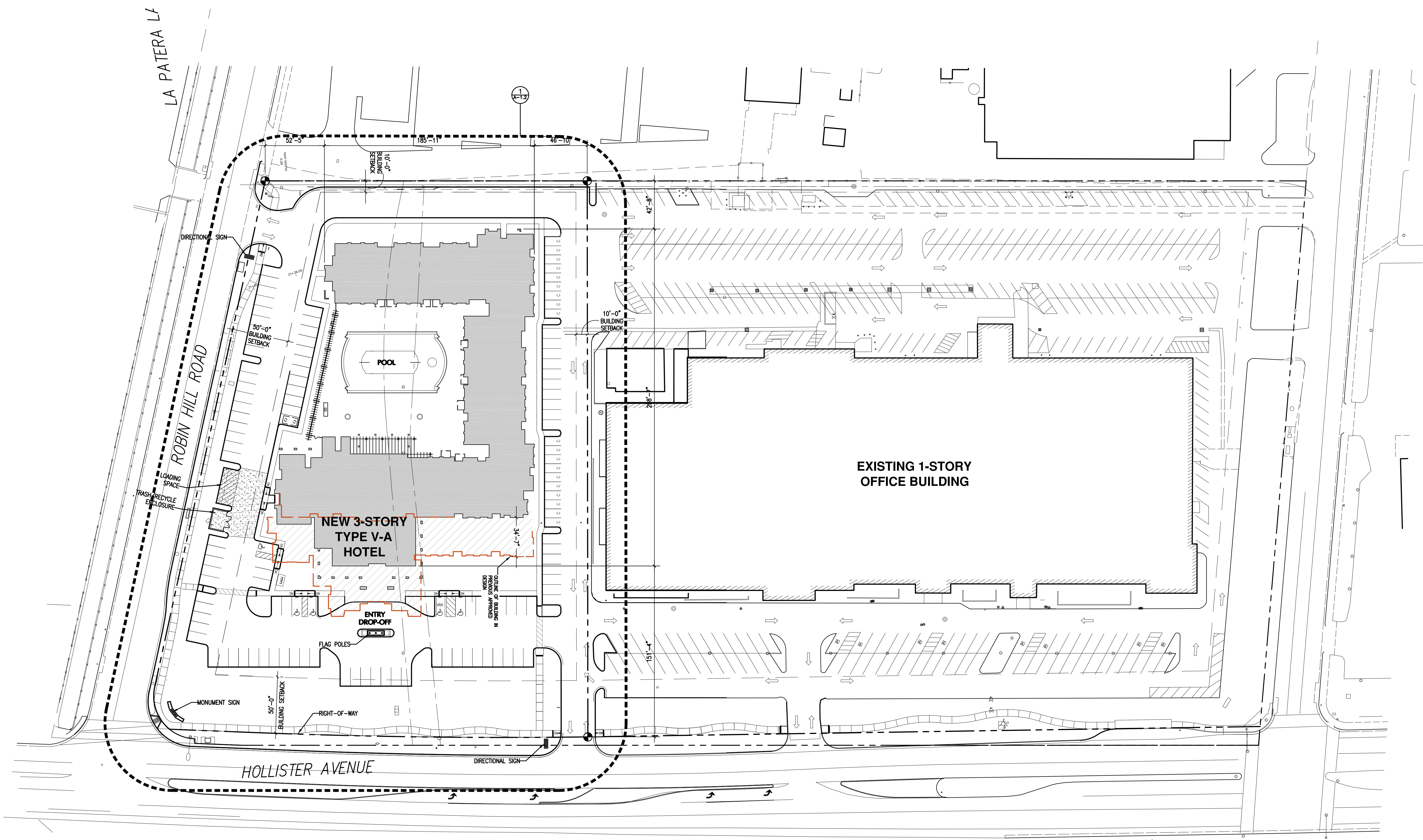
CONSULTANT:

SHEET TITLE:
OVERALL SITE PLAN

SCALE:
 1" = 40'
 DATE:
 3/9/10
 PHASE:
 EIR
 JOB NUMBER:
 0650C
 SHEET NUMBER:

A-1.1

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OVERALL SITE PLAN

SCALE
 1" = 40'-0" **1**

Exhibit 2 - Project Trip Generation Estimate

Marriott Residence Inn Trip Generation

ITE 8th Edition Trip Generation Rates

Site Plan Land Use Descriptions	Land Use Category	Unit	AM Peak Hour Rate			PM Peak Hour Rate			ADT Rate
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Marriott Residence Inn	All Suites Hotel (311)	1 Rooms	0.3216	0.1584	0.4800	0.2310	0.3190	0.5500	6.2400

Existing Project Site Land Use Trip Generation

Existing Project Site Descriptions	Existing Project Site Land Uses	Amount	AM Peak Hour			PM Peak Hour			ADT
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Vacant Field	Vacant Field	0 Units	0	0	0	0	0	0	0
SUB-TOTAL (Existing Project Site Land Use Trips)			0	0	0	0	0	0	0

Proposed Project Site Land Use Trip Generation

Proposed Project Site Descriptions	Proposed Project Site Land Uses	Amount	AM Peak Hour			PM Peak Hour			ADT
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Marriott Residence Inn	All Suites Hotel (311)	118 Rooms	38	19	57	27	38	65	736
SUB-TOTAL (Proposed Project Site Land Use Trips)			38	19	57	27	38	65	736

Net Project Site Land Use Trip Generation

Net Project Site Land Use Trip Generation	AM Peak Hour			PM Peak Hour			ADT
	Inbound	Outbound	Total	Inbound	Outbound	Total	
Net Project Site Land Use Trip Generation (SUB-TOTAL Proposed - SUB-TOTAL Existing)	38	19	57	27	38	65	736

Exhibit 3 - Marriott LOS Roadways ADT
LOS Comparisons - Roadway ADT

Project Specific and Cumulative Impacts

	Count Date	Exist ADT NB or EB	Exist ADT SB or WB	Existing ADT	Project ADT	Ex + Proj ADT	Percent Change	Project Impact?	Cumulative ADT	Cumu+Pro ADT	Percent Change	Cumu Impact?	LOS C Threshold
Los Carneros Road between Mesa Road and Hollister Avenue	2/10/2004	10078	10159	20237	79	20316	0.4%	No	22411	22490	0.4%	No	14300
Los Carneros Road between Calle Koral and US 101 SB ramps	2/18/2010	11729	12729	24458	79	24537	0.3%	No	34456	34535	0.2%	No	34000
Hollister Avenue between Los Carneros Road and Los Carneros Way	2/10/2004	7725	8155	15880	215	16095	1.4%	No	20900	21115	1.0%	No	34000
Hollister Avenue between Los Carneros Way and Robin Hill	2/25/2010	7436	8175	15611	294	15905	1.9%	No	22644	22939	1.3%	No	34000
Hollister Avenue between Robin Hill and Fairview Avenue	5/21/2003	10091	11907	21998	430	22428	2.0%	No	24233	24664	1.8%	No	34000
Fairview Avenue between Hollister Avenue and Fowler	5/22/2003	4612	4035	8647	79	8726	0.9%	No	18622	18701	0.4%	No	14300
Fairview Avenue between Hollister Avenue and US 101 SB ramps	12/9/2008	12869	12500	25369	283	25652	1.1%	No	21389	21672	1.3%	No	34000

Project PM Peak Hour Trips Intersection	Northbound			Southbound			Eastbound			Westbound			Project Trips	Project PM Trip Gen	
	L	T	R	L	T	R	L	T	R	L	T	R			
Storke Road/Hollister Avenue	0	0	0	1	0	0	0	1	0	0	2	0	1	5	65
Los Carneros Road/US-101 NB Ramps	4	0	0	0	0	0	0	0	0	0	0	0	0	4	65
Los Carneros Road/US-101 SB Ramps	0	4	0	0	0	0	0	0	3	0	0	0	0	7	65
Los Carneros Road/Calle Koral	0	0	0	3	0	0	0	0	0	0	0	0	4	7	65
Los Carneros Road/Hollister Ave	0	0	3	1	0	0	0	4	0	4	5	2	2	19	65
Los Carneros Way/Hollister Ave	0	0	0	3	0	0	0	8	0	0	11	4	4	26	65
Fairview Ave/Calle Real	1	1	3	0	1	0	0	0	1	2	0	0	0	9	65
Fairview Ave/Hollister Ave	3	0	0	0	0	10	14	4	4	0	3	0	0	38	65
La Patera/Hollister Ave	0	0	0	0	0	4	0	22	0	0	16	0	0	42	65
Fairview Ave/US-101 NB Ramps	0	0	0	0	0	4	5	0	0	0	7	0	0	16	65
Fairview Ave/US-101 SB Ramps	0	5	10	0	10	0	0	0	0	0	0	0	0	25	65
Robin Hill/Hollister Ave	0	0	0	22	0	0	0	11	0	0	15	16	64	65	

Project ADT Peak Hour Trips Intersection	Northbound			Southbound			Eastbound			Westbound			Project Trips	Project ADT Trip Gen
	L	T	R	L	T	R	L	T	R	L	T	R		
Storke Road/Hollister Avenue	0	0	0	11	0	0	0	11	0	0	23	11	57	736
Los Carneros Road/US-101 NB Ramps	45	0	0	0	0	0	0	0	0	0	0	0	45	736
Los Carneros Road/US-101 SB Ramps	0	45	0	0	0	0	0	0	34	0	0	0	79	736
Los Carneros Road/Calle Koral	0	0	0	34	0	0	0	0	0	0	0	45	79	736
Los Carneros Road/Hollister Ave	0	0	34	11	0	0	45	0	45	57	23	215	736	
Los Carneros Way/Hollister Ave	0	0	0	34	0	0	91	0	0	125	45	294	736	
Fairview Ave/Calle Real	11	11	34	0	11	0	0	11	23	0	0	102	736	
Fairview Ave/Hollister Ave	34	0	0	0	0	113	159	45	45	34	0	430	736	
La Patera/Hollister Ave	0	0	0	0	0	45	0	249	0	181	0	476	736	
Fairview Ave/US-101 NB Ramps	0	0	0	0	0	45	57	0	0	79	0	181	736	
Fairview Ave/US-101 SB Ramps	0	57	113	0	113	0	0	0	0	0	0	283	736	
Robin Hill/Hollister Ave	0	0	0	249	0	0	125	0	0	170	181	725	736	

Cumulative PM Peak Hour Trips Intersection	Northbound			Southbound			Eastbound			Westbound			Cumulative Trips	Cumulative PM Percentage
	L	T	R	L	T	R	L	T	R	L	T	R		
Storke Road/Hollister Avenue	147	906	251	192	633	770	706	440	111	568	813	552	6089	9
Los Carneros Road/US-101 NB Ramps	318	616	0	0	326	172	0	0	0	640	1	59	2132	9
Los Carneros Road/US-101 SB Ramps	0	891	1089	65	950	0	78	2	97	0	0	0	3172	9
Los Carneros Road/Calle Koral	50	1632	42	151	714	74	90	10	48	15	42	440	3308	9
Los Carneros Road/Hollister Ave	376	722	96	83	576	148	330	499	129	118	588	33	3698	9
Los Carneros Way/Hollister Ave	0	0	0	103	0	42	152	794	0	0	893	308	2292	9
Fairview Ave/Calle Real	458	532	444	124	480	48	56	232	118	368	274	70	3204	9
Fairview Ave/Hollister Ave	499	132	272	251	260	626	500	148	58	455	404	3605	9	
La Patera/Hollister Ave	0	0	0	277	0	95	44	907	0	0	919	78	2320	9
Fairview Ave/US-101 NB Ramps	0	0	0	0	299	667	849	0	257	1	248	578	2899	9
Fairview Ave/US-101 SB Ramps	0	888	274	383	596	0	218	2	167	0	0	0	2528	9
Robin Hill/Hollister Ave	0	0	0	67	0	145	29	867	0	0	997	4	2109	9

Cumulative ADT Peak Hour Trips Intersection	Northbound			Southbound			Eastbound			Westbound			Cumulative Trips	Cumulative ADT Percentage
	L	T	R	L	T	R	L	T	R	L	T	R		
Storke Road/Hollister Avenue	1633	10067	2789	2133	7033	8556	7844	4889	1233	6311	9033	6133	67656	100
Los Carneros Road/US-101 NB Ramps	3533	6844	0	0	3622	1911	0	0	0	7111	11	656	23689	100
Los Carneros Road/US-101 SB Ramps	0	9900	12100	722	10556	0	867	22	1078	0	0	0	35244	100
Los Carneros Road/Calle Koral	556	18133	467	1678	7933	822	1000	111	533	167	4889	36756	100	
Los Carneros Road/Hollister Ave	4178	8022	1067	922	6400	1644	3667	5544	1433	1311	6533	367	41089	100
Los Carneros Way/Hollister Ave	0	0	0	1144	0	467	1689	8822	0	0	9922	3422	25467	100
Fairview Ave/Calle Real	5089	5911	4933	1378	5333	533	622	2578	1311	4089	3044	778	35600	100
Fairview Ave/Hollister Ave	5544	1467	3022	2789	2889	6956	5556	1644	644	5056	4489	0	40056	100
La Patera/Hollister Ave	0	0	0	3078	0	1056	489	10078	0	0	10211	867	25778	100
Fairview Ave/US-101 NB Ramps	0	0	0	0	3322	7411	9433	0	2856	11	2756	6422	32211	100
Fairview Ave/US-101 SB Ramps	0	9867	3044	4256	6622	0	2422	22	1856	0	0	0	28089	100
Robin Hill/Hollister Ave	0	0	0	744	0	1611	322	9633	0	0	11078	44	23433	100

Exhibit 4A - Marriott AM LOS Table		Existing AM - Marriott			Existing + Project AM - Marriott			Project Specific Impacts				Cumulative AM - Marriott			Cumulative + Project AM - Marriott			Project Cumulative Impacts							
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Project Impact?	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Cumul Impact?	Avg Crit Del Change
#3	Storke Road/Hollister Avenue	B	22.2	0.605	25.3	B	22.2	0.606	25.3	0.001	5	No	0	C	24.5	0.734	28.2	C	24.5	0.735	28.2	0.001	5	No	0
#9	Los Carneros Road/US-101 NB Ramps	A	16.1	0.542	28.1	A	16.2	0.543	28.4	0.001	2	No	0.3	B	18.4	0.651	47.8	B	18.5	0.653	48.1	0.002	2	No	0.3
#10	Los Carneros Road/US-101 SB Ramps	A	23.8	0.536	6.5	A	23	0.536	6.5	0	6	No	0	B	17.9	0.635	9.8	B	18	0.636	9.9	0.001	6	No	0.1
#11	Los Carneros Road/Calle Koral	A	7.7	0.482	2.8	A	7.7	0.483	2.9	0.001	6	No	0.1	B	15.8	0.638	11.6	B	15.9	0.639	11.7	0.001	6	No	0.1
#15	Los Carneros Road/Hollister Avenue	A	18.8	0.42	17.2	A	18.9	0.424	17.4	0.004	16	No	0.2	A	19.5	0.475	18.1	A	19.6	0.479	18.2	0.004	16	No	0.1
#17	Los Carneros Way/Hollister Avenue	A	10.3	0.392	12.8	A	10.3	0.396	12.9	0.004	23	No	0.1	A	11.8	0.432	14.9	A	11.8	0.436	14.9	0.004	23	No	0
#18	Fairview Avenue/Calle Real	B	24.7	0.625	25.3	B	24.7	0.627	28.7	0.002	8	No	3.4	B	25	0.656	25.7	B	25	0.658	25.3	0.002	8	No	-0.4
#19	Fairview Avenue/Hollister Avenue	A	18.9	0.538	21.2	A	19.1	0.548	21.4	0.01	33	No	0.2	A	21.3	0.585	23.2	A	21.4	0.595	23.4	0.01	33	No	0.2
#24	La Patera Ln/Hollister Ave	A	6.1	0.439	8.2	A	6	0.446	8.1	0.007	35	No	-0.1	A	6.2	0.452	8.5	A	6.2	0.458	8.4	0.006	35	No	-0.1
#29	Fairview Ave/US-101 NB Ramps	C	18.6	0.708	22.2	C	18.8	0.714	24.3	0.006	17	No	2.1	D	25.3	0.851	33.3	D	25.7	0.858	68.9	0.007	17	No	35.6
#51	Fairview Ave/US-101 SB Ramps	A	12.2	0.463	9.1	A	12.1	0.468	9	0.005	21	No	-0.1	A	12.1	0.455	8.8	A	12	0.459	8.7	0.004	21	No	-0.1
#360	Robin Hill/Hollister Ave	A	1.2	0.39	16.2	A	1.5	0.407	19.7	0.017	56	No	3.5	A	1.1	0.374	12.2	A	1.2	0.39	16.2	0.016	56	No	4

Note: The Robin Hill/Hollister Ave Unsignalized Intersection Level of Service (LOS) was calculated based on the "Critical V/C Ratio LOS" using the ICU Methodology. The HCM Unsignalized Intersection "Worst Case Lane Movement LOS" was reviewed and found to portray existing conditions as being worse than observed.

Exhibit 4B - Marriott PM LOS Table		Existing PM - Marriott			Existing + Project PM - Marriott			Project Specific Impacts				Cumulative PM - Marriott			Cumulative + Project PM - Marriott			Project Cumulative Impacts							
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Project Impact?	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	Crit V/C Change	Total Project Trips	Cumul Impact?	Avg Crit Del Change
#3	Storke Road/Hollister Avenue	C	26	0.739	28.3	C	26	0.74	28.4	0.001	5	No	0.1	E	32.5	0.918	38.1	E	32.6	0.919	38.2	0.001	5	No	0.1
#9	Los Carneros Road/US-101 NB Ramps	A	17.8	0.532	47.3	A	17.9	0.535	47.7	0.003	4	No	0.4	B	20.1	0.651	87.2	B	20.1	0.654	88	0.003	4	No	0.8
#10	Los Carneros Road/US-101 SB Ramps	C	7.1	0.775	17.6	C	7.1	0.775	17.6	0	7	No	0	D	7.6	0.813	18.8	D	7.7	0.813	18.8	0	7	No	0
#11	Los Carneros Road/Calle Koral	C	8.9	0.706	11	C	9.1	0.709	11.2	0.003	7	No	0.2	D	21.6	0.883	24.8	D	21.8	0.886	25.1	0.003	7	No	0.3
#15	Los Carneros Road/Hollister Avenue	B	25	0.673	27.6	B	25.1	0.675	27.7	0.002	19	No	0.1	D	28.7	0.81	32.8	D	28.8	0.812	32.9	0.002	19	No	0.1
#17	Los Carneros Way/Hollister Avenue	A	5	0.54	7.1	A	5	0.546	7.1	0.006	26	No	0	A	8.6	0.598	12.4	B	8.6	0.603	12.5	0.005	26	No	0.1
#18	Fairview Avenue/Calle Real	C	26.5	0.757	29.4	C	26.5	0.758	35.9	0.001	9	No	6.5	D	30.9	0.83	32.9	D	30.9	0.831	43	0.001	9	No	10.1
#19	Fairview Avenue/Hollister Avenue	B	24.3	0.678	27.5	B	24.4	0.683	27.5	0.005	38	No	0	C	25.3	0.712	28.3	C	25.3	0.717	28.4	0.005	38	No	0.1
#24	La Patera Ln/Hollister Ave	A	12.9	0.597	15.3	B	12.8	0.602	15.2	0.005	42	No	-0.1	B	12.9	0.61	15.4	B	12.8	0.615	15.3	0.005	42	No	-0.1
#29	Fairview Ave/US-101 NB Ramps	C	23.8	0.777	68.7	C	24	0.783	24.4	0.006	16	No	-44.3	C	23.9	0.788	69.9	C	24.2	0.794	28.3	0.006	16	No	-41.6
#51	Fairview Ave/US-101 SB Ramps	A	13.9	0.461	18.8	A	13.8	0.462	18.7	0.001	25	No	-0.1	A	14	0.533	18.5	A	13.9	0.535	18.5	0.002	25	No	0
#360	Robin Hill/Hollister Ave (See Note)	A	5.7	0.513	40.4	A	9.4	0.536	64.2	0.023	64	No	23.8	A	7.4	0.563	72.4	A	15.4	0.587	141.8	0.024	64	No	69.4

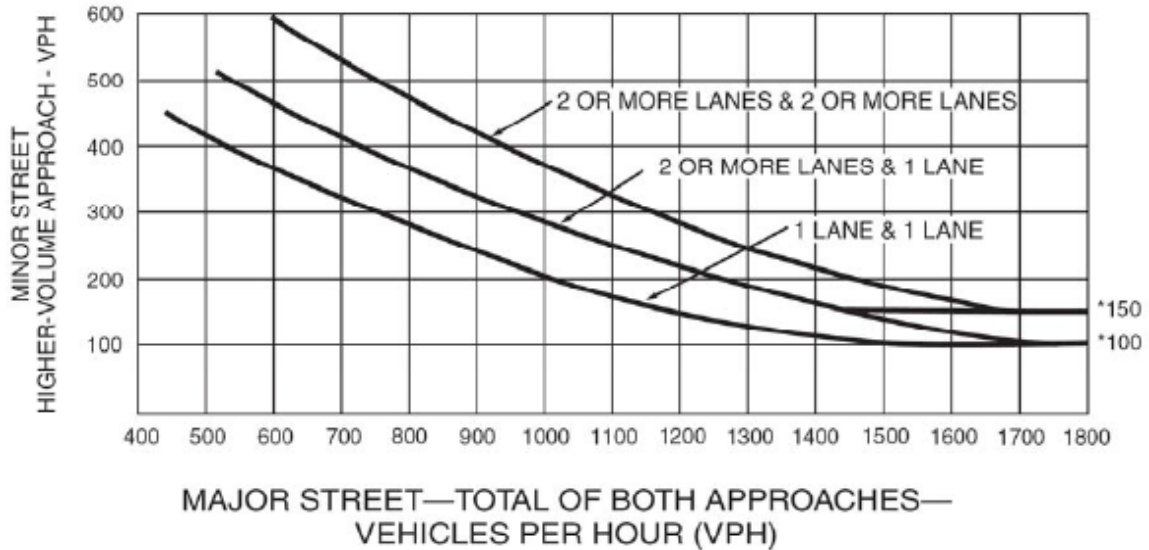
Note: The Robin Hill/Hollister Ave Unsignalized Intersection Level of Service (LOS) was calculated based on the "Critical V/C Ratio LOS" using the ICU Methodology. The HCM Unsignalized Intersection "Worst Case Lane Movement LOS" was reviewed and found to portray existing conditions as being worse than observed.

Exhibit 5A - Robin Hill at Hollister Existing 1 & 4 Hour Signal Warrants

Peak Hour Signal Warrant: Existing = 1356, 296

The peak hour signal warrant is satisfied under existing conditions, existing-plus-project conditions, cumulative conditions and cumulative plus project conditions.

Figure 4C-3. Warrant 3, Peak Hour

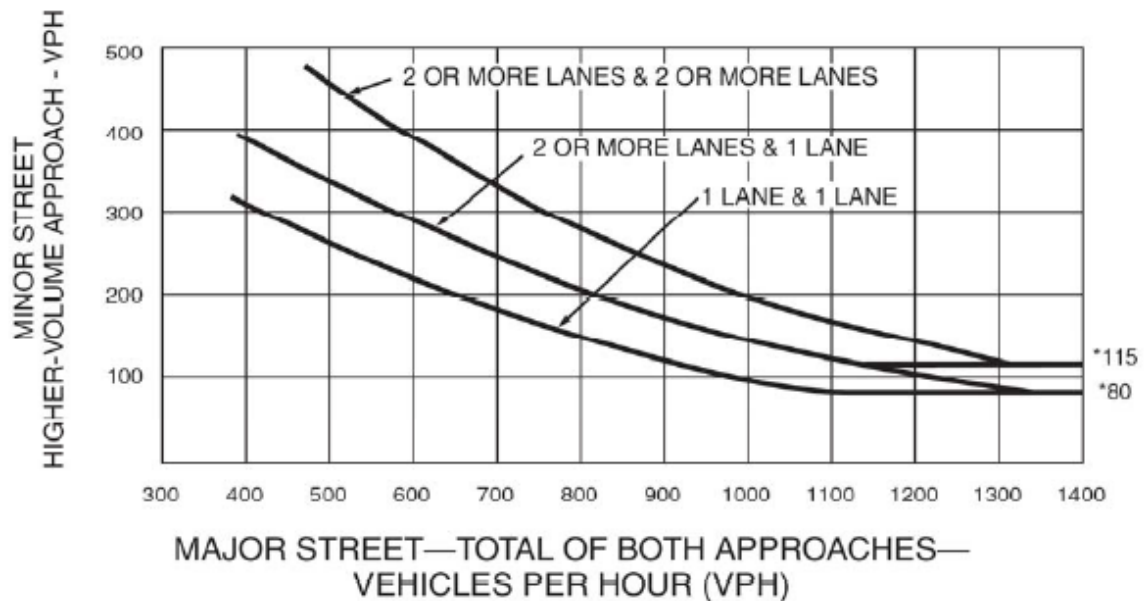


*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Four Hour Signal Warrant: Existing = 1198, 286; 1155, 262; 1336, 267; 1356, 296

The four hour signal warrant is satisfied under existing conditions, and would consequently also be satisfied under each of the other scenarios as well.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Exhibit 5B - Robin Hill at Hollister 8 Hour Signal Warrants

Robin Hill at Hollister Existing 8 Hour Signal Warrants

Hour Start	Hour End	Hollister EB	Hollister WB	Hollister EB+WB	Robin Hill SB	Robin Hill 1 Appr Ln Hours	Robin Hill 2 Appr Lns Hours
						All Warrants Satisfied	All Warrants Satisfied
12:00 AM	1:00 AM	49	76	125	6		
1:00 AM	2:00 AM	29	47	76	5		
2:00 AM	3:00 AM	25	26	51	8		
3:00 AM	4:00 AM	21	15	36	4		
4:00 AM	5:00 AM	20	40	60	1		
5:00 AM	6:00 AM	84	96	180	14		
6:00 AM	7:00 AM	245	272	517	35		
7:00 AM	8:00 AM	497	511	1008	42		
8:00 AM	9:00 AM	597	599	1196	68		
9:00 AM	10:00 AM	452	477	929	43		
10:00 AM	11:00 AM	430	431	861	87		
11:00 AM	12:00 PM	633	565	1198	286	1	1
12:00 PM	1:00 PM	583	572	1155	262	2	2
1:00 PM	2:00 PM	714	731	1445	141	3	3
2:00 PM	3:00 PM	618	601	1219	141	4	4
3:00 PM	4:00 PM	612	652	1264	194	5	5
4:00 PM	5:00 PM	625	711	1336	267	6	6
5:00 PM	6:00 PM	631	725	1356	296	7	7
6:00 PM	7:00 PM	425	517	942	137	8	barely not
7:00 PM	8:00 PM	354	316	670	78		
8:00 PM	9:00 PM	211	232	443	31		
9:00 PM	10:00 PM	163	192	355	32		
10:00 PM	11:00 PM	129	124	253	11		
11:00 PM	12:00 AM	66	94	160	18		

Signal Warrant 40+mph (Existing Assume 1 SB Lane)

	Major St Both Appr	Minor St Approach	8 Hour Warrant Satisfied?
Warrant 1, Condition A, 2 Appr Ln Major, 1 Appr Ln Minor	420	105	Yes-8hr
Warrant 1, Condition A, 2 Appr Ln Major, 1 Appr Ln Minor (80%)	336	84	Yes-9hr
Warrant 1, Condition B, 2 Appr Ln Major, 1 Appr Ln Minor	630	53	Yes-10hr
Warrant 1, Condition B, 2 Appr Ln Major, 1 Appr Ln Minor (80%)	504	42	Yes-13hr

Signal Warrant 40+mph (Existing Assume 2 SB Lanes)

	Major St Both Appr	Minor St Approach	Warrant Satisfied?
Warrant 1, Condition A, 2 Appr Ln Major, 2 Appr Ln Minor	420	140	No-7hr
Warrant 1, Condition A, 2 Appr Ln Major, 2 Appr Ln Minor (80%)	336	112	Yes-8hr
Warrant 1, Condition B, 2 Appr Ln Major, 2 Appr Ln Minor	630	70	Yes-10hr
Warrant 1, Condition B, 2 Appr Ln Major, 2 Appr Ln Minor (80%)	504	56	Yes-11hr

Signal Warrant Urban (Existing Assume 1 SB Lane)

	Major St Both Appr	Minor St Approach	Warrant Satisfied?
Warrant 1, Condition A, 2 Appr Ln Major, 1 Appr Ln Minor	600	150	No-5hr
Warrant 1, Condition A, 2 Appr Ln Major, 1 Appr Ln Minor (80%)	480	120	Yes-8hr
Warrant 1, Condition B, 2 Appr Ln Major, 1 Appr Ln Minor	900	75	Yes-8hr
Warrant 1, Condition B, 2 Appr Ln Major, 1 Appr Ln Minor (80%)	720	60	Yes-10hr

Signal Warrant Urban (Existing Assume 2 SB Lanes)

	Major St Both Appr	Minor St Approach	Warrant Satisfied?
Warrant 1, Condition A, 2 Appr Ln Major, 2 Appr Ln Minor	600	200	No-4hr
Warrant 1, Condition A, 2 Appr Ln Major, 2 Appr Ln Minor (80%)	480	160	No-5hr
Warrant 1, Condition B, 2 Appr Ln Major, 2 Appr Ln Minor	900	100	Yes-8hr
Warrant 1, Condition B, 2 Appr Ln Major, 2 Appr Ln Minor (80%)	720	80	Yes-9hr

Exhibit 6 - Robin Hill at Hollister Delay Data

Robin Hill/Hollister Southbound - AM

<u>LEFT TURNS</u>			<u>RIGHT TURNS</u>		
<u>Delay</u>	<u># Vehicles</u>	<u>Total Delay</u>	<u>Delay</u>	<u># Vehicles</u>	<u>Total Delay</u>
4	1	4			
23	1	23			
22	1	22			
14	1	14	20	1	20
30	1	30	12	1	12
13	1	13	30	1	30
5	1	5	11	1	11
26	1	26	12	1	12
16	1	16	5	1	5
20	1	20	8	1	8
19	1	19	9	1	9
3	12	36	3	32	96
	23	228		40	203
Average Delay per Vehicle		9.91	Average Delay per Vehicle		5.08

LEFT + RIGHT TURNS

Average Delay:	# Vehicles	63
	Total Delay	431
		6.84

Robin Hill/Hollister Southbound - PM

<u>LEFT TURNS</u>			<u>RIGHT TURNS</u>		
<u>Delay</u>	<u># Vehicles</u>	<u>Total Delay</u>	<u>Delay</u>	<u># Vehicles</u>	<u>Total Delay</u>
6	2	12	12	2	24
5	1	5	20	1	20
13	1	13	10	1	10
9	1	9	7	1	7
8	2	16	5	1	5
11	1	11	7	2	14
14	1	14	13	1	13
7	1	7	18	2	36
8	1	8	14	2	28
10	1	10	12	2	24
16	1	16	13	1	13
9	1	9	25	2	50
16	2	32	22	1	22
20	2	40	25	1	25
18	1	18	12	1	12
16	1	16	8	2	16
18	1	18	12	1	12
8	2	16	11	1	11
27	1	27	18	2	36
15	1	15	19	1	19
5	1	5	10	1	10
20	1	20	24	1	24
14	1	14	26	1	26
20	1	20	7	2	14
28	1	28	13	2	26
11	1	11	27	1	27
11	2	22	8	1	8
25	2	50	14	1	14
13	2	26	33	2	66
13	1	13	8	2	16
9	1	9	8	1	8
19	1	19	6	1	6
20	1	20	10	1	10
6	1	6	33	1	33
24	1	24	20	1	20
14	1	14	6	1	6
27	1	27	6	1	6
27	1	27	14	1	14
20	2	40	10	1	10
33	2	66	14	1	14
15	2	30	7	1	7
28	1	28	5	1	5
21	1	21	3	178	534
6	1	6			
10	1	10			
7	1	7			
8	1	8			
25	1	25			
16	1	16			
7	1	7			
6	1	6			
35	2	70			
20	1	20			
8	1	8			
37	1	37			
5	1	5			
6	2	12			
23	1	23			
6	1	6			
18	1	18			
7	1	7			
3	63	189			
<hr/>			<hr/>		
	137	1332		232	1301
Average Delay per Vehicle		9.72	Average Delay per Vehicle		5.61

LEFT + RIGHT TURNS

Average Delay:	# Vehicles	369
	Total Delay	2633
		7.14

Exhibit 7A - Parking Study Area Designations



538 Existing Spaces
Wyatt Technologies
Asylum Research
Bargain Network

Exhibit 7B - Marriott Parking Data

Project Site Existing Parking Demand Survey Data collected on Thursday, April 14														Based on			Marriott Guest	Marriott Employee	Marriott Demand	Marriott plus A-G		
Parking on the Existing Building Future Property														Total	Total	Total						
Area	A	A-hc	B	B-hc	C	C-hc	D	D-hc	E	E-hc	F	F-hc	G	G-hc	A,B,C,D	E,F,G	A-G					
Spaces	262	0	14	0	42	8	27	0	59	3	21	2	37	0	353	122	475				122	
6:00 AM	51		3		2		3		0		0		3		59	3	62	113		2	115	177
7:00 AM	51		3		2		3		0		0		3		59	3	62	107		10	117	179
8:00 AM	111		7		27		17		2		2		15		162	19	181	95		27	122	303
9:00 AM	111		7		27		17		2		2		15		162	19	181	83		27	110	291
10:00 AM	147		6		37		22		16		6		24		212	46	258	71		31	102	360
11:00 AM	147		6		37		22		16		6		24		212	46	258	71		31	102	360
12:00 PM	147		6		37		22		16		6		24		212	46	258	65		31	96	354
1:00 PM	137		6		32		21		17		3		18		196	38	234	65		31	96	330
2:00 PM	137		6		32		21		17		3		18		196	38	234	71		31	102	336
3:00 PM	137		6		32		21		17		3		18		196	38	234	71		31	102	336
4:00 PM	116		9		40		21		18		5		18		186	41	227	77		27	104	331
5:00 PM	116		9		40		21		18		5		18		186	41	227	83		22	105	332
6:00 PM	59		3		14		12		7		3		6		88	16	104	89		12	101	205
7:00 PM	59		3		14		12		7		3		6		88	16	104	89		6	95	199
8:00 PM	43		3		7		8		6		1		3		61	10	71	95		6	101	172
9:00 PM	43		3		7		8		6		1		3		61	10	71	101		6	107	178
10:00 PM	43		3		7		8		6		1		3		61	10	71	113		6	119	190
11:00 PM	43		3		7		8		6		1		3		61	10	71	118		4	122	193
12:00 AM	43		3		7		8		6		1		3		61	10	71	118		2	120	191

Project Site Existing Parking Demand data was collected on Thursday, April 14, 2007 at 7 AM, 9 AM, 11 AM, 1 PM, 4 PM, 6 PM, and 8 PM (as shown in the above table)
 Project Site Existing Parking Demand data was then conservatively estimated for the other hours of the day (as shown in the above table)

Marriott Parking Demand is estimated at 1 stall/room (based on City of Irvine Parking Study), resulting in the proposed 118 rooms requiring 118 stalls
 ATE estimated that 140 rooms would require a maximum of 144 spaces (112 for guests and 32 for employees at 8:00am, and 140 for guests and 4 for employees at 11:00pm)
 ATE's estimated demand was reduced proportionally to the number of rooms in the current Marriott proposal. The revised estimates for the proposed 118 rooms would require:
 a maximum of 122 spaces (95 for guests and 27 for employees at 8:00am, and 118 for guests and 4 for employees at 11:00 pm)

ATE's estimate of the worst case parking scenario for the existing 106,500 SF R&D/Office is as follows:
 ITE Office Rate = 2.84/KSF = 302 spaces
 ATE Rate for Goleta R&D buildings = 275 Spaces

Based on a worst case parking demand of 122 spaces for the proposed Marriott, a total of 122 spaces would be required.
 The proposed site plan provides 122 spaces on the proposed Marriott property, for a total of 122 spaces.

It is suggested that there be a shared parking agreement, which would allow parking for the existing R&D/Office and the proposed Marriott to be accommodated on the two properties during a typical weekday or weekend.

Marriott Parking Survey Data

Thursday, April 14

Area	A	B	C	D	E	F	G
Spaces	262	14	50	27	30	26	129
7:00 AM	19%	21%	5%	11%	0%	0%	8%
9:00 AM	42%	50%	64%	63%	3%	10%	41%
11:00 AM	56%	43%	88%	81%	27%	29%	65%
1:00 PM	52%	43%	76%	78%	29%	14%	49%
4:00 PM	44%	64%	95%	78%	31%	24%	49%
6:00 PM	23%	21%	33%	44%	12%	14%	16%
8:00 PM	16%	21%	17%	30%	10%	5%	8%

**MARRIOTT RESIDENCE INN
EXISTING (2007) CONDITIONS
AM PEAK HOUR**

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Scenario Report

Scenario: 2010 AM - Marriott
Command: 2010 AM Marriott
Volume: 2010 AM - Marriott
Geometry: Existing Marriott
Impact Fee: Default Impact Fee
Trip Generation: none
Trip Distribution: project & related
Paths: Default Path
Routes: Default Route
Configuration: 2010 AM Marriott

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Trip Distribution Report

Percent Of Trips Proj & Related

Zone	To Gates										
	1	2	3	4	5	6	7	10	11	12	13
1	3.0	5.0	8.0	2.0	5.0	10.0	4.0	2.0	1.0	2.0	2.0
2	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	25.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	20.0	0.0	0.0	35.0	0.0	10.0	0.0	25.0	0.0	10.0
5	0.0	25.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	15.0
6	10.0	15.0	0.0	0.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0
7	10.0	9.0	0.0	0.0	5.0	5.0	0.0	0.0	3.0	8.0	0.0
8	15.0	5.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0
9	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0
12	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0
17	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	10.0	10.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	0.0
20	0.0	0.0	10.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0
23	15.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
24	10.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0
25	5.0	2.0	9.0	0.0	0.0	25.0	0.0	0.0	0.0	2.0	1.0
26	1.0	3.0	10.0	0.0	0.0	30.0	5.0	0.0	0.0	3.0	0.0
27	2.0	3.0	10.0	15.0	35.0	0.0	5.0	0.0	2.0	3.0	5.0
28	10.0	0.0	10.0	5.0	0.0	35.0	5.0	0.0	0.0	0.0	0.0
29	5.0	0.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
30	10.0	4.0	10.0	5.0	0.0	10.0	0.0	0.0	0.0	1.0	0.0
31	10.0	3.0	2.0	5.0	0.0	10.0	0.0	0.0	0.0	1.0	0.0
32	10.0	4.0	8.0	7.0	0.0	10.0	0.0	0.0	0.0	1.0	0.0
33	3.0	5.0	5.0	5.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0

Zone	To Gates										
	14	15	16	17	18	19	20	21	22	23	24
1	3.0	4.0	0.0	4.0	5.0	0.0	0.0	0.0	0.0	3.0	26.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	30.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Zone	To Gates										
	14	15	16	17	18	19	20	21	22	23	24
7	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	50.0
8	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	20.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0
10	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	50.0
11	0.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	30.0
12	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	40.0
13	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	30.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
15	0.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	30.0
16	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0
17	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	40.0	30.0
18	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	30.0
20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	30.0
21	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
23	0.0	15.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	10.0	0.0
24	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	30.0
25	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	5.0
26	0.0	0.0	0.0	5.0	20.0	0.0	0.0	0.0	0.0	10.0	13.0
27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
29	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0
30	0.0	2.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	2.0	31.0
31	1.0	2.0	6.0	8.0	0.0	0.0	0.0	0.0	0.0	2.0	25.0
32	1.0	2.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	25.0
33	3.0	5.0	7.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	30.0

Zone	To Gates									
	25	26	30	31	32	33	34	35	36	37
1	0.0	0.0	0.0	3.0	4.0	2.0	2.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Marriott Residence Inn
 Existing (2007) Conditions
 AM Peak Hour

Zone	To Gates									
	25	26	30	31	32	33	34	35	36	37
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	15.0	10.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
30	2.0	3.0	0.0	0.0	4.0	4.0	0.0	3.0	4.0	1.0
31	2.0	2.0	2.0	0.0	4.0	2.0	0.0	3.0	8.0	2.0
32	2.0	3.0	1.0	0.0	4.0	2.0	0.0	3.0	8.0	1.0
33	2.0	2.0	5.0	0.0	5.0	3.0	0.0	0.0	3.0	2.0

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Turning Movement Report
none

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#3 Storke Road/Hollister Avenue													
Base	32	498	158	415	490	372	573	395	62	103	131	66	3295
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	498	158	415	490	372	573	395	62	103	131	66	3295
#9 Los Carneros Road/US-101 NB Ramps													
Base	25	321	0	0	442	129	0	0	0	773	5	62	1757
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	321	0	0	442	129	0	0	0	773	5	62	1757
#10 Los Carneros Road/US-101 SB Ramps													
Base	0	141	368	93	1144	0	123	3	226	0	0	0	2098
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	141	368	93	1144	0	123	3	226	0	0	0	2098
#11 Los Carneros Road/Calle Koral													
Base	0	451	6	223	1142	0	0	0	0	25	0	110	1957
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	451	6	223	1142	0	0	0	0	25	0	110	1957
#15 Los Carneros Road/Hollister Avenue													
Base	41	282	51	24	221	147	103	373	266	59	232	42	1841
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	41	282	51	24	221	147	103	373	266	59	232	42	1841
#17 Los Carneros Way/Hollister Avenue													
Base	0	0	0	260	0	25	20	519	0	0	572	70	1466
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	260	0	25	20	519	0	0	572	70	1466
#18 Fairview Avenue/Calle Real													
Base	258	427	158	52	465	39	20	71	422	178	100	28	2218
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	258	427	158	52	465	39	20	71	422	178	100	28	2218
#19 Fairview Avenue/Hollister Avenue													
Base	75	110	30	428	509	662	196	308	176	58	365	260	3177
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	110	30	428	509	662	196	308	176	58	365	260	3177
#24 La Patera Ln/Hollister Ave													
Base	0	0	0	66	0	42	53	510	0	0	719	135	1525
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	66	0	42	53	510	0	0	719	135	1525

 Marriott Residence Inn
 Existing (2007) Conditions
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#29 Fairview Ave/US-101 NB Ramps													
Base	0	0	0	0	117	921	369	0	111	1	614	475	2608
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	117	921	369	0	111	1	614	475	2608
#51 Fairview Ave/US-101 SB Ramps													
Base	0	304	324	559	1091	0	151	2	308	0	0	0	2739
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	304	324	559	1091	0	151	2	308	0	0	0	2739
#360 Robin Hill/Hollister Ave													
Base	0	0	0	15	0	25	110	554	0	0	511	118	1333
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	15	0	25	110	554	0	0	511	118	1333

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Link Volume Report
none

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#3 Storke Road/Hollister Avenue													
Base	688	655	1343	1277	1137	2414	1030	535	1565	300	968	1268	6590
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	688	655	1343	1277	1137	2414	1030	535	1565	300	968	1268	6590
#9 Los Carneros Road/US-101 NB Ramps													
Base	346	1215	1561	571	383	954	0	159	159	840	0	840	3514
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	346	1215	1561	571	383	954	0	159	159	840	0	840	3514
#10 Los Carneros Road/US-101 SB Ramps													
Base	509	1370	1879	1237	264	1501	352	0	352	0	464	464	4196
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	509	1370	1879	1237	264	1501	352	0	352	0	464	464	4196
#11 Los Carneros Road/Calle Koral													
Base	457	1167	1624	1365	561	1926	0	0	0	135	229	364	3914
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	457	1167	1624	1365	561	1926	0	0	0	135	229	364	3914
#15 Los Carneros Road/Hollister Avenue													
Base	374	546	920	392	427	819	742	420	1162	333	448	781	3682
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	374	546	920	392	427	819	742	420	1162	333	448	781	3682
#17 Los Carneros Way/Hollister Avenue													
Base	0	0	0	285	90	375	539	597	1136	642	779	1421	2932
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	285	90	375	539	597	1136	642	779	1421	2932
#18 Fairview Avenue/Calle Real													
Base	843	1065	1908	556	475	1031	513	397	910	306	281	587	4436
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	843	1065	1908	556	475	1031	513	397	910	306	281	587	4436
#19 Fairview Avenue/Hollister Avenue													
Base	215	743	958	1599	566	2165	680	1102	1782	683	766	1449	6354
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	215	743	958	1599	566	2165	680	1102	1782	683	766	1449	6354
#24 La Patera Ln/Hollister Ave													
Base	0	0	0	108	188	296	563	761	1324	854	576	1430	3050
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	108	188	296	563	761	1324	854	576	1430	3050

 Marriott Residence Inn
 Existing (2007) Conditions
 AM Peak Hour

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#29 Fairview Ave/US-101 NB Ramps													
Base	0	229	229	1038	844	1882	480	1535	2015	1090	0	1090	5216
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	229	229	1038	844	1882	480	1535	2015	1090	0	1090	5216
#51 Fairview Ave/US-101 SB Ramps													
Base	628	1399	2027	1650	455	2105	461	0	461	0	885	885	5478
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	628	1399	2027	1650	455	2105	461	0	461	0	885	885	5478
#360 Robin Hill/Hollister Ave													
Base	0	0	0	40	228	268	664	536	1200	629	569	1198	2666
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	40	228	268	664	536	1200	629	569	1198	2666

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
3 Storke Road/H	32	498	158	415	490	372	573	395	62	103	131	66
9 Los Carneros	25	321	0	0	442	129	0	0	0	773	5	62
10 Los Carneros	0	141	368	93	1144	0	123	3	226	0	0	0
11 Los Carneros	0	451	6	223	1142	0	0	0	0	25	0	110
15 Los Carneros	41	282	51	24	221	147	103	373	266	59	232	42
17 Los Carneros	0	0	0	260	0	25	20	519	0	0	572	70
18 Fairview Aven	258	427	158	52	465	39	20	71	422	178	100	28
19 Fairview Aven	75	110	30	428	509	662	196	308	176	58	365	260
24 La Patera Ln/	0	0	0	66	0	42	53	510	0	0	719	135
29 Fairview Ave/	0	0	0	0	117	921	369	0	111	1	614	475
51 Fairview Ave/	0	304	324	559	1091	0	151	2	308	0	0	0
360 Robin Hill/Ho	0	0	0	15	0	25	110	554	0	0	511	118

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
3 Storke Road/H	32	498	158	415	490	372	573	395	62	103	131	66
9 Los Carneros	25	321	0	0	442	129	0	0	0	773	5	62
10 Los Carneros	0	141	368	93	1144	0	123	3	226	0	0	0
11 Los Carneros	0	451	6	223	1142	0	0	0	0	25	0	110
15 Los Carneros	41	282	51	24	221	147	103	373	266	59	232	42
17 Los Carneros	0	0	0	260	0	25	20	519	0	0	572	70
18 Fairview Aven	258	427	158	52	465	39	20	71	422	178	100	28
19 Fairview Aven	75	110	30	428	509	662	196	308	176	58	365	260
24 La Patera Ln/	0	0	0	66	0	42	53	510	0	0	719	135
29 Fairview Ave/	0	0	0	0	117	921	369	0	111	1	614	475
51 Fairview Ave/	0	304	324	559	1091	0	151	2	308	0	0	0
360 Robin Hill/Ho	0	0	0	15	0	25	110	554	0	0	511	118

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	LOS	Veh C	LOS	Veh C	
# 3 Storke Road/Hollister Avenue	B	xxxxxx 0.605	B	xxxxxx 0.605	+ 0.000 V/C
# 9 Los Carneros Road/US-101 NB Ra	A	xxxxxx 0.542	A	xxxxxx 0.542	+ 0.000 V/C
# 10 Los Carneros Road/US-101 SB Ra	A	xxxxxx 0.536	A	xxxxxx 0.536	+ 0.000 V/C
# 11 Los Carneros Road/Calle Koral	A	xxxxxx 0.482	A	xxxxxx 0.482	+ 0.000 V/C
# 15 Los Carneros Road/Hollister Av	A	xxxxxx 0.420	A	xxxxxx 0.420	+ 0.000 V/C
# 17 Los Carneros Way/Hollister Ave	A	xxxxxx 0.392	A	xxxxxx 0.392	+ 0.000 V/C
# 18 Fairview Avenue/Calle Real	B	xxxxxx 0.625	B	xxxxxx 0.625	+ 0.000 V/C
# 19 Fairview Avenue/Hollister Aven	A	xxxxxx 0.538	A	xxxxxx 0.538	+ 0.000 V/C
# 24 La Patera Ln/Hollister Ave	A	xxxxxx 0.439	A	xxxxxx 0.439	+ 0.000 V/C
# 29 Fairview Ave/US-101 NB Ramps	C	xxxxxx 0.708	C	xxxxxx 0.708	+ 0.000 V/C
# 51 Fairview Ave/US-101 SB Ramps	A	xxxxxx 0.463	A	xxxxxx 0.463	+ 0.000 V/C
#360 Robin Hill/Hollister Ave	C	16.2 0.114	C	16.2 0.114	+ 0.000 D/V

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
#360 Robin Hill/Hollister Ave	No / No	No / No

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #360 Robin Hill/Hollister Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1333]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 Marriott Residence Inn
 Existing (2007) Conditions
 AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #360 Robin Hill/Hollister Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0		0		0	15		0		25	110	554			0	0	511			118
Major Street Volume:											1293									
Minor Approach Volume:											40									
Minor Approach Volume Threshold:											196									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #360 Robin Hill/Hollister Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1333]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 Marriott Residence Inn
 Existing (2007) Conditions
 AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #360 Robin Hill/Hollister Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0		0		0	15		0		25	110	554			0	0	511			118
Major Street Volume:											1293									
Minor Approach Volume:											40									
Minor Approach Volume Threshold:											196									

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Storke Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Table with columns for Street Name (Storke Road, Hollister Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), and timing values (Min. Green, Y+R, Lanes).

Volume Module: >> Count Date: 3 Nov 2009 << AM Peak Hour. Table with 13 columns of volume and adjustment factors.

Saturation Flow Module: Table with 13 columns of saturation flow values and adjustment factors.

Capacity Analysis Module: Table with 13 columns of volume/saturation and critical moves.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Storke Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Table with columns for Street Name (Storke Road, Hollister Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module showing Count, Date (3 Nov 2009), AM Peak Hour, and various adjustment factors like Growth Adj, Initial Bse, PCE Adj, etc.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat and Crit Moves.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Los Carneros Road/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 36 Level Of Service: A

Street Name: Los Carneros Road US-101 NB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Permitted Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 1 0 2 0 0 0 0 1 1 0 0 0 0 0 1 0 1! 0 0

-----|-----|-----|-----|-----|

Volume Module: >> Count Date: 4 Nov 2009 << AM Peak Hour

Base Vol: 25 321 0 0 442 129 0 0 0 773 5 62

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 25 321 0 0 442 129 0 0 0 773 5 62

User Adj: 1.00 1.00 1.00 1.00 1.00 0.81 1.00 1.00 1.00 1.00 1.00 0.65

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 25 321 0 0 442 105 0 0 0 773 5 40

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 25 321 0 0 442 105 0 0 0 773 5 40

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 25 321 0 0 442 105 0 0 0 773 5 40

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 0.00 0.00 1.62 0.38 0.00 0.00 0.00 1.89 0.01 0.10

Final Sat.: 1600 3200 0 0 2586 614 0 0 0 3024 20 156

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.00 0.00 0.17 0.17 0.00 0.00 0.00 0.26 0.26 0.26

Crit Moves: **** **** ****

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Los Carneros Road/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 36 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Los Carneros Road and US-101 NB Ramps with various traffic signal settings.

Volume Module: >> Count Date: 4 Nov 2009 << AM Peak Hour. Table showing traffic volume and adjustment factors for various lanes and directions.

Saturation Flow Module: Table showing saturation flow rates and adjustment factors for different lane configurations.

Capacity Analysis Module: Table showing volume per saturation and critical moves for the intersection.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Los Carneros Road/US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Los Carneros Road and US-101 SB Ramps with various traffic signal settings.

Volume Module: >> Count Date: 23 Feb 2010 << AM Peak Hour. Table showing traffic volume and adjustment factors for different approaches.

Saturation Flow Module: Table showing saturation flow rates and adjustments for different lane configurations.

Capacity Analysis Module: Table showing volume/saturation ratios and critical moves for the intersection.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Los Carneros Road/US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 42 Level Of Service: A

Street Name: Los Carneros Road US-101 SB Ramps

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Permitted Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 0 0 1 1 0 1 0 2 0 0 0 1 0 0 0 0 0

-----|-----|-----|-----|-----|

Volume Module: >> Count Date: 23 Feb 2010 << AM Peak Hour

Base Vol: 0 141 368 93 1144 0 123 3 226 0 0 0

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 141 368 93 1144 0 123 3 226 0 0 0

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 141 368 93 1144 0 123 3 226 0 0 0

User Adj: 1.00 1.00 0.71 1.00 1.00 1.00 1.00 1.00 0.47 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 141 261 93 1144 0 123 3 107 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 141 261 93 1144 0 123 3 107 0 0 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 141 261 93 1144 0 123 3 107 0 0 0

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

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: 0.00 1.00 1.00 1.00 2.00 0.00 0.98 0.02 1.00 0.00 0.00 0.00

Final Sat.: 0 1600 1600 1600 3200 0 1562 38 1600 0 0 0

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.00 0.09 0.16 0.06 0.36 0.00 0.08 0.08 0.07 0.00 0.00 0.00

Crit Moves: **** *

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Los Carneros Road/Calle Koral

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with columns for Street Name (Los Carneros Road, Calle Koral), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 4 Nov 2009 << AM Peak Hour. Table with columns for various adjustment factors like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat and Crit Moves.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Los Carneros Road/Calle Koral

Cycle (sec): 100 Critical Vol./Cap.(X): 0.482

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 32 Level Of Service: A

Street Name: Los Carneros Road Calle Koral

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 0 0 1 1 0 1 0 2 0 0 0 0 0 0 1 0 0 0 1

Volume Module: >> Count Date: 4 Nov 2009 << AM Peak Hour

Base Vol: 0 451 6 223 1142 0 0 0 0 25 0 110

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: 0 451 6 223 1142 0 0 0 0 25 0 110

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: 0 451 6 223 1142 0 0 0 0 25 0 110

User Adj: 1.00 1.00 0.83 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.37

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 451 5 223 1142 0 0 0 0 25 0 41

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 451 5 223 1142 0 0 0 0 25 0 41

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 451 5 223 1142 0 0 0 0 25 0 41

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

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: 0.00 1.98 0.02 1.00 2.00 0.00 0.00 0.00 0.00 1.00 0.00 1.00

Final Sat.: 0 3165 35 1600 3200 0 0 0 0 1600 0 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.14 0.14 0.14 0.36 0.00 0.00 0.00 0.00 0.02 0.00 0.03

Crit Moves: **** **** ****

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 Los Carneros Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes for Los Carneros Road and Hollister Avenue.

Volume Module table showing Count, Date (4 Nov 2009), and AM Peak Hour data for various traffic metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module table showing Vol/Sat, OvlAdjV/S, and Crit Moves values.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Los Carneros Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Los Carneros Road (North/South Bound) and Hollister Avenue (East/West Bound).

Table for Volume Module showing Count, Date (4 Nov 2009), and AM Peak Hour. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume, and OvlAdjVol.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Table for Capacity Analysis Module showing Vol/Sat, OvlAdjV/S, and Crit Moves.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Los Carneros Way/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes. Rows include Los Carneros Way and Hollister Avenue with various traffic signal settings.

Volume Module: >> Count Date: 16 Nov 2005 << AM Peak Hour. Table showing traffic volume and adjustment factors for various lanes.

Saturation Flow Module: Table showing saturation flow rates and adjustments for different lane configurations.

Capacity Analysis Module: Table showing volume-to-saturation ratios and critical moves for the intersection.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Los Carneros Way/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows for Los Carneros Way (North/South Bound) and Hollister Avenue (East/West Bound).

Volume Module: >> Count Date: 16 Nov 2005 << AM Peak Hour. Table with columns for various volume metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. etc.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Moves, etc.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Fairview Avenue/Calle Real

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Table with columns for Street Name (Fairview Avenue, Calle Real), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Ovl, Include), and various timing parameters like Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 18 Feb 2010 << AM Peak Hour. Table showing traffic volume and adjustment factors for different movements and lanes.

Saturation Flow Module: Table showing saturation flow rates and adjustment factors for different lane configurations.

Capacity Analysis Module: Table showing volume-to-saturation ratios and critical moves for the intersection.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Fairview Avenue/Calle Real

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Table with columns for Street Name (Fairview Avenue, Calle Real), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Ovl, Include), and various timing parameters like Min. Green, Y+R, and Lanes.

Volume Module table showing Count, Date (18 Feb 2010), and AM Peak Hour data for various traffic metrics like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module table showing Vol/Sat, OvlAdjV/S, and Crit Moves.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Fairview Avenue/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with columns for Street Name (Fairview Avenue, Hollister Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Ovl, Include), Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module: >> Count Date: 13 May 2008 << AM Peak Hour. Rows include Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume, and OvlAdjVol.

Table for Saturation Flow Module: Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module: Rows include Vol/Sat, OvlAdjV/S, and Crit Moves.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Fairview Avenue/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with columns for Street Name (Fairview Avenue, Hollister Avenue), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include, Ovl), and various timing parameters like Min. Green, Y+R, and Lanes.

Table for Volume Module showing Count, Date (13 May 2008), AM Peak Hour, and various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat values.

Table for Capacity Analysis Module showing Vol/Sat, OvlAdjV/S, and Crit Moves.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #24 La Patera Ln/Hollister Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 22 May 2003 << AM Peak. Table with 13 columns for various volume and adjustment factors.

Saturation Flow Module: Table with 13 columns for saturation flow, adjustment, lanes, and final saturation.

Capacity Analysis Module: Table with 13 columns for volume/saturation and critical moves.

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 La Patera Ln/Hollister Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|-----|

Control: Split Phase Split Phase Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0

Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0

Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 1 1 0

-----|-----|-----|-----|-----|

Volume Module: >> Count Date: 22 May 2003 << AM Peak

Base Vol: 0 0 0 66 0 42 53 510 0 0 719 135

Growth Adj: 1.00 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 66 0 42 53 510 0 0 719 135

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 66 0 42 53 510 0 0 719 135

User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.94

PHF Adj: 1.00 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 66 0 0 53 510 0 0 719 127

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 66 0 0 53 510 0 0 719 127

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 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 66 0 0 53 510 0 0 719 127

-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

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: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 1.70 0.30

Final Sat.: 0 0 0 1600 0 1600 1600 3200 0 0 2720 480

-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.03 0.16 0.00 0.00 0.26 0.26

Crit Moves: **** **** ****

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Fairview Ave/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 51 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Ignore Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 0 0 0 0 0 1 0 2 1 0 1! 0 0 0 0 1 0 0 1

Volume Module: >> Count Date: 18 Feb 2010 << AM Peak

Base Vol: 0 0 0 0 117 921 369 0 111 1 614 475
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 117 921 369 0 111 1 614 475
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 0.79
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 117 0 369 0 111 1 614 375
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 117 0 369 0 111 1 614 375
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 117 0 369 0 111 1 614 375
OvlAdjVol: 258

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 0.00 0.00 0.00 1.00 2.00 1.54 0.00 0.46 0.01 0.99 1.00
Final Sat.: 0 0 0 0 1600 3200 2460 0 740 3 1597 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.07 0.00 0.15 0.00 0.15 0.38 0.38 0.23
OvlAdjV/S: 0.16
Crit Moves: ****

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Fairview Ave/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 18 Feb 2010 << AM Peak. Table with 13 columns for various volume and adjustment factors.

Saturation Flow Module: Table with 13 columns for saturation flow and adjustment factors.

Capacity Analysis Module: Table with 13 columns for capacity analysis metrics.

Crit Moves: ****

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #51 Fairview Ave/US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 2 0 1 2 0 2 0 0 0 1 0 1 0 0 0 0 0 0

Volume Module: >> Count Date: 29 Apr 2008 << AM Peak

Base Vol: 0 304 324 559 1091 0 151 2 308 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 304 324 559 1091 0 151 2 308 0 0 0
User Adj: 1.00 1.00 0.22 1.00 1.00 1.00 1.00 1.00 0.64 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 304 70 559 1091 0 151 2 196 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 304 70 559 1091 0 151 2 196 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 304 70 559 1091 0 151 2 196 0 0 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 1.00 2.00 2.00 0.00 0.87 0.13 1.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 3200 0 1384 216 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.10 0.04 0.17 0.34 0.00 0.11 0.01 0.12 0.00 0.00 0.00
Crit Moves: ****

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #51 Fairview Ave/US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463

Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 42 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 0 0 2 0 1 2 0 2 0 0 0 1 0 1 0 0 0 0 0 0

Volume Module: >> Count Date: 29 Apr 2008 << AM Peak

Base Vol: 0 304 324 559 1091 0 151 2 308 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 304 324 559 1091 0 151 2 308 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 304 324 559 1091 0 151 2 308 0 0 0
User Adj: 1.00 1.00 0.22 1.00 1.00 1.00 1.00 1.00 0.64 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 304 70 559 1091 0 151 2 196 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 304 70 559 1091 0 151 2 196 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 304 70 559 1091 0 151 2 196 0 0 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
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: 0.00 2.00 1.00 2.00 2.00 0.00 0.87 0.13 1.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 3200 0 1384 216 1600 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.10 0.04 0.17 0.34 0.00 0.11 0.01 0.12 0.00 0.00 0.00
Crit Moves: **** **** ****

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

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

Intersection #360 Robin Hill/Hollister Ave

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[16.2]

Table with columns for Street Name (Robin Hill, Hollister Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0, 1, 2).

Table with columns for Volume Module: Count, Date (19 Apr 2007), AM Peak, and various volume metrics (Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume).

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different approaches.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different approaches.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

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

Intersection #360 Robin Hill/Hollister Ave

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[16.2]

Table with columns for Street Name (Robin Hill, Hollister Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0, 1, 2).

Table with columns for Volume Module: >> Count Date: 19 Apr 2007 << AM Peak. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module with columns for Critical Gp and FollowUpTim, and rows for various gap metrics.

Table for Capacity Module with columns for Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap., and rows for various capacity metrics.

Table for Level Of Service Module with columns for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Turning Movement By Zone Report
none

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#3 Storke Road/Hollister Avenue													
[Base(LOS=B,V/C=0.605)][Future(LOS=B,V/C = 0.605)][+0.000 V/C]													
Base	32	498	158	415	490	372	573	395	62	103	131	66	3295
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	32	498	158	415	490	372	573	395	62	103	131	66	3295
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	32	498	158	415	490	372	573	395	62	103	131	66	3295
UseAdj	1.00	1.00	0.33	1.00	1.00	0.44	1.00	1.00	0.39	1.00	1.00	0.32	0.79
Total	32	498	52	415	490	162	573	395	24	103	131	21	2896

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#9 Los Carneros Road/US-101 NB Ramps													
[Base(LOS=A,V/C=0.542)][Future(LOS=A,V/C = 0.542)][+0.000 V/C]													
Base	25	321	0	0	442	129	0	0	0	773	5	62	1757
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	25	321	0	0	442	129	0	0	0	773	5	62	1757
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	25	321	0	0	442	129	0	0	0	773	5	62	1757
UseAdj	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	0.65	0.95
Total	25	321	0	0	442	105	0	0	0	773	5	40	1711

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 Los Carneros Road/US-101 SB Ramps													
[Base(LOS=A,V/C=0.536)][Future(LOS=A,V/C = 0.536)][+0.000 V/C]													
Base	0	141	368	93	1144	0	123	3	226	0	0	0	2098
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	141	368	93	1144	0	123	3	226	0	0	0	2098
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	141	368	93	1144	0	123	3	226	0	0	0	2098
UseAdj	1.00	1.00	0.71	1.00	1.00	1.00	1.00	1.00	0.47	1.00	1.00	1.00	0.93
Total	0	141	261	93	1144	0	123	3	107	0	0	0	1872

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Los Carneros Road/Calle Koral													
[Base(LOS=A,V/C=0.482)][Future(LOS=A,V/C = 0.482)][+0.000 V/C]													
Base	0	451	6	223	1142	0	0	0	0	25	0	110	1957
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	451	6	223	1142	0	0	0	0	25	0	110	1957
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	451	6	223	1142	0	0	0	0	25	0	110	1957
UseAdj	1.00	1.00	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.37	0.93
Total	0	451	5	223	1142	0	0	0	0	25	0	41	1887

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#15 Los Carneros Road/Hollister Avenue													
[Base(LOS=A,V/C=0.420)][Future(LOS=A,V/C = 0.420)][+0.000 V/C]													
Base	41	282	51	24	221	147	103	373	266	59	232	42	1841
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	41	282	51	24	221	147	103	373	266	59	232	42	1841
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	41	282	51	24	221	147	103	373	266	59	232	42	1841
UseAdj	1.00	1.00	0.43	1.00	1.00	0.40	1.00	1.00	0.77	1.00	1.00	0.90	0.88
Total	41	282	22	24	221	59	103	373	204	59	232	38	1658

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#17 Los Carneros Way/Hollister Avenue													
[Base(LOS=A,V/C=0.392)][Future(LOS=A,V/C = 0.392)][+0.000 V/C]													
Base	0	0	0	260	0	25	20	519	0	0	572	70	1466
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	260	0	25	20	519	0	0	572	70	1466
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	260	0	25	20	519	0	0	572	70	1466
UseAdj	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	0.90	0.98
Total	0	0	0	260	0	20	20	519	0	0	572	63	1454

 Marriott Residence Inn
 Existing (2007) Conditions
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Fairview Avenue/Calle Real													
[Base(LOS=B,V/C=0.625)][Future(LOS=B,V/C = 0.625)][+0.000 V/C]													
Base	258	427	158	52	465	39	20	71	422	178	100	28	2218
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	258	427	158	52	465	39	20	71	422	178	100	28	2218
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	258	427	158	52	465	39	20	71	422	178	100	28	2218
UseAdj	1.00	1.00	0.65	1.00	1.00	0.74	1.00	1.00	0.38	1.00	1.00	0.64	0.87
Total	258	427	103	52	465	29	20	71	162	178	100	18	1883

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#19 Fairview Avenue/Hollister Avenue													
[Base(LOS=A,V/C=0.538)][Future(LOS=A,V/C = 0.538)][+0.000 V/C]													
Base	75	110	30	428	509	662	196	308	176	58	365	260	3177
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	75	110	30	428	509	662	196	308	176	58	365	260	3177
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	75	110	30	428	509	662	196	308	176	58	365	260	3177
UseAdj	1.00	1.00	0.63	1.00	1.00	0.67	1.00	1.00	0.49	1.00	1.00	0.71	0.88
Total	75	110	19	428	509	444	196	308	87	58	365	185	2784

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#24 La Patera Ln/Hollister Ave													
[Base(LOS=A,V/C=0.439)][Future(LOS=A,V/C = 0.439)][+0.000 V/C]													
Base	0	0	0	66	0	42	53	510	0	0	719	135	1525
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	66	0	42	53	510	0	0	719	135	1525
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	66	0	42	53	510	0	0	719	135	1525
UseAdj	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.94	0.91
Total	0	0	0	66	0	0	53	510	0	0	719	127	1475

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#29 Fairview Ave/US-101 NB Ramps													
[Base(LOS=C,V/C=0.708)][Future(LOS=C,V/C = 0.708)][+0.000 V/C]													
Base	0	0	0	0	117	921	369	0	111	1	614	475	2608
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	117	921	369	0	111	1	614	475	2608
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	117	921	369	0	111	1	614	475	2608
UseAdj	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.79	0.90
Total	0	0	0	0	117	0	369	0	111	1	614	375	1587

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#51 Fairview Ave/US-101 SB Ramps													
[Base(LOS=A,V/C=0.463)][Future(LOS=A,V/C = 0.463)][+0.000 V/C]													
Base	0	304	324	559	1091	0	151	2	308	0	0	0	2739
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	304	324	559	1091	0	151	2	308	0	0	0	2739
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	304	324	559	1091	0	151	2	308	0	0	0	2739
UseAdj	1.00	1.00	0.22	1.00	1.00	1.00	1.00	1.00	0.64	1.00	1.00	1.00	0.90
Total	0	304	70	559	1091	0	151	2	196	0	0	0	2373

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#360 Robin Hill/Hollister Ave													
[Base(LOS=C,Del=1.2,V/C=0.114)][Future(LOS=C,Del=1.2,V/C=0.114)][+0.000 V/C]													
Base	0	0	0	15	0	25	110	554	0	0	511	118	1333
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	15	0	25	110	554	0	0	511	118	1333
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	15	0	25	110	554	0	0	511	118	1333
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	15	0	25	110	554	0	0	511	118	1333

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Project Trips Report
none

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Zone #1: Village at Los Carneros Project												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #2: Zone 2 (#20,#21,#38)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #3: Zone 3 (#8,#19,#27,#28)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #4: Zone 4 (#15,#23)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #5: Zone 5 (#2,#7)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #6: Zone 6 (#9,#37)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #7: Zone 7 (#13,#14)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #8: Zone 8 Costco Gas Station												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #9: Zone 9 (#6)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #10: Zone 10 (#17,#18,#24)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #11: Zone 11 (#16,#30)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #12: Zone 12 (#12,#29)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #13: Zone 13 (#3,#4,#5)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #14: Zone 14 (#11)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #15: Zone 15 (#25,#32,#33)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #16: Zone 16 (#1)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #17: Zone 17 (#26)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #18: Zone 18 (#34)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #19: Zone 19 (#10)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #20: Zone 20 (#35)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #21: Zone 21 (#36)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #22: Zone 22 (#31,#39)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #23: Zone 23 (#39)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #24: Zone 24 (#40)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #25: Zone 25 (#41)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #26: Zone 26 (#42)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #27: Zone 27 (#43)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #28: Zone 28 (Isla Vista Area)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #29: Zone 29 (#58)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #30: Zone 30 Bacara												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #31: Zone 31 Marriott Residence Inn												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #32: Zone 32 Rincona Palms												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #33: Zone 33 Sumida Gardens												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Percent Of Project Trips Report
none

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Zone #1: Village at Los Carneros Project												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #2: Zone 2 (#20,#21,#38)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #3: Zone 3 (#8,#19,#27,#28)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #4: Zone 4 (#15,#23)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #5: Zone 5 (#2,#7)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #6: Zone 6 (#9,#37)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #7: Zone 7 (#13,#14)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #8: Zone 8 Costco Gas Station												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #9: Zone 9 (#6)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #10: Zone 10 (#17,#18,#24)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #11: Zone 11 (#16,#30)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

Marriott Residence Inn
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AM Peak Hour

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #12: Zone 12 (#12,#29)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #13: Zone 13 (#3,#4,#5)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #14: Zone 14 (#11)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****

Marriott Residence Inn
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #15: Zone 15 (#25,#32,#33)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #16: Zone 16 (#1)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #17: Zone 17 (#26)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #18: Zone 18 (#34)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #19: Zone 19 (#10)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #20: Zone 20 (#35)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #21: Zone 21 (#36)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #22: Zone 22 (#31,#39)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #23: Zone 23 (#39)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #24: Zone 24 (#40)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #25: Zone 25 (#41)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #26: Zone 26 (#42)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #27: Zone 27 (#43)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #28: Zone 28 (Isla Vista Area)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****

Marriott Residence Inn
Existing (2007) Conditions
AM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #29: Zone 29 (#58)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #30: Zone 30 Bacara												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #31: Zone 31 Marriott Residence Inn												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #32: Zone 32 Rincona Palms												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

Marriott Residence Inn
 Existing (2007) Conditions
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #33: Zone 33 Sumida Gardens												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
All Selected Zones												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****

Marriott Residence Inn
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Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node Intersection	NB	SB	EB	WB
3 Storke Road/Hollister Avenue	202010	202010	202010	202010
9 Los Carneros Road/US-101 NB Ramps	102000	001100	000000	100001
10 Los Carneros Road/US-101 SB Ramps	001100	102000	010010	000000
11 Los Carneros Road/Calle Koral	001100	102000	000000	100010
15 Los Carneros Road/Hollister Avenue	102010	102010	201100	101100
17 Los Carneros Way/Hollister Avenue	000000	100011	102000	001100
18 Fairview Avenue/Calle Real	011010	101100	101010	200100
19 Fairview Avenue/Hollister Avenue	101100	202010	202010	102010
24 La Patera Ln/Hollister Ave	000000	100010	102000	001100
29 Fairview Ave/US-101 NB Ramps	000000	001020	100001	010010
51 Fairview Ave/US-101 SB Ramps	002010	202000	010100	000000
360 Robin Hill/Hollister Ave	000000	000001	102000	001100

**MARRIOTT RESIDENCE INN
EXISTING WITH PROJECT
AM PEAK HOUR**



Marriott Residence Inn
Existing With Project
AM Peak Hour

Scenario Report

Scenario: 2010 + Project AM - Marriott
Command: 2010 + Project AM Marriott
Volume: 2010 AM - Marriott
Geometry: Existing Marriott
Impact Fee: Default Impact Fee
Trip Generation: Proj AM
Trip Distribution: project & related
Paths: Default Path
Routes: Default Route
Configuration: 2010 + Project AM Marriott

 Marriott Residence Inn
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Trip Generation Report

Forecast for Proj AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
31	Zone 31 Marr	1.00	Hotel	38.00	19.00	38	19	57	100.0
	Zone 31 Subtotal				38	19	57	100.0
TOTAL						38	19	57	100.0

Marriott Residence Inn
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Trip Distribution Report

Percent Of Trips Proj & Related

Zone	To Gates										
	1	2	3	4	5	6	7	10	11	12	13
1	3.0	5.0	8.0	2.0	5.0	10.0	4.0	2.0	1.0	2.0	2.0
2	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	25.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	20.0	0.0	0.0	35.0	0.0	10.0	0.0	25.0	0.0	10.0
5	0.0	25.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	15.0
6	10.0	15.0	0.0	0.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0
7	10.0	9.0	0.0	0.0	5.0	5.0	0.0	0.0	3.0	8.0	0.0
8	15.0	5.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0
9	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0
12	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0
17	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	10.0	10.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	0.0
20	0.0	0.0	10.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0
23	15.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
24	10.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0
25	5.0	2.0	9.0	0.0	0.0	25.0	0.0	0.0	0.0	2.0	1.0
26	1.0	3.0	10.0	0.0	0.0	30.0	5.0	0.0	0.0	3.0	0.0
27	2.0	3.0	10.0	15.0	35.0	0.0	5.0	0.0	2.0	3.0	5.0
28	10.0	0.0	10.0	5.0	0.0	35.0	5.0	0.0	0.0	0.0	0.0
29	5.0	0.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
30	10.0	4.0	10.0	5.0	0.0	10.0	0.0	0.0	0.0	1.0	0.0
31	10.0	3.0	2.0	5.0	0.0	10.0	0.0	0.0	0.0	1.0	0.0
32	10.0	4.0	8.0	7.0	0.0	10.0	0.0	0.0	0.0	1.0	0.0
33	3.0	5.0	5.0	5.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0

Zone	To Gates										
	14	15	16	17	18	19	20	21	22	23	24
1	3.0	4.0	0.0	4.0	5.0	0.0	0.0	0.0	0.0	3.0	26.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	30.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0

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Zone	To Gates										
	14	15	16	17	18	19	20	21	22	23	24
7	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	50.0
8	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	20.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0
10	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	50.0
11	0.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	30.0
12	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	40.0
13	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	30.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
15	0.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	30.0
16	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0
17	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	40.0	30.0
18	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	30.0
20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	30.0
21	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
23	0.0	15.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	10.0	0.0
24	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	30.0
25	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	5.0
26	0.0	0.0	0.0	5.0	20.0	0.0	0.0	0.0	0.0	10.0	13.0
27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
29	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0
30	0.0	2.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	2.0	31.0
31	1.0	2.0	6.0	8.0	0.0	0.0	0.0	0.0	0.0	2.0	25.0
32	1.0	2.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	25.0
33	3.0	5.0	7.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	30.0

Zone	To Gates									
	25	26	30	31	32	33	34	35	36	37
1	0.0	0.0	0.0	3.0	4.0	2.0	2.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Zone	To Gates									
	25	26	30	31	32	33	34	35	36	37
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	15.0	10.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
30	2.0	3.0	0.0	0.0	4.0	4.0	0.0	3.0	4.0	1.0
31	2.0	2.0	2.0	0.0	4.0	2.0	0.0	3.0	8.0	2.0
32	2.0	3.0	1.0	0.0	4.0	2.0	0.0	3.0	8.0	1.0
33	2.0	2.0	5.0	0.0	5.0	3.0	0.0	0.0	3.0	2.0

Marriott Residence Inn
Existing With Project
AM Peak Hour

Turning Movement Report
Proj AM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#3 Storke Road/Hollister Avenue													
Base	32	498	158	415	490	372	573	395	62	103	131	66	3295
Added	0	0	0	1	0	0	0	2	0	0	1	1	5
Total	32	498	158	416	490	372	573	397	62	103	132	67	3300
#9 Los Carneros Road/US-101 NB Ramps													
Base	25	321	0	0	442	129	0	0	0	773	5	62	1757
Added	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	27	321	0	0	442	129	0	0	0	773	5	62	1759
#10 Los Carneros Road/US-101 SB Ramps													
Base	0	141	368	93	1144	0	123	3	226	0	0	0	2098
Added	0	2	0	0	0	0	0	0	4	0	0	0	6
Total	0	143	368	93	1144	0	123	3	230	0	0	0	2104
#11 Los Carneros Road/Calle Koral													
Base	0	451	6	223	1142	0	0	0	0	25	0	110	1957
Added	0	0	0	4	0	0	0	0	0	0	0	2	6
Total	0	451	6	227	1142	0	0	0	0	25	0	112	1963
#15 Los Carneros Road/Hollister Avenue													
Base	41	282	51	24	221	147	103	373	266	59	232	42	1841
Added	0	0	4	2	0	0	0	5	0	2	2	1	16
Total	41	282	55	26	221	147	103	378	266	61	234	43	1857
#17 Los Carneros Way/Hollister Avenue													
Base	0	0	0	260	0	25	20	519	0	0	572	70	1466
Added	0	0	0	4	0	0	0	11	0	0	6	2	23
Total	0	0	0	264	0	25	20	530	0	0	578	72	1489
#18 Fairview Avenue/Calle Real													
Base	258	427	158	52	465	39	20	71	422	178	100	28	2218
Added	0	1	2	0	1	0	0	0	1	3	0	0	8
Total	258	428	160	52	466	39	20	71	423	181	100	28	2226
#19 Fairview Avenue/Hollister Avenue													
Base	75	110	30	428	509	662	196	308	176	58	365	260	3177
Added	4	0	0	0	0	14	7	2	2	0	4	0	33
Total	79	110	30	428	509	676	203	310	178	58	369	260	3210
#24 La Patera Ln/Hollister Ave													
Base	0	0	0	66	0	42	53	510	0	0	719	135	1525
Added	0	0	0	0	0	2	0	11	0	0	22	0	35
Total	0	0	0	66	0	44	53	521	0	0	741	135	1560

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#29 Fairview Ave/US-101 NB Ramps													
Base	0	0	0	0	117	921	369	0	111	1	614	475	2608
Added	0	0	0	0	0	5	2	0	0	0	10	0	17
Total	0	0	0	0	117	926	371	0	111	1	624	475	2625
#51 Fairview Ave/US-101 SB Ramps													
Base	0	304	324	559	1091	0	151	2	308	0	0	0	2739
Added	0	2	5	0	14	0	0	0	0	0	0	0	21
Total	0	306	329	559	1105	0	151	2	308	0	0	0	2760
#360 Robin Hill/Hollister Ave													
Base	0	0	0	15	0	25	110	554	0	0	511	118	1333
Added	0	0	0	11	0	0	0	15	0	0	8	22	56
Total	0	0	0	26	0	25	110	569	0	0	519	140	1389

Marriott Residence Inn
Existing With Project
AM Peak Hour

Link Volume Report
Proj AM

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#3 Storke Road/Hollister Avenue													
Base	688	655	1343	1277	1137	2414	1030	535	1565	300	968	1268	6590
Added	0	0	0	1	1	2	2	1	3	2	3	5	10
Total	688	655	1343	1278	1138	2416	1032	536	1568	302	971	1273	6600
#9 Los Carneros Road/US-101 NB Ramps													
Base	346	1215	1561	571	383	954	0	159	159	840	0	840	3514
Added	2	0	2	0	0	0	0	2	2	0	0	0	4
Total	348	1215	1563	571	383	954	0	161	161	840	0	840	3518
#10 Los Carneros Road/US-101 SB Ramps													
Base	509	1370	1879	1237	264	1501	352	0	352	0	464	464	4196
Added	2	4	6	0	2	2	4	0	4	0	0	0	12
Total	511	1374	1885	1237	266	1503	356	0	356	0	464	464	4208
#11 Los Carneros Road/Calle Koral													
Base	457	1167	1624	1365	561	1926	0	0	0	135	229	364	3914
Added	0	0	0	4	2	6	0	0	0	2	4	6	12
Total	457	1167	1624	1369	563	1932	0	0	0	137	233	370	3926
#15 Los Carneros Road/Hollister Avenue													
Base	374	546	920	392	427	819	742	420	1162	333	448	781	3682
Added	4	2	6	2	1	3	5	2	7	5	11	16	32
Total	378	548	926	394	428	822	747	422	1169	338	459	797	3714
#17 Los Carneros Way/Hollister Avenue													
Base	0	0	0	285	90	375	539	597	1136	642	779	1421	2932
Added	0	0	0	4	2	6	11	6	17	8	15	23	46
Total	0	0	0	289	92	381	550	603	1153	650	794	1444	2978
#18 Fairview Avenue/Calle Real													
Base	843	1065	1908	556	475	1031	513	397	910	306	281	587	4436
Added	3	5	8	1	1	2	1	0	1	3	2	5	16
Total	846	1070	1916	557	476	1033	514	397	911	309	283	592	4452
#19 Fairview Avenue/Hollister Avenue													
Base	215	743	958	1599	566	2165	680	1102	1782	683	766	1449	6354
Added	4	2	6	14	7	21	11	22	33	4	2	6	66
Total	219	745	964	1613	573	2186	691	1124	1815	687	768	1455	6420
#24 La Patera Ln/Hollister Ave													
Base	0	0	0	108	188	296	563	761	1324	854	576	1430	3050
Added	0	0	0	2	0	2	11	24	35	22	11	33	70
Total	0	0	0	110	188	298	574	785	1359	876	587	1463	3120

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#29 Fairview Ave/US-101 NB Ramps													
Base	0	229	229	1038	844	1882	480	1535	2015	1090	0	1090	5216
Added	0	0	0	5	2	7	2	15	17	10	0	10	34
Total	0	229	229	1043	846	1889	482	1550	2032	1100	0	1100	5250
#51 Fairview Ave/US-101 SB Ramps													
Base	628	1399	2027	1650	455	2105	461	0	461	0	885	885	5478
Added	7	14	21	14	2	16	0	0	0	0	5	5	42
Total	635	1413	2048	1664	457	2121	461	0	461	0	890	890	5520
#360 Robin Hill/Hollister Ave													
Base	0	0	0	40	228	268	664	536	1200	629	569	1198	2666
Added	0	0	0	11	22	33	15	8	23	30	26	56	112
Total	0	0	0	51	250	301	679	544	1223	659	595	1254	2778

Marriott Residence Inn
Existing With Project
AM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
3 Storke Road/H	32	498	158	415	490	372	573	395	62	103	131	66
9 Los Carneros	25	321	0	0	442	129	0	0	0	773	5	62
10 Los Carneros	0	141	368	93	1144	0	123	3	226	0	0	0
11 Los Carneros	0	451	6	223	1142	0	0	0	0	25	0	110
15 Los Carneros	41	282	51	24	221	147	103	373	266	59	232	42
17 Los Carneros	0	0	0	260	0	25	20	519	0	0	572	70
18 Fairview Aven	258	427	158	52	465	39	20	71	422	178	100	28
19 Fairview Aven	75	110	30	428	509	662	196	308	176	58	365	260
24 La Patera Ln/	0	0	0	66	0	42	53	510	0	0	719	135
29 Fairview Ave/	0	0	0	0	117	921	369	0	111	1	614	475
51 Fairview Ave/	0	304	324	559	1091	0	151	2	308	0	0	0
360 Robin Hill/Ho	0	0	0	15	0	25	110	554	0	0	511	118

Marriott Residence Inn
Existing With Project
AM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
3 Storke Road/H	32	498	158	416	490	372	573	397	62	103	132	67
9 Los Carneros	27	321	0	0	442	129	0	0	0	773	5	62
10 Los Carneros	0	143	368	93	1144	0	123	3	230	0	0	0
11 Los Carneros	0	451	6	227	1142	0	0	0	0	25	0	112
15 Los Carneros	41	282	55	26	221	147	103	378	266	61	234	43
17 Los Carneros	0	0	0	264	0	25	20	530	0	0	578	72
18 Fairview Aven	258	428	160	52	466	39	20	71	423	181	100	28
19 Fairview Aven	79	110	30	428	509	676	203	310	178	58	369	260
24 La Patera Ln/	0	0	0	66	0	44	53	521	0	0	741	135
29 Fairview Ave/	0	0	0	0	117	926	371	0	111	1	624	475
51 Fairview Ave/	0	306	329	559	1105	0	151	2	308	0	0	0
360 Robin Hill/Ho	0	0	0	26	0	25	110	569	0	0	519	140

Marriott Residence Inn
Existing With Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	LOS	Veh C	LOS	Veh C	
# 3 Storke Road/Hollister Avenue	B	xxxxxx 0.605	B	xxxxxx 0.606	+ 0.001 V/C
# 9 Los Carneros Road/US-101 NB Ra	A	xxxxxx 0.542	A	xxxxxx 0.543	+ 0.001 V/C
# 10 Los Carneros Road/US-101 SB Ra	A	xxxxxx 0.536	A	xxxxxx 0.536	+ 0.000 V/C
# 11 Los Carneros Road/Calle Koral	A	xxxxxx 0.482	A	xxxxxx 0.483	+ 0.000 V/C
# 15 Los Carneros Road/Hollister Av	A	xxxxxx 0.420	A	xxxxxx 0.424	+ 0.004 V/C
# 17 Los Carneros Way/Hollister Ave	A	xxxxxx 0.392	A	xxxxxx 0.396	+ 0.004 V/C
# 18 Fairview Avenue/Calle Real	B	xxxxxx 0.625	B	xxxxxx 0.627	+ 0.002 V/C
# 19 Fairview Avenue/Hollister Aven	A	xxxxxx 0.538	A	xxxxxx 0.548	+ 0.010 V/C
# 24 La Patera Ln/Hollister Ave	A	xxxxxx 0.439	A	xxxxxx 0.446	+ 0.007 V/C
# 29 Fairview Ave/US-101 NB Ramps	C	xxxxxx 0.708	C	xxxxxx 0.714	+ 0.007 V/C
# 51 Fairview Ave/US-101 SB Ramps	A	xxxxxx 0.463	A	xxxxxx 0.468	+ 0.004 V/C
#360 Robin Hill/Hollister Ave	C	16.2 0.114	C	19.7 0.135	+ 3.422 D/V

Marriott Residence Inn
Existing With Project
AM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
#360 Robin Hill/Hollister Ave	No / No	No / No

Marriott Residence Inn
Existing With Project
AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #360 Robin Hill/Hollister Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 5 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1333]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #360 Robin Hill/Hollister Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	15	0	25			110	554	0			0	511	118		
Major Street Volume:					1293															
Minor Approach Volume:					40															
Minor Approach Volume Threshold:					196															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Marriott Residence Inn
Existing With Project
AM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #360 Robin Hill/Hollister Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

Table with 5 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=51]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1389]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

Marriott Residence Inn
Existing With Project
AM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #360 Robin Hill/Hollister Ave

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	26	0	25			110	569	0			0	519	140		
Major Street Volume:					1338															
Minor Approach Volume:					51															
Minor Approach Volume Threshold:					185															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Storke Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Storke Road						Hollister Avenue																		
	North Bound			South Bound			East Bound			West Bound															
Approach:	North Bound			South Bound			East Bound			West Bound															
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Protected			Protected			Protected			Protected			Protected			Protected									
Rights:	Include			Include			Include			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module:	>>	Count	Date:	3 Nov 2009	<<	AM	Peak	Hour						
Base Vol:	32	498	158	415	490	372	573	395	62	103	131	66		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	32	498	158	415	490	372	573	395	62	103	131	66		
User Adj:	1.00	1.00	0.33	1.00	1.00	0.44	1.00	1.00	0.39	1.00	1.00	0.32		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	32	498	52	415	490	162	573	395	24	103	131	21		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	32	498	52	415	490	162	573	395	24	103	131	21		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	32	498	52	415	490	162	573	395	24	103	131	21		

Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3200	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:															
Vol/Sat:	0.01	0.16	0.03	0.13	0.15	0.10	0.18	0.12	0.02	0.03	0.04	0.01			
Crit Moves:	****			****			****			****					

Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Storke Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Storke Road						Hollister Avenue																		
	North Bound			South Bound			East Bound			West Bound															
Approach:	North Bound			South Bound			East Bound			West Bound															
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Protected			Protected			Protected			Protected			Protected			Protected									
Rights:	Include			Include			Include			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module:	>>	Count	Date:	3 Nov 2009	<<	AM	Peak	Hour						
Base Vol:	32	498	158	415	490	372	573	395	62	103	131	66		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	32	498	158	415	490	372	573	395	62	103	131	66		
Added Vol:	0	0	0	1	0	0	0	2	0	0	1	1		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	32	498	158	416	490	372	573	397	62	103	132	67		
User Adj:	1.00	1.00	0.33	1.00	1.00	0.44	1.00	1.00	0.39	1.00	1.00	0.32		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	32	498	52	416	490	162	573	397	24	103	132	21		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	32	498	52	416	490	162	573	397	24	103	132	21		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	32	498	52	416	490	162	573	397	24	103	132	21		

Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3200	1600	3200	3200	1600	1600

Capacity Analysis Module:													
Vol/Sat:	0.01	0.16	0.03	0.13	0.15	0.10	0.18	0.12	0.02	0.03	0.04	0.01	
Crit Moves:	****			****			****			****			

Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #9 Los Carneros Road/US-101 NB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.542
Loss Time (sec):      10          Average Delay (sec/veh):        xxxxxxx
Optimal Cycle:        36          Level Of Service:                A
*****
Street Name:          Los Carneros Road          US-101 NB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Y+R:                  4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:                1  0  2  0  0      0  0  1  1  0      0  0  0  0  0      1  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Nov 2009 << AM Peak Hour
Base Vol:             25 321  0          0 442 129          0  0  0          773  5  62
Growth Adj:           1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:          25 321  0          0 442 129          0  0  0          773  5  62
User Adj:             1.00 1.00 1.00      1.00 1.00 0.81      1.00 1.00 1.00      1.00 1.00 0.65
PHF Adj:              1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:           25 321  0          0 442 105          0  0  0          773  5  40
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          25 321  0          0 442 105          0  0  0          773  5  40
PCE Adj:              1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
FinalVolume:          25 321  0          0 442 105          0  0  0          773  5  40
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:           1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:                1.00 2.00 0.00      0.00 1.62 0.38      0.00 0.00 0.00      1.89 0.01 0.10
Final Sat.:           1600 3200  0          0 2586  614          0  0  0          3024  20  156
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.02 0.10 0.00      0.00 0.17 0.17      0.00 0.00 0.00      0.26 0.26 0.26
Crit Moves:          ****          ****          ****          ****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #9 Los Carneros Road/US-101 NB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.543
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        36          Level Of Service:              A
*****
Street Name:          Los Carneros Road          US-101 NB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Permitted          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Y+R:                    4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:                   1  0  2  0  0      0  0  1  1  0      0  0  0  0  0      1  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Nov 2009 << AM Peak Hour
Base Vol:                25 321  0          0 442 129          0  0  0          773  5  62
Growth Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:              25 321  0          0 442 129          0  0  0          773  5  62
Added Vol:                2  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:              27 321  0          0 442 129          0  0  0          773  5  62
User Adj:                 1.00 1.00 1.00    1.00 1.00 0.81    1.00 1.00 1.00    1.00 1.00 0.65
PHF Adj:                  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:               27 321  0          0 442 105          0  0  0          773  5  40
Reduct Vol:               0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:              27 321  0          0 442 105          0  0  0          773  5  40
PCE Adj:                  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:              27 321  0          0 442 105          0  0  0          773  5  40
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1600 1600 1600    1600 1600 1600    1600 1600 1600    1600 1600 1600
Adjustment:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:                   1.00 2.00 0.00    0.00 1.62 0.38    0.00 0.00 0.00    1.89 0.01 0.10
Final Sat.:              1600 3200  0          0 2586  614          0  0  0          3024  20  156
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.02 0.10 0.00    0.00 0.17 0.17    0.00 0.00 0.00    0.26 0.26 0.26
Crit Moves:              ****              ****              ****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #10 Los Carneros Road/US-101 SB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.536
Loss Time (sec):      10           Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        42           Level Of Service:             A
*****
Street Name:          Los Carneros Road          US-101 SB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include            Include            Include              Include
Min. Green:           0   0   0          0   0   0          0   0   0          0   0   0
Y+R:                  4.0 4.0 4.0        4.0 4.0 4.0        4.0 4.0 4.0        4.0 4.0 4.0
Lanes:                0 0 1 1 0          1 0 2 0 0          0 1 0 0 1          0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 23 Feb 2010 << AM Peak Hour
Base Vol:             0 141 368          93 1144          0 123 3 226          0 0 0
Growth Adj:           1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
Initial Bse:           0 141 368          93 1144          0 123 3 226          0 0 0
User Adj:             1.00 1.00 0.71        1.00 1.00 1.00        1.00 1.00 0.47        1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
PHF Volume:           0 141 261          93 1144          0 123 3 107          0 0 0
Reduct Vol:           0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:          0 141 261          93 1144          0 123 3 107          0 0 0
PCE Adj:              1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
FinalVolume:          0 141 261          93 1144          0 123 3 107          0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600        1600 1600 1600        1600 1600 1600        1600 1600 1600
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:                0.00 1.00 1.00        1.00 2.00 0.00        0.98 0.02 1.00        0.00 0.00 0.00
Final Sat.:           0 1600 1600        1600 3200          0 1562 38 1600          0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.09 0.16        0.06 0.36 0.00        0.08 0.08 0.07        0.00 0.00 0.00
Crit Moves:           *****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #10 Los Carneros Road/US-101 SB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.536
Loss Time (sec):      10          Average Delay (sec/veh):        xxxxxxx
Optimal Cycle:        42          Level Of Service:                A
*****
Street Name:          Los Carneros Road          US-101 SB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include            Include            Include              Include
Min. Green:           0    0    0          0    0    0          0    0    0          0    0    0
Y+R:                  4.0  4.0  4.0        4.0  4.0  4.0        4.0  4.0  4.0        4.0  4.0  4.0
Lanes:                0  0  1  1  0          1  0  2  0  0          0  1  0  0  1          0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 23 Feb 2010 << AM Peak Hour
Base Vol:             0  141  368          93 1144          0  123  3  226          0  0  0
Growth Adj:          1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
Initial Bse:          0  141  368          93 1144          0  123  3  226          0  0  0
Added Vol:            0  2    0          0  0    0          0  0  0  4          0  0  0
PasserByVol:          0  0    0          0  0    0          0  0  0  0          0  0  0
Initial Fut:          0  143  368          93 1144          0  123  3  230          0  0  0
User Adj:             1.00 1.00 0.71        1.00 1.00 1.00        1.00 1.00 0.47        1.00 1.00 1.00
PHF Adj:              1.00 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  143  261          93 1144          0  123  3  109          0  0  0
Reduct Vol:           0  0    0          0  0    0          0  0  0  0          0  0  0
Reduced Vol:          0  143  261          93 1144          0  123  3  109          0  0  0
PCE Adj:              1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
Final Volume:         0  143  261          93 1144          0  123  3  109          0  0  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600        1600 1600 1600        1600 1600 1600        1600 1600 1600
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:                0.00 1.00 1.00        1.00 2.00 0.00        0.98 0.02 1.00        0.00 0.00 0.00
Final Sat.:           0 1600 1600        1600 3200          0 1562  38 1600          0  0  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.09 0.16        0.06 0.36 0.00        0.08 0.08 0.07        0.00 0.00 0.00
Crit Moves:                                ****          ****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #11 Los Carneros Road/Calle Koral
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.482
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        32          Level Of Service:              A
*****
Street Name:          Los Carneros Road          Calle Koral
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Protected          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Y+R:                    4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:                   0 0 1 1 0        1 0 2 0 0        0 0 0 0 0        1 0 0 0 1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Nov 2009 << AM Peak Hour
Base Vol:                0 451 6          223 1142 0          0 0 0          25 0 110
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:              0 451 6          223 1142 0          0 0 0          25 0 110
User Adj:                 1.00 1.00 0.83  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.37
PHF Adj:                  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:               0 451 5          223 1142 0          0 0 0          25 0 41
Reduct Vol:               0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:              0 451 5          223 1142 0          0 0 0          25 0 41
PCE Adj:                  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:              0 451 5          223 1142 0          0 0 0          25 0 41
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1600 1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600
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:                    0.00 1.98 0.02  1.00 2.00 0.00  0.00 0.00 0.00  1.00 0.00 1.00
Final Sat.:               0 3165 35  1600 3200 0          0 0 0          1600 0 1600
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                  0.00 0.14 0.14  0.14 0.36 0.00  0.00 0.00 0.00  0.02 0.00 0.03
Crit Moves:              ****          ****          ****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #11 Los Carneros Road/Calle Koral
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.483
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        32          Level Of Service:              A
*****
Street Name:          Los Carneros Road          Calle Koral
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Protected          Split Phase          Split Phase
Rights:                  Include          Include          Include          Include
Min. Green:             0  0  0          0  0  0          0  0  0          0  0  0
Y+R:                    4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:                   0  0  1  1  0      1  0  2  0  0      0  0  0  0  0      1  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Nov 2009 << AM Peak Hour
Base Vol:                0 451 6          223 1142          0 0 0          25 0 110
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:              0 451 6          223 1142          0 0 0          25 0 110
Added Vol:                0 0 0          4 0 0          0 0 0          0 0 2
PasserByVol:              0 0 0          0 0 0          0 0 0          0 0 0
Initial Fut:              0 451 6          227 1142          0 0 0          25 0 112
User Adj:                 1.00 1.00 0.83  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.37
PHF Adj:                  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:               0 451 5          227 1142          0 0 0          25 0 42
Reduct Vol:               0 0 0          0 0 0          0 0 0          0 0 0
Reduced Vol:              0 451 5          227 1142          0 0 0          25 0 42
PCE Adj:                  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:              0 451 5          227 1142          0 0 0          25 0 42
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                 1600 1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600
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:                    0.00 1.98 0.02  1.00 2.00 0.00  0.00 0.00 0.00  1.00 0.00 1.00
Final Sat.:                0 3165 35      1600 3200          0 0 0          1600 0 1600
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                   0.00 0.14 0.14  0.14 0.36 0.00  0.00 0.00 0.00  0.02 0.00 0.03
Crit Moves:               ****              ****              ****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #15 Los Carneros Road/Hollister Avenue
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.420
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        29          Level Of Service:              A
*****
Street Name:          Los Carneros Road          Hollister Avenue
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:                Protected          Protected          Protected          Protected
Rights:                  Include          Ovl          Include          Include
Min. Green:              0    0    0          0    0    0          0    0    0          0    0    0
Y+R:                    4.0  4.0  4.0          4.0  4.0  4.0          4.0  4.0  4.0          4.0  4.0  4.0
Lanes:                   1  0  2  0  1          1  0  2  0  1          2  0  1  1  0          1  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Nov 2009 << AM Peak Hour
Base Vol:                41  282  51          24  221  147          103  373  266          59  232  42
Growth Adj:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Initial Bse:              41  282  51          24  221  147          103  373  266          59  232  42
User Adj:                 1.00 1.00 0.43          1.00 1.00 0.40          1.00 1.00 0.77          1.00 1.00 0.90
PHF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
PHF Volume:               41  282  22          24  221  59          103  373  204          59  232  38
Reduct Vol:                0    0    0          0    0    0          0    0    0          0    0    0
Reduced Vol:              41  282  22          24  221  59          103  373  204          59  232  38
PCE Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
MLF Adj:                  1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
FinalVolume:              41  282  22          24  221  59          103  373  204          59  232  38
OvlAdjVol:                                     8
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:                1600 1600 1600          1600 1600 1600          1600 1600 1600          1600 1600 1600
Adjustment:              1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00          1.00 1.00 1.00
Lanes:                   1.00 2.00 1.00          1.00 2.00 1.00          2.00 1.29 0.71          1.00 1.72 0.28
Final Sat.:              1600 3200 1600          1600 3200 1600          3200 2069 1131          1600 2750 450
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:                 0.03 0.09 0.01          0.02 0.07 0.04          0.03 0.18 0.18          0.04 0.08 0.08
OvlAdjV/S:                                     0.00
Crit Moves:                ****          ****          ****          ****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Los Carneros Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Los Carneros Road					Hollister Avenue									
	North Bound		South Bound			East Bound			West Bound						
Approach:	North Bound		South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected			Protected			Protected						
Rights:	Include		Ovl			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0

Volume Module: >> Count Date: 4 Nov 2009 << AM Peak Hour

Base Vol:	41	282	51	24	221	147	103	373	266	59	232	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	282	51	24	221	147	103	373	266	59	232	42
Added Vol:	0	0	4	2	0	0	0	5	0	2	2	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	282	55	26	221	147	103	378	266	61	234	43
User Adj:	1.00	1.00	0.43	1.00	1.00	0.40	1.00	1.00	0.77	1.00	1.00	0.90
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	282	24	26	221	59	103	378	204	61	234	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	282	24	26	221	59	103	378	204	61	234	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
Final Volume:	41	282	24	26	221	59	103	378	204	61	234	39
OvlAdjVol:	8											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.30	0.70	1.00	1.71	0.29
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	2078	1122	1600	2744	456

Capacity Analysis Module:

Vol/Sat:	0.03	0.09	0.01	0.02	0.07	0.04	0.03	0.18	0.18	0.04	0.09	0.09
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Los Carneros Way/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Los Carneros Way						Hollister Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	0	1

Volume Module: >> Count Date: 16 Nov 2005 << AM Peak Hour

Base Vol:	0	0	0	260	0	25	20	519	0	0	572	70
Growth Adj:	1.00	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	260	0	25	20	519	0	0	572	70
User Adj:	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	0.90
PHF Adj:	1.00	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	260	0	20	20	519	0	0	572	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	20	20	519	0	0	572	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	260	0	20	20	519	0	0	572	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.80	0.20
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	2883	317

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.01	0.16	0.00	0.00	0.20	0.20
Crit Moves:				****			****			****		

Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #17 Los Carneros Way/Hollister Avenue
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.396
Loss Time (sec):      10           Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        28           Level Of Service:              A
*****
Street Name:          Los Carneros Way          Hollister Avenue
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Protected          Permitted
Rights:                Include              Include              Include              Include
Min. Green:            0 0 0              0 0 0              0 0 0              0 0 0
Y+R:                   4.0 4.0 4.0        4.0 4.0 4.0        4.0 4.0 4.0        4.0 4.0 4.0
Lanes:                 0 0 0 0 0          1 0 1! 0 1          1 0 2 0 0          0 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 16 Nov 2005 << AM Peak Hour
Base Vol:              0 0 0              260 0 25           20 519 0           0 572 70
Growth Adj:           1.00 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              260 0 25           20 519 0           0 572 70
Added Vol:             0 0 0              4 0 0              0 11 0             0 6 2
PasserByVol:           0 0 0              0 0 0              0 0 0              0 0 0
Initial Fut:           0 0 0              264 0 25           20 530 0           0 578 72
User Adj:              1.00 1.00 1.00    1.00 1.00 0.80    1.00 1.00 1.00    1.00 1.00 0.90
PHF Adj:               1.00 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              264 0 20           20 530 0           0 578 65
Reduct Vol:            0 0 0              0 0 0              0 0 0              0 0 0
Reduced Vol:           0 0 0              264 0 20           20 530 0           0 578 65
PCE Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Final Volume:          0 0 0              264 0 20           20 530 0           0 578 65
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1600 1600 1600    1600 1600 1600    1600 1600 1600    1600 1600 1600
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:                 0.00 0.00 0.00    2.00 0.00 1.00    1.00 2.00 0.00    0.00 1.80 0.20
Final Sat.:            0 0 0              3200 0 1600        1600 3200 0        0 2877 323
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00    0.08 0.00 0.01    0.01 0.17 0.00    0.00 0.20 0.20
Crit Moves:                ****                ****                ****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #18 Fairview Avenue/Calle Real
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.625
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        42          Level Of Service:              B
*****
Street Name:          Fairview Avenue          Calle Real
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Protected          Protected
Rights:                Ovl          Include          Include          Include
Min. Green:            0  0  0          0  0  0          0  0  0          0  0  0
Y+R:                   4.0 4.0 4.0        4.0 4.0 4.0        4.0 4.0 4.0        4.0 4.0 4.0
Lanes:                 0  1  1  0  1        1  0  1  1  0        1  0  1  0  1        2  0  0  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 18 Feb 2010 << AM Peak Hour
Base Vol:              258 427 158          52 465 39          20 71 422          178 100 28
Growth Adj:           1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
Initial Bse:           258 427 158          52 465 39          20 71 422          178 100 28
User Adj:              1.00 1.00 0.65        1.00 1.00 0.74        1.00 1.00 0.38        1.00 1.00 0.64
PHF Adj:               1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
PHF Volume:            258 427 103          52 465 29          20 71 162          178 100 18
Reduct Vol:            0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:           258 427 103          52 465 29          20 71 162          178 100 18
PCE Adj:               1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
FinalVolume:           258 427 103          52 465 29          20 71 162          178 100 18
OvlAdjVol:              14
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1600 1600 1600        1600 1600 1600        1600 1600 1600        1600 1600 1600
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:                 0.75 1.25 1.00        1.00 1.88 0.12        1.00 1.00 1.00        2.00 0.85 0.15
Final Sat.:            1205 1995 1600        1600 3012 188        1600 1600 1600        3200 1356 244
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.21 0.21 0.06        0.03 0.15 0.15        0.01 0.04 0.10        0.06 0.07 0.07
OvlAdjV/S:              0.01
Crit Moves:            ****          ****          ****          ****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Fairview Avenue/Calle Real

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 42 Level Of Service: B

Table with columns for Street Name (Fairview Avenue, Calle Real), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Ovl, Include), and various timing parameters like Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 18 Feb 2010 << AM Peak Hour. Table with 13 columns of volume and adjustment factors.

Saturation Flow Module: Table with 13 columns of saturation flow values and adjustment factors.

Capacity Analysis Module: Table with 13 columns of capacity analysis values.

Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Fairview Avenue/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Fairview Avenue Hollister Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Ovl			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	2	0	2	0	1	2	0	2	0	1

-----|-----|-----|-----|

Volume Module: >> Count Date: 13 May 2008 << AM Peak Hour

Base Vol:	75	110	30	428	509	662	196	308	176	58	365	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:	75	110	30	428	509	662	196	308	176	58	365	260
User Adj:	1.00	1.00	0.63	1.00	1.00	0.67	1.00	1.00	0.49	1.00	1.00	0.71
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	110	19	428	509	444	196	308	87	58	365	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	110	19	428	509	444	196	308	87	58	365	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	110	19	428	509	444	196	308	87	58	365	185
OvlAdjVol:							346			0		

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2729	471	3200	3200	1600	3200	3200	1600	1600	3200	1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.04	0.13	0.16	0.28	0.06	0.10	0.05	0.04	0.11	0.12
OvlAdjV/S:							0.22			0.00		
Crit Moves:	****			****			****			****		

Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Fairview Avenue/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.548
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Fairview Avenue						Hollister Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	2	0	2	0	1	1

Volume Module: >> Count Date: 13 May 2008 << AM Peak Hour

Base Vol:	75	110	30	428	509	662	196	308	176	58	365	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:	75	110	30	428	509	662	196	308	176	58	365	260	
Added Vol:	4	0	0	0	0	14	7	2	2	0	4	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	79	110	30	428	509	676	203	310	178	58	369	260	
User Adj:	1.00	1.00	0.63	1.00	1.00	0.67	1.00	1.00	0.49	1.00	1.00	0.71	
PHF Adj:	1.00	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	110	19	428	509	453	203	310	88	58	369	185	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	79	110	19	428	509	453	203	310	88	58	369	185	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	79	110	19	428	509	453	203	310	88	58	369	185	
OvlAdjVol:							352						

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2729	471	3200	3200	1600	3200	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.04	0.04	0.13	0.16	0.28	0.06	0.10	0.05	0.04	0.12	0.12	
OvlAdjV/S:							0.22						
Crit Moves:	****			****			****			****			

Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #24 La Patera Ln/Hollister Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Protected			Protected										
Rights:	Include			Include			Include			Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0

Volume Module: >> Count Date: 22 May 2003 << AM Peak

Base Vol:	0	0	0	66	0	42	53	510	0	0	719	135
Growth Adj:	1.00	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	66	0	42	53	510	0	0	719	135
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.94
PHF Adj:	1.00	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	66	0	0	53	510	0	0	719	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	0	53	510	0	0	719	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	66	0	0	53	510	0	0	719	127

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.70	0.30
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2720	480

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.03	0.16	0.00	0.00	0.26	0.26
Crit Moves:				****			****			****		

Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #24 La Patera Ln/Hollister Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.446
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        31          Level Of Service:              A
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Split Phase      Split Phase      Protected      Protected
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Y+R:                  4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:                0  0  0  0  0      1  0  0  0  1      1  0  2  0  0      0  0  1  1  0
-----|-----|-----|-----|
Volume Module: >> Count Date: 22 May 2003 << AM Peak
Base Vol:             0  0  0          66  0  42          53  510  0          0  719  135
Growth Adj:           1.00 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          66  0  42          53  510  0          0  719  135
Added Vol:             0  0  0          0  0  2          0  11  0          0  22  0
PasserByVol:          0  0  0          0  0  0          0  0  0          0  0  0
Initial Fut:           0  0  0          66  0  44          53  521  0          0  741  135
User Adj:              1.00 1.00 1.00      1.00 1.00 0.00      1.00 1.00 1.00      1.00 1.00 0.94
PHF Adj:               1.00 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          66  0  0          53  521  0          0  741  127
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          0  0  0          66  0  0          53  521  0          0  741  127
PCE Adj:               1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
MLF Adj:               1.00 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          66  0  0          53  521  0          0  741  127
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
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:                0.00 0.00 0.00      1.00 0.00 1.00      1.00 2.00 0.00      0.00 1.71 0.29
Final Sat.:           0  0  0          1600  0  1600      1600 3200  0          0  2732  468
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00      0.04 0.00 0.00      0.03 0.16 0.00      0.00 0.27 0.27
Crit Moves:           ****              ****              ****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Fairview Ave/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Split Phase			Split Phase			Split Phase			Split Phase				
Rights:	Include			Ignore			Include			Ovl				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	0	0	0	0	0	1	0	2	1	0	1	0	0	1

Volume Module: >> Count Date: 18 Feb 2010 << AM Peak

Base Vol:	0	0	0	0	117	921	369	0	111	1	614	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	117	921	369	0	111	1	614	475
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.79
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	117	0	369	0	111	1	614	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	117	0	369	0	111	1	614	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	117	0	369	0	111	1	614	375
OvlAdjVol:												258

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	0.00	0.00	0.00	1.00	2.00	1.54	0.00	0.46	0.01	0.99	1.00
Final Sat.:	0	0	0	0	1600	3200	2460	0	740	3	1597	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.07	0.00	0.15	0.00	0.15	0.38	0.38	0.23
OvlAdjV/S:												0.16
Crit Moves:					****		****			****		

Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Fairview Ave/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound											
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Control:	Split Phase			Split Phase			Split Phase			Split Phase											
Rights:	Include			Ignore			Include			Ovl											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0									
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0									
Lanes:	0	0	0	0	0	0	0	0	1	0	2	1	0	1	0	0	0	1	0	0	1

Volume Module: >> Count Date: 18 Feb 2010 << AM Peak

Base Vol:	0	0	0	0	117	921	369	0	111	1	614	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	117	921	369	0	111	1	614	475
Added Vol:	0	0	0	0	0	5	2	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	117	926	371	0	111	1	624	475
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.79
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	117	0	371	0	111	1	624	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	117	0	371	0	111	1	624	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	0	117	0	371	0	111	1	624	375
OvlAdjVol:												258

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	0.00	0.00	0.00	1.00	2.00	1.54	0.00	0.46	0.01	0.99	1.00
Final Sat.:	0	0	0	0	1600	3200	2463	0	737	3	1597	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.07	0.00	0.15	0.00	0.15	0.39	0.39	0.23
OvlAdjV/S:												0.16
Crit Moves:				****			****			****		

Marriott Residence Inn
Existing With Project
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #51 Fairview Ave/US-101 SB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	2	0	1	2	0	2	0	0	0	1	0

Volume Module: >> Count Date: 29 Apr 2008 << AM Peak

Base Vol:	0	304	324	559	1091	0	151	2	308	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	304	324	559	1091	0	151	2	308	0	0	0
User Adj:	1.00	1.00	0.22	1.00	1.00	1.00	1.00	1.00	0.64	1.00	1.00	1.00
PHF Adj:	1.00	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	304	70	559	1091	0	151	2	196	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	304	70	559	1091	0	151	2	196	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	304	70	559	1091	0	151	2	196	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	2.00	1.00	2.00	2.00	0.00	0.87	0.13	1.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	3200	0	1384	216	1600	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.04	0.17	0.34	0.00	0.11	0.01	0.12	0.00	0.00	0.00
Crit Moves:	****			****			****					

Marriott Residence Inn
Existing With Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #51 Fairview Ave/US-101 SB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.468
Loss Time (sec):      0          Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        43          Level Of Service:              A
*****
Approach:             North Bound      South Bound      East Bound      West Bound
Movement:             L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              Protected      Protected      Split Phase      Split Phase
Rights:               Include        Include        Include          Include
Min. Green:           0  0  0        0  0  0        0  0  0        0  0  0
Y+R:                  4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:                0  0  2  0  1    2  0  2  0  0    0  1  0  1  0    0  0  0  0  0
-----|-----|-----|-----|
Volume Module: >> Count Date: 29 Apr 2008 << AM Peak
Base Vol:             0  304  324    559 1091    0  151  2  308    0  0  0
Growth Adj:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:          0  304  324    559 1091    0  151  2  308    0  0  0
Added Vol:            0  2  5        0  14  0        0  0  0  0        0  0  0
PasserByVol:         0  0  0        0  0  0        0  0  0  0        0  0  0
Initial Fut:         0  306  329    559 1105    0  151  2  308    0  0  0
User Adj:             1.00 1.00 0.22    1.00 1.00 1.00    1.00 1.00 0.64    1.00 1.00 1.00
PHF Adj:              1.00 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  306  71    559 1105    0  151  2  196    0  0  0
Reduct Vol:           0  0  0        0  0  0        0  0  0  0        0  0  0
Reduced Vol:         0  306  71    559 1105    0  151  2  196    0  0  0
PCE Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:         0  306  71    559 1105    0  151  2  196    0  0  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600    1600 1600 1600    1600 1600 1600    1600 1600 1600
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:                0.00 2.00 1.00    2.00 2.00 0.00    0.87 0.13 1.00    0.00 0.00 0.00
Final Sat.:          0 3200 1600    3200 3200    0 1384 216 1600    0  0  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.10 0.04    0.17 0.35 0.00    0.11 0.01 0.12    0.00 0.00 0.00
Crit Moves:          ****              ****              ****
*****

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Marriott Residence Inn
Existing With Project
AM Peak Hour

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

Intersection #360 Robin Hill/Hollister Ave

Average Delay (sec/veh): 1.2 Worst Case Level Of Service: C[16.2]

Table with columns for Street Name (Robin Hill, Hollister Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0, 1, 2).

Table for Volume Module showing Count Date (19 Apr 2007 AM Peak) and various volume metrics like Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Marriott Residence Inn
Existing With Project
AM Peak Hour

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

Intersection #360 Robin Hill/Hollister Ave

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[19.7]

Table with columns for Street Name (Robin Hill, Hollister Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes.

Table for Volume Module showing Count Date (19 Apr 2007 AM Peak) and various volume metrics like Base Vol, Growth Adj, Initial Bse, Added Vol, etc.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Marriott Residence Inn
Existing With Project
AM Peak Hour

Turning Movement By Zone Report
Proj AM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#3 Storke Road/Hollister Avenue													
[Base(LOS=B,V/C=0.605)][Future(LOS=B,V/C = 0.606)][+0.001 V/C]													
Base	32	498	158	415	490	372	573	395	62	103	131	66	3295
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	32	498	158	415	490	372	573	395	62	103	131	66	3295
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	1	0	0	0	2	0	0	1	1	5
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	1	0	0	0	2	0	0	1	1	5
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	32	498	158	416	490	372	573	397	62	103	132	67	3300
UseAdj	1.00	1.00	0.33	1.00	1.00	0.44	1.00	1.00	0.39	1.00	1.00	0.32	0.79
Total	32	498	52	416	490	162	573	397	24	103	132	21	2900

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#9 Los Carneros Road/US-101 NB Ramps													
[Base(LOS=A,V/C=0.542)][Future(LOS=A,V/C = 0.543)][+0.001 V/C]													
Base	25	321	0	0	442	129	0	0	0	773	5	62	1757
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	25	321	0	0	442	129	0	0	0	773	5	62	1757
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	2	0	0	0	0	0	0	0	0	0	0	0	2
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	2	0	0	0	0	0	0	0	0	0	0	0	2
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	27	321	0	0	442	129	0	0	0	773	5	62	1759
UseAdj	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00	1.00	0.65	0.95
Total	27	321	0	0	442	105	0	0	0	773	5	40	1713

Marriott Residence Inn
Existing With Project
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 Los Carneros Road/US-101 SB Ramps													
[Base(LOS=A,V/C=0.536)][Future(LOS=A,V/C = 0.536)][+0.000 V/C]													
Base	0	141	368	93	1144	0	123	3	226	0	0	0	2098
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	141	368	93	1144	0	123	3	226	0	0	0	2098
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	2	0	0	0	0	0	0	4	0	0	0	6
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	2	0	0	0	0	0	0	4	0	0	0	6
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	143	368	93	1144	0	123	3	230	0	0	0	2104
UseAdj	1.00	1.00	0.71	1.00	1.00	1.00	1.00	1.00	0.47	1.00	1.00	1.00	0.93
Total	0	143	261	93	1144	0	123	3	109	0	0	0	1876

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Los Carneros Road/Calle Koral													
[Base(LOS=A,V/C=0.482)][Future(LOS=A,V/C = 0.483)][+0.000 V/C]													
Base	0	451	6	223	1142	0	0	0	0	25	0	110	1957
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	451	6	223	1142	0	0	0	0	25	0	110	1957
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	4	0	0	0	0	0	0	0	2	6
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	4	0	0	0	0	0	0	0	2	6
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	451	6	227	1142	0	0	0	0	25	0	112	1963
UseAdj	1.00	1.00	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.37	0.93
Total	0	451	5	227	1142	0	0	0	0	25	0	42	1892

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#15 Los Carneros Road/Hollister Avenue													
[Base(LOS=A,V/C=0.420)][Future(LOS=A,V/C = 0.424)][+0.004 V/C]													
Base	41	282	51	24	221	147	103	373	266	59	232	42	1841
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	41	282	51	24	221	147	103	373	266	59	232	42	1841
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	4	2	0	0	0	5	0	2	2	1	16
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	4	2	0	0	0	5	0	2	2	1	16
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	41	282	55	26	221	147	103	378	266	61	234	43	1857
UseAdj	1.00	1.00	0.43	1.00	1.00	0.40	1.00	1.00	0.77	1.00	1.00	0.90	0.88
Total	41	282	24	26	221	59	103	378	204	61	234	39	1672

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#17 Los Carneros Way/Hollister Avenue													
[Base(LOS=A,V/C=0.392)][Future(LOS=A,V/C = 0.396)][+0.004 V/C]													
Base	0	0	0	260	0	25	20	519	0	0	572	70	1466
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	260	0	25	20	519	0	0	572	70	1466
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	4	0	0	0	11	0	0	6	2	23
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	4	0	0	0	11	0	0	6	2	23
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	264	0	25	20	530	0	0	578	72	1489
UseAdj	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	0.90	0.98
Total	0	0	0	264	0	20	20	530	0	0	578	65	1477

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Fairview Avenue/Calle Real													
[Base(LOS=B,V/C=0.625)][Future(LOS=B,V/C = 0.627)][+0.002 V/C]													
Base	258	427	158	52	465	39	20	71	422	178	100	28	2218
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	258	427	158	52	465	39	20	71	422	178	100	28	2218
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	1	2	0	1	0	0	0	1	3	0	0	8
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	1	2	0	1	0	0	0	1	3	0	0	8
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	258	428	160	52	466	39	20	71	423	181	100	28	2226
UseAdj	1.00	1.00	0.65	1.00	1.00	0.74	1.00	1.00	0.38	1.00	1.00	0.64	0.87
Total	258	428	104	52	466	29	20	71	162	181	100	18	1890

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#19 Fairview Avenue/Hollister Avenue													
[Base(LOS=A,V/C=0.538)][Future(LOS=A,V/C = 0.548)][+0.010 V/C]													
Base	75	110	30	428	509	662	196	308	176	58	365	260	3177
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	75	110	30	428	509	662	196	308	176	58	365	260	3177
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	4	0	0	0	0	14	7	2	2	0	4	0	33
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	14	7	2	2	0	4	0	33
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	79	110	30	428	509	676	203	310	178	58	369	260	3210
UseAdj	1.00	1.00	0.63	1.00	1.00	0.67	1.00	1.00	0.49	1.00	1.00	0.71	0.88
Total	79	110	19	428	509	453	203	310	88	58	369	185	2811

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#24 La Patera Ln/Hollister Ave													
[Base(LOS=A,V/C=0.439)][Future(LOS=A,V/C = 0.446)][+0.007 V/C]													
Base	0	0	0	66	0	42	53	510	0	0	719	135	1525
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	66	0	42	53	510	0	0	719	135	1525
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	2	0	11	0	0	22	0	35
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	2	0	11	0	0	22	0	35
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	66	0	44	53	521	0	0	741	135	1560
UseAdj	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.94	0.91
Total	0	0	0	66	0	0	53	521	0	0	741	127	1508

Marriott Residence Inn
Existing With Project
AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#29 Fairview Ave/US-101 NB Ramps													
[Base(LOS=C,V/C=0.708)][Future(LOS=C,V/C = 0.714)][+0.007 V/C]													
Base	0	0	0	0	117	921	369	0	111	1	614	475	2608
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	117	921	369	0	111	1	614	475	2608
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	5	2	0	0	0	10	0	17
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	5	2	0	0	0	10	0	17
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	117	926	371	0	111	1	624	475	2625
UseAdj	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.79	0.90
Total	0	0	0	0	117	0	371	0	111	1	624	375	1599

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#51 Fairview Ave/US-101 SB Ramps													
[Base(LOS=A,V/C=0.463)][Future(LOS=A,V/C = 0.468)][+0.004 V/C]													
Base	0	304	324	559	1091	0	151	2	308	0	0	0	2739
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	304	324	559	1091	0	151	2	308	0	0	0	2739
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	2	5	0	14	0	0	0	0	0	0	0	21
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	2	5	0	14	0	0	0	0	0	0	0	21
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	306	329	559	1105	0	151	2	308	0	0	0	2760
UseAdj	1.00	1.00	0.22	1.00	1.00	1.00	1.00	1.00	0.64	1.00	1.00	1.00	0.90
Total	0	306	71	559	1105	0	151	2	196	0	0	0	2390

 Marriott Residence Inn
 Existing With Project
 AM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#360 Robin Hill/Hollister Ave													
[Base(LOS=C,Del=1.2,V/C=0.114)][Future(LOS=C,Del=1.5,V/C=0.135)][+0.021 V/C]													
Base	0	0	0	15	0	25	110	554	0	0	511	118	1333
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	15	0	25	110	554	0	0	511	118	1333
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	11	0	0	0	15	0	0	8	22	56
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	11	0	0	0	15	0	0	8	22	56
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	26	0	25	110	569	0	0	519	140	1389
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	26	0	25	110	569	0	0	519	140	1389

Marriott Residence Inn
Existing With Project
AM Peak Hour

Project Trips Report
Proj AM

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Zone #1: Village at Los Carneros Project												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #2: Zone 2 (#20,#21,#38)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #3: Zone 3 (#8,#19,#27,#28)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #4: Zone 4 (#15,#23)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
AM Peak Hour

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #5: Zone 5 (#2,#7)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #6: Zone 6 (#9,#37)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #7: Zone 7 (#13,#14)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #8: Zone 8 Costco Gas Station												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #9: Zone 9 (#6)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #10: Zone 10 (#17,#18,#24)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #11: Zone 11 (#16,#30)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

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Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #12: Zone 12 (#12,#29)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #13: Zone 13 (#3,#4,#5)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #14: Zone 14 (#11)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #15: Zone 15 (#25,#32,#33)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #16: Zone 16 (#1)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #17: Zone 17 (#26)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #18: Zone 18 (#34)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

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Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #19: Zone 19 (#10)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #20: Zone 20 (#35)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #21: Zone 21 (#36)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #22: Zone 22 (#31,#39)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #23: Zone 23 (#39)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #24: Zone 24 (#40)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #25: Zone 25 (#41)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
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Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #26: Zone 26 (#42)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #27: Zone 27 (#43)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #28: Zone 28 (Isla Vista Area)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #29: Zone 29 (#58)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #30: Zone 30 Bacara												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #31: Zone 31 Marriott Residence Inn												
3 Storke Road/H	0	0	0	1	0	0	0	2	0	0	1	1
9 Los Carneros	2	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	2	0	0	0	0	0	0	4	0	0	0
11 Los Carneros	0	0	0	4	0	0	0	0	0	0	0	2
15 Los Carneros	0	0	4	2	0	0	0	5	0	2	2	1
17 Los Carneros	0	0	0	4	0	0	0	11	0	0	6	2
18 Fairview Aven	0	1	2	0	1	0	0	0	1	3	0	0
19 Fairview Aven	4	0	0	0	0	14	7	2	2	0	4	0
24 La Patera Ln/	0	0	0	0	0	2	0	11	0	0	22	0
29 Fairview Ave/	0	0	0	0	0	5	2	0	0	0	10	0
51 Fairview Ave/	0	2	5	0	14	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	11	0	0	0	15	0	0	8	22
Zone #32: Zone 32 Rincona Palms												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #33: Zone 33 Sumida Gardens												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
AM Peak Hour

Percent Of Project Trips Report
Proj AM

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
Zone #1: Village at Los Carneros Project												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #2: Zone 2 (#20,#21,#38)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #3: Zone 3 (#8,#19,#27,#28)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #4: Zone 4 (#15,#23)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

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Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #5: Zone 5 (#2,#7)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #6: Zone 6 (#9,#37)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #7: Zone 7 (#13,#14)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #8: Zone 8 Costco Gas Station												
3 Storke Road/H 9 Los Carneros 10 Los Carneros 11 Los Carneros 15 Los Carneros 17 Los Carneros 18 Fairview Aven 19 Fairview Aven 24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #9: Zone 9 (#6)												
3 Storke Road/H 9 Los Carneros 10 Los Carneros 11 Los Carneros 15 Los Carneros 17 Los Carneros 18 Fairview Aven 19 Fairview Aven 24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #10: Zone 10 (#17,#18,#24)												
3 Storke Road/H 9 Los Carneros 10 Los Carneros 11 Los Carneros 15 Los Carneros 17 Los Carneros 18 Fairview Aven 19 Fairview Aven 24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #11: Zone 11 (#16,#30)												
3 Storke Road/H 9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

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Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #12: Zone 12 (#12,#29)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #13: Zone 13 (#3,#4,#5)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #14: Zone 14 (#11)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****

Marriott Residence Inn
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #15: Zone 15 (#25,#32,#33)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #16: Zone 16 (#1)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #17: Zone 17 (#26)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #18: Zone 18 (#34)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #22: Zone 22 (#31,#39)												
3 Storke Road/H 9 Los Carneros 10 Los Carneros 11 Los Carneros 15 Los Carneros 17 Los Carneros 18 Fairview Aven 19 Fairview Aven 24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #23: Zone 23 (#39)												
3 Storke Road/H 9 Los Carneros 10 Los Carneros 11 Los Carneros 15 Los Carneros 17 Los Carneros 18 Fairview Aven 19 Fairview Aven 24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #24: Zone 24 (#40)												
3 Storke Road/H 9 Los Carneros 10 Los Carneros 11 Los Carneros 15 Los Carneros 17 Los Carneros 18 Fairview Aven 19 Fairview Aven 24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #25: Zone 25 (#41)												
3 Storke Road/H 9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

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Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #26: Zone 26 (#42)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #27: Zone 27 (#43)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #28: Zone 28 (Isla Vista Area)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #29: Zone 29 (#58)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #30: Zone 30 Bacara												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #31: Zone 31 Marriott Residence Inn												
3 Storke Road/H	****	****	****	1.8	****	****	****	3.5	****	****	1.8	1.8
9 Los Carneros	3.5	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	3.5	****	****	****	****	****	****	7.0	****	****	****
11 Los Carneros	****	****	****	7.0	****	****	****	****	****	****	****	3.5
15 Los Carneros	****	****	7.0	3.5	****	****	****	8.8	****	3.5	3.5	1.8
17 Los Carneros	****	****	****	7.0	****	****	****	19.3	****	****	10.5	3.5
18 Fairview Aven	0.0	1.8	3.5	****	1.8	****	****	****	1.8	5.3	****	****
19 Fairview Aven	7.0	****	****	****	****	24.6	12.3	3.5	3.5	****	7.0	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	3.5	****	19.3	****	****	38.6	****
	****	****	****	****	****	8.8	3.5	****	****	****	17.5	****
	****	3.5	8.8	****	24.6	****	****	****	****	****	****	****
	****	****	****	19.3	****	****	****	26.3	****	****	14.0	38.6
Zone #32: Zone 32 Rincona Palms												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

Marriott Residence Inn
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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #33: Zone 33 Sumida Gardens												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
All Selected Zones												
3 Storke Road/H	****	****	****	1.8	****	****	****	3.5	****	****	1.8	1.8
9 Los Carneros	3.5	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	3.5	****	****	****	****	****	****	7.0	****	****	****
11 Los Carneros	****	****	****	7.0	****	****	****	****	****	****	****	3.5
15 Los Carneros	****	****	7.0	3.5	****	****	****	8.8	****	3.5	3.5	1.8
17 Los Carneros	****	****	****	7.0	****	****	****	19.3	****	****	10.5	3.5
18 Fairview Aven	0.0	1.8	3.5	****	1.8	****	****	****	1.8	5.3	****	****
19 Fairview Aven	7.0	****	****	****	****	24.6	12.3	3.5	3.5	****	7.0	****
24 La Patera Ln/	****	****	****	****	****	3.5	****	19.3	****	****	38.6	****
29 Fairview Ave/	****	****	****	****	****	8.8	3.5	****	****	****	17.5	****
51 Fairview Ave/	****	3.5	8.8	****	24.6	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	19.3	****	****	****	26.3	****	****	14.0	38.6

 Marriott Residence Inn
 Existing With Project
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 Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node Intersection	NB	SB	EB	WB
3 Storke Road/Hollister Avenue	202010	202010	202010	202010
9 Los Carneros Road/US-101 NB Ramps	102000	001100	000000	100001
10 Los Carneros Road/US-101 SB Ramps	001100	102000	010010	000000
11 Los Carneros Road/Calle Koral	001100	102000	000000	100010
15 Los Carneros Road/Hollister Avenue	102010	102010	201100	101100
17 Los Carneros Way/Hollister Avenue	000000	100011	102000	001100
18 Fairview Avenue/Calle Real	011010	101100	101010	200100
19 Fairview Avenue/Hollister Avenue	101100	202010	202010	102010
24 La Patera Ln/Hollister Ave	000000	100010	102000	001100
29 Fairview Ave/US-101 NB Ramps	000000	001020	100001	010010
51 Fairview Ave/US-101 SB Ramps	002010	202000	010100	000000
360 Robin Hill/Hollister Ave	000000	000001	102000	001100

**MARRIOTT RESIDENCE INN
EXISTING WITH PROJECT
PM PEAK HOUR**



Marriott Residence Inn
Existing With Project
PM Peak Hour

Scenario Report

Scenario: 2010 + Project PM - Marriott

Command: 2010 + Project PM Marriott
Volume: 2010 PM - Marriott
Geometry: Existing Marriott
Impact Fee: Default Impact Fee
Trip Generation: Proj PM
Trip Distribution: project & related
Paths: Default Path
Routes: Default Route
Configuration: 2010 + Project PM Marriott

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Trip Generation Report

Forecast for Proj PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
31	Zone 31 Marr	1.00	Hotel	27.00	38.00	27	38	65	100.0
	Zone 31 Subtotal				27	38	65	100.0
TOTAL						27	38	65	100.0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Trip Distribution Report

Percent Of Trips Proj & Related

Zone	To Gates										
	1	2	3	4	5	6	7	10	11	12	13
1	3.0	5.0	8.0	2.0	5.0	10.0	4.0	2.0	1.0	2.0	2.0
2	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	25.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	20.0	0.0	0.0	35.0	0.0	10.0	0.0	25.0	0.0	10.0
5	0.0	25.0	0.0	0.0	40.0	0.0	20.0	0.0	0.0	0.0	15.0
6	10.0	15.0	0.0	0.0	10.0	10.0	0.0	0.0	10.0	0.0	0.0
7	10.0	9.0	0.0	0.0	5.0	5.0	0.0	0.0	3.0	8.0	0.0
8	15.0	5.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	5.0	0.0
9	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0
12	10.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	10.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
14	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	10.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0
17	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	20.0	0.0
19	10.0	10.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	0.0
20	0.0	0.0	10.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
22	10.0	0.0	0.0	20.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0
23	15.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
24	10.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0
25	5.0	2.0	9.0	0.0	0.0	25.0	0.0	0.0	0.0	2.0	1.0
26	1.0	3.0	10.0	0.0	0.0	30.0	5.0	0.0	0.0	3.0	0.0
27	2.0	3.0	10.0	15.0	35.0	0.0	5.0	0.0	2.0	3.0	5.0
28	10.0	0.0	10.0	5.0	0.0	35.0	5.0	0.0	0.0	0.0	0.0
29	5.0	0.0	10.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
30	10.0	4.0	10.0	5.0	0.0	10.0	0.0	0.0	0.0	1.0	0.0
31	10.0	3.0	2.0	5.0	0.0	10.0	0.0	0.0	0.0	1.0	0.0
32	10.0	4.0	8.0	7.0	0.0	10.0	0.0	0.0	0.0	1.0	0.0
33	3.0	5.0	5.0	5.0	0.0	2.0	0.0	0.0	2.0	2.0	0.0

Zone	To Gates										
	14	15	16	17	18	19	20	21	22	23	24
1	3.0	4.0	0.0	4.0	5.0	0.0	0.0	0.0	0.0	3.0	26.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	30.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Zone	To Gates										
	14	15	16	17	18	19	20	21	22	23	24
7	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	50.0
8	0.0	5.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.0	20.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0
10	0.0	25.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	50.0
11	0.0	20.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	30.0
12	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	40.0
13	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	30.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
15	0.0	10.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0	30.0
16	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0
17	0.0	10.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	40.0	30.0
18	0.0	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	30.0
20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	30.0
21	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
23	0.0	15.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	10.0	0.0
24	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	30.0
25	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	5.0
26	0.0	0.0	0.0	5.0	20.0	0.0	0.0	0.0	0.0	10.0	13.0
27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0
29	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0
30	0.0	2.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	2.0	31.0
31	1.0	2.0	6.0	8.0	0.0	0.0	0.0	0.0	0.0	2.0	25.0
32	1.0	2.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	25.0
33	3.0	5.0	7.0	3.0	0.0	3.0	0.0	0.0	0.0	3.0	30.0

Zone	To Gates									
	25	26	30	31	32	33	34	35	36	37
1	0.0	0.0	0.0	3.0	4.0	2.0	2.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	5.0	5.0	5.0	0.0	5.0	5.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Zone	To Gates									
	25	26	30	31	32	33	34	35	36	37
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
20	0.0	0.0	0.0	0.0	15.0	10.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0
22	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
23	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
24	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
25	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
26	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
28	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0
29	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0
30	2.0	3.0	0.0	0.0	4.0	4.0	0.0	3.0	4.0	1.0
31	2.0	2.0	2.0	0.0	4.0	2.0	0.0	3.0	8.0	2.0
32	2.0	3.0	1.0	0.0	4.0	2.0	0.0	3.0	8.0	1.0
33	2.0	2.0	5.0	0.0	5.0	3.0	0.0	0.0	3.0	2.0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Turning Movement Report
Proj PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#3 Storke Road/Hollister Avenue													
Base	76	625	144	139	531	759	659	340	58	226	484	464	4505
Added	0	0	0	1	0	0	0	1	0	0	2	1	5
Total	76	625	144	140	531	759	659	341	58	226	486	465	4510
#9 Los Carneros Road/US-101 NB Ramps													
Base	255	571	0	0	289	148	0	0	0	447	1	47	1758
Added	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	259	571	0	0	289	148	0	0	0	447	1	47	1762
#10 Los Carneros Road/US-101 SB Ramps													
Base	0	714	1022	65	747	0	78	2	32	0	0	0	2660
Added	0	4	0	0	0	0	0	0	3	0	0	0	7
Total	0	718	1022	65	747	0	78	2	35	0	0	0	2667
#11 Los Carneros Road/Calle Koral													
Base	0	1497	28	94	629	0	0	0	0	10	0	285	2543
Added	0	0	0	3	0	0	0	0	0	0	0	4	7
Total	0	1497	28	97	629	0	0	0	0	10	0	289	2550
#15 Los Carneros Road/Hollister Avenue													
Base	284	595	89	61	480	94	204	339	97	122	556	35	2956
Added	0	0	3	1	0	0	0	4	0	4	5	2	19
Total	284	595	92	62	480	94	204	343	97	126	561	37	2975
#17 Los Carneros Way/Hollister Avenue													
Base	0	0	0	72	0	21	61	758	0	0	921	310	2143
Added	0	0	0	3	0	0	0	8	0	0	11	4	26
Total	0	0	0	75	0	21	61	766	0	0	932	314	2169
#18 Fairview Avenue/Calle Real													
Base	442	420	504	112	366	38	34	254	263	318	238	55	3044
Added	1	1	3	0	1	0	0	0	1	2	0	0	9
Total	443	421	507	112	367	38	34	254	264	320	238	55	3053
#19 Fairview Avenue/Hollister Avenue													
Base	141	431	84	250	189	244	641	499	135	57	461	401	3533
Added	3	0	0	0	0	10	14	4	4	0	3	0	38
Total	144	431	84	250	189	254	655	503	139	57	464	401	3571
#24 La Patera Ln/Hollister Ave													
Base	0	0	0	275	0	98	42	901	0	0	891	73	2280
Added	0	0	0	0	0	4	0	22	0	0	16	0	42
Total	0	0	0	275	0	102	42	923	0	0	907	73	2322

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#29 Fairview Ave/US-101 NB Ramps													
Base	0	0	0	0	274	671	852	0	253	1	256	657	2964
Added	0	0	0	0	0	4	5	0	0	0	7	0	16
Total	0	0	0	0	274	675	857	0	253	1	263	657	2980
#51 Fairview Ave/US-101 SB Ramps													
Base	0	699	707	383	596	0	196	2	143	0	0	0	2726
Added	0	5	10	0	10	0	0	0	0	0	0	0	25
Total	0	704	717	383	606	0	196	2	143	0	0	0	2751
#360 Robin Hill/Hollister Ave													
Base	0	0	0	89	0	145	29	657	0	0	774	20	1714
Added	0	0	0	22	0	0	0	11	0	0	15	16	64
Total	0	0	0	111	0	145	29	668	0	0	789	36	1778

Marriott Residence Inn
Existing With Project
PM Peak Hour

Link Volume Report
Proj PM

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#3 Storke Road/Hollister Avenue													
Base	845	815	1660	1429	1748	3177	1057	1319	2376	1174	623	1797	9010
Added	0	0	0	1	1	2	1	2	3	3	2	5	10
Total	845	815	1660	1430	1749	3179	1058	1321	2379	1177	625	1802	9020
#9 Los Carneros Road/US-101 NB Ramps													
Base	826	736	1562	437	618	1055	0	404	404	495	0	495	3516
Added	4	0	4	0	0	0	0	4	4	0	0	0	8
Total	830	736	1566	437	618	1055	0	408	408	495	0	495	3524
#10 Los Carneros Road/US-101 SB Ramps													
Base	1736	779	2515	812	792	1604	112	0	112	0	1089	1089	5320
Added	4	3	7	0	4	4	3	0	3	0	0	0	14
Total	1740	782	2522	812	796	1608	115	0	115	0	1089	1089	5334
#11 Los Carneros Road/Calle Koral													
Base	1525	639	2164	723	1782	2505	0	0	0	295	122	417	5086
Added	0	0	0	3	4	7	0	0	0	4	3	7	14
Total	1525	639	2164	726	1786	2512	0	0	0	299	125	424	5100
#15 Los Carneros Road/Hollister Avenue													
Base	968	699	1667	635	834	1469	640	934	1574	713	489	1202	5912
Added	3	4	7	1	2	3	4	5	9	11	8	19	38
Total	971	703	1674	636	836	1472	644	939	1583	724	497	1221	5950
#17 Los Carneros Way/Hollister Avenue													
Base	0	0	0	93	371	464	819	942	1761	1231	830	2061	4286
Added	0	0	0	3	4	7	8	11	19	15	11	26	52
Total	0	0	0	96	375	471	827	953	1780	1246	841	2087	4338
#18 Fairview Avenue/Calle Real													
Base	1366	947	2313	516	509	1025	551	718	1269	611	870	1481	6088
Added	5	4	9	1	1	2	1	1	2	2	3	5	18
Total	1371	951	2322	517	510	1027	552	719	1271	613	873	1486	6106
#19 Fairview Avenue/Hollister Avenue													
Base	656	381	1037	683	1473	2156	1275	846	2121	919	833	1752	7066
Added	3	4	7	10	14	24	22	16	38	3	4	7	76
Total	659	385	1044	693	1487	2180	1297	862	2159	922	837	1759	7142
#24 La Patera Ln/Hollister Ave													
Base	0	0	0	373	115	488	943	989	1932	964	1176	2140	4560
Added	0	0	0	4	0	4	22	20	42	16	22	38	84
Total	0	0	0	377	115	492	965	1009	1974	980	1198	2178	4644

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Volume Type	NB Link			SB Link			EB Link			WB Link			Total Volume
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
#29 Fairview Ave/US-101 NB Ramps													
Base	0	528	528	945	1509	2454	1105	927	2032	914	0	914	5928
Added	0	0	0	4	5	9	5	11	16	7	0	7	32
Total	0	528	528	949	1514	2463	1110	938	2048	921	0	921	5960
#51 Fairview Ave/US-101 SB Ramps													
Base	1406	739	2145	979	895	1874	341	0	341	0	1092	1092	5452
Added	15	10	25	10	5	15	0	0	0	0	10	10	50
Total	1421	749	2170	989	900	1889	341	0	341	0	1102	1102	5502
#360 Robin Hill/Hollister Ave													
Base	0	0	0	234	49	283	686	919	1605	794	746	1540	3428
Added	0	0	0	22	16	38	11	15	26	31	33	64	128
Total	0	0	0	256	65	321	697	934	1631	825	779	1604	3556

Marriott Residence Inn
Existing With Project
PM Peak Hour

Intersection Volume Report
Base Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
3 Storke Road/H	76	625	144	139	531	759	659	340	58	226	484	464
9 Los Carneros	255	571	0	0	289	148	0	0	0	447	1	47
10 Los Carneros	0	714	1022	65	747	0	78	2	32	0	0	0
11 Los Carneros	0	1497	28	94	629	0	0	0	0	10	0	285
15 Los Carneros	284	595	89	61	480	94	204	339	97	122	556	35
17 Los Carneros	0	0	0	72	0	21	61	758	0	0	921	310
18 Fairview Aven	442	420	504	112	366	38	34	254	263	318	238	55
19 Fairview Aven	141	431	84	250	189	244	641	499	135	57	461	401
24 La Patera Ln/	0	0	0	275	0	98	42	901	0	0	891	73
29 Fairview Ave/	0	0	0	0	274	671	852	0	253	1	256	657
51 Fairview Ave/	0	699	707	383	596	0	196	2	143	0	0	0
360 Robin Hill/Ho	0	0	0	89	0	145	29	657	0	0	774	20

Marriott Residence Inn
Existing With Project
PM Peak Hour

Intersection Volume Report
Future Volume Alternative

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
3 Storke Road/H	76	625	144	140	531	759	659	341	58	226	486	465
9 Los Carneros	259	571	0	0	289	148	0	0	0	447	1	47
10 Los Carneros	0	718	1022	65	747	0	78	2	35	0	0	0
11 Los Carneros	0	1497	28	97	629	0	0	0	0	10	0	289
15 Los Carneros	284	595	92	62	480	94	204	343	97	126	561	37
17 Los Carneros	0	0	0	75	0	21	61	766	0	0	932	314
18 Fairview Aven	443	421	507	112	367	38	34	254	264	320	238	55
19 Fairview Aven	144	431	84	250	189	254	655	503	139	57	464	401
24 La Patera Ln/	0	0	0	275	0	102	42	923	0	0	907	73
29 Fairview Ave/	0	0	0	0	274	675	857	0	253	1	263	657
51 Fairview Ave/	0	704	717	383	606	0	196	2	143	0	0	0
360 Robin Hill/Ho	0	0	0	111	0	145	29	668	0	0	789	36

Marriott Residence Inn
Existing With Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	LOS	Veh C	LOS	Veh C	
# 3 Storke Road/Hollister Avenue	C	xxxxxx 0.739	C	xxxxxx 0.740	+ 0.001 V/C
# 9 Los Carneros Road/US-101 NB Ra	A	xxxxxx 0.532	A	xxxxxx 0.535	+ 0.003 V/C
# 10 Los Carneros Road/US-101 SB Ra	C	xxxxxx 0.775	C	xxxxxx 0.775	+ 0.000 V/C
# 11 Los Carneros Road/Calle Koral	C	xxxxxx 0.706	C	xxxxxx 0.709	+ 0.003 V/C
# 15 Los Carneros Road/Hollister Av	B	xxxxxx 0.673	B	xxxxxx 0.675	+ 0.002 V/C
# 17 Los Carneros Way/Hollister Ave	A	xxxxxx 0.540	A	xxxxxx 0.546	+ 0.006 V/C
# 18 Fairview Avenue/Calle Real	C	xxxxxx 0.757	C	xxxxxx 0.758	+ 0.002 V/C
# 19 Fairview Avenue/Hollister Aven	B	xxxxxx 0.678	B	xxxxxx 0.683	+ 0.005 V/C
# 24 La Patera Ln/Hollister Ave	A	xxxxxx 0.597	B	xxxxxx 0.602	+ 0.005 V/C
# 29 Fairview Ave/US-101 NB Ramps	C	xxxxxx 0.777	C	xxxxxx 0.783	+ 0.006 V/C
# 51 Fairview Ave/US-101 SB Ramps	A	xxxxxx 0.461	A	xxxxxx 0.462	+ 0.002 V/C
#360 Robin Hill/Hollister Ave	E	40.4 0.484	F	64.2 0.631	+23.809 D/V

Marriott Residence Inn
Existing With Project
PM Peak Hour

Signal Warrant Summary Report

Intersection	Base Met [Del / Vol]	Future Met [Del / Vol]
#360 Robin Hill/Hollister Ave	No / Yes	Yes / Yes

Marriott Residence Inn
Existing With Project
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #360 Robin Hill/Hollister Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

Table with 5 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=234]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1714]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #360 Robin Hill/Hollister Ave

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	89	0	145			29	657	0			0	774	20		
Major Street Volume:					1480															
Minor Approach Volume:					234															
Minor Approach Volume Threshold:					150															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Marriott Residence Inn
Existing With Project
PM Peak Hour

Peak Hour Delay Signal Warrant Report

Intersection #360 Robin Hill/Hollister Ave

Future Volume Alternative: Peak Hour Warrant Met

Table with 5 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Lanes, Initial Vol, and ApproachDel.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=256]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1778]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future.

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction.

Marriott Residence Inn
Existing With Project
PM Peak Hour

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #360 Robin Hill/Hollister Ave

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0
Initial Vol:	0	0	0	0	0	111	0	145			29	668	0			0	789	36		
Major Street Volume:					1522															
Minor Approach Volume:					256															
Minor Approach Volume Threshold:					140															

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Storke Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name: Storke Road Hollister Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module: >> Count Date: 3 Nov 2009 << PM Peak Hour

Base Vol:	76	625	144	139	531	759	659	340	58	226	484	464
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	625	144	139	531	759	659	340	58	226	484	464
User Adj:	1.00	1.00	0.36	1.00	1.00	0.41	1.00	1.00	0.34	1.00	1.00	0.67
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	625	52	139	531	309	659	340	20	226	484	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	625	52	139	531	309	659	340	20	226	484	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	625	52	139	531	309	659	340	20	226	484	311

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.20	0.03	0.04	0.17	0.19	0.21	0.11	0.01	0.07	0.15	0.19
Crit Moves:	****			****			****			****		

Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Storke Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	Storke Road						Hollister Avenue																		
	North Bound			South Bound			East Bound			West Bound															
Approach:	North Bound			South Bound			East Bound			West Bound															
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Protected			Protected			Protected			Protected			Protected			Protected									
Rights:	Include			Include			Include			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1

Volume Module:	>>	Count	Date:	3 Nov 2009	<<	PM	Peak	Hour						
Base Vol:	76	625	144	139	531	759	659	340	58	226	484	464		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	76	625	144	139	531	759	659	340	58	226	484	464		
Added Vol:	0	0	0	1	0	0	0	1	0	0	2	1		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	76	625	144	140	531	759	659	341	58	226	486	465		
User Adj:	1.00	1.00	0.36	1.00	1.00	0.41	1.00	1.00	0.34	1.00	1.00	0.67		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	76	625	52	140	531	309	659	341	20	226	486	312		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	76	625	52	140	531	309	659	341	20	226	486	312		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Final Volume:	76	625	52	140	531	309	659	341	20	226	486	312		

Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	3200	1600	3200	3200	1600	3200	3200	1600	3200	3200	1600	3200	3200	1600

Capacity Analysis Module:															
Vol/Sat:	0.02	0.20	0.03	0.04	0.17	0.19	0.21	0.11	0.01	0.07	0.15	0.19			
Crit Moves:	****			****			****			****					

Marriott Residence Inn
Existing With Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #9 Los Carneros Road/US-101 NB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.532
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        35          Level Of Service:              A
*****
Street Name:          Los Carneros Road          US-101 NB Ramps
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Protected          Permitted          Split Phase          Split Phase
Rights:                Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Y+R:                  4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:                1  0  2  0  0      0  0  1  1  0      0  0  0  0  0      1  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Nov 2009 << PM Peak Hour
Base Vol:              255 571 0          0 289 148          0 0 0          447 1 47
Growth Adj:           1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:           255 571 0          0 289 148          0 0 0          447 1 47
User Adj:              1.00 1.00 1.00      1.00 1.00 0.74      1.00 1.00 1.00      1.00 1.00 0.57
PHF Adj:               1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:           255 571 0          0 289 109          0 0 0          447 1 27
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          255 571 0          0 289 109          0 0 0          447 1 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:          255 571 0          0 289 109          0 0 0          447 1 27
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:           1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:                1.00 2.00 0.00      0.00 1.45 0.55      0.00 0.00 0.00      1.88 0.01 0.11
Final Sat.:           1600 3200 0          0 2324 876          0 0 0          3011 7 182
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.18 0.00      0.00 0.12 0.12      0.00 0.00 0.00      0.15 0.15 0.15
Crit Moves:           ****          ****          ****
*****

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Marriott Residence Inn
Existing With Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #9 Los Carneros Road/US-101 NB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.535
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        35          Level Of Service:              A
*****
Street Name:          Los Carneros Road          US-101 NB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Permitted          Split Phase          Split Phase
Rights:               Include          Include          Include          Include
Min. Green:           0  0  0          0  0  0          0  0  0          0  0  0
Y+R:                  4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:                1  0  2  0  0      0  0  1  1  0      0  0  0  0  0      1  0  1! 0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Nov 2009 << PM Peak Hour
Base Vol:             255 571 0          0 289 148          0 0 0          447 1 47
Growth Adj:           1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Initial Bse:          255 571 0          0 289 148          0 0 0          447 1 47
Added Vol:            4  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:          259 571 0          0 289 148          0 0 0          447 1 47
User Adj:             1.00 1.00 1.00      1.00 1.00 0.74      1.00 1.00 1.00      1.00 1.00 0.57
PHF Adj:              1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
PHF Volume:           259 571 0          0 289 109          0 0 0          447 1 27
Reduct Vol:           0  0  0          0  0  0          0  0  0          0  0  0
Reduced Vol:          259 571 0          0 289 109          0 0 0          447 1 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:          259 571 0          0 289 109          0 0 0          447 1 27
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600      1600 1600 1600      1600 1600 1600      1600 1600 1600
Adjustment:           1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00      1.00 1.00 1.00
Lanes:                1.00 2.00 0.00      0.00 1.45 0.55      0.00 0.00 0.00      1.88 0.01 0.11
Final Sat.:           1600 3200 0          0 2324 876          0 0 0          3011 7 182
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.16 0.18 0.00      0.00 0.12 0.12      0.00 0.00 0.00      0.15 0.15 0.15
Crit Moves:          ****              ****              ****
*****

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Marriott Residence Inn
Existing With Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #10 Los Carneros Road/US-101 SB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.775
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        62          Level Of Service:              C
*****
Street Name:          Los Carneros Road          US-101 SB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include            Include            Include              Include
Min. Green:           0  0  0            0  0  0            0  0  0            0  0  0
Y+R:                  4.0 4.0 4.0        4.0 4.0 4.0        4.0 4.0 4.0        4.0 4.0 4.0
Lanes:                0  0  1  1  0        1  0  2  0  0        0  1  0  0  1        0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 23 Feb 2010 << PM Peak Hour
Base Vol:             0  714  1022        65  747  0          78  2  32          0  0  0
Growth Adj:           1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
Initial Bse:          0  714  1022        65  747  0          78  2  32          0  0  0
User Adj:             1.00 1.00 0.91        1.00 1.00 1.00        1.00 1.00 0.16        1.00 1.00 1.00
PHF Adj:              1.00 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  714  935          65  747  0          78  2  5           0  0  0
Reduct Vol:           0  0  0            0  0  0            0  0  0            0  0  0
Reduced Vol:          0  714  935          65  747  0          78  2  5           0  0  0
PCE Adj:              1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00        1.00 1.00 1.00
FinalVolume:          0  714  935          65  747  0          78  2  5           0  0  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600        1600 1600 1600        1600 1600 1600        1600 1600 1600
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:                0.00 1.00 1.00        1.00 2.00 0.00        0.97 0.03 1.00        0.00 0.00 0.00
Final Sat.:           0 1600 1600        1600 3200 0          1560 40 1600        0  0  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.45 0.58        0.04 0.23 0.00        0.05 0.05 0.00        0.00 0.00 0.00
Crit Moves:           ****          ****          ****
*****

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Marriott Residence Inn
Existing With Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #10 Los Carneros Road/US-101 SB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.775
Loss Time (sec):      10           Average Delay (sec/veh):        xxxxxxx
Optimal Cycle:        62           Level Of Service:                C
*****
Street Name:          Los Carneros Road          US-101 SB Ramps
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Permitted          Protected          Split Phase          Split Phase
Rights:               Include            Include            Include              Include
Min. Green:           0   0   0           0   0   0           0   0   0           0   0   0
Y+R:                  4.0 4.0 4.0         4.0 4.0 4.0         4.0 4.0 4.0         4.0 4.0 4.0
Lanes:                0 0 1 1 0           1 0 2 0 0           0 1 0 0 1           0 0 0 0 0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 23 Feb 2010 << PM Peak Hour
Base Vol:             0 714 1022          65 747 0           78 2 32            0 0 0
Growth Adj:           1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
Initial Bse:          0 714 1022          65 747 0           78 2 32            0 0 0
Added Vol:            0 4 0               0 0 0               0 0 3              0 0 0
PasserByVol:          0 0 0               0 0 0               0 0 0              0 0 0
Initial Fut:          0 718 1022          65 747 0           78 2 35            0 0 0
User Adj:             1.00 1.00 0.91     1.00 1.00 1.00     1.00 1.00 0.16     1.00 1.00 1.00
PHF Adj:              1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
PHF Volume:           0 718 935           65 747 0           78 2 5              0 0 0
Reduct Vol:           0 0 0               0 0 0               0 0 0              0 0 0
Reduced Vol:          0 718 935           65 747 0           78 2 5              0 0 0
PCE Adj:              1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
FinalVolume:          0 718 935           65 747 0           78 2 5              0 0 0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600     1600 1600 1600     1600 1600 1600     1600 1600 1600
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:                0.00 1.00 1.00     1.00 2.00 0.00     0.97 0.03 1.00     0.00 0.00 0.00
Final Sat.:           0 1600 1600     1600 3200 0         1560 40 1600       0 0 0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.45 0.58     0.04 0.23 0.00     0.05 0.05 0.00     0.00 0.00 0.00
Crit Moves:           ****  ****  ****  ****
*****

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Marriott Residence Inn
Existing With Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #11 Los Carneros Road/Calle Koral
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.706
Loss Time (sec):      10          Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        51          Level Of Service:              C
*****
Street Name:          Los Carneros Road          Calle Koral
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include           Include           Include           Include
Min. Green:           0  0  0           0  0  0           0  0  0           0  0  0
Y+R:                  4.0 4.0 4.0       4.0 4.0 4.0       4.0 4.0 4.0       4.0 4.0 4.0
Lanes:                0  0  1  1  0       1  0  2  0  0       0  0  0  0  0       1  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Nov 2009 << PM Peak Hour
Base Vol:             0 1497 28          94 629 0           0  0  0           10  0  285
Growth Adj:           1.00 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 1497 28          94 629 0           0  0  0           10  0  285
User Adj:             1.00 1.00 0.96     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 0.40
PHF Adj:              1.00 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 1497 27          94 629 0           0  0  0           10  0  114
Reduct Vol:           0  0  0           0  0  0           0  0  0           0  0  0
Reduced Vol:          0 1497 27          94 629 0           0  0  0           10  0  114
PCE Adj:              1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
FinalVolume:          0 1497 27          94 629 0           0  0  0           10  0  114
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600     1600 1600 1600     1600 1600 1600     1600 1600 1600
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:                0.00 1.96 0.04     1.00 2.00 0.00     0.00 0.00 0.00     1.00 0.00 1.00
Final Sat.:           0 3143 57       1600 3200 0         0  0  0           1600  0  1600
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.48 0.48     0.06 0.20 0.00     0.00 0.00 0.00     0.01 0.00 0.07
Crit Moves:           ****              ****              ****
*****

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Marriott Residence Inn
Existing With Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #11 Los Carneros Road/Calle Koral
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.709
Loss Time (sec):      10           Average Delay (sec/veh):       xxxxxxx
Optimal Cycle:        51           Level Of Service:              C
*****
Street Name:          Los Carneros Road          Calle Koral
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:              Protected          Protected          Split Phase          Split Phase
Rights:               Include           Include           Include           Include
Min. Green:           0  0  0           0  0  0           0  0  0           0  0  0
Y+R:                  4.0 4.0 4.0       4.0 4.0 4.0       4.0 4.0 4.0       4.0 4.0 4.0
Lanes:                0  0  1  1  0       1  0  2  0  0       0  0  0  0  0       1  0  0  0  1
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 4 Nov 2009 << PM Peak Hour
Base Vol:             0 1497 28          94 629 0           0  0  0           10  0  285
Growth Adj:           1.00 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 1497 28          94 629 0           0  0  0           10  0  285
Added Vol:            0  0  0           3  0  0           0  0  0           0  0  4
PasserByVol:          0  0  0           0  0  0           0  0  0           0  0  0
Initial Fut:          0 1497 28          97 629 0           0  0  0           10  0  289
User Adj:             1.00 1.00 0.96     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 0.40
PHF Adj:              1.00 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 1497 27          97 629 0           0  0  0           10  0  116
Reduct Vol:           0  0  0           0  0  0           0  0  0           0  0  0
Reduced Vol:          0 1497 27          97 629 0           0  0  0           10  0  116
PCE Adj:              1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00     1.00 1.00 1.00
FinalVolume:          0 1497 27          97 629 0           0  0  0           10  0  116
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600     1600 1600 1600     1600 1600 1600     1600 1600 1600
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:                0.00 1.96 0.04     1.00 2.00 0.00     0.00 0.00 0.00     1.00 0.00 1.00
Final Sat.:           0 3143 57          1600 3200 0         0  0  0           1600 0 1600
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.48 0.48     0.06 0.20 0.00     0.00 0.00 0.00     0.01 0.00 0.07
Crit Moves:           ****          ****          ****
*****

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Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 Los Carneros Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name: Los Carneros Road Hollister Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0

Volume Module: >> Count Date: 4 Nov 2009 << PM Peak Hour

Base Vol:	284	595	89	61	480	94	204	339	97	122	556	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	595	89	61	480	94	204	339	97	122	556	35
User Adj:	1.00	1.00	0.71	1.00	1.00	0.65	1.00	1.00	0.75	1.00	1.00	0.77
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	595	63	61	480	61	204	339	73	122	556	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	595	63	61	480	61	204	339	73	122	556	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
Final Volume:	284	595	63	61	480	61	204	339	73	122	556	27
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.65	0.35	1.00	1.91	0.09
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	2633	567	1600	3052	148

Capacity Analysis Module:

Vol/Sat:	0.18	0.19	0.04	0.04	0.15	0.04	0.06	0.13	0.13	0.08	0.18	0.18
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Los Carneros Road/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name: Los Carneros Road Hollister Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Ovl			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0

-----|-----|-----|-----|

Volume Module: >> Count Date: 4 Nov 2009 << PM Peak Hour

Base Vol:	284	595	89	61	480	94	204	339	97	122	556	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	595	89	61	480	94	204	339	97	122	556	35
Added Vol:	0	0	3	1	0	0	0	4	0	4	5	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	595	92	62	480	94	204	343	97	126	561	37
User Adj:	1.00	1.00	0.71	1.00	1.00	0.65	1.00	1.00	0.75	1.00	1.00	0.77
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	595	65	62	480	61	204	343	73	126	561	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	595	65	62	480	61	204	343	73	126	561	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	284	595	65	62	480	61	204	343	73	126	561	29
OvlAdjVol:	0											

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.65	0.35	1.00	1.90	0.10
Final Sat.:	1600	3200	1600	1600	3200	1600	3200	2638	562	1600	3045	155

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.18	0.19	0.04	0.04	0.15	0.04	0.06	0.13	0.13	0.08	0.18	0.18		
OvlAdjV/S:	0.00													
Crit Moves:	****						****	****						****

Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Los Carneros Way/Hollister Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Los Carneros Way				Hollister Avenue			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	

-----|-----|-----|-----|

Control:	Split Phase			Split Phase			Protected			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	0	0	0	1	0	2	0	0	0	0	1	1	0

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Volume Module: PM Peak Hour

Base Vol:	0	0	0	72	0	21	61	758	0	0	921	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	72	0	21	61	758	0	0	921	310
User Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.95
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	19	61	758	0	0	921	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	19	61	758	0	0	921	294
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	72	0	19	61	758	0	0	921	294

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	1.52	0.48
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	2426	774

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.01	0.04	0.24	0.00	0.00	0.38	0.38
Crit Moves:				****			****			****		

Marriott Residence Inn
Existing With Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #17 Los Carneros Way/Hollister Avenue
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.546
Loss Time (sec):      10           Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        36           Level Of Service:              A
*****
Street Name:          Los Carneros Way          Hollister Avenue
Approach:              North Bound          South Bound          East Bound          West Bound
Movement:              L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|
Control:               Split Phase          Split Phase          Protected          Permitted
Rights:                Include              Include              Include              Include
Min. Green:            0 0 0              0 0 0              0 0 0              0 0 0
Y+R:                   4.0 4.0 4.0        4.0 4.0 4.0        4.0 4.0 4.0        4.0 4.0 4.0
Lanes:                 0 0 0 0 0          1 0 1! 0 1          1 0 2 0 0          0 0 1 1 0
-----|-----|-----|-----|-----|
Volume Module:PM Peak Hour
Base Vol:              0 0 0              72 0 21            61 758 0           0 921 310
Growth Adj:            1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:           0 0 0              72 0 21            61 758 0           0 921 310
Added Vol:             0 0 0              3 0 0              0 8 0              0 11 4
PasserByVol:          0 0 0              0 0 0              0 0 0              0 0 0
Initial Fut:           0 0 0              75 0 21            61 766 0           0 932 314
User Adj:              1.00 1.00 1.00    1.00 1.00 0.90    1.00 1.00 1.00    1.00 1.00 0.95
PHF Adj:               1.00 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              75 0 19            61 766 0           0 932 298
Reduct Vol:            0 0 0              0 0 0              0 0 0              0 0 0
Reduced Vol:           0 0 0              75 0 19            61 766 0           0 932 298
PCE Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:               1.00 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              75 0 19            61 766 0           0 932 298
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:              1600 1600 1600    1600 1600 1600    1600 1600 1600    1600 1600 1600
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:                 0.00 0.00 0.00    2.00 0.00 1.00    1.00 2.00 0.00    0.00 1.52 0.48
Final Sat.:            0 0 0              3200 0 1600        1600 3200 0         0 2425 775
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:               0.00 0.00 0.00    0.02 0.00 0.01    0.04 0.24 0.00    0.00 0.38 0.38
Crit Moves:              ****              ****              ****
*****

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Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Fairview Avenue/Calle Real

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 58 Level Of Service: C

Fairview Avenue						Calle Real						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	1	0	1	1	0	1	0	1	0	1

Volume Module: >> Count Date: 18 Feb 2010 << PM Peak Hour

Base Vol:	442	420	504	112	366	38	34	254	263	318	238	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	442	420	504	112	366	38	34	254	263	318	238	55
User Adj:	1.00	1.00	0.82	1.00	1.00	0.68	1.00	1.00	0.40	1.00	1.00	0.75
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	442	420	415	112	366	26	34	254	105	318	238	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	420	415	112	366	26	34	254	105	318	238	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	442	420	415	112	366	26	34	254	105	318	238	41
OvlAdjVol:	256											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00	2.00	0.85	0.15
Final Sat.:	1600	1600	1600	1600	2988	212	1600	1600	1600	3200	1365	235

Capacity Analysis Module:

Vol/Sat:	0.28	0.26	0.26	0.07	0.12	0.12	0.02	0.16	0.07	0.10	0.17	0.17
OvlAdjV/S:	0.16											
Crit Moves:	****			****			****			****		

Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Fairview Avenue/Calle Real

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 59 Level Of Service: C

Fairview Avenue						Calle Real						
North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	1	0	1	1	0	1	0	1	0	1

Volume Module: >> Count Date: 18 Feb 2010 << PM Peak Hour

Base Vol:	442	420	504	112	366	38	34	254	263	318	238	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	442	420	504	112	366	38	34	254	263	318	238	55
Added Vol:	1	1	3	0	1	0	0	0	1	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	421	507	112	367	38	34	254	264	320	238	55
User Adj:	1.00	1.00	0.82	1.00	1.00	0.68	1.00	1.00	0.40	1.00	1.00	0.75
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	443	421	417	112	367	26	34	254	105	320	238	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	421	417	112	367	26	34	254	105	320	238	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	443	421	417	112	367	26	34	254	105	320	238	41
OvlAdjVol:	257											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.00	1.00	2.00	0.85	0.15
Final Sat.:	1600	1600	1600	1600	2988	212	1600	1600	1600	3200	1365	235

Capacity Analysis Module:

Vol/Sat:	0.28	0.26	0.26	0.07	0.12	0.12	0.02	0.16	0.07	0.10	0.17	0.17
OvlAdjV/S:	0.16											
Crit Moves:	****			****			****			****		

Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #19 Fairview Avenue/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name: Fairview Avenue Hollister Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Ovl			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Lanes:	1	0	1	1	0	2	0	2	0	1	2	0	2	0	1

-----|-----|-----|-----|

Volume Module: >> Count Date: 13 May 2008 << PM Peak Hour

Base Vol:	141	431	84	250	189	244	641	499	135	57	461	401
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	431	84	250	189	244	641	499	135	57	461	401
User Adj:	1.00	1.00	0.80	1.00	1.00	0.63	1.00	1.00	0.38	1.00	1.00	0.79
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	431	67	250	189	153	641	499	51	57	461	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	431	67	250	189	153	641	499	51	57	461	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	431	67	250	189	153	641	499	51	57	461	317
OvlAdjVol:	0											

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2769	431	3200	3200	1600	3200	3200	1600	1600	3200	1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.16	0.08	0.06	0.10	0.20	0.16	0.03	0.04	0.14	0.20
OvlAdjV/S:	0.00						0.12					
Crit Moves:	****			****			****			****		

Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 Fairview Avenue/Hollister Avenue

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Fairview Avenue						Hollister Avenue													
	North Bound			South Bound			East Bound			West Bound										
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected										
Rights:	Include			Ovl			Include			Ovl										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0								
Lanes:	1	0	1	1	0	2	0	2	0	1	2	0	2	0	1	1	0	2	0	1

Volume Module: >> Count Date: 13 May 2008 << PM Peak Hour

Base Vol:	141	431	84	250	189	244	641	499	135	57	461	401
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	431	84	250	189	244	641	499	135	57	461	401
Added Vol:	3	0	0	0	0	10	14	4	4	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	431	84	250	189	254	655	503	139	57	464	401
User Adj:	1.00	1.00	0.80	1.00	1.00	0.63	1.00	1.00	0.38	1.00	1.00	0.79
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	431	67	250	189	159	655	503	53	57	464	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	431	67	250	189	159	655	503	53	57	464	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	144	431	67	250	189	159	655	503	53	57	464	317
OvlAdjVol:	0											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2769	431	3200	3200	1600	3200	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.16	0.08	0.06	0.10	0.20	0.16	0.03	0.04	0.15	0.20
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #24 La Patera Ln/Hollister Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	0

Volume Module: >> Count Date: 22 May 2003 << PM Peak

Base Vol:	0	0	0	275	0	98	42	901	0	0	891	73
Growth Adj:	1.00	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	275	0	98	42	901	0	0	891	73
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.90
PHF Adj:	1.00	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	275	0	0	42	901	0	0	891	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	275	0	0	42	901	0	0	891	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	275	0	0	42	901	0	0	891	66

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2979	221

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.00	0.03	0.28	0.00	0.00	0.30	0.30
Crit Moves:				****			****				****	

Marriott Residence Inn
Existing With Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #24 La Patera Ln/Hollister Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.602
Loss Time (sec):      10          Average Delay (sec/veh):        xxxxxxx
Optimal Cycle:        40          Level Of Service:                B
*****
Approach:             North Bound   South Bound   East Bound   West Bound
Movement:             L - T - R    L - T - R    L - T - R    L - T - R
-----|-----|-----|-----|-----|
Control:              Split Phase  Split Phase  Protected   Protected
Rights:               Include      Include      Include     Include
Min. Green:           0  0  0      0  0  0      0  0  0      0  0  0
Y+R:                  4.0 4.0 4.0  4.0 4.0 4.0  4.0 4.0 4.0  4.0 4.0 4.0
Lanes:                0  0  0  0  0  1  0  0  0  1  1  0  2  0  0  0  0  1  1  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 22 May 2003 << PM Peak
Base Vol:             0  0  0      275  0  98  42  901  0  0  891  73
Growth Adj:           1.00 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      275  0  98  42  901  0  0  891  73
Added Vol:            0  0  0      0  0  4  0  22  0  0  16  0
PasserByVol:         0  0  0      0  0  0  0  0  0  0  0  0
Initial Fut:          0  0  0      275  0  102  42  923  0  0  907  73
User Adj:             1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 0.90
PHF Adj:              1.00 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      275  0  0  42  923  0  0  907  66
Reduct Vol:           0  0  0      0  0  0  0  0  0  0  0  0
Reduced Vol:          0  0  0      275  0  0  42  923  0  0  907  66
PCE Adj:              1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:              1.00 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      275  0  0  42  923  0  0  907  66
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600
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:                0.00 0.00 0.00  1.00 0.00 1.00  1.00 2.00 0.00  0.00 1.86 0.14
Final Sat.:           0  0  0      1600  0  1600  1600 3200  0  0  2983  217
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00  0.17 0.00 0.00  0.03 0.29 0.00  0.00 0.30 0.30
Crit Moves:           ****                ****                ****
*****

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Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #29 Fairview Ave/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 18 Feb 2010 << PM Peak. Table with 12 columns of volume data.

Saturation Flow Module: Table with 12 columns of saturation flow data.

Capacity Analysis Module: Table with 12 columns of capacity analysis data.

Marriott Residence Inn
Existing With Project
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Fairview Ave/US-101 NB Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: >> Count Date: 18 Feb 2010 << PM Peak. Table with 13 columns for various volume and adjustment factors.

Saturation Flow Module: Table with 13 columns for saturation flow, adjustment, lanes, and final saturation.

Capacity Analysis Module: Table with 13 columns for volume/saturation, over-saturation, and critical moves.

Marriott Residence Inn
Existing With Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #51 Fairview Ave/US-101 SB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.461
Loss Time (sec):      0            Average Delay (sec/veh):      xxxxxxx
Optimal Cycle:        42            Level Of Service:              A
*****
Approach:             North Bound   South Bound   East Bound   West Bound
Movement:             L - T - R    L - T - R    L - T - R    L - T - R
-----|-----|-----|-----|-----|
Control:              Protected   Protected   Split Phase  Split Phase
Rights:               Include     Include     Include      Include
Min. Green:           0  0  0      0  0  0      0  0  0      0  0  0
Y+R:                  4.0 4.0 4.0  4.0 4.0 4.0  4.0 4.0 4.0  4.0 4.0 4.0
Lanes:                0  0  2  0  1    2  0  2  0  0    0  1  0  1  0    0  0  0  0  0
-----|-----|-----|-----|-----|
Volume Module: >> Count Date: 29 Apr 2008 << PM Peak
Base Vol:             0  699  707    383  596    0    196  2  143    0  0  0
Growth Adj:           1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:          0  699  707    383  596    0    196  2  143    0  0  0
User Adj:              1.00 1.00 0.40  1.00 1.00 1.00  1.00 1.00 0.39  1.00 1.00 1.00
PHF Adj:               1.00 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  699  282    383  596    0    196  2  56    0  0  0
Reduct Vol:           0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:          0  699  282    383  596    0    196  2  56    0  0  0
PCE Adj:              1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:          0  699  282    383  596    0    196  2  56    0  0  0
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600
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:                0.00 2.00 1.00  2.00 2.00 0.00  1.00 0.56 0.44  0.00 0.00 0.00
Final Sat.:           0 3200 1600  3200 3200    0    1600 894 706    0  0  0
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.22 0.18  0.12 0.19 0.00  0.12 0.00 0.08  0.00 0.00 0.00
Crit Moves:           ****          ****          ****
*****

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Marriott Residence Inn
Existing With Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #51 Fairview Ave/US-101 SB Ramps
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.462
Loss Time (sec):      0          Average Delay (sec/veh):          xxxxxx
Optimal Cycle:        42          Level Of Service:          A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:      0  0  0      0  0  0      0  0  0      0  0  0
Y+R:      4.0  4.0  4.0      4.0  4.0  4.0      4.0  4.0  4.0      4.0  4.0  4.0
Lanes:      0  0  2  0  1      2  0  2  0  0      0  1  0  1  0      0  0  0  0  0
-----|-----|-----|-----|
Volume Module: >> Count Date: 29 Apr 2008 << PM Peak
Base Vol:      0  699  707      383  596      0      196  2  143      0  0  0
Growth Adj:    1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
Initial Bse:    0  699  707      383  596      0      196  2  143      0  0  0
Added Vol:      0  5  10      0  10      0      0  0  0      0  0  0
PasserByVol:    0  0  0      0  0  0      0      0  0  0      0  0  0
Initial Fut:    0  704  717      383  606      0      196  2  143      0  0  0
User Adj:      1.00  1.00  0.40      1.00  1.00  1.00      1.00  1.00  0.39      1.00  1.00  1.00
PHF Adj:      1.00  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  704  286      383  606      0      196  2  56      0  0  0
Reduct Vol:    0  0  0      0  0  0      0      0  0  0      0  0  0
Reduced Vol:    0  704  286      383  606      0      196  2  56      0  0  0
PCE Adj:      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
MLF Adj:      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00      1.00  1.00  1.00
FinalVolume:    0  704  286      383  606      0      196  2  56      0  0  0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600  1600  1600      1600  1600  1600      1600  1600  1600      1600  1600  1600
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:      0.00  2.00  1.00      2.00  2.00  0.00      1.00  0.56  0.44      0.00  0.00  0.00
Final Sat.:    0  3200  1600      3200  3200      0      1600  894  706      0  0  0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00  0.22  0.18      0.12  0.19  0.00      0.12  0.00  0.08      0.00  0.00  0.00
Crit Moves:      ****      ****      ****
*****

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Marriott Residence Inn
Existing With Project
PM Peak Hour

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

Intersection #360 Robin Hill/Hollister Ave

Average Delay (sec/veh): 5.7 Worst Case Level Of Service: E[40.4]

Table with columns for Street Name (Robin Hill, Hollister Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0, 1, 2).

Volume Module: >> Count Date: 19 Apr 2007 << PM Peak. Table showing Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for various movements.

Critical Gap Module: Table showing Critical Gp and FollowUpTim for different movements.

Capacity Module: Table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for different movements.

Level Of Service Module: Table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Marriott Residence Inn
Existing With Project
PM Peak Hour

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

Intersection #360 Robin Hill/Hollister Ave

Average Delay (sec/veh): 9.4 Worst Case Level Of Service: F[64.2]

Table with columns for Street Name (Robin Hill, Hollister Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Stop Sign, Uncontrolled), Rights (Include), and Lanes (0, 1, 2).

Table for Volume Module showing Count Date (19 Apr 2007), PM Peak, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume.

Table for Critical Gap Module showing Critical Gp, FollowUpTim, and various performance metrics.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Marriott Residence Inn
Existing With Project
PM Peak Hour

Turning Movement By Zone Report
Proj PM

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#3 Storke Road/Hollister Avenue													
[Base(LOS=C,V/C=0.739)][Future(LOS=C,V/C = 0.740)][+0.001 V/C]													
Base	76	625	144	139	531	759	659	340	58	226	484	464	4505
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	76	625	144	139	531	759	659	340	58	226	484	464	4505
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	1	0	0	0	1	0	0	2	1	5
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	1	0	0	0	1	0	0	2	1	5
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	76	625	144	140	531	759	659	341	58	226	486	465	4510
UseAdj	1.00	1.00	0.36	1.00	1.00	0.41	1.00	1.00	0.34	1.00	1.00	0.67	0.82
Total	76	625	52	140	531	309	659	341	20	226	486	312	3777

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#9 Los Carneros Road/US-101 NB Ramps													
[Base(LOS=A,V/C=0.532)][Future(LOS=A,V/C = 0.535)][+0.003 V/C]													
Base	255	571	0	0	289	148	0	0	0	447	1	47	1758
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	255	571	0	0	289	148	0	0	0	447	1	47	1758
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	4	0	0	0	0	0	0	0	0	0	0	0	4
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	4	0	0	0	0	0	0	0	0	0	0	0	4
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	259	571	0	0	289	148	0	0	0	447	1	47	1762
UseAdj	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	1.00	1.00	1.00	0.57	0.94
Total	259	571	0	0	289	109	0	0	0	447	1	27	1703

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#10 Los Carneros Road/US-101 SB Ramps													
[Base(LOS=C,V/C=0.775)][Future(LOS=C,V/C = 0.775)][+0.000 V/C]													
Base	0	714	1022	65	747	0	78	2	32	0	0	0	2660
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	714	1022	65	747	0	78	2	32	0	0	0	2660
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	4	0	0	0	0	0	0	3	0	0	0	7
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	4	0	0	0	0	0	0	3	0	0	0	7
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	718	1022	65	747	0	78	2	35	0	0	0	2667
UseAdj	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.16	1.00	1.00	1.00	0.92
Total	0	718	935	65	747	0	78	2	5	0	0	0	2550

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#11 Los Carneros Road/Calle Koral													
[Base(LOS=C,V/C=0.706)][Future(LOS=C,V/C = 0.709)][+0.003 V/C]													
Base	0	1497	28	94	629	0	0	0	0	10	0	285	2543
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	1497	28	94	629	0	0	0	0	10	0	285	2543
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	3	0	0	0	0	0	0	0	4	7
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	3	0	0	0	0	0	0	0	4	7
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	1497	28	97	629	0	0	0	0	10	0	289	2550
UseAdj	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.40	0.95
Total	0	1497	27	97	629	0	0	0	0	10	0	116	2376

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#15 Los Carneros Road/Hollister Avenue													
[Base(LOS=B,V/C=0.673)][Future(LOS=B,V/C = 0.675)][+0.002 V/C]													
Base	284	595	89	61	480	94	204	339	97	122	556	35	2956
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	284	595	89	61	480	94	204	339	97	122	556	35	2956
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	3	1	0	0	0	4	0	4	5	2	19
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	3	1	0	0	0	4	0	4	5	2	19
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	284	595	92	62	480	94	204	343	97	126	561	37	2975
UseAdj	1.00	1.00	0.71	1.00	1.00	0.65	1.00	1.00	0.75	1.00	1.00	0.77	0.91
Total	284	595	65	62	480	61	204	343	73	126	561	29	2883

Marriott Residence Inn
Existing With Project
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#17 Los Carneros Way/Hollister Avenue													
[Base(LOS=A,V/C=0.540)][Future(LOS=A,V/C = 0.546)][+0.006 V/C]													
Base	0	0	0	72	0	21	61	758	0	0	921	310	2143
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	72	0	21	61	758	0	0	921	310	2143
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	3	0	0	0	8	0	0	11	4	26
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	3	0	0	0	8	0	0	11	4	26
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	75	0	21	61	766	0	0	932	314	2169
UseAdj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.95	0.99
Total	0	0	0	75	0	19	61	766	0	0	932	298	2151

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#18 Fairview Avenue/Calle Real													
[Base(LOS=C,V/C=0.757)][Future(LOS=C,V/C = 0.758)][+0.002 V/C]													
Base	442	420	504	112	366	38	34	254	263	318	238	55	3044
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	442	420	504	112	366	38	34	254	263	318	238	55	3044
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	1	1	3	0	1	0	0	0	1	2	0	0	9
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	1	1	3	0	1	0	0	0	1	2	0	0	9
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	443	421	507	112	367	38	34	254	264	320	238	55	3053
UseAdj	1.00	1.00	0.82	1.00	1.00	0.68	1.00	1.00	0.40	1.00	1.00	0.75	0.89
Total	443	421	417	112	367	26	34	254	105	320	238	41	2779

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#19 Fairview Avenue/Hollister Avenue													
[Base(LOS=B,V/C=0.678)][Future(LOS=B,V/C = 0.683)][+0.005 V/C]													
Base	141	431	84	250	189	244	641	499	135	57	461	401	3533
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	141	431	84	250	189	244	641	499	135	57	461	401	3533
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	3	0	0	0	0	10	14	4	4	0	3	0	38
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	3	0	0	0	0	10	14	4	4	0	3	0	38
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	144	431	84	250	189	254	655	503	139	57	464	401	3571
UseAdj	1.00	1.00	0.80	1.00	1.00	0.63	1.00	1.00	0.38	1.00	1.00	0.79	0.88
Total	144	431	67	250	189	159	655	503	53	57	464	317	3289

Marriott Residence Inn
Existing With Project
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#24 La Patera Ln/Hollister Ave													
[Base(LOS=A,V/C=0.597)][Future(LOS=B,V/C = 0.602)][+0.005 V/C]													
Base	0	0	0	275	0	98	42	901	0	0	891	73	2280
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	275	0	98	42	901	0	0	891	73	2280
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	4	0	22	0	0	16	0	42
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	4	0	22	0	0	16	0	42
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	275	0	102	42	923	0	0	907	73	2322
UseAdj	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.90	0.91
Total	0	0	0	275	0	0	42	923	0	0	907	66	2213

Marriott Residence Inn
Existing With Project
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#29 Fairview Ave/US-101 NB Ramps													
[Base(LOS=C,V/C=0.777)][Future(LOS=C,V/C = 0.783)][+0.006 V/C]													
Base	0	0	0	0	274	671	852	0	253	1	256	657	2964
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	0	274	671	852	0	253	1	256	657	2964
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	0	0	4	5	0	0	0	7	0	16
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	0	0	4	5	0	0	0	7	0	16
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	0	274	675	857	0	253	1	263	657	2980
UseAdj	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.79	0.90
Total	0	0	0	0	274	0	857	0	253	1	263	518	2166

 Marriott Residence Inn
 Existing With Project
 PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#51 Fairview Ave/US-101 SB Ramps													
[Base(LOS=A,V/C=0.461)][Future(LOS=A,V/C = 0.462)][+0.002 V/C]													
Base	0	699	707	383	596	0	196	2	143	0	0	0	2726
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	699	707	383	596	0	196	2	143	0	0	0	2726
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	5	10	0	10	0	0	0	0	0	0	0	25
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	5	10	0	10	0	0	0	0	0	0	0	25
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	704	717	383	606	0	196	2	143	0	0	0	2751
UseAdj	1.00	1.00	0.40	1.00	1.00	1.00	1.00	1.00	0.39	1.00	1.00	1.00	0.90
Total	0	704	286	383	606	0	196	2	56	0	0	0	2233

Marriott Residence Inn
Existing With Project
PM Peak Hour

Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
#360 Robin Hill/Hollister Ave													
[Base(LOS=E,Del=5.7,V/C=0.484)][Future(LOS=F,Del=9.4,V/C=0.631)][+0.146 V/C]													
Base	0	0	0	89	0	145	29	657	0	0	774	20	1714
Growth	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
InitBs	0	0	0	89	0	145	29	657	0	0	774	20	1714
Zn 1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 4	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 7	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 8	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 9	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 10	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 11	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 12	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 13	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 14	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 15	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 16	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 17	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 18	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 19	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 20	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 21	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 22	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 23	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 24	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 25	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 26	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 27	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 28	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 29	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 30	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 31	0	0	0	22	0	0	0	11	0	0	15	16	64
Zn 32	0	0	0	0	0	0	0	0	0	0	0	0	0
Zn 33	0	0	0	0	0	0	0	0	0	0	0	0	0
Added	0	0	0	22	0	0	0	11	0	0	15	16	64
PassBy	0	0	0	0	0	0	0	0	0	0	0	0	0
Future	0	0	0	111	0	145	29	668	0	0	789	36	1778
UseAdj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Total	0	0	0	111	0	145	29	668	0	0	789	36	1778

Marriott Residence Inn
Existing With Project
PM Peak Hour

Project Trips Report
Proj PM

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Zone #1: Village at Los Carneros Project												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #2: Zone 2 (#20,#21,#38)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #3: Zone 3 (#8,#19,#27,#28)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #4: Zone 4 (#15,#23)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #5: Zone 5 (#2,#7)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #6: Zone 6 (#9,#37)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #7: Zone 7 (#13,#14)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #8: Zone 8 Costco Gas Station												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #9: Zone 9 (#6)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #10: Zone 10 (#17,#18,#24)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #11: Zone 11 (#16,#30)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #12: Zone 12 (#12,#29)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #13: Zone 13 (#3,#4,#5)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #14: Zone 14 (#11)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #15: Zone 15 (#25,#32,#33)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #16: Zone 16 (#1)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #17: Zone 17 (#26)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #18: Zone 18 (#34)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
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Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #19: Zone 19 (#10)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #20: Zone 20 (#35)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #21: Zone 21 (#36)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #22: Zone 22 (#31,#39)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #23: Zone 23 (#39)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #24: Zone 24 (#40)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #25: Zone 25 (#41)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #26: Zone 26 (#42)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #27: Zone 27 (#43)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51	Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360	Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #28: Zone 28 (Isla Vista Area)													
3	Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17	Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19	Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24	La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #29: Zone 29 (#58)												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #30: Zone 30 Bacara												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #31: Zone 31 Marriott Residence Inn												
3 Storke Road/H	0	0	0	1	0	0	0	1	0	0	2	1
9 Los Carneros	4	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	4	0	0	0	0	0	0	3	0	0	0
11 Los Carneros	0	0	0	3	0	0	0	0	0	0	0	4
15 Los Carneros	0	0	3	1	0	0	0	4	0	4	5	2
17 Los Carneros	0	0	0	3	0	0	0	8	0	0	11	4
18 Fairview Aven	1	1	3	0	1	0	0	0	1	2	0	0
19 Fairview Aven	3	0	0	0	0	10	14	4	4	0	3	0
24 La Patera Ln/	0	0	0	0	0	4	0	22	0	0	16	0
29 Fairview Ave/	0	0	0	0	0	4	5	0	0	0	7	0
51 Fairview Ave/	0	5	10	0	10	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	22	0	0	0	11	0	0	15	16
Zone #32: Zone 32 Rincona Palms												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0
Zone #33: Zone 33 Sumida Gardens												
3 Storke Road/H	0	0	0	0	0	0	0	0	0	0	0	0
9 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
10 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
11 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
15 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
17 Los Carneros	0	0	0	0	0	0	0	0	0	0	0	0
18 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
19 Fairview Aven	0	0	0	0	0	0	0	0	0	0	0	0
24 La Patera Ln/	0	0	0	0	0	0	0	0	0	0	0	0
29 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
51 Fairview Ave/	0	0	0	0	0	0	0	0	0	0	0	0
360 Robin Hill/Ho	0	0	0	0	0	0	0	0	0	0	0	0

Marriott Residence Inn
Existing With Project
PM Peak Hour

Percent Of Project Trips Report
Proj PM

Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Zone #1: Village at Los Carneros Project												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #2: Zone 2 (#20,#21,#38)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #3: Zone 3 (#8,#19,#27,#28)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #4: Zone 4 (#15,#23)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

Marriott Residence Inn
Existing With Project
PM Peak Hour

Node	Intersection	Northbound			Southbound			Eastbound			Westbound					
		L	--	T	--	R	L	--	T	--	R	L	--	T	--	R
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
Zone #5: Zone 5 (#2,#7)																
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
Zone #6: Zone 6 (#9,#37)																
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
Zone #7: Zone 7 (#13,#14)																
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #8: Zone 8 Costco Gas Station												
3 Storke Road/H 9 Los Carneros 10 Los Carneros 11 Los Carneros 15 Los Carneros 17 Los Carneros 18 Fairview Aven 19 Fairview Aven 24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #9: Zone 9 (#6)												
3 Storke Road/H 9 Los Carneros 10 Los Carneros 11 Los Carneros 15 Los Carneros 17 Los Carneros 18 Fairview Aven 19 Fairview Aven 24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #10: Zone 10 (#17,#18,#24)												
3 Storke Road/H 9 Los Carneros 10 Los Carneros 11 Los Carneros 15 Los Carneros 17 Los Carneros 18 Fairview Aven 19 Fairview Aven 24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #11: Zone 11 (#16,#30)												
3 Storke Road/H 9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

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Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #12: Zone 12 (#12,#29)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #13: Zone 13 (#3,#4,#5)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #14: Zone 14 (#11)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #15: Zone 15 (#25,#32,#33)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #16: Zone 16 (#1)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #17: Zone 17 (#26)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #18: Zone 18 (#34)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

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Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #19: Zone 19 (#10)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #20: Zone 20 (#35)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #21: Zone 21 (#36)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #22: Zone 22 (#31,#39)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #23: Zone 23 (#39)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #24: Zone 24 (#40)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #25: Zone 25 (#41)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

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Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #26: Zone 26 (#42)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #27: Zone 27 (#43)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51	Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360	Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #28: Zone 28 (Isla Vista Area)													
3	Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17	Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19	Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24	La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #29: Zone 29 (#58)												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #30: Zone 30 Bacara												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #31: Zone 31 Marriott Residence Inn												
3 Storke Road/H	****	****	****	1.5	****	****	****	1.5	****	****	3.1	1.5
9 Los Carneros	6.2	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	6.2	****	****	****	****	****	****	4.6	****	****	****
11 Los Carneros	****	****	****	4.6	****	****	****	****	****	****	****	6.2
15 Los Carneros	****	****	4.6	1.5	****	****	****	6.2	****	6.2	7.7	3.1
17 Los Carneros	****	****	****	4.6	****	****	****	12.3	****	****	16.9	6.2
18 Fairview Aven	1.5	1.5	4.6	****	1.5	****	****	****	1.5	3.1	****	****
19 Fairview Aven	4.6	****	****	****	****	15.4	21.5	6.2	6.2	****	4.6	****
24 La Patera Ln/ 29 Fairview Ave/ 51 Fairview Ave/ 360 Robin Hill/Ho	****	****	****	****	****	6.2	****	33.8	****	****	24.6	****
	****	****	****	****	****	6.2	7.7	****	****	****	10.8	****
	****	7.7	15.4	****	15.4	****	****	****	****	****	****	****
	****	****	****	33.8	****	****	****	16.9	****	****	23.1	24.6
Zone #32: Zone 32 Rincona Palms												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****

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Node Intersection	Northbound			Southbound			Eastbound			Westbound		
	L	--	T -- R	L	--	T -- R	L	--	T -- R	L	--	T -- R
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
Zone #33: Zone 33 Sumida Gardens												
3 Storke Road/H	****	****	****	****	****	****	****	****	****	****	****	****
9 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
11 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
15 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
17 Los Carneros	****	****	****	****	****	****	****	****	****	****	****	****
18 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
19 Fairview Aven	****	****	****	****	****	****	****	****	****	****	****	****
24 La Patera Ln/	****	****	****	****	****	****	****	****	****	****	****	****
29 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
51 Fairview Ave/	****	****	****	****	****	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	****	****	****	****	****	****	****	****	****
All Selected Zones												
3 Storke Road/H	****	****	****	1.5	****	****	****	1.5	****	****	3.1	1.5
9 Los Carneros	6.2	****	****	****	****	****	****	****	****	****	****	****
10 Los Carneros	****	6.2	****	****	****	****	****	****	4.6	****	****	****
11 Los Carneros	****	****	****	4.6	****	****	****	****	****	****	****	6.2
15 Los Carneros	****	****	4.6	1.5	****	****	****	6.2	****	6.2	7.7	3.1
17 Los Carneros	****	****	****	4.6	****	****	****	12.3	****	****	16.9	6.2
18 Fairview Aven	1.5	1.5	4.6	****	1.5	****	****	****	1.5	3.1	****	****
19 Fairview Aven	4.6	****	****	****	****	15.4	21.5	6.2	6.2	****	4.6	****
24 La Patera Ln/	****	****	****	****	****	6.2	****	33.8	****	****	24.6	****
29 Fairview Ave/	****	****	****	****	****	6.2	7.7	****	****	****	10.8	****
51 Fairview Ave/	****	7.7	15.4	****	15.4	****	****	****	****	****	****	****
360 Robin Hill/Ho	****	****	****	33.8	****	****	****	16.9	****	****	23.1	24.6

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 Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node Intersection	NB	SB	EB	WB
3 Storke Road/Hollister Avenue	202010	202010	202010	202010
9 Los Carneros Road/US-101 NB Ramps	102000	001100	000000	100001
10 Los Carneros Road/US-101 SB Ramps	001100	102000	010010	000000
11 Los Carneros Road/Calle Koral	001100	102000	000000	100010
15 Los Carneros Road/Hollister Avenue	102010	102010	201100	101100
17 Los Carneros Way/Hollister Avenue	000000	100011	102000	001100
18 Fairview Avenue/Calle Real	011010	101100	101010	200100
19 Fairview Avenue/Hollister Avenue	101100	202010	202010	102010
24 La Patera Ln/Hollister Ave	000000	100010	102000	001100
29 Fairview Ave/US-101 NB Ramps	000000	001020	100001	010010
51 Fairview Ave/US-101 SB Ramps	002010	202000	010100	000000
360 Robin Hill/Hollister Ave	000000	000001	102000	001100