

**ADDENDUM
TO THE SAN JOSE DOWNTOWN STRATEGY 2000 FINAL
ENVIRONMENTAL IMPACT REPORT (SCH # 2003042127)**

Pursuant to Section 15164 of the CEQA Guidelines, the City of San Jose has prepared an Addendum to the San Jose Downtown Strategy 2000 Final Environmental Impact Report (Strategy 2000 FEIR) because minor changes made to the project, as described below, do not raise important new issues about the significant impacts on the environment.

PP14-077 – Downtown Strategy 2000 Phase 1 Adjustment. Proposal to amend the *Downtown Strategy 2000* Plan to allow for an intensification of residential growth capacity and a reduction in office capacity in Phase 1 of the Strategy 2000 Plan as follows: 1) increase Phase I residential capacity from 2,125 units to 5,500 units (resulting in 3,375 additional units in Phase I) and 2) decrease Phase 1 office capacity from 2,800,000 square feet to 1,400,000 square feet (a reduction of 1,400,000 square feet). These changes in Phase 1 growth capacity will be accommodated by increasing the amount of office space and decreasing residential capacity in subsequent phases of the Downtown Strategy, with no change to total amount of development at buildout.

Location: The Greater Downtown Core, roughly bounded by Coleman Road and Julian Street to the north, 4th Street to the east (except a six-block extension to 7th Street between St. John and San Fernando Streets), I-280 to the south, and the Caltrain right-of-way and Stockton Avenue to the west.

Council District: 3.

The environmental impacts of this project were addressed by a Final Environmental Impact Report titled "The Downtown Strategy 2000 Final Environmental Impact Report," adopted by City Council Resolution No. 72767 on June 21, 2005. The proposed project is eligible for an addendum pursuant to CEQA Guidelines §15164, which states that "A lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines §15162 calling for preparation of a subsequent EIR have occurred." Circumstances which would warrant a subsequent EIR include substantial changes in the project or new information of substantial importance which would require major revisions of the previous EIR due to the occurrence of new significant impacts and/or a substantial increase in the severity of previously identified significant effects.

The following impacts were reviewed and found to be adequately considered by the Strategy 2000 FEIR:

<input checked="" type="checkbox"/> Traffic and Circulation	<input checked="" type="checkbox"/> Soils and Geology	<input checked="" type="checkbox"/> Noise
<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Hazardous Materials	<input checked="" type="checkbox"/> Land Use
<input checked="" type="checkbox"/> Urban Services	<input checked="" type="checkbox"/> Biotic Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Airport Considerations	<input checked="" type="checkbox"/> Microclimate
<input checked="" type="checkbox"/> Energy	<input type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Construction Period Impacts
<input checked="" type="checkbox"/> Water Quality	<input checked="" type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Facilities and Services

Greenhouse gas emissions from developments citywide were analyzed in the Final EIR prepared for the Envision San Jose 2040 General Plan, which was adopted subsequent to the Downtown Strategy 2000 FEIR.

ANALYSIS

This amendment to the Strategy 2000 Plan covers the redistribution of development capacity between the four development phases identified in the Plan to allow for an increase in residential development capacity in Phase 1. This shift in capacity is intended to meet market demand while pursuing the goals of the Plan. The increase in residential development capacity will be offset by redistribution a portion of the Phase 1 office development capacity to Phase 2.

Strategy 2000 Development Capacity

The Strategy 2000 FEIR is a broad range, program-level environmental document, which analyzed anticipated growth in the downtown core. The FEIR and supporting Traffic Impact Analysis (TIA) analyzed following development capacity for future growth in the Greater Downtown Core Area during the planning horizon of Strategy 2000:

- 11,200,000 square feet of office space;
- 8,500 residential dwelling units;
- 1,400,000 square feet of retail space; and
- 3,600 guest rooms of hotel space, in four to five hotel projects.

Note: he development capacity in the Strategy 2000 Plan is provided in ranges, the development capacity in the TIA supporting the Downtown Strategy 2000 FEIR used the specified development capacities above.

The Strategy 2000 FEIR and TIA divides this development capacity into four phases (Phase 1 through 4) of 25% increments, which are tied to the completion of specified infrastructure improvements. The growth anticipated in each of the four phases is as follows:

Table 1: Existing Downtown Strategy 2000 Development Capacity	
	Development Capacity per Phase
Office Space (sq. ft.)	2,800,000
Residential Dwelling Units	2,125
Retail (sq. ft.)	350,000
Hotel Guest Rooms	900

Proposed Phase 1 Development Capacity Changes

The proposed Phase 1 development capacity adjustment will increase the maximum number of residential units while decreasing the maximum amount of office space in Phase 1 of the Downtown Strategy 2000 Plan by redistributing growth capacity between Phase 1 and Phases 2 through 4. Phase 1 growth capacity will increase by 3,375 residential units and the maximum office space will be reduced by 1.4 million square feet. To accommodate the changes, housing capacity will be redistributed from Phases 2 through 4, resulting in a reduction in residential

development capacity in the subsequent phases as outlined in Table 2. The 1.4 million square feet of Phase 1 office growth capacity will be transferred to Phase 2.

Table 2: Proposed Downtown Strategy 2000 Development Capacity				
	Phase 1	Phase 2	Phase 3	Phase 4
Office Space (sq. ft.)	1,400,000	4,200,000	2,800,000	2,800,000
Residential Dwelling Units	5,500	1,000	1,000	1,000
Retail (sq. ft.)	350,000	350,000	350,000	350,000
Hotel Guest Rooms	900	900	900	900

Analysis of Changes to Traffic Impacts

Hexagon Transportation Consultants, in consultation with the City, prepared a Supplemental Traffic Analysis to determine how the changes in the Phase I residential and office development capacity would change traffic impacts identified in the Strategy 2000 FEIR (Attachment 1). This analysis includes: 1) a comparison trip generation between the approved Phase I development capacities and the proposed Phase 1 development capacity, and 2) a revised Intersection Level of Service (LOS) analysis reflecting the proposed Phase 1 development capacity adjustments.

Trip Generation: The City prepared trip generation estimates for the original Strategy 2000 and proposed adjustments to the Phase 1 land uses. When compared with the approved Phase 1 land uses, the proposed land use adjustments would result in a reduction of 463 trips during the AM peak hour and 7 additional trips during the PM peak hour.

Intersection Level of Service: Per the City's Intersection Level of Service Policy, a project's traffic impact is considered significant if either: a) increased traffic from the project results in peak hour traffic that degrades a signalized intersection below LOS D, or b) peak hour traffic from the project results in an increase by more than four seconds and the critical v/c ratio to increase by more than one percent (0.01) for signalized intersections that are already operating below LOS D during the morning or evening peak hours. However, this policy does not apply to signalized intersections in the Downtown Core or signalized intersections on the City's list of protected intersections.

The Supplemental Traffic Analysis found that the proposed adjustment to the Phase 1 development capacities would not result in a degradation of intersection LOS during the morning and evening peak hours for any signalized intersection that is either located outside of the Downtown Core or is not on the City's list of protected intersections.

The Phase 1 adjustment would result in the degradation in LOS for two signalized intersections that are listed on the City's list of protected intersections: Oakland Road & Hedding Street and Eleventh Street & Taylor Street. Both of these intersections would operate at LOS F under the proposed Phase 1 adjustments, but this is not considered a significant impact because the intersections are protected and therefore exempt from the City's Intersection Level of Service Policy. Both intersections were previously identified as a significant impact at buildout of the Strategy 2000 Plan in the FEIR. The Supplemental Traffic Analysis concluded that the proposed

Phase 1 land use adjustments will not result in impacts to any intersections that were not already identified in the original Downtown Strategy 2000 Plan EIR.

Conclusion

The proposed adjustments to the Phase 1 development capacities will not change the overall development capacity of the Strategy 2000 Plan at buildout, and the adjustments to the housing and office capacity between phases will not result in any new traffic impacts beyond those already identified in the Strategy 2000 FEIR. Therefore, an Addendum to the Strategy 2000 FEIR is appropriate since none of the conditions that require a subsequent EIR in CEQA Guidelines §15162 apply. This addendum will not be circulated for public review, but will be attached to the Strategy 2000 FEIR pursuant to CEQA Guidelines §15164(c).

David Keyon
Environmental Project Manager

Harry Freitas, Director
Planning, Building and Code Enforcement

10/8/2014

Date



Deputy

Attachment:

1) Strategy 2000 Phase 1 Land Use Adjustment Supplemental Traffic Analysis by Hexagon Transportation Consultants, Inc., dated September 4, 2014.



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: September 4, 2014
To: Amy Olay, City of San Jose
From: Robert Del Rio
Subject: Strategy 2000 Phase 1 Land Use Adjustment Supplemental Traffic Analysis

Introduction

This memo presents an evaluation of consistency with the results presented in the traffic analysis and Environmental Impact Report (EIR) completed for the approved Downtown San Jose Strategy 2000 and new analysis completed for a proposed change in land uses assumed as part of the first phase of approved development. A traffic study was completed for the Strategy 2000 Plan in 2004. The proposed Phase 1 land use adjustments consist of the intensification of residential land uses and reduction in planned office/commercial space within the Downtown Core Area that were approved as part of the Strategy 2000 Plan.

The supplemental analysis consists of an evaluation of whether the proposed land use adjustments would result in additional traffic impacts on the key intersections in the vicinity of the Downtown Core Area that were not identified as part of the original Downtown Strategy 2000 Plan EIR.

Scope of Work

This study provides an evaluation of the effects of the proposed land use adjustments and consistency with the Strategy Plan EIR. The primary purpose of this analysis is to compare traffic conditions with the proposed Phase 1 land use adjustments to traffic conditions that are expected to occur with the approved Strategy 2000 Phase 1 development, as previously evaluated in the *Downtown San Jose Strategy 2000* EIR. This evaluation is essentially a comparison between a project scenario and “no project” scenario, showing conditions with and without the proposed land use adjustments.

Study Intersections

The study includes level of service analysis of AM and PM peak hour traffic conditions for 49 intersections within and surrounding the Downtown area that were projected to be most affected by the proposed land use adjustments. The potential intersection level of service impacts of the proposed land use adjustments were evaluated in accordance with the standards set forth by City of San Jose and the Congestion Management Program (CMP) of Santa Clara County and compared with the approved Strategy 2000 plan EIR analysis.

Study Scenarios

The following scenarios were evaluated during the weekday AM and PM peak hours:

Background (Strategy 2000 Phase 1) Conditions: Projected traffic volumes with the addition of the potential changes in traffic and the roadway network associated with Phase 1 of the Strategy 2000 Plan. For the purposes of this analysis, the approved Strategy 2000 Phase 1 traffic conditions serves as the base by which to determine the effects of the proposed Phase 1 land use adjustments on the transportation network.

Project (Adjusted Strategy 2000 Phase 1) Conditions: Projected traffic volumes and transportation network improvements with the proposed Phase 1 land use adjustments.

Projected Traffic Volumes

The intersection level of service analysis is based on projected traffic volumes developed in coordination with City staff. City of San Jose staff prepared the land use data and completed all model traffic forecasts for this analysis. The traffic forecasts include the adjustment of land uses assumed as part of the Strategy 2000 EIR.

Traffic forecasts for this analysis were completed utilizing the City's current traffic forecasting model, CUBE. The TRANPLAN transportation modeling software was utilized for traffic forecasting assignments at the time the Strategy 2000 EIR traffic analysis was completed in 2004-2005. However, the TRANPLAN model software is no longer available for use. The CUBE transportation modeling software, which was used to develop Year 2040 traffic projections for the Envision San Jose 2040 General Plan, has since replaced the TRANPLAN modeling software. Therefore, to complete a comparison of Strategy 2000 Phase 1 conditions without and with the proposed land use adjustments, it was necessary to reproduce the projected traffic conditions for the original Strategy 2000 Phase 1 scenario using the CUBE traffic modeling software. However, this analysis is not intended to serve as an update to the traffic analysis for the completed and approved EIR. The original Strategy 2000 traffic report included as part of the approved Strategy 2000 EIR should be referenced for additional information regarding the Strategy 2000 traffic analysis.

Peak-hour traffic volumes for each of the study conditions were produced by developing traffic growth factors at each of the study intersections using the traffic forecasts and then applying the growth factors to Year 2008 existing traffic volumes. Year 2008 counts were used to maintain consistency with the City's CUBE traffic forecasting model which uses the Year 2008 as its base year. Trips associated with the Ballpark were added manually (Ballpark trips were obtained from the *San Jose Ballpark Supplemental Traffic Impact Analysis*, February 10, 2010) because it is a "special generator" for traffic modeling purposes.

Comparison of Approved and Proposed Land Use Trip Generation

In addition to retail space and hotel rooms, the approved Strategy 2000 plan included 11.2 million square feet (msf) of office space and 8,500 residential units. The total Strategy 2000 development levels were divided into four equivalent phases. Thus, Phase 1 of the approved Strategy 2000 plan includes 2.8 msf of office space and 2,125 residential units. The proposed Phase 1 land use adjustment consists of the intensification of residential land uses and reduction in planned office/commercial space within Phase 1 to include an additional 3,375 residential units and reduction of 1.4 msf of office space. There is no proposed change to the identified retail and hotel land uses of the plan.

For informational purposes, City staff prepared trip generation estimates for the original Strategy 2000 and proposed adjustments to the Phase 1 land uses. When compared with the approved Phase 1 land uses, the proposed land use adjustments would result in a reduction of 463 trips during the AM peak hour and 7 additional trips during the PM peak hour. The project trip generation estimates comparison is presented in Table 1.

Intersection Level of Service Analysis

This section discusses the updated Strategy 2000 Phase 1 conditions analysis and any impacts associated with the proposed Phase 1 land use adjustments when compared to Strategy 2000 Phase 1 background conditions. The updated Phase 1 scenario represents the land uses approved as part of the original Strategy 2000 plan based on the new traffic forecasts. The adjusted Phase 1 scenario includes the proposed land use adjustments.

The evaluation includes a re-evaluation of intersection level of service at selected study intersections that were projected to operate at LOS E or worse conditions and/or identified to be impacted within the original Strategy 2000 traffic study. The proposed land use change would not have a significant effect on any of the original study intersections projected to operate at LOS C or better since the land use adjustments would not result in a sufficient increase in trips that would cause the degradation of levels of service at any intersection by two letter grades. In addition, the proposed land use adjustments result in the addition of less traffic to the roadway system than the approved Strategy 2000 land uses during the AM peak hour.

The purpose of the re-evaluation is to determine the effects of the proposed Phase 1 land use adjustments on the roadway system and evaluate its consistency with the approved Downtown Strategy 2000 Plan EIR. Intersection impacts and mitigation measures were not identified for the updated Strategy 2000 Phase 1 scenario since this analysis is not intended to serve as an update to the original Strategy 2000 traffic analysis and EIR. The original Strategy Plan traffic report included as part of the approved EIR should be referenced for a detailed description of any potential mitigation measures.

The level of service analysis results indicate that the addition of traffic associated with the proposed Phase 1 land use changes would result in a significant impact at the following two intersections (see Table 2):

Oakland Road and Hedding Street
Eleventh Street and Taylor Street

Each of the intersections is projected to operate at an unacceptable LOS F under the updated Strategy 2000 Phase 1 conditions and the added trips as a result of the proposed land use changes would cause the average critical delay to increase by more than four seconds and the critical v/c ratio to increase by more than one percent (0.01). Based on City of San Jose level of service impact criteria, this constitutes a significant impact.

Both intersections were shown to be significantly impacted in the Downtown Strategy 2000 Plan EIR and each of the intersections is included within the City of San Jose Protected Intersection Policy. The City of San Jose Protected Intersection Policy provides an exemption for intersections that serve as gateways to the greater Downtown area from the City's level of service policy. The Protected Intersection Policy contends that the intersections serve as gateways to the greater Downtown area and experience higher traffic demands resulting in traffic impacts. The Protected Intersection Policy requests that additional capacity not be added to the intersections and they be allowed to operate at capacity (thus, not being required to meet the LOS D standard) with the expectation that alternative routes or modes will be used by drivers when delays become unacceptable.

Therefore, the proposed Phase 1 land use adjustments will not result in impacts to any intersections that were not already identified in the original Downtown Strategy 2000 Plan EIR.

Comparison to Original Strategy 2000 Analysis

Table 3 presents a summary of those intersections that were identified to be impacted by the original Strategy 2000 Phase 1 development as well as intersections that were projected to operate at LOS E or F conditions with the updated and adjusted Phase 1 analysis.

The comparison indicates that intersection operations would improve at four of the five intersections that were identified to be impacted in the original Strategy 2000 Phase 1 analysis.

Coleman Avenue and Taylor Street
Oakland Road and Commercial Street
US 101 and Oakland Road (North)
US 101 and Oakland Road (North)

The improvement of intersection operations is due to completion of previously identified mitigation measures and/or change in forecasted traffic volumes. The change in projected traffic volumes at these intersections is likely due to the use of a new traffic forecasting model.

The remaining intersection, Eleventh Street and Taylor Street, is projected to operate at LOS F conditions under the updated and adjusted Strategy 2000 Phase 1 conditions. However, mitigation is not required since the intersection is included within the Protected Intersection Policy.

Three additional intersections are projected to operate at LOS E or F conditions under the updated and adjusted Strategy 2000 conditions.

SR 87 and Julian Street (East) (Downtown Core Exempt)
Almaden Boulevard and San Carlos Street (Downtown Core Exempt)

Oakland Road and Hedding Street (Protected Intersection)

Though each of the intersections were projected to operate at LOS D or better conditions under the original Strategy 2000 Phase 1 analysis, all three were projected to operate at LOS E or F conditions with buildout of the Strategy 2000 plan. Mitigation is not required at any of the three intersections since they are located within the Downtown Core area, which is exempt from the City's LOS Policy, or are included within the Protected Intersection Policy. Figure 2 presents the location of each of the intersections identified in Table 3.

Conclusions

The results of the analysis for the proposed Strategy 2000 Phase 1 land use adjustments and comparison to the original Downtown Strategy 2000 Plan EIR show that the identified impacts and mitigation measures are consistent with those identified in the original Downtown Strategy 2000 Plan EIR. Therefore, it can be concluded that the proposed adjustment of approved Strategy 2000 Phase 1 development would not result in a significant change to the intersection operations that were reported in the original Downtown Strategy 2000 Plan EIR.

Figure 1
Study Intersections

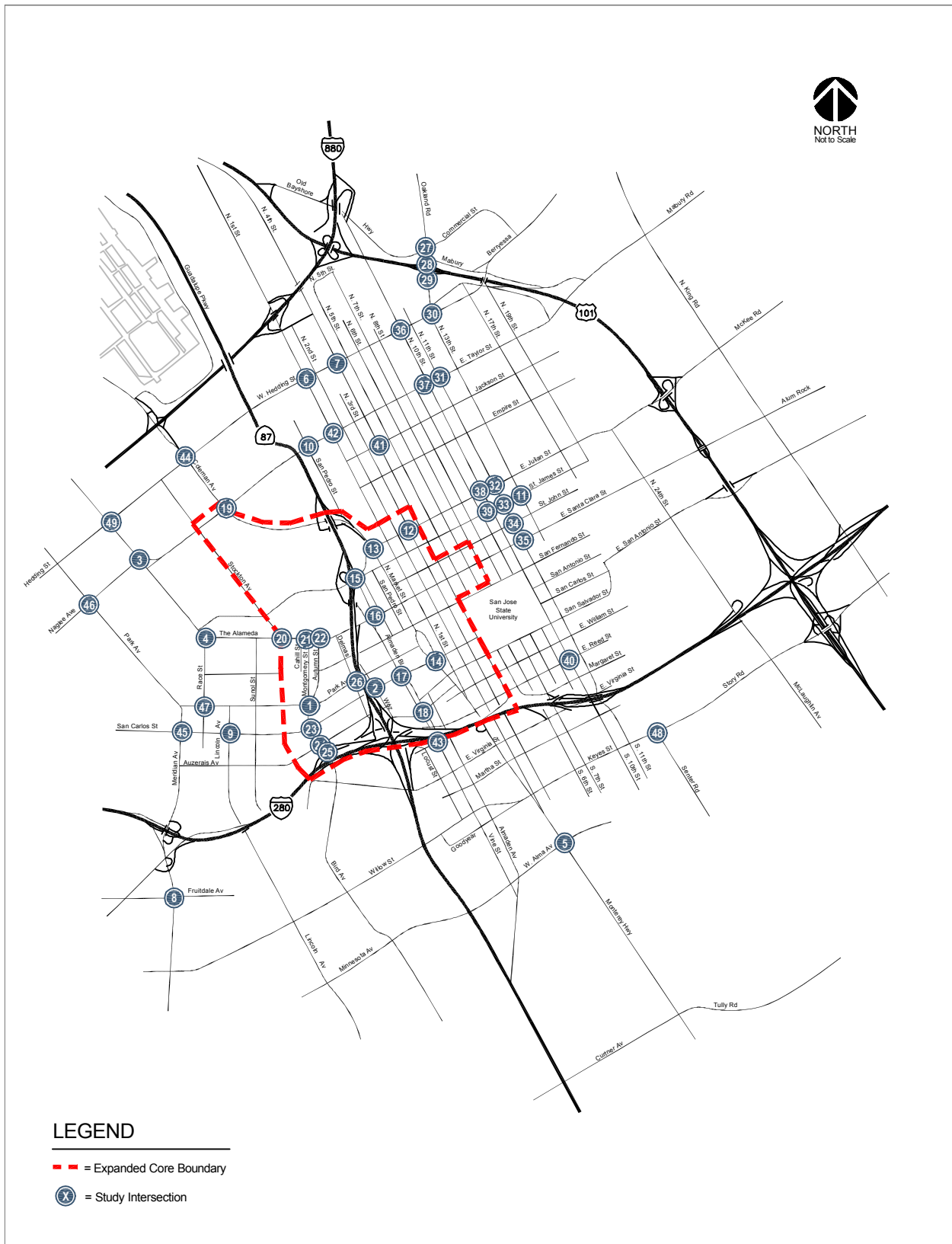


Table 1
Trip Generation Comparison

Land Use	Size	AM Peak Hour Trips	PM Peak Hour Trips
<u>Approved Strategy 2000 Phase 1</u>			
Apartments	2,125 d.u.	1,084	1,318
General Office Building	2,800 k.s.f.	4,368	4,172
Retail	350 k.s.f.	336	1,299
Hotels	900 rooms	477	540
Total		6,265	7,328
<u>Adjusted Strategy 2000 Phase 1</u>			
Apartments	5,500 d.u.	2,805	3,410
General Office Building	1,400 k.s.f.	2,184	2,086
Retail	350 k.s.f.	336	1,299
Hotels	900 rooms	477	540
Total		5,802	7,335
Change in Residential Trips		1,721	2,093
Change in Office Trips		-2,184	-2,086
Total Net Difference		-463	7
Source: /a/ ITE Trip Generation, 9th Edition.			

Table 2
Intersection Levels of Service Summary

Study Number	Intersection	Peak Hour	Updated Strategy 2000					
			Phase 1		Phase 1 Adjusted			
			Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Montgomery Street and Park Avenue	AM	36.0	D	36.0	D	0.0	0.000
		PM	41.1	D	41.3	D	0.3	0.006
2	Woz Way and San Carlos Street	AM	33.4	C	33.2	C	-0.2	-0.018
		PM	35.7	D	35.1	D	-0.7	-0.022
3	The Alameda and Naglee Avenue*	AM	42.2	D	42.4	D	0.3	0.007
		PM	44.8	D	44.1	D	-0.9	-0.013
4	The Alameda and Race Street*	AM	37.0	D	37.1	D	0.1	0.004
		PM	31.4	C	31.0	C	-0.7	-0.017
5	First Street and Alma Avenue*	AM	36.5	D	36.5	D	0.0	0.000
		PM	43.8	D	43.8	D	0.0	0.000
6	First Street and Hedding Street	AM	37.5	D	37.4	D	-0.2	-0.006
		PM	38.6	D	39.3	D	3.6	0.023
7	Fourth Street and Hedding Street	AM	48.2	D	49.1	D	1.3	0.008
		PM	50.5	D	50.5	D	0.0	0.000
8	Meridian Avenue and Fruitdale Avenue	AM	42.1	D	42.1	D	0.0	0.000
		PM	47.0	D	47.0	D	0.0	0.000
9	Lincoln Avenue and San Carlos Street	AM	34.0	C	34.2	C	-0.4	-0.001
		PM	40.8	D	40.7	D	-0.2	-0.005
10	San Pedro Street and Taylor Street	AM	41.9	D	41.7	D	-0.2	-0.006
		PM	40.4	D	40.2	D	-0.3	-0.008
11	Thirteenth Street and St. James Street	AM	11.5	B	11.5	B	0.0	0.007
		PM	12.9	B	12.9	B	0.0	0.000
12	Third Street and Julian Street	AM	24.5	C	25.2	C	0.8	0.014
		PM	20.0	C	20.9	C	1.0	0.036
13	Market Street and Julian Street	AM	20.3	C	20.3	C	-0.1	-0.004
		PM	23.4	C	23.7	C	0.4	0.017
14	Market Street and San Carlos Street*	AM	35.9	D	35.2	D	-0.9	-0.026
		PM	42.1	D	41.8	D	-0.2	-0.009
15	SR 87 and Julian Street (E)*	AM	55.8	E	56.4	E	0.6	0.026
		PM	44.3	D	44.5	D	0.2	0.010
16	Almaden Blvd. and Santa Clara Street (E)	AM	28.6	C	29.1	C	0.6	0.012
		PM	23.2	C	23.2	C	-0.1	-0.004
17	Almaden Boulevard and San Carlos Street*	AM	81.4	F	81.4	F	0.0	0.000
		PM	70.7	E	67.5	E	-4.7	-0.016
18	Almaden Boulevard and Woz Way	AM	18.9	B	18.9	B	0.0	0.000
		PM	29.8	C	29.2	C	-0.8	-0.012
19	Coleman Avenue and Taylor Street	AM	40.9	D	40.9	D	0.1	0.004
		PM	51.0	D	49.5	D	-2.4	-0.014
20	Stockton Avenue and The Alameda	AM	14.6	B	14.7	B	0.0	0.004
		PM	24.3	C	24.1	C	-0.3	-0.018
21	Montgomery Street and Santa Clara Street*	AM	5.4	A	5.9	A	0.7	0.013
		PM	21.7	C	22.7	C	2.0	0.000
22	Autumn Street and Santa Clara Street*	AM	34.6	C	34.4	C	-0.4	-0.008
		PM	37.6	D	37.3	D	-0.4	-0.011
23	Bird Avenue and San Carlos Street*	AM	29.3	C	29.4	C	0.1	0.005
		PM	43.3	D	42.9	D	-0.7	-0.007
24	Bird Avenue and Auzerais Avenue	AM	22.5	C	22.6	C	0.1	0.007
		PM	27.0	C	27.0	C	-0.1	-0.005
25	I-280 and Bird Avenue (N)*	AM	28.0	C	27.9	C	-2.0	0.017
		PM	30.8	C	30.5	C	-0.8	-0.008
26	Delmas Avenue and Park Avenue	AM	27.7	C	27.8	C	0.1	0.004
		PM	27.8	C	27.8	C	0.0	0.000

Table 2 (Cont'd)
Intersection Levels of Service Summary

Study Number Intersection		Peak Hour	Updated Strategy 2000					
			Phase 1		Phase 1 Adjusted			
			Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
27	Oakland Road and Commercial Street	AM	40.0	D	39.7	D	-0.6	-0.007
		PM	41.3	D	40.8	D	-0.7	-0.013
28	US 101 and Oakland Road (N)*	AM	51.2	D	49.8	D	-2.5	-0.009
		PM	24.4	C	23.7	C	-1.2	-0.016
29	US 101 and Oakland Road (S)*	AM	27.9	C	28.0	C	0.1	0.006
		PM	32.0	C	31.3	C	-1.5	-0.010
30	Oakland Road and Hedding Street	AM	83.5	F	88.8	F	7.3	0.021
		PM	51.6	D	51.2	D	-0.4	-0.007
31	Eleventh Street and Taylor Street	AM	131.6	F	137.6	F	7.2	0.010
		PM	45.4	D	45.8	D	0.6	0.002
32	Eleventh Street and Julian Street	AM	16.8	B	17.8	B	1.1	0.014
		PM	11.5	B	11.7	B	0.3	0.016
33	Eleventh Street and St. James Street	AM	10.1	B	9.8	A	-0.5	-0.038
		PM	10.8	B	10.7	B	0.4	0.005
34	Eleventh Street and St. John Street	AM	16.7	B	16.2	B	0.0	-0.001
		PM	12.5	B	12.3	B	-0.1	-0.030
35	Eleventh Street and Santa Clara Street	AM	27.8	C	26.8	C	-1.2	-0.017
		PM	28.3	C	28.3	C	0.0	-0.005
36	Tenth Street and Hedding Street	AM	34.8	C	35.1	D	0.3	0.002
		PM	34.5	C	34.4	C	0.0	0.001
37	Tenth Street and Taylor Street	AM	22.3	C	22.5	C	0.2	-0.003
		PM	21.0	C	21.0	C	0.0	-0.007
38	Tenth Street and Julian Street	AM	15.0	B	15.1	B	0.3	0.003
		PM	13.9	B	14.3	B	0.6	0.020
39	Tenth Street and St. James Street	AM	11.0	B	10.6	B	0.7	-0.015
		PM	13.3	B	13.6	B	0.6	0.010
40	Tenth Street and Reed Street	AM	9.7	A	9.5	A	-0.2	-0.041
		PM	16.6	B	11.6	B	-5.4	-0.076
41	Fourth Street and Jackson Street	AM	31.6	C	31.6	C	0.0	-0.003
		PM	27.7	C	27.9	C	0.2	0.009
42	First Street and Taylor Street	AM	45.5	D	45.0	D	-0.7	-0.014
		PM	54.3	D	54.3	D	0.0	0.000
43	Vine Street and Grant Street	AM	22.8	C	22.8	C	0.0	-0.007
		PM	25.3	C	25.6	C	0.5	0.015
44	Coleman Avenue and Hedding Street	AM	41.7	D	41.5	D	-0.4	-0.008
		PM	36.2	D	36.0	D	-0.3	-0.006
45	Meridian Avenue and San Carlos Street	AM	43.2	D	43.3	D	0.1	0.005
		PM	46.4	D	46.4	D	0.0	0.000
46	Park Avenue and Naglee Avenue	AM	32.2	C	32.5	C	0.6	0.022
		PM	47.3	D	46.9	D	-0.5	-0.012
47	Race Street and Park Avenue	AM	15.1	B	14.6	B	-0.7	-0.028
		PM	19.2	B	19.6	B	0.6	0.019
48	Senter Road and Keyes Street	AM	26.2	C	26.1	C	-0.2	-0.007
		PM	27.0	C	27.0	C	0.0	0.000
49	The Alameda and Hedding Street	AM	45.6	D	45.2	D	-0.7	-0.007
		PM	33.4	C	33.4	C	0.0	0.000
* Denotes CMP Intersection Bold indicates unacceptable LOS. Bold and boxed indicate significant impact.								

Table 3
Analysis Summary

Study Number	Intersection	Peak Hour	Strategy 2000 LOS			Comments
			Original EIR Phase 1	Updated Phase 1	Adjusted Phase 1	
15	SR 87 and Julian Street (E)*	AM	D	E	E	Downtown Core exempt intersection. Identified impact under Strategy 2000 Buildout. Change in intersection geometry and volumes since EIR.
		PM	D	D	D	
17	Almaden Boulevard and San Carlos Street*	AM	D	F	F	Downtown Core exempt intersection. Identified impact under Strategy 2000 Buildout. Change in intersection geometry (bike lanes) and volumes since EIR.
		PM	D	E	E	
19	Coleman Avenue and Taylor Street	AM	E	D	D	Improvements identified in EIR have been completed and result in improved LOS.
		PM	D	D	D	
27	Oakland Road and Commercial Street	AM	E	D	D	Change in forecasted volumes at intersection result in improved LOS.
		PM	E	D	D	
28	US 101 and Oakland Road (N)*	AM	E	D	D	Planned interchange improvements (US 101/Oakland/Mabury TDP), including widening Oakland Road overcrossing of US 101 from six to eight lanes and freeway ramps to accommodate additional turn lanes. Also includes construction of US 101/Mabury Interchange.
		PM	B	C	C	
29	US 101 and Oakland Road (S)*	AM	B	C	C	Planned interchange improvements.
		PM	E	C	C	
30	Oakland Road and Hedding Street	AM	D	F	F	Protected Intersection. Identified impact under Strategy 2000 Buildout. Change in intersection geometry (bike lanes) and volumes since EIR.
		PM	D	D	D	
31	Eleventh Street and Taylor Street	AM	F	F	F	Protected intersection.
		PM	C	D	D	

* Denotes CMP Intersection
 Bold indicates unacceptable LOS.
 Bold and boxed indicate significant impact under original Strategy 2000 (Phase 1) TIA, Table 15.

Figure 2
LOS E and F Intersection Locations

