Initial Study/Addendum

to the Final Program Environmental Impact Report
for the North San José Development Policies Update (SCH# 2004102067)
and the Final Program Environmental Impact Report
for the Envision San José 2040 General Plan and Supplemental Environmental Impact Report - Greenhouse Gas Emission Analysis (SCH# 2009072096)

Recology Rogers Avenue Transfer Station Project

File No. SP18-007

Prepared by the

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

March 2019

ADDENDUM TO THE NORTH SAN JOSÉ FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH #2004102067), AND THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT AND SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SCH# 2009072096)

Pursuant to Section 15164 of the CEQA Guidelines, the City of San José has prepared an Addendum to the North San José Development Policies Final Program Environmental Impact Report (NSJ FEIR); the Envision San José 2040 General Plan Final Program Environmental Impact Report (General Plan FEIR); and the General Plan Supplemental Environmental Impact Report (General Plan SEIR), and addenda thereto; because minor changes made to the project that are described below do not raise new issues about the significant impacts on the environment.

File Number and Project Name: SP18-007 Recology Rogers Avenue Transfer Station Project

A Special Use Permit to increase the maximum daily material acceptance capacity from 99 tons daily of waster materials to 500 tons per day with no new construction or modifications to the facility. Recology is proposing to increase the quantity of material accepted to 500 tons per day (tpd). The increase in capacity would enable Recology to handle additional residential and commercial waste, recyclables, and organics from surrounding areas. Otherwise, activities at the facility would be the same as under current operations, permitted under previously approved development permits.

Location: 1675 Rogers Avenue, San Jose, Ca 95112.

Council District: 3 **Assessor's Parcel Number:** 237-21-056

The environmental impacts of this project were addressed by the following Final Environmental Reports: "North San José Area Development Policies Update Final Program EIR," adopted by City Council Resolution No. 72768 on June 21, 2005; "Envision San José 2040 General Plan Final EIR," adopted by City Council Resolution No. 76041 on November 1, 2011; Supplemental Program EIR entitled, "Envision San José 2040 General Plan Supplemental EIR," adopted by City Council Resolution No. 77617 on December 15, 2015, and addenda thereto.

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 EIRs:

☒Aesthetics	☒Agriculture Resources	☒Air Quality
☒Biological Resources	☒Cultural Resources	☒Geology and Soils
☒Greenhouse Gas Emissions	☒ Hazardous Materials	☒Hydrology & Water Quality
☒Land Use	☒Mineral Resources	☒Noise
☒Population and Housing	☒Public Services	☒Recreation
☒Transportation/Traffic	☒Utilities & Service Systems	☒Energy
☒Growth Inducing	☒Cumulative Impacts	☒Mandatory Findings of Significance

BACKGROUND

North San Jose Development Policies Final Environmental Impact Report

The North San José Final Environmental Impact Report (NSJ FEIR) allows for 26.7 million square feet of new industrial/ office/Research & Development uses, 1.7 million square feet of new neighborhood serving commercial uses, and the addition of 32,000 new residential units in the Rincon Area, which includes the project site.

General Plan 2040 Final Environmental Impact Report (General Plan FEIR) and Supplemental EIR

In 2011, the City of San José approved the General Plan, which is a long-range program for the future growth of the City. The General Plan EIR was a broad range analysis of the planned growth and did not analyze specific development projects. The intent was for the General Plan EIR to be a program level document from which subsequent development consistent with the General Plan could tier from. The General Plan EIR did, however, develop project level information whenever possible, such as when a particular site was identified for a specific size and type of development. The General Plan EIR also identified mitigation measures and adopted Statements of Overriding Consideration for all identified transportation and air quality impacts resulting from the buildout of the General Plan. The City of San José also approved an Envision San José 2040 Plan Supplemental EIR (General Plan SEIR) for the General Plan and update the greenhouse gas emissions analysis in December 2015.

PROJECT CONSISTENCY WITH PREVIOUSLY APPROVED EIRS

Current and Proposed Operations

Currently, 84 collection vehicles operate from the Recology South Bay (RSB). These vehicles collect waste materials from throughout the Santa Clara County area and bring those materials to the facility for sorting (up to the maximum allowable tonnage of 99 tons per day). Materials in excess of the 99 ton per day limit are transported to Greenwaste Recovery, located at 1500 Berger Drive in San Jose (approximately 0.8-mile from RSB).

Collection vehicles arrive at the facility to deliver waste materials collected from throughout Santa Clara County. These vehicles are checked in by the driver at the scale area. After weighing, trucks are directed to the tipping floor of the transfer station building to dump loads where directed by site personnel. Incoming materials are segregated by type (i.e. municipal solid waste, source separated recyclable materials, and organic materials from commercial and residential sources), and any prohibited and/or hazardous materials are removed for separate disposal. No processing or storage of materials occurs onsite.

The proposed project is a Special Use Permit to increase the daily material capacity sorted on site from 99 tons to 500 tons without any new construction or physical modification to the existing facility. The facility's operations would occur within the period currently allowed under the existing permit (3 am to 10 pm from Monday through Saturday). The number of collection vehicles will not increase. The current and proposed project operation and equipment is summarized in the table below:

Table 1. Recology South Bay Facility Current and Proposed Operation

Operation	Current Operation	Proposed Operation
Maximum Tons of Waste Accepted per Day	99	500
Operation Hours	Transfer Station: 4 am to 2 pm Mon – Fri (Permitted 3 am to 10 pm Mon-Sat) Admin: 7 am to 5 pm M-F Shop / Ops: 4 am to 9 pm M-F	Transfer Station: 4 am to 6 pm Mon – Sat (Permitted 3 am to 10 pm Mon-Sat) Admin: 7 am to 5 pm M-F Shop / Ops: 4 am to 9 pm M-F
Staff Number and Shifts	39 staff; 2 shifts (shop)	40 staff; 2 shifts (shop)
Collection Vehicles	84 total collection vehicles ▪ 9 vehicles dumping at transfer station ▪ 55 collection-only vehicles (no dumping at transfer station) ▪ 20 spare vehicles (in/out as needed)	84 total collection vehicles ▪ 30 vehicles dumping at transfer station ▪ 34 collection-only vehicles (no dumping at transfer station) ▪ 20 spare vehicles (in/out as needed)
Transfer Trailers	5-6 (third-party)	10-12 (third-party)
Forklifts	4	4
Loader	2	2
Sweeper	1	1
Scale	1	1
Employee/Visitor Round Trips	211 round trips	265 round trips
Parking Spaces	123 (see Figure 2)	123 (see Figure 2)
Overnight vehicle parking	Trucks are stored onsite and off-site	Trucks are stored onsite and off-site
Are there any vehicles stored on site? This includes transfer trailers, or collection vehicles?	Collection vehicles – yes Transfer trailers – no	Collection vehicles – yes Transfer trailers – no
Hazardous waste generated annually	<3 tons	<3 tons

Analysis

As analyzed in the Initial Study, the change in operation would result in one additional employee on site, slight increase in water usage for washing carts, and an increase in trips. However, the new trips coming to and from the facility will not result in an impact under the NSJ FEIR. No new structures are proposed as part of the project and no ground-disturbing activities would occur.

The project would not expand the service area in which collection vehicles travel to or the number of collection vehicles. Currently, the collected exceed tonnage are delivered to other facilities in the region. The project would only increase the maximum daily material capacity the facility would be able to accept. Therefore, with the increased maximum daily material capacity associated with the proposed Project, the facility anticipates that collection vehicles would be able to avoid additional trips to other facilities located further away such as Greenwaste Recovery.

Based on the lack of physical changes to the facility, the continuation of the existing use, and no new significant impacts or mitigation measures, the type and intensity of the proposed development is consistent with the intent of the NSJ FEIR. Furthermore, he proposed project was found to be adequately analyzed in all CEQA resource areas by the NSJ FEIR, GP2040 FEIR, and GP2040 SEIR and will not result in new impact or impacts of greater severity than those previously identified in the EIRs.

CONCLUSION

The proposed project is within the scope of the full build out of the North San José area which was analyzed in the NSJ FEIR and would comply with applicable General Plan policies. Given the proposed project description and knowledge of the project area, the City has concluded that the proposed project would not result in any new impacts that have not been previously disclosed; nor would it result in a substantial increase in the magnitude of any significant environmental impact previously identified in the previously certified EIRs. For these reasons, a supplemental or subsequent EIR is not required and an addendum to the EIRs has been prepared and the City of San José may take action on the proposed project as being within the scope of the EIRs. This addendum will not be circulated for public review, but will be attached to the EIRs, pursuant to CEQA Guidelines §15164(c).

Rosalynn Hughey Director
Planning, Building and Code Enforcement

4/5/19
Date

Deputy

Environmental Manager:
Thai-Chau Le

Attachment: Initial Study/Addendum for Recology Rogers Avenue Transfer Station Project, March 2019.

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1.0 INTRODUCTION AND PURPOSE

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is completed and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the Lead Agency to evaluate these changes to determine whether or not they affect the conclusion in the environmental document.

In June 2005, the City of San José certified the Final Program Environmental Impact Report (EIR) for the North San José Development Policies Update (SCH# 2004102067) that allows for 26.7 million square feet of new industrial/office/Research & Development uses, 1.7 million square feet of new neighborhood serving commercial uses, and the addition of 32,000 new residential units in the Rincon Area.

In September 2011, the City of San José certified the Final Program Environmental Impact Report (EIR) for the Envision San José 2040 General Plan (#2009072096) that provides capacity for the development of up to 470,000 new jobs and 120,000 new dwelling units through 2035. The growth capacity would allow a total of 839,450 jobs and 429,350 dwelling units in San José, an increase of 127 percent and 39 percent, respectively, which, if fully developed, would result in a jobs to employed resident ratio (J/ER) of 1.3 to 1. The City of San José in December of 2015 also approved a Supplemental Program EIR for the Envision San José General Plan to include an updated greenhouse gas emissions analysis.

The purpose of this Addendum is to evaluate the environmental impacts of a Special Use Permit that proposes to increase the quantity of material accepted at Recology's Rogers Avenue Transfer Station to 500 tons per day. The permit history for this property is as follows:

- The Transfer Station was issued a Site Development Permit (H92-04-027) in 1992. A negative declaration was adopted in conjunction with the 1992 Site Development Permit.
- An amendment to the Site Development Permit (H92-11-076) was issued in 1993 to reflect a change in ownership of the property.
- In 2009, the currently operating Recology facility applied to operate as a processing and transfer station for up to 600 tons of recycled materials per day with a Special Use Permit [SP09-065]. This application was thereafter withdrawn, and no permit was issued.

The proposed change is not consistent with the current Site Development Permit (H92-04-027) and the Site Development Permit Amendment (H92-11-076). The City's Zoning Ordinance has been updated since the approval of those permits, and today the use of a "Transfer Facility, Recycling" requires a Special Use Permit (SUP) in the Heavy Industrial Zoning District. In accordance with this requirement, Recology South Bay (RSB) will apply for a Special Use Permit through the City of San José, which acts as the Lead Agency. In addition, RSB will apply for a Full Solid Waste Facility Permit (SWFP) through the Local Enforcement Agency (LEA) and CalRecycle. The current project proposes RSB to increase the quantity of material accepted to 500 tons per day from 99 tons per day. Otherwise, activities at the Facility would be the same as under current operations, as described in the following sub-section.

CEQA Guidelines Section 15162 states that when an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant

effects on the environment, but he project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164 states that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 (see above) calling for preparation of a subsequent EIR have occurred.

Given the proposed Project scope and knowledge of the project site (based on the proposed Project, site specific environmental review, and environmental review prepared for the North San José Development Policies Update Final Program Environmental Impact Report (FPEIR), the Envision San José 2040 General Plan FPEIR, and the Envision San José 2040 General Plan Supplemental EIR, the City has concluded that the proposed Project would not result in any new impacts not previously disclosed in the North San José Development Policies Update FPEIR, the Envision San José 2040 General Plan FPEIR, and the Envision San José 2040 General Plan Supplemental EIR, nor would it result in a substantial increase in the magnitude of any significant environmental impact previously identified in the EIRs. For these reasons, a supplemental or subsequent EIR is not required and an addendum to the North San José Development Policies Update EIR, the Envision San José 2040 General Plan EIR, and the Envision San José 2040 General Plan Supplemental EIR has been prepared for the proposed Project.

This addendum has been prepared to satisfy the requirements of CEQA Guidelines Sections 15164(a). Section 15164(c) states that an addendum does not need to be circulated for public review. Section 15164(d) provides that the decision-making body shall consider the addendum in conjunction with the EIR prior to making a decision on the project. Section 15164(e) requires documentation of the decision not to prepare a subsequent EIR pursuant to Section 15162.

2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Recology Rogers Avenue Transfer Station

2.2 PROJECT LOCATION

1675 Rogers Ave
San José, CA 95112

The Project location is depicted on Figure 1.

2.3 PROPERTY OWNER/PROPONENT

Recology South Bay (formally dba Recology Silicon Valley)
50 California Street, 24th Floor
San Francisco, CA 94111
(408) 588-7200
Contact: John Zirelli

2.4 LEAD AGENCY CONTACT

City of San José Department of Planning, Building and Code Enforcement
200 East Santa Clara Street
San José, CA 95113-1905
(408) 535-5658
Contact: Thai-Chau Le

2.5 ASSESSOR'S PARCEL NUMBER

237-21-056

2.6 GENERAL PLAN LAND USE DESIGNATION AND ZONING DESIGNATION

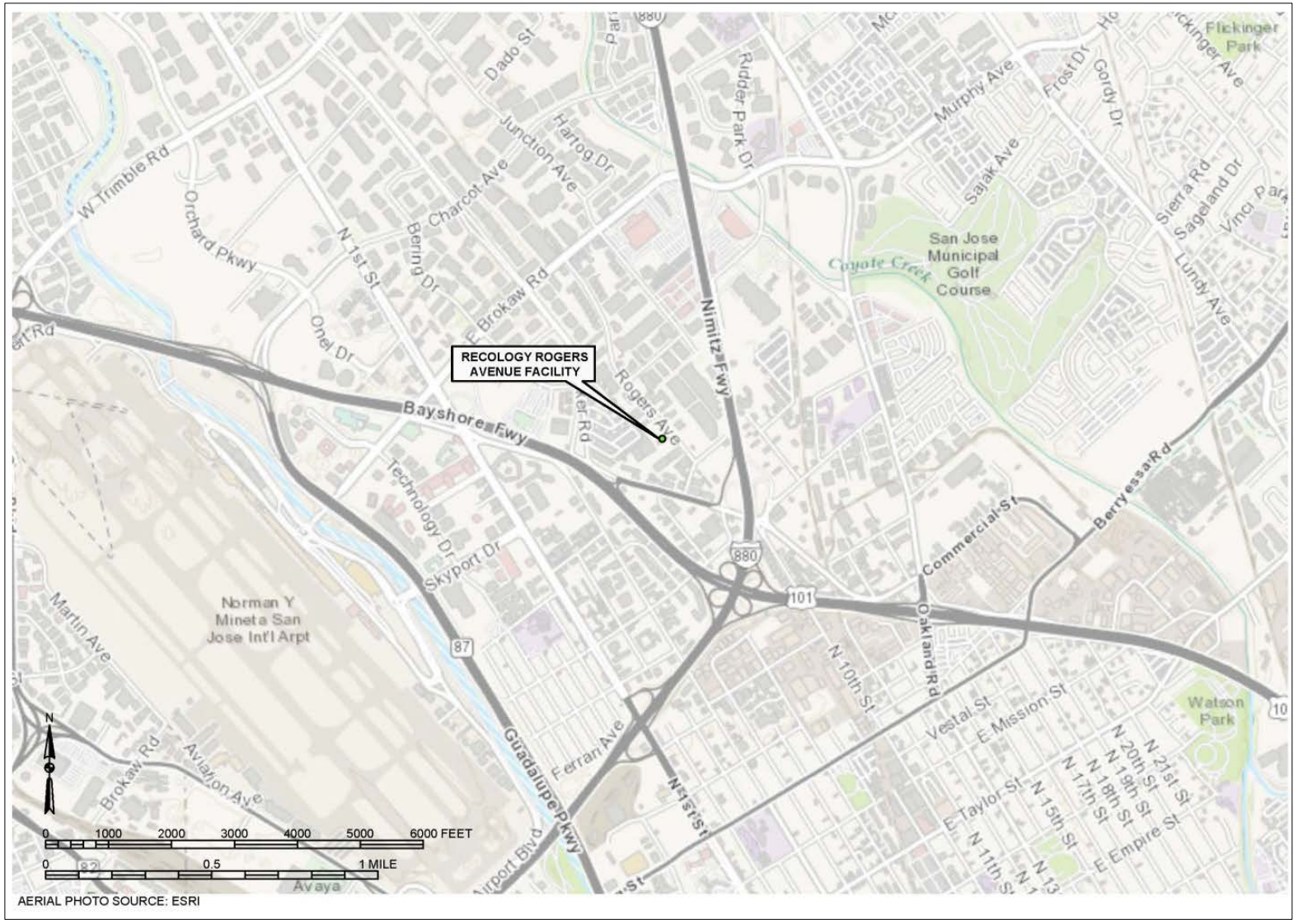
General plan designation: *Heavy Industrial (HI)*

Zoning: *Heavy Industrial (HI)*

2.7 SURROUNDING LAND USES

North:	Industrial	South:	Industrial
East:	Industrial	West:	Industrial

Figure 1. Site Location Map



3.0 PROJECT DESCRIPTION

3.1 OVERVIEW OF PROPOSED PROJECT

Recology South Bay (formally dba Recology Silicon Valley) (RSB) currently owns a collections facility and solid waste, recycling and organics transfer station ("Facility") at 1675 Rogers Avenue (43-AN-0025) (Figure 1). The Facility was originally developed to handle curbside recyclables in support of the City of San José's Recycle Plus! Program. Currently, the RSB Facility accepts up to 99 tons daily of waste materials including: municipal solid waste, source separated recyclable materials, and organic materials from commercial and residential sources. RSB is proposing to increase the quantity of material accepted to 500 tons per day. Otherwise, activities at the Facility would be the same as under current operations, as described in the following sub-section.

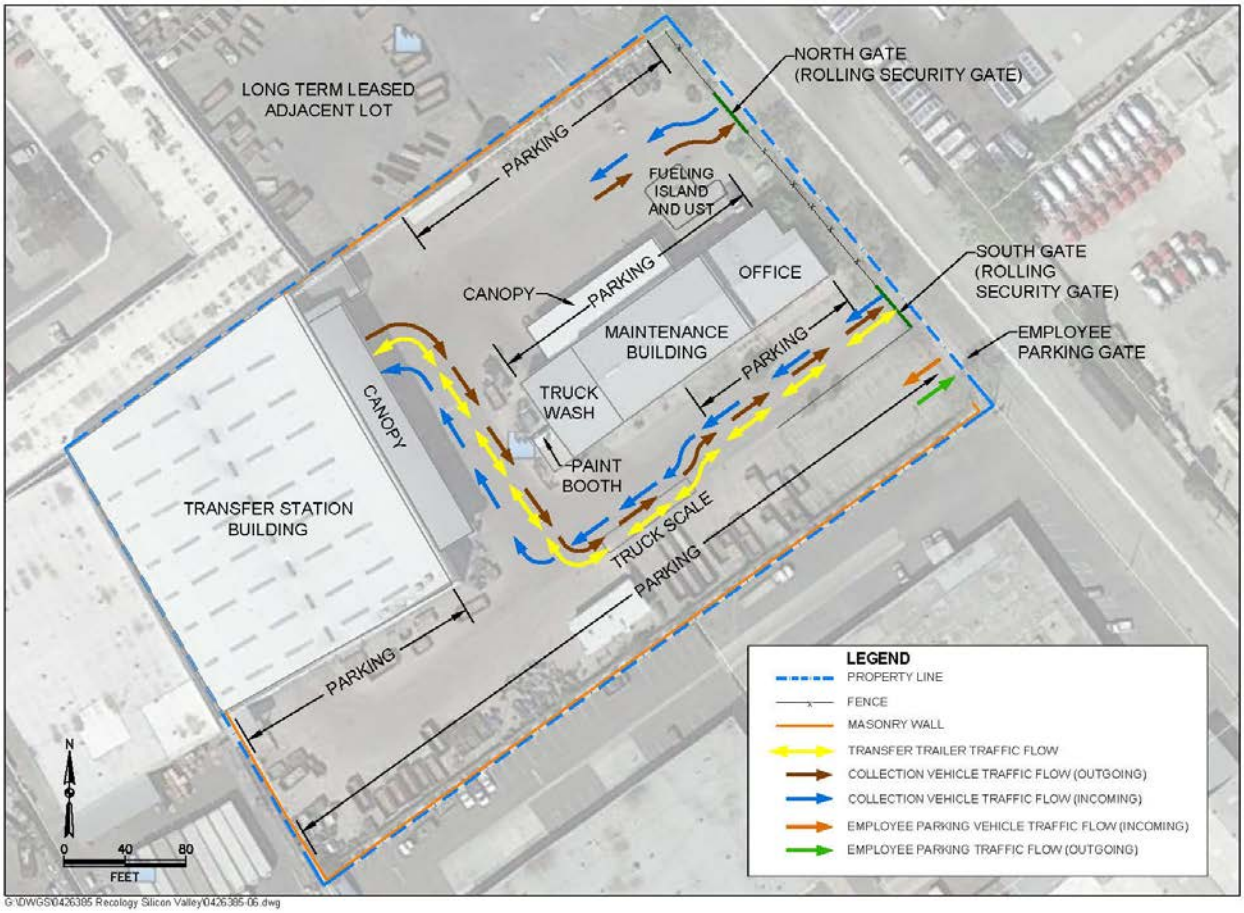
3.2 EXISTING SITE CONDITIONS/OPERATIONS

As shown on Figure 2, the main features of the Facility are as follows:

- An approximately 39,000 square foot, covered registration tier permitted transfer station building, which is enclosed with walls on the north and west sides. The south and east sides contain roll-up doors for access by incoming collection vehicles and transfer trailers.
- A maintenance shop with a permitted paint booth.
- Two shops for container welding and repair, located inside the transfer station.
- A truck wash, where truck exteriors, compactor interiors, and bin are rinsed off using a hand-held pressure washer. Excess water from these operations drains into the sanitary sewer after passing through an oil/water separator.
- A fueling island and underground storage tank (UST), which is used to fuel onsite equipment and collection vehicles.
- An administrative office, with kitchen and restrooms.

With the exception of some small landscaped areas, the property is paved in all areas not covered by buildings. The RSB property occupies approximately 4 acres zoned Heavy Industrial (HI) and is located in an area with mixed industrial use. Surrounding parcels range in size and are currently being utilized for industrial and transportation related activities. There are no residential dwellings within the immediate area.

Figure 2. Site Map



Since 1992, the existing Facility has been operating in a manner consistent with the Site Development Permit (H92-04-027) and the Site Development Permit Amendment (H92-11-076). In 2013, Registration Permit (43-AN-0025) was re-issued by the City of San José Department of Planning, Building and Code Enforcement, acting as the Local Enforcement Agency (LEA). The current Registration Permit allows the Facility to accept up to 99 tons of waste materials per day. These materials include: municipal solid waste, source separated recyclable materials, and organic materials from commercial and residential sources. Current operational hours are from 4 am to 9 pm, Monday through Friday, and limited hours on Saturday (generally from 6am to 2 pm). The permit allows for hours of operation from 3 am to 10 pm Monday through Saturday.

The Facility currently employs three staff to support the transfer station operations between 4 am to 2 pm. Other employees onsite are associated with the collection operation that is co-located at the Facility. These include approximately 80 drivers, 10 shop employees (two shifts) and 25 office employees. The current operations include the use of approximately 9 collection vehicles and 6 third-party/contracted transfer

trailers, which currently transport organic material to and from the Facility. Of the remaining collection vehicles, 55 to 60 enter and exit the Facility but do not currently use the transfer station and 15 to 20 remain onsite as spare vehicles, depending on scheduled routes for the day. Standard diesel-powered collection vehicles and transfer trailers are used; photographs of typical vehicles are provided as Figures 3 and 4, respectively.

Figure 3. Photograph of Typical Recology Collection Vehicle

Figure 4. Photograph of Typical Recology Transfer Trailer

Based on RSB records, these collection vehicles in total bring in an average of 14 loads per day, while collecting an average of approximately 80 tons per day. Wastes in excess of the currently permitted tonnage (99 tons per day) for the Facility are transported to Greenwaste Recovery, located at 1500 Berger Drive in San Jose (approximately 0.8-mile from RSB).

Current Facility-related traffic is summarized in Table 1, below.

Table 1. Average Daily Vehicle Round Trips under Current Operations

Vehicle Type	Round Trips	Timing
Collection Vehicles – Onsite Unloading (unloading materials onsite for transfer)	14[a]	Throughout working day
Collection Vehicles – Offsite Unloading (unloading materials offsite for transfer)	60	Primarily at beginning and end of shifts
Employee Vehicles for Drivers[b]	80	Beginning and end of shifts
Transfer Trailers	6	Throughout working day
Onsite Employee Vehicles (office workers)	25	Beginning and end of office hours (7 am and 5 pm)
Onsite Employee Vehicles (mechanics)	10	Beginning and end of shifts AM shift – 4:30 am to 12:30 pm PM shift – 1:00 pm to 9:30 pm
Onsite Employee Vehicles (loader operator, operations manager, support specialist)	6	Primarily at beginning and end of shifts
Miscellaneous Vehicles[c]	10	Throughout working day
Total Daily Trips	**211**	

Notes:

[a] Round trips may include multiple trips for collection vehicles throughout working/operating day

[b] This number includes drivers of collection vehicles actively transporting materials to and from the Facility, as well as drivers traveling to the site for access to collection vehicles parked overnight in the lot adjacent to the Facility.

[c] This category varies from day to day, and includes customer and vendor vehicles, deliveries, and supervisor trucks.

3.2.1 Facility Access and Parking

All traffic enters the Facility via Rogers Avenue. Employee parking is provided adjacent to the office building along the southern perimeter of the property. Some trucks and

other vehicles are currently stored onsite; however most trucks are stored in the adjacent lot.

3.2.2 Traffic Flow

The Facility is designed to have a circulation flow of trucks through the station and onto the permissible public streets as shown on Figure 2. All Facility-related traffic enters the site via Rogers Avenue. There is sufficient room available at the Facility for the queueing of trucks on-site. The current Facility traffic flow is as follows:

- **Transfer Station Traffic Flow**. Collection trucks and transfer trailers accessing the transfer station generally enter through the middle driveway, check in at the scale and are routed to the transfer station tipping floor. After exiting through the transfer station doors, trucks depart onto Rogers Avenue via the middle driveway.
- **General Facility Traffic Flow.** Collection and company vehicles that are not accessing the transfer station enter and exit through the north driveway and are routed through the Facility for fueling, maintenance, cleaning, or other onsite activities. Employees accessing the Facility typically enter and exit through the south driveway, where employee parking is located.

3.2.3 Material Handling and Transfer

Collection vehicles arrive at the Facility to deliver waste materials collected from throughout the Santa Clara County area; these vehicles are checked in by the driver at the scale area. After weighing, trucks are directed to the tipping floor of the transfer station building to dump loads where directed by site personnel. Incoming materials are segregated by type, and any prohibited and/or hazardous materials are removed for separate disposal. No processing of materials occurs onsite.

When commercial and residential loads have been emptied and floor-sorted, a loader pushes the material to the loading wall at the back of the tipping floor and loads the material into the transfer trailer. When the transfer trailer has been filled to capacity, the transfer trailer driver then cleans off any debris fallen onto the truck or trailer, covers the load by flipping over the canvas-tarp covering (attached to the sides of the trailer), and transports the load to a designated facility for proper disposal or further processing. Wastes do not remain on site for more than 48 hours from the time of receipt, except occasionally on weekends, and are typically removed on a daily basis.

Based on RSB records, materials brought into the Facility in 2016 were transferred to the facilities listed in Table 2, below.

Table 2. Volume of Wastes Transferred from Facility in FY 2017

Receiving Facility/Location	Type of Waste	Approximate Volume
Recology Blossom Valley Organics – North (RBVON)	Organics	22,284 tons
Newby Island Landfill	Solid Waste (non-hazardous)	100 tons

Note: negligible amounts of hazardous waste were received/transferred during this period.

3.2.4 Current Utility Demand/Energy Usage

Utility usage during current Facility operations is as follows:

- **Water**. Water usage as part of current Facility operations is primarily associated with washing waste collection trucks and bins. Water is also used in the kitchen and sanitary facilities in the office area. This water is provided by the San José Water Company. The Facility currently uses an average of approximately 950 gallons per day (gpd).
- **Electricity**. Electricity is provided to the Facility by Pacific Gas & Electric Company (PG&E). The Facility currently uses an average of approximately 595 kilowatt hours (kWh) per day.
- **Wastewater**. Wastewater is primarily generated at the Facility as a result of the exterior washing/rinsing activities noted above. Excess water from these operations drains into the sanitary sewer after being passed through an oil/water separator.

The Facility employs the following efficient energy consumption practices at the Facility:

- When possible, collection vehicles use renewable diesel or compressed natural gas (CNG) instead of fossil fuels for energy. RSB plans to convert an average of 4 collection vehicles to CNG annually, until eventually all collection vehicles are converted to CNG.
- The Facility underwent a lighting retrofit project in October 2017 where PG&E approved fixtures and photocells were installed in indoor and outdoor areas. According to Recology, this upgrade has resulted in an average of 282 kWh/day reductions in energy use at the Facility.

The Facility does not currently have the option to use a community choice aggregator (CCA) for energy supply, however a new CCA (San Jose Clean Energy) was just established in San Jose and is set to begin service to new residents and businesses in March 2019. This CCA notes on their website that they can provide a higher percentage

of power than is currently provided by PG&E, from renewable sources such as wind and solar, and from carbon-free sources such as hydroelectric power (San Jose Clean Energy 2019).

3.2.5 Equipment and Chemical Usage

Equipment used to support current operations is summarized in Table 3, below.

Table 3. Operations-Related Equipment

Equipment	Type	Number
Collection Vehicle	Diesel-powered trucks, typically 3-axle	84
Transfer Trailer	Diesel-powered truck with trailer, typically 5-axle	6 (third-party)
Forklift	Propane-powered light industrial unit	4
Loader	Diesel-powered tractor with a front-mounted bucket	2
Sweeper	Diesel-powered, 2-axle unit with brush and dust/sediment collection system (suction hose)	1
Scale	Approximately 12 ft by 56 ft industrial unit along south driveway (for incoming loads), mounted flush with exterior pavement	1

In addition to the equipment listed above, the Facility uses hand held pressure washers for vehicle washing when needed. All rinse water is collected and disposed to the sanitary sewer via an oil-water separator.

Facility-related usage of chemicals and hazardous materials is limited to the following:

- Deodorizing sprays and/or powders, which are routinely applied within the transfer station building when conditions warrant for odor control. When used properly these chemicals are non-toxic.
- Lubricating oils and fuel for vehicles and equipment: a 20,000-gallon, double-walled underground storage tank (UST) is used for storage of diesel fuel at the Facility. Three 500-gallon aboveground storage tanks (ASTs) containing various lubricating oils, one 500-gallon AST for shop waste oil, two 500-gallon ASTs for curbside collected waste oil, and various drums containing lubricating oils are present onsite.
- Compressed gases for welding, including oxygen, acetylene and argon mixed with carbon dioxide.

- Automatic transmission fluid and antifreeze, used in support of vehicle/equipment maintenance and repair.
- Standard household/office cleaning supplies.

The Facility operates under a Hazardous Materials Business Plan (HMBP) that was prepared in accordance with the City's Hazardous Materials Storage Ordinance. The HMBP specifies requirements for materials handling and storage, staff training, and emergency response.

3.2.6 Transfer Station Operational Controls

Facility operations are conducted in accordance with the Facility's Operations Plan, which includes the following controls to minimize the potential for nuisance and environmental impacts associated with Facility operations.

Nuisance Control

The Facility is operated in a way to avoid creating a nuisance to the public. For example, wastes are removed on a frequent basis and in accordance with State and local regulations.

Dust Control

Traffic areas at the Facility are paved with all-weather surfaces that limit vehicular-generated dust. All unloading and waste segregation operations are conducted inside the transfer station building.

Vector Control

The Facility is operated using measures to control the propagation, harborage, and attraction of vectors such as flies, rodents, birds and other animals. Putrescible materials and waste materials do not remain on site for more than 48 hours from the time of receipt and are typically removed on a daily basis. To limit the attraction of birds, all other residual wastes are contained within the transfer station building, which has a roof and is enclosed on two sides. At night, doors can be closed to minimize vectors. Vector control specialists are used as necessary to control any vector problems that may arise. An outside contractor is used for vector trapping as necessary.

Stormwater Management and Monitoring

The Facility currently operates under an existing Stormwater Pollution Prevention Plan (SWPPP) designed to provide proper management and monitoring of stormwater generated at the site.

Stormwater run-off at the site is collected and controlled by a series of surface drains and inlets situated at various locations throughout the Facility. Stormwater collected by these facilities is subsequently discharged off-site after going through a coalescing plate oil/water separator. This off-site discharge is allowed under the Facility's existing General NPDES Permit.

Litter Control

Litter is controlled in accordance with State Minimum Standards, 14 California Code of Regulations § 17408.1, which states that, "Litter at operations and facilities shall be controlled, and routinely collected to prevent safety hazards, nuisances or similar problems and off-site migration to the greatest extent possible given existing weather conditions" (14 C.C.R. § 17408.1 2017). One purpose of using enclosed unloading and sorting areas is to limit generation of litter at the Facility. Stray litter outside the structures is controlled with a perimeter chain-link fence and landscaping surrounding the property. On-site litter is collected regularly.

Noise Control

Noise generated from Facility operations arises from engine noise of collection trucks, transfer trailers, front loaders and other operations equipment. All equipment has mufflers installed and, where possible, is located in positions to minimize off-site disturbance or nuisance conditions. In addition, to reduce off-site noise levels, material loading/unloading and segregating operations occur within the transfer station building, which has a roof and is enclosed on the two sides immediately adjacent to neighboring properties (the north and west sides). According to the San José Zoning Ordinance, industrial properties shall not generate noise levels at the property line greater than 60 decibels (dB) when located adjacent to commercial properties, or 70 dB when located adjacent to other industrial properties (San José, California, Municipal Code, Title 20, § 20.50.300 2017). No noise complaints related to Facility operations have been recorded with the City over the past five years.

Odor Control

Odor control provisions are implemented at the Facility in accordance with State minimum standards. Odor is controlled by timely removal of waste material and regular cleaning of the transfer station building's tipping floor and loading area.

Natural ventilation designed into the transfer station building further controls the generation of odors inside it. Deodorizers are used as needed. Wastes are generally removed within 48 hours of receipt. There has only been one confirmed complaint received by the BAAQMD in the past three years that was attributed to the RSB Facility; this complaint was received in August 2017. Operational changes to address odors were made, including closing roll-up doors and increasing sweeping.

Traffic Control

Traffic flows through the Facility with the intent to minimize interference with traffic on adjacent public streets or roads. The speed limit within the Facility is restricted to 5 mph. Standard collection vehicles access the Facility from the same entrance and exit used by transfer trailers.

3.3 DESCRIPTION OF PROPOSED PROJECT

RSB is proposing to increase the quantity of material accepted to 500 tons per day (tpd). The increase in capacity would enable Recology to handle additional residential and commercial waste, recyclables, and organics from surrounding areas. Otherwise, activities at the Facility would be the same as under current operations, as described above. Facility operations would occur within the period currently allowed under the existing permit (3 am to 10 pm from Monday through Saturday). No new structures are proposed as part of the Project, and no activities involving disturbance of subsurface soils would occur. Existing landscaped areas, including trees, would not be removed or disturbed as a part of the proposed Project. The proposed Project would use existing roads, and does not include construction of new roads or alteration of existing roads.

The following operational changes would be implemented in order to accommodate the increased tonnage:

- Facility staff to support the transfer station may slightly increase depending on tonnage received and operational need.
- The Transfer/Processing Report would be updated to reflect the increase in tonnage.
- It is anticipated that at 500 tpd, traffic associated with Facility operations would increase as summarized in Table 4.

A summary of these operational changes can be found in Table 5.

Table 4. Estimated Daily Vehicle Trips under Proposed Project

Vehicle Type	Round Trips	Timing
Collection Vehicles – Onsite Unloading (unloading materials onsite for transfer)	70[a]	Throughout working day
Collection Vehicles – Offsite Unloading (unloading materials offsite for transfer)	30	Primarily at beginning and end of shifts
Employee Vehicles for Drivers[b]	80	Beginning and end of shifts
Transfer Trailers	30	Throughout working day
Onsite Employee Vehicles (office workers)	25	Beginning and end of office hours (7 am and 5 pm)
Onsite Employee Vehicles (mechanics)	10	Beginning and end of shifts AM shift – 4:30 am to 12:30 pm PM shift – 1:00 pm to 9:30 pm
Onsite Employee Vehicles (loader operator, operations manager, support specialist)	10	Primarily at beginning and end of shifts
Miscellaneous Vehicles[c]	10	Throughout working day
Total Daily Trips	**265**	

Notes:

[a] Roundtrips may include multiple trips for collection vehicles throughout working/operating day

[b] This number includes drivers of collection vehicles actively transporting materials to and from the Facility, as well as drivers traveling to the site for access to collection vehicles parked overnight in the lot adjacent to the Facility.

[c] This category varies from day to day, and includes customer and vendor vehicles, deliveries, and supervisor trucks.

Table 5. Summary of Current Operations vs. Proposed Operations

Operation	Current Operation	Proposed Operation
Maximum Tons of Waste Accepted per Day	99	500
Operation Hours	Transfer Station: 4 am to 2 pm Mon – Fri (Permitted 3 am to 10 pm Mon-Sat) Admin: 7 am to 5 pm M-F Shop / Ops: 4 am to 9 pm M-F	Transfer Station: 4 am to 6 pm Mon – Sat (Permitted 3 am to 10 pm Mon-Sat) Admin: 7 am to 5 pm M-F Shop / Ops: 4 am to 9 pm M-F
Staff Number and Shifts	39 staff; 2 shifts (shop)	40 staff; 2 shifts (shop)
Collection Vehicles	84 total collection vehicles ▪ 9 vehicles dumping at transfer station ▪ 55 collection-only vehicles (no dumping at transfer station) ▪ 20 spare vehicles (in/out as needed)	84 total collection vehicles ▪ 30 vehicles dumping at transfer station ▪ 34 collection-only vehicles (no dumping at transfer station) ▪ 20 spare vehicles (in/out as needed)
Transfer Trailers	5-6 (third-party)	10-12 (third-party)
Forklifts	4	4
Loader	2	2
Sweeper	1	1
Scale	1	1
Employee/Visitor Round Trips	211 round trips	265 round trips
Parking Spaces	123 (see Figure 2)	123 (see Figure 2)
Overnight vehicle parking	Trucks are stored onsite and off-site	Trucks are stored onsite and off-site
Are there any vehicles stored on site? This includes transfer trailers, or collection vehicles?	Collection vehicles – yes Transfer trailers – no	Collection vehicles – yes Transfer trailers – no
Hazardous waste generated annually	<3 tons	<3 tons

4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

In accordance with CEQA Guidelines Section 21093(b) and CEQA Guidelines Section 15152(a), this Addendum tiers off the previously certified City of San José 2005 North San José (NSJ) Final Program Environmental Impact Report (FPEIR) (approved June 2005), the Envision San José 2040 General Plan EIR (approved September 2011), the Envision San José 2040 General Plan Supplemental EIR (approved December 2015), and addenda thereto.

This Addendum evaluates the project-specific environmental impacts that were not specifically analyzed in the three previously certified EIRs. Because the proposed Project results in minor technical project changes with no new significant impacts, and would not require major revisions to the previous EIRs prepared, an Addendum has been prepared for the proposed Project [CEQA Guidelines Sections 15162 and 15164], rather than a supplemental or subsequent EIR.

This section, Section 4.0 Evaluation of Environmental Impacts, describes any changes that have occurred in existing environmental conditions on and near the Project area, as well as environmental impacts associated with the proposed Project or the changed conditions. The environmental checklist, as recommended in the 2017 CEQA Guidelines, was used to compare the environmental impacts of the "proposed Project" with those of the "Approved Project" (i.e., development approved in the 2005 NSJ FPEIR, the 2011 Envision San José 2040 General Plan FPEIR, and the Envision San José 2040 General Plan Supplemental EIR) and to identify whether the proposed Project would likely result in new significant environmental impacts. In the checklist, the right-hand column lists the source(s) for the answer to each question. The sources cited are identified at the end of this section.

As appropriate, mitigation measures are identified for all significant project impacts. "Mitigation Measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370). Measures that are required by law or are City standard conditions of approval are categorized as "Standard Project Conditions." Measures that are proposed by the applicant that will further reduce or avoid already less–than-significant impacts are categorized as "Standard Construction Practices."

Important Note to the Reader

The California Supreme Court in a December 2015 opinion [California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal. 4th 369 (No. S 213478)] confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA in the following sections focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards. The City of San José has policies that address existing conditions (e.g., air quality, noise, and hazards) affecting a proposed project, which are also addressed in the analysis in this report.

4.1 AESTHETICS

4.1.1 Setting

The proposed Project is located in an industrial area of San José and is zoned for Heavy Industrial purposes (City of San José 2018a and City of San José 2005); it is not located within a scenic view shed. Site photographs are included below as Figures 5 and 6. There are no Officially Designated Highways in the vicinity of the proposed Project. CA-9 is the only Officially Designated Scenic Highway in Santa Clara County, which is approximately 28.1 miles southwest of the Site (Caltrans 2018).

The majority of the site is fully paved. Minor landscaped areas are present at the east end of the property, along Rogers Ave, and in proximity of the RSB Administrative Office and visitor/employee parking areas. No rock outcroppings or historic buildings are within the immediate vicinity of the proposed Project Area [California State Office of Historic Preservation 2018].

Surrounding properties are also zoned for industrial and commercial purposes (City of San José 2018b) and are similar in visual quality to the proposed Project Site. Properties in the direct vicinity of the proposed Project include Blaine Tech Services to the north; Johnson's Catering Supply to the east; Unifashion Trading to the south; Recycling Specialists to the southwest; and Personalized Vans and Trucks, Marble Master, and Svenhard's Swedish Bakery to the west.

Figure 5. Photograph of Site (South Entrance)

Figure 6. Photograph of Site (North Entrance)

The 2005 NSJ FPEIR discussed the visual impacts associated with the development in North San José because such development would result in greater mass, density, and height of structures than the general existing industrial park uses of the area. It was concluded in the 2005 NSJ FPEIR that conformance of future development in the North San José area to landscaping, design, setbacks, height and light requirements would avoid significant visual and aesthetic impacts.

As discussed in the 2005 NSJ FPEIR, because the proposed buildings under the development project would be taller and of greater density than the existing buildings, light in the area would increase. Light and glare impacts, including light spillover onto adjacent properties, would be avoided through compliance with the City's Outdoor Lighting Policy.

The 2005 NSJ FPEIR concluded that development throughout the North San José area would reduce the availability of views of the foothills. Such views are intermittent under existing conditions, usually on public streets and taller buildings.

Based on the above, the 2005 NSJ FPEIR concluded that development in North San José would have Less than Significant visual and aesthetic impacts.

4.1.2 Environmental Checklist and Impacts Evaluation

AESTHETICS						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒	*1, 2*
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☐	☒	*1, 3, 4*
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☐	☒	*1*
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐	☒	*1*

The proposed Project would result in less impact than the approved project, Less than Significant Impact, as described below.

Scenic Vistas and Visual Character

(Checklist Questions a, b, and c)

There are no scenic vistas in the vicinity of the proposed Project. The proposed Project and direct vicinity are located in an area zoned for Heavy Industrial purposes. The proposed Project does not include the construction of additional permanent structures that have the potential to impede views. The proposed Project is not located within the vicinity of a state scenic highway and no rock outcroppings or historic buildings are present onsite [California State Office of Historic Preservation 2018]. Minor landscaped areas and trees are present along the eastern perimeter of the Property and near the RSB Administrative Office and visitor/employee parking areas; these trees would not be disturbed as part of Project-related activities.

The proposed modification to existing operations would increase the overall waste tonnage, project-related vehicle trips, and the number of vehicles onsite. These vehicles would be similar to those currently operated in the Project Area and its vicinity, and would not substantially degrade the visual character or quality of the site. No ground-disturbing activities, earth work, or additional permanent structures are proposed that have the potential to degrade the visual quality of the site. Stray litter associated with the proposed Project could have the potential to degrade the quality of the site or

surroundings. However, as noted in Section 3.2.6, operational controls include the regular collection of stray litter at the Facility. Additionally, the perimeter fencing and landscaping around the Facility would retain stray litter within the Facility property. **[Less Impact than Approved Project (Less than Significant)]**

Shade and Shadow

Shade and shadow impacts occur when a structure reduces access to natural sunlight. In an urban environment, virtually all land uses are subject to shading from adjacent properties to some extent. In the certified 2005 NSJ FPEIR, the City of San José identified significant shade and shadow impacts as occurring when a building or other structure substantially reduces natural sunlight on public open spaces, measured midday on the first day of winter (December 21) and on the vernal and autumnal equinoxes (March/September 21). The proposed Project does not include the construction of additional permanent structures that have the potential to create shade or shadow. **[Less Impact than Approved Project (Less than Significant)]**

Light and Glare
(Checklist Question d)

The proposed Project does not include the installation of new permanent light sources. The increase in daily vehicle trips associated with the proposed increase in tonnage accepted by the Facility (approximately 54 round trips of collection vehicles and transfer trailers per day) have the potential to increase light or glare in the area. However, the additional vehicle trips would not contribute significantly to the current traffic levels in the area during the hours of operation, and the additional light or glare from Project-related vehicles would be negligible. **[Less Impact than Approved Project (Less than Significant)]**

4.1.3 Conclusion

The proposed Project would not result in any new or more significant visual and aesthetic impacts than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. **[Less Impact than Approved Project (Less than Significant)]**

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Setting

The Project site is a developed property that is almost entirely paved, with minor landscaped areas and trees present along the eastern perimeter of the Property and near the RSB Administrative Office and visitor/employee parking areas. The Project Area and direct vicinity are zoned for Heavy Industry (City of San José 2018b and City of San José 2005). Based on the California Department of Conservation California Important Farmland Finder, the Project Area is categorized as Urban and Built-Up Land (CA DOC 2016). No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are present in the Project Area or its vicinity (CA DOC 2016), and the Project site contains no forest lands. According to the Santa Clara County Bureau of Land Management the Project site is not subject to a Williamson Act contract, and there are no Williamson Act Properties in the vicinity of the Project Area (SCC BLM 2017).

The 2005 NSJ FPEIR concluded that development in North San José would not result in the loss of prime agricultural land, and that it would have Less than Significant impacts to agricultural resources.

4.2.2 Environmental Checklist and Impacts Evaluation

AGRICULTURE AND FORESTRY RESOURCES

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒	1, 5
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒	1, 6
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☒	1

AGRICULTURE AND FORESTRY RESOURCES						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
d) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒	1, 6
e) Involve other Changes in the existing environment which, due to their location could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒	1

The proposed Project would result in less impact than the approved project, as described below.

Farmland

(Checklist Questions a, b, and e)

The proposed Project site and immediate surrounding properties are zoned for Heavy Industry. Based on the California Department of Conservation California Important Farmland Finder, the Project Area is categorized as Urban and Built-Up Land. No Prime Farmland, Unique Farmland, or Farmland of Statewide Importance are present in the Project Area or its vicinity. The Project site is not subject to a Williamson Act contract, and there are no Williamson Act Properties in the vicinity of the Project Area.

The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise site operations would be the same as under current conditions; no ground disturbance or construction would occur. Project-related traffic would occur on existing roads and highways and would not impact agricultural resources outside the Project Area. The current land use does not include agricultural uses, and would remain the same as under current conditions. **[Less Impact than Approved Project (No Impact)]**

Forest Land

(Checklist Questions c, d, and e)

The proposed Project Area is zoned for Heavy Industry. The City of San José Land Use Zoning Map does not identify any forest land or timberland in the vicinity of the proposed Project.

The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise site operations would be the same as under current conditions; no ground disturbance or construction would occur. Project-related traffic would occur on existing roads and highways and would not impact forest land or timberland resources outside the Project Area. The current land use does not include forest use, and would remain the same as under current conditions. **[Less Impact than Approved Project (No Impact)]**

4.2.3 Conclusion

The proposed Project would not result in any new or more significant agricultural or forestry impacts than those previously identified in the 2005 NSJ or the 2011 Envision San José 2040 General Plan FPEIRs. **[Less Impact than Approved Project (No Impact)]**

4.3 AIR QUALITY

4.3.1 Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determination of transport and dilution are wind, atmospheric stability, terrain, and for photochemical pollutants, sun light.

Regional Air Quality

The proposed Project site is located in the Santa Clara Valley, within the San Francisco Bay Area Air Basin (SFBAAB), which comprises many sub-regions. The Santa Clara Valley has a high potential for air pollution due to stable air, high summer temperatures, mountains surrounding the valley, and the presence of many air pollutant sources, including the highest mobile source emissions of any sub-region in the Bay Area. The Bay Area Air Quality Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the SFBAAB.

Criteria Pollutants

The U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for what are known as "criteria pollutants." Criteria pollutants include ozone, reactive organic gases (ROG), nitrogen dioxide (NOx), carbon monoxide, sulfur dioxide, and particulate matter (PM).

The main criteria pollutants of concern are ozone precursors ROG and NOx, and particulate matter, because of their high levels within the SFBAAB (BAAQMD 2017). State and federal standards for ozone and particulate matter less than or equal to 10 and 2.5 microns (PM10 and PM2.5) were exceeded several times within the SFBAAB in the past few years (BAAQMD 2018).

Toxic Air Contaminants

Toxic Air Contaminants (TACs) are another group of hazardous air pollutants that include carcinogens or can result in chronic or acute health effects. Industrial facilities and mobile sources are significant sources of TACs. Diesel particulate matter, which is made up mostly of fine particulate matter (PM2.5), is the predominant TAC associated with the proposed Project and is a carcinogen.

Background/Attainment Status

The Project Area attains the state and national standards for carbon monoxide (CO), oxides of nitrogen (NO2), and sulfur dioxide (SO2). The Project Area does not attain the state or national

standards fine particulate matter (PM2.5) (BAAQMD 2018). Although the Project Area is in attainment for the NO2 standard, NOx emissions are a precursor to ozone, as are ROG emissions. Since the Project Area does not attain the ozone standard, the pollutant emissions of most concern in the SFBAAB are NOx, ROG, and PM2.5.

The proposed Project site is located within the North San José area. The North San José Area Development Policy allows for the development of an additional 26.7 million square feet of industrial use, 1.7 million square feet of supporting commercial use, and 32,000 residential units. The increased industrial area will be achieved by intensifying the development and increasing the floor area ratio.

Odor

The California Department of Resource Recovery and Recycling (CalRecycle), which adopts regulations for processing/transfer facilities, requires preparation of an operations plan that includes control of potential nuisances, such as odor. RSB has prepared an Odor Impact Minimization Plan for the Facility; this plan is included in Appendix A. This plan details the specific measures that will be taken by the Facility to reduce odors if there are complaints received by the City of San José, BAAQMD, or other agencies. In the event of an odor complaint, an inspector from the City of San José will go to the site to investigate the cause and whether or not there is still an issue.

The BAAQMD CEQA Guidelines state that an odor source is considered to have a significant impact if it has five or more confirmed complaints per year averaged over three years. There has only been one confirmed complaint received by the BAAQMD in the past three years, attributed to the RSB Facility, which was received in August 2017.

Air Quality Evaluation Methodology

The BAAQMD has made four regulatory changes with respect to air quality planning since the 2005 NSJ FPEIR. Revised CEQA Air Quality Guidelines were adopted in 2010 and again in 2017 that provided new thresholds of significance. In addition, the 2010 Clean Air Plan was adopted in September 2010 and updated in 2017. The clean air plans provide comprehensive strategies to improve air quality in the Bay Area, taking into account future growth projections, by specifying emission reduction measures and regulations that control emission sources.

The City of San José uses the thresholds of significance established by the BAAQMD 2017 CEQA Air Quality Guidelines to assess air quality impacts. Impacts are considered significant (BAAQMD 2017) if a project's emissions exceed the following significance criteria from this guidance:

- Operational-related emissions of ROG, NOx or PM2.5 greater than 54 pounds per day (or 10 tons per year); or

- Operational-related emissions of PM10 greater than 82 pounds per day (or 15 tons per year).

The 2005 NSJ FPEIR concluded there would be significant regional and local air quality impacts associated with the North San José area development, specifically emission of ozone precursors and PM10. The 2005 NSJ FPEIR identified mitigation measures to be incorporated, where feasible, by new development projects in the North San José area.

The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise site operations would be the same as under current conditions. The proposed Project does not involve new development or any construction. No new structures are proposed as part of the proposed Project, and no activities involving disturbance of subsurface soils would occur. Existing landscaped areas, including trees, would not be removed or disturbed as a part of the proposed Project. The proposed Project would use existing roads, and would not include construction of new roads or alteration of existing roads.

Sensitive Receptors

The BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located (BAAQMD 2017). These are individuals who are more susceptible to pollutant effects. These land uses include schools, playgrounds, childcare centers, retirement homes, convalescent homes, and hospitals. These individuals could also be present in any residential location, so residences are also considered sensitive receptor locations. There are no sensitive receptor land uses located near the proposed Project site, which is in an industrial area, or along the routes the trucks would take to access US 101 or I-880.

4.3.2 Environmental Checklist and Impacts Evaluation

AIR QUALITY						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
a) Conflict with or obstruct implementation of applicable air quality plan?	☐	☐	☐	☐	☒	9

AIR QUALITY						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☐	☒	9
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as nonattainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☐	☐	☒	9
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐	☒	9
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☐	☒	7, 9

The proposed Project would result in less impact than the approved project, Less than Significant, as described below.

Regional Air Quality Impacts
(Checklist Questions a, b, and c)

RSB currently accepts up to 99 tons of waste materials per day from collection trucks that currently park at and leave out of the Facility. The waste collected that exceeds 99 tons per day is taken by the collection trucks directly to the facilities below, as described in Table 2 in Section 3.2.3:

- Recology Blossom Valley Organics North, which is 66 miles from the RSB Facility;
- South Valley Organics, which is 40 miles from the RSB Facility; and
- Newby Island Landfill, which is 7 miles from the RSB Facility.

The 99 tons per day of waste materials brought to the RSB Facility is also taken to these facilities by transfer trucks after sorting.

With implementation of the proposed Project, the collection trucks would be able to bring back more waste materials (up to 500 tons per day) before it is taken by transfer trucks to Recology Blossom Valley Organics North and Newby Island Landfill. The same amount of waste is collected under the proposed Project scenario, but more of it is diverted to the RSB Facility for sorting before being taken to the facilities listed above. Thus, there would be no increase in truck trips within the SFBAAB.

All travel associated with the proposed Project would continue to occur within the SFBAAB, as is currently the case for pickups at client sites and facility drop-offs associated with the RSB facility. Most of the waste is collected from Mountain View, Cupertino, Santa Clara, and San José. Therefore, the proposed Project would not increase the number of truck miles traveled within the SFBAAB.

The proposed Project would not increase emissions in the air basin, and therefore would not: (1) conflict with or obstruct implementation of the applicable air quality plan; (2) would not violate any air quality standard or contribute substantially to an existing or projected air quality violation; nor (3) contribute a considerable net increase to the cumulative air quality impact. [**Less Impact than Approved Project (Less than Significant)]**

Local Air Quality Impacts / Sensitive Receptors
(Checklist Question d)

Evaluation of impacts from TACs generally involves a health risk assessment if there are sensitive receptors[1] nearby that could be exposed to TACs. Sensitive receptors are not present near the RSB Facility or along Project-related truck routes to and from US 101 and I-880.

However, the number of trips would increase with the increase of operations to approximately 54 net new trips per day. Due to the increased number of associated truck trips relative to current conditions along Rogers Avenue, the proposed Project would result in an increase in concentrations of pollutants at locations near the RSB Facility, specifically, PM2.5 from diesel exhaust, which is considered a TAC. Health risks associated with TACs decrease substantially with distance from a source that is close to ground level (e.g., mobile sources). The operation of the site would consist of using sorting equipment (i.e. diesel and non-diesel) to separate the materials on site for

1 Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and residential areas.

redistribution at the end of the day to nearby processing facilities. There will be no processing of these materials at the Facility. In addition, as mentioned above, there are no sensitive receptors adjacent to the Facility. The closest sensitive receptor is approximately one-half mile to the southwest of the Facility. In addition, the Challenger School Berryessa is approximately three-quarters of a mile to the east. Thus the operation of the proposed Project would not result in significant impact to sensitive receptors. **[Less Impact than Approved Project (Less than Significant)]**

Odors
(Checklist Question e)

The increased waste tonnage received at the Facility would have the potential to create an increased level of odors that could be perceived by people working in the area. As noted in the Settings section, under current operations, RSB operations have not historically generated significant levels of odor. As indicated in the Project Description (Section 3), odor is currently controlled by timely removal of waste material (within 48 hours of receipt) and regular cleaning of the transfer station building's tipping floor and loading area. Natural ventilation designed into the transfer station building further controls the generation of odors inside it. Deodorizers are used as needed. RSB's Odor Impact Minimization Plan (Appendix A of this Initial Study) includes the following additional procedures to minimize odors:

- Aeration of waste materials while they are present on the tipping floor.
- Rejection of wastes with free liquid or more than 50 percent moisture content.
- Periodic sweeping to remove dirt and dust from the Facility.
- Restriction of waste handling to the interior of the transfer station building, such that the waste will not come into contact with precipitation; the transfer station has a sloped floor and any liquids draining from the waste will be directed to floor drains and subsequently to a clarifier before entering the sanitary sewer system.
- Segregation of wastes with strong odors from the general waste stream, and movement of such wastes through the Facility on a priority bases, and if possible, loading directly to transfer trailers, where they will be capped with other wastes or a spray foam or gel cap, or sprayed with an odor neutralizing spray foam/gel.
- Periodic cleaning of truck trailers carrying wastes.

These procedures would be followed with the increased waste tonnage proposed under the Project. This is consistent with the Envision San José 2040 General Plan policy Air-3.1 to provide odor minimization and control measures (San José 2018a).

With these preventative and follow-up measures in place, the impact would be less than significant. **[Less Impact than Approved Project (Less than Significant)]**

4.3.3 Conclusion

With implementation of the project controls noted above, the proposed Project would not result in any new or more significant impacts to air quality or odors than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. [**Less Impact than Approved Project (Less than Significant)]**

4.4 BIOLOGICAL RESOURCES

4.4.1 Setting

The proposed Project is located in a Heavy Industrial zoned area and is fully developed. Buildings and pavement cover most of the developed site and landscaping is maintained adjacent to buildings and parking lots on the proposed Project.

The following section is based largely on information obtained from the Santa Clara Valley Habitat Plan (SCVHP), NSJ FPEIR, and Envision San José 2040 General Plan FEIR. The NSJ FPEIR found that there would be no impacts to federally protected wetlands nor any conflicts with an adopted habitat conservation plan with future development under the North San José Development Policies Update. The North San José FPEIR also found that future development under the North San José Development Policies Update would result in less than significant impacts to riparian habitat and other sensitive natural communities. The North San José FPEIR also found that development of vacant parcels in the North San José area would not interfere substantially with the movement of any resident or migratory fish or wildlife species.

The NSJ FPEIR identified the following significant impacts related to biological resources that could result from development and/or redevelopment of developed sites in the North San José area:

- Significant loss of habitat for Burrowing Owls and other raptors.
- Potential disturbance to active raptor nests, occupied Burrowing Owl burrows, and bat colonies, and/or destruction of individuals of these species.
- Removal of a significant number of ordinance-size trees.

The NSJ FPEIR concluded that implementation of the General Plan policies and Program Mitigation Measures would reduce all impacts to vegetation and wildlife in the North San José area resulting from implementation of the proposed Project, other than loss of Burrowing Owl habitat, to a less than significant level.

Special-Status Species

The proposed Project is located in a fully developed, urban area in North San José. No sensitive habitats or wetlands are in or near the proposed Project (CNDDB 2018). The nearest habitat that may support species identified as a candidate, sensitive, or special status species is Coyote Creek, located approximately 0.6 miles east of the proposed Project. Species occupying developed habitat are typically urban adapted wildlife (e.g., doves, pigeons, mockingbirds, crows, blackbirds, squirrels, fence lizards, and domestic and feral cats). There is no suitable habitat in or near the proposed Project for

rare, threatened, endangered or sensitive plants, animals, or natural communities. Therefore, special status species and natural communities are not expected or likely to occur in or near the proposed Project.

Nesting Raptors and Migratory Birds and Fish

All native breeding birds (except game birds during the hunting season), regardless of their listing status, are protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC§703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR §10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR §21). There is suitable habitat for raptors and passerine bird species to nest in trees associated with landscaping near Rogers Avenue and adjacent to on-site parking lots.

There are no streams, creeks, waterways or wetlands located in or near the Project. The site does not serve as a wildlife corridor or contain a native wildlife nursery in or near the Project.

Riparian Habitat/Sensitive Natural Communities

The proposed Project is located in a developed, urban area and there are no streams, creeks, waterways or wetlands located in or near the Project. The nearest waterway is Coyote Creek, located approximately 0.6 miles east of the Project. No areas of potential US Army Corps of Engineers' jurisdictional waters or areas subject to California Department of Fish and Game jurisdiction are present on the site.

Local Policies, Ordinances, Habitat Conservation Plans

The City of San José regulates tree trimming and removal through Municipal Code 13.32 and requires a permit for activities related to tree trimming and removal (City of San José Building and Planning Department 2018).

The Santa Clara Valley Habitat Plan (SCVHP) is a conservation program intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth on approximately 500,000 acres in southern Santa Clara County. The SCVHP is a regional partnership between six local partners (the County of Santa Clara, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, and the cities of San José, Gilroy, and Morgan Hill) and two agencies (the California Department of Fish and Wildlife and the US Fish and Wildlife Service).

The SCVHP identifies and preserves land that provides important habitat for endangered and threatened species. The land preservation serves to both mitigate for

the environmental impacts of planned development, public infrastructure operations, and maintenance activities, and to enhance the long term viability of endangered species. Species of concern include, but are not limited to, the Bay Checkerspot butterfly, California red-legged frog, California tiger salamander, burrowing owl, and numerous plant species endemic to serpentine grassland and scrub.

The proposed Project is located in the Urban Areas Land Cover Fees Zone within the SCVHP study area and supports *Urban-Suburban* land cover. There are no land cover fees for impacts to this fee zone or land cover type. The only SCVHP fee applicable to the proposed Project is the Nitrogen Deposition Fee, which was adopted by the SCVHP to mitigate the indirect impacts of airborne nitrogen deposition to covered species, in particular the Bay Checkerspot butterfly. The fee is applied to all zones in the same way, and is calculated for a specific project based on the number of new vehicle trips over existing conditions.

4.4.2 Environmental Checklist and Impacts Evaluation

BIOLOGICAL RESOURCES

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☐	☒	*8, 11, 12*
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☐	☒	*8, 11, 12*

BIOLOGICAL RESOURCES

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒	*13*
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☐	☒	*8, 11, 12*
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒	*14*
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒	*11*

The proposed Project would not result in new or more significant biological resource impacts than identified in the North San José FEIR, as described below.

Impacts to Candidate, Sensitive, or Special Status Species
(Checklist Question a)

The proposed Project is located in a fully developed, urban area in North San José. As described in the Setting section, no sensitive habitats or wetlands are in or near the proposed Project and there is no suitable habitat in or near the proposed Project for rare, threatened, endangered or sensitive plants, animals, or natural communities. Therefore, special-status species and natural communities are not expected or likely to occur in or near the proposed Project.

There is suitable habitat for raptors and passerine bird species to nest in trees associated with landscaping near Rogers Avenue and adjacent to on-site parking lots. However, impacts to nesting birds are not expected to occur as Project activities do not include any direct impacts such as ground disturbance, tree removal, tree trimming, or building removal/construction. The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise site operations would be the same as under current conditions. The proposed Project could result in indirect impacts from noise associated with the increase in vehicle trips on site; however, nesting birds in urban areas are typically acclimated to noise produced by daily vehicle trips on site as well as traffic along Rogers Avenue. As such, any indirect impacts to nesting birds from noise associated from an increase in daily vehicle trips would not be significant. **[Less Impact than Approved Project (Less than Significant)]**

Impacts to Riparian Habitat/Sensitive Communities/Wetlands
(Checklist Questions b and c)

The proposed Project is located in a developed, urban area, and no riparian habitat, wetlands, or other sensitive natural communities are located in or near the Project. The NSJ FEIR assessed impacts associated with future development, an action with a higher potential to alter habitat than the proposed Project, which includes no land alterations. The NSJ FEIR found that those development actions would result in less than significant impacts to riparian habitat and other sensitive natural communities. The proposed Project would involve additional tonnage of waste being sorted on site and transferred to other locations for processing. The Project would result in approximately 54 additional round trips to/from the Facility daily. However, this project would not result in new physical change to the project site that would involve new ground disturbance activities. Therefore, project activities are similarly not expected to result in direct or indirect impacts to riparian habitat or other sensitive natural communities identified in any other federal, state, local or regional plans, policies, or regulations. Furthermore, there will be no impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act as there are no nearby wetlands. **[Less Impact than Approved Project (Less than Significant)]**

Impacts to Movement of Fish or Wildlife Species
(Checklist Question d)

The proposed Project is located in a developed, urban area and does not contain streams, creeks, waterways or wetlands that could serve as a wildlife corridor or a native wildlife nursery. Therefore, the proposed Project would not result in direct or indirect impacts to native resident or migratory fish or wildlife species or native wildlife nursery sites. **[Less Impact than Approved Project (Less than Significant)]**

Conflict with Local Policies/Ordinances or Habitat Conservation Plans
(Checklist Questions e and f)

As noted in the Setting section, the City of San José regulates tree trimming and removal; however, neither are included in the proposal Project. The Project site does not contain protected habitat but will be subject to a Nitrogen Deposition Fee, which was adopted by the SCVHP to mitigate the indirect impacts of airborne nitrogen deposition to covered species. Consistent with the requirements for future development under the North San José Development Policies Update, General Plan policies, and the SCVHP, the project shall implement the following condition to reduce impacts related to nitrogen deposition:

- The project is subject to applicable SCVHP conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permits. Prior to issuance of any grading permits, the project applicant shall submit a SCVHP Coverage Screening Form to the Supervising Environmental Planner of the Department of Planning, Building, and Code Enforcement for review and will complete subsequent forms, reports, and/or studies as needed.

Therefore, the Project would have no direct or indirect impacts on biological resources described in local policies or ordinances, or habitat conservation plans. **[Less Impact than Approved Project (Less than Significant)]**

4.4.3 Conclusion

The proposed Project would not result in any new or more significant impacts to biological resources than those previously identified in the NSJ FPEIR and the Envision San José 2040 General Plan FPEIRs. **[Less Impact than Approved Project (Less than Significant)]**

4.5 CULTURAL RESOURCES

4.5.1 Setting

A thorough report of existing conditions related to cultural resources was prepared in support of the 2040 San José General Plan (City of San José 2018a; Appendix J). That report describes the cultural resources present or potentially present in the City of San José and its Urban Growth Boundary (UGB).

The Project site is located in Santa Clara Valley, where Native American occupation extended over 5,000 to 8,000 years and possibly longer. Before European settlement, Native Americans resided in the areas in North San José. The South Bay Area's favorable environment during the prehistoric period included alluvial plains, foothills, water courses, and bay margins that provide an abundance of wild food and other sources.

Among other sites of cultural interest, the general San José area is known to contain prehistoric sites (villages, camp sites, stone tool procurement sites, burial sites, bedrock mortars, and other milling features); Native American sites; and historic sites associated with Spanish expansionists/missions, Gold Rush activity, railroad growth, and urban settlement. Significant cultural resources within the City include properties listed on or eligible for listing on the federal National Register of Historic Places (NRHP), the statewide California Register of Historical Resources (CRHR), the Santa Clara County Heritage Resources Inventory, and the local City of San José's Historic Resources Inventory (HRI) maintained by the Department of Planning, Building and Code Enforcement. None of these listed sites are located within or near the Project site (City of San José 2016). According to the GIS-based Archaeological Sensitivity Map completed for the General Plan 2040 Final Environmental Impact Update, the project site has a low potential for the discovery of archaeological resources and is not considered archaeologically sensitive.

4.5.2 Environmental Checklist and Impacts Evaluation

CULTURAL RESOURCES Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	☐	☐	☐	☐	☒	2, 55

CULTURAL RESOURCES						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☐	☐	☐	☒	55
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☐	☐	☒	55
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☐	☒	55

The proposed Project would result in less impact than the approved project, No Impact, as described below.

Impacts to Cultural Resources
(Checklist Questions a through d)

As discussed in the Setting section, the project site does not contain any known cultural resources. Furthermore, the proposed Project does not involve any ground disturbance or alterations to structures. The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise site operations would be the same as under current conditions. The proposed Project does not propose to demolish, remodel, or add any new structures on the site. As the proposed Project would not result in any ground disturbance activities, the proposed Project would have no impact on cultural resources. **[Less Impact than Approved Project (No Impact)]**

4.5.3 Conclusion

The proposed Project would not result in any new or more significant impacts to cultural resources than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. **[Less Impact than Approved Project (No Impact)]**

4.6 GEOLOGY AND SOILS

4.6.1 Setting

The Project site is situated within the Santa Clara Valley Basin and is surrounded by the San Francisco Bay to the north, Mount Diablo Foothills to the east, and the Santa Cruz Mountains to the south and west. The basin is characterized by marine and continental sediments originating from surrounding mountains. Sediments in this basin primarily consist of marine, alluvial, and stream deposits.

The Project site is a relatively flat, highly developed 4-acre property and is zoned Heavy Industrial. The Project site currently conforms to California Building Code regulatory requirements. The majority of the site is paved or developed with buildings. Minor landscaped areas are present at the east end of the property, along Rogers Ave, and in proximity of the RSB Administrative Office and visitor/employee parking areas. The Project Area has been categorized as Urban and Built Up Land by the California Department of Conservation (CADOC 2016). Land Surface deposits at the site are characteristic of medium-grained alluvium, consisting of unconsolidated, moderately sorted and permeable fine sand, silt, and clayey silt with some areas of thin beds of coarse sand (City of San José 2010a).

According to the California Geologic Survey, the Project site is located in a Landslide and Liquefaction zone (CGS 2015). A liquefaction susceptibility map available online on the Association of Bay Area Governments (ABAG) Resiliency Program website (ABAG 2018a) also indicates that liquefaction susceptibility hazard within the Project Area is moderate. Soils most susceptible to liquefaction include "poorly drained fine-grained soils, such as sandy, silty and gravelly soils" (Encyclopedia Britannica 2017). Most landslide activity in San José has occurred in the Diablo Range east of the City, and is less common in West San José where the Project site is located (City of San José 2010). No landslides have been identified in the Project Area based on California Department of Conservation mapping (Wiegers 2011). No earthquake-induced or rainfall-induced landslide hazard zones have been identified within the Project Area based on ABAG Resiliency Program maps of these hazard zones (ABAG 2016b, -c, and -d).

According to the Envision 2040 San José General Plan, much of the soil in San José is moderately to highly expansive. The moderately to highly expansive soils in San José are primarily found in the valley floor and hillside areas, outside of the proposed Project Area (City of San José 2010).

The Project site is not located in an Earthquake Fault Zone as designated in the recent California Geologic Survey Alquist-Priolo Earthquake Fault Zoning Map (CGS 2015, ABAG 2018e). Faults in the vicinity of the Site include the following:

- Hayward – Southeast Extension fault, located approximately 4 miles northeast of the Site;
- Calaveras fault located approximately 7 miles northeast of the Site;
- Monte Vista – Shannon fault located approximately 9 miles southwest of the Site;
- South Hayward fault located approximately 9 miles north of the Site;
- San Andreas - Peninsula fault located approximately 13 miles southwest of the Site;
- Sargent fault located approximately 16 miles south of the Site; and
- San Andreas - Santa Cruz Mountains fault located approximately 20 miles south of the Site.

Of the faults listed above, San Andreas, Monte Vista, Hayward, and Calaveras faults are the major active faults in the area. These faults have caused severe ground shaking in the Project Area in the geologic past and have the potential to do so in the future. The ABAG Resiliency Program website includes maps illustrating shaking potential associated with specific faults (ABAG 2018f and -g). Based on these maps, the Project Area has a high earthquake shaking potential (strong to very strong shaking severity, or 7 to 8 Modified Mercali Intensity).

The USGS Fact Sheet (2008-3027) estimates that the probability of a magnitude 6.7 or greater earthquake occurring on any fault within the Bay Area from 2000 to 2030 to be 63 percent (USGS 2008). The USGS estimates the following probabilities of one or more magnitude 6.7 or greater earthquakes by 2037: 21 percent on the San Andreas Fault, 31 percent on the Hayward Fault, and 7 percent on the Calaveras Fault.

Potential significant impacts related to potential geology and soils impacts identified in the 2005 NSJ FPEIR are as follows:

- "Construction of high-rise industrial/office/R&D and high-density residential buildings on compressible clay layers and highly expansive surface soils could result in significant structural damage."
- "Relatively high groundwater table levels could also result in damage to structures from hydrostatic pressure."
- "Development in the North San José area would result in future industrial and residential development being built on sites subject to seismic hazards, including liquefaction."

The NSJ FPEIR found that conformance with the proposed mitigation and avoidance measures would reduce geologic and seismic hazards present in the North San José area to a less than significant levels.

4.6.2 Environmental Checklist and Impacts Evaluation

GEOLOGY AND SOILS

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
1) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☐	☒	20
2) Strong seismic ground shaking?	☐	☐	☐	☐	☒	21,22
3) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☐	☒	16
4) Landslides?	☐	☐	☐	☐	☒	17, 18, 19, 27
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☐	☒	
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☐	☒	16, 17, 18, 23, 26, 27
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☐	☒	26
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒	55

The proposed Project would result in less impact than the approved project, No Impact, as described below.

On-Site Soils
(Checklist Questions a.4., b through e)

Soils that underlie the site are characteristic of medium-grained alluvium, consisting of unconsolidated, moderately sorted and permeable fine sand, silt, and clayey silt with some areas of thin beds of coarse sand.

The Site is located in a Landslide and Liquefaction zone; however, landslides typically occur where ground slopes are steep and soils are unconsolidated and saturated with groundwater. The Project site is relatively flat and has not historically experienced landslides. The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise site operations would be the same as under current conditions. The proposed Project does not involve disturbance of site soils or construction of new structures that could potentially exacerbate conditions in the event of a landslide.

Expansive soils also have the potential to underlie the site; however expansive soils in San José are primarily located in the valley floor and hillside areas (City of San José 2010). Subsidence can occur due to decomposition of highly organic soils and seasonal drying of expansive clay soils. The organic and potentially expansive soils within the Project site may be subject to subsidence. However, no evidence of historical subsidence has been observed at the Project site. The Project site conforms to California Building Code (CBC) Standards, is almost entirely paved, and all Project related activity would occur on paved surfaces. The project would not involve ground disturbance activities and no new structures are proposed. Based on these factors, the Project would not contribute to destabilization of geologic units or soils.

The proposed Project Area is almost entirely paved with minor landscaped areas onsite. All proposed Project activities would occur on developed, paved surfaces. No new structures or activities involving the disturbance of subsurface soils would occur. As such, there would be no impact associated with soil erosion or the loss of topsoil.

No sewer systems, septic tanks, or alternative wastewater disposal systems are proposed as part of the proposed Project. Therefore, the proposed Project would have no impacts related to the support of septic and alternative wastewater disposal systems.

In summary, impacts from the proposed Project on site soils would be less than significant. **[Less Impact than Approved Project (No Impact)]**

Seismicity and Seismic Hazards
(Checklist Question a)

The Project site is not located within a current designated Alquist-Priolo Earthquake Fault Zone, and underlying soils have the potential for liquefaction. While there is potential for nearby faults to rupture or to cause strong seismic ground shaking / liquefaction, the proposed Project does not involve ground disturbance or the installation of new structures. The Project Area is not susceptible to landslides. The proposed operational changes would not have any effect on seismicity or adverse effects from seismic activity. [**Less Impact than Approved Project (Less than Significant)]**

4.6.3 Conclusion

The proposed Project would not result in any new or more significant impacts to geology and soils resources than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. **[Less Impact than Approved Project (No Impact)]**

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Setting

The major category of greenhouse gas (GHG) emissions resulting from human activities is carbon dioxide (CO2) from fossil fuel combustion, although there are several other gases that contribute to global warming, including methane, nitrous oxide, sulfur hexafluoride, perfluorocarbons, and hydrofluorocarbons. Because the majority of greenhouse gas emissions associated with the proposed Project would be CO2 from diesel-fueled collection and transfer trucks, this discussion focuses on CO2.

In 2016, the most recent year for which data are available, GHG emissions in the State of California were about 429,000,000 metric tons of CO2e (CARB 2018). The transportation sector is the largest contributor, producing 41 percent of the state's total emissions in 2016; industrial sources are the second largest contributor (CARB 2018).

BAAQMD's 2017 CEQA Guidelines include a significance threshold of 1,100 metric tons per year for project sources other than stationary sources. This applies in general to land use projects that involve mobile sources for which a BAAQMD stationary source permit is not required, but that have emissions-producing activities. If emissions are below this threshold, the impacts to greenhouse gases are less than significant with respect to checklist item (a).

The Envision San José 2040 General Plan (City of San José 2018a) includes a Greenhouse Gas Reduction Strategy (City of San José 2015) as Appendix 8 to identify specific policies incorporated within the Envision General Plan that will reduce GHG emissions and provides an analysis of the effectiveness of those policies. The GHG Reduction Strategy provides a quantitative and qualitative analysis of the emission reduction benefits that will be achieved through these policies, along with those that will be achieved through implementation of the General Plan Land Use / Transportation Diagram. This is a map with an overlay of different type of land use that identifies growth areas considered in the General Plan. The environmental impacts of the GHG Reduction Strategy were analyzed in the General Plan EIR, and as supplemented in a Supplemental EIR certified in 2015. Beyond 2020, the emission reductions in the GHG Reduction Strategy are not large enough to meet the City's identified 3.04 metric tons (MT) CO2e/SP efficiency metric for 2035. In order to conform to the GHG Reduction Strategy, projects must be consistent with the Land Use/Transportation Diagram.

4.7.2 Environmental Checklist and Impacts Evaluation

GREENHOUSE GAS EMISSIONS						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒	☐	9
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒	☐	7,52, 53

The proposed Project would result in the same impact as the approved project, Less than Significant, as described below.

Greenhouse Gas Impacts
(Checklist Questions a and b)

The Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise operations would be the same as under current conditions; no ground disturbance or construction would occur. Project-related greenhouse gas emissions would be lower than BAAQMD's significance threshold for non-stationary sources (i.e., collection and transfer trucks and employee vehicles). As discussed in Section 4.3, Air Quality, the proposed Project would not substantially increase the number of trips or mileage within the air basin.

The proposed project is consistent with the project site's existing Envision San José 2040 General Plan land use designation and, therefore, is consistent with the land use assumptions of the San José GHG Reduction Strategy. Per the BAAQMD CEQA Air Quality Guidelines, in jurisdictions where a qualified GHG Reduction Strategy has been reviewed under CEQA and adopted by decision-makers, compliance with the GHG Reduction Strategy reduces a project's contribution to cumulative GHG emission impacts to a less than significant level.

Furthermore, the project would not result in new construction and would only increase in materials that would be accepted for transfer. The increase in acceptable materials to

this facility does not correlate with how much materials are generated. The project is consistent with the General Plan Land Use/Transportation Diagram and operation is anticipate to begin prior to 2020. For these reasons, the proposed Project would neither exceed the BAAQMD greenhouse gas emissions thresholds, nor conflict with an applicable climate action plan. [**Same Impact as Approved Project (Less than Significant)]**

4.7.3 Conclusion

The proposed Project would not result in any new or more significant impacts to greenhouse gas emissions than those previously identified in the NSJ 2005, the 2011 Envision San José 2040 General Plan FPEIR, and the Envision San José 2040 General Plan SEIR. [**Same Impact as Approved Project (Less than Significant)]**

4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Setting

As described in Section 2.0, Project Description, current operations at the site include a truck maintenance shop with a paint booth, container welding and repair shops, a wash rack, a fueling island with an underground storage tank, an administrative building, and a transfer station. Facility-related usage of chemicals and hazardous materials includes the following:

- Deodorizing sprays and/or powders, which are routinely applied within the transfer station building when conditions warrant odor control. When used properly these chemicals are non-toxic.
- Lubricating oils and fuel for vehicles and equipment: a 20,000-gallon double-walled UST is used for storage of diesel fuel at the Facility. Three 5,000-gallon ASTs containing various lubricating oils, one 500-gallon AST for shop waste oil, two 500-gallon ASTs for curbside collected waste oil, and various drums containing lubricating oils are present onsite.
- Compressed gases for welding, including oxygen, acetylene and argon mixed with carbon dioxide.
- Automatic transmission fluid and antifreeze, used in support of vehicle/equipment maintenance and repair.
- Standard household/office cleaning supplies.

Wastes currently accepted at the RSB are non-hazardous and include municipal solid waste, recycling materials, and organics. Occasionally improperly disposed of hazardous materials are present; Facility personnel trained in the identification of hazardous materials check wastes for hazardous materials on the processing line after unloading. In the event that hazardous materials are detected, they are removed and stored in a pre-engineered, water-tight hazardous materials storage container that provides separation for incompatible materials and secondary containment. Hazardous materials are then removed from the Site by a licensed hazardous materials contractor.

The paint booth and welding shack were constructed after 1993 and are therefore not expected to contain hazardous materials such as lead or asbestos. The Facility operates under a Hazardous Materials Business Plan (HMBP) that was prepared in accordance with the City's hazardous Materials Storage Ordinance. The HMBP specifies requirements for materials handling and storage, staff training, and emergency response.

The proposed Project Area is located in a heavy industrial zoning and is listed as a hazardous materials site on the State Water Resources Control Board (SWRCB) GeoTracker database. In 1993, a 10,000 gallon leaking underground diesel storage tank was removed at the Site and the Regional Water Quality Control Board deemed that the Site no longer posed a threat to groundwater. As such, the Site is listed as a LUST Cleanup site that was closed as of May 4, 1993 (SWRCB 2015). The Site is not listed on the DTSC ENVIROSTOR database, the DTSC Hazardous Waste and Substances Site List (Cortese List), or the County Department of Environmental Health Local Oversight Program list (SJDPBCE 2010). According to the 2005 NSJ FPEIR, North San José, the location of the proposed Project is an area where hazardous materials are stored and used by numerous businesses.

The proposed Project is located approximately 1.30 miles west of the Norman Y. Mineta San José International Airport (SJC) and approximately 1.37 miles east of the Flea Port Heliport. SJC is a public use airport located on 1,050 acres, which averages 170 commercial and 50 general aviation departures daily. In 2016 SJC experienced approximately 10.8 million annual passengers and an average of 30,000 daily passengers (SJC 2017). The Project site is located outside the Airport Safety Zones and the Airport Influence Area for the SJC (Santa Clara County Airport Land Use Commission 2016). Flea Port Heliport is a privately owned heliport located on less than 1 acre. The heliport consists of 1 helicopter and 1 runway (City-data 2017).

No schools are located within a quarter mile of the proposed Project site. The school nearest the proposed Project site is Challenger School - Berryessa, located 0.48 mile to the east. According to the San José Land Use Zoning Map, recreational Open Space areas nearest the proposed Project site are the San José Municipal Golf Course and Townsend Park, located approximately 0.80 mile and 1.30 miles east of the Project site, respectively. The Project site is developed and contains no wildlands; no areas designated as wildland are located in the vicinity of the Project site. The nearest residential area is approximately 0.64 mile southeast of the proposed Project site.

Potential significant impacts identified in the 2005 NSJ FPEIR included the following:

- Development of parcels within the North San José area "could expose construction workers and/or the public to hazardous materials during site preparation and/or construction as a result of one more of the following: 1) hazardous materials that have been accidentally released in the past that contaminated soil or groundwater; 2) the presence of asbestos or lead-based paint in buildings that are demolished; and/or 3) removal of underground storage tanks during redevelopment."
- "Existing or future businesses within the North San José area could use hazardous materials that pose health or safety risks to nearby sensitive land uses, including new residential development… or residential support uses, such as schools, that could be developed in the future."

The NSJ FPEIR found that: 1) implementation and enforcement of local, state, and federal regulations related to hazardous materials use, storage, and transport would reduce the potential for impacts to school children and future residents to Less than Significant; and 2) conformance with applicable General Plan policies would reduce all hazardous materials impacts associated with the NSJ Development project to Less than Significant. The 2011 Envision San José 2040 General Plan FPEIR found that proposed policies and existing regulations would reduce hazards from hazardous building materials, aviation, and wildland fires to Less than Significant.

4.8.2 Environmental Checklist and Impacts Evaluation

HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☐	☒	55
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒	55
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒	55
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☒	31
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒	30
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒	55

HAZARDS AND HAZARDOUS MATERIALS						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒	55
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☐	☒	55

The proposed Project would result in less impact than the approved project, Less than Significant Impact, as described below.

Hazardous Materials and Waste
(Checklist Questions a through d)

The operation at the Project site only involves sorting and redistributing the accepted materials to other recycling and waste facilities that would process the materials. The RSB Facility currently accepts non-hazardous waste. The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise operations would be the same as under current conditions. The proposed Project would not change the type of waste accepted, but would increase the quantities of waste accepted at the site on a daily basis. As under current operations, wastes accepted at the Facility as part of the proposed Project would consist of municipal solid waste, recycling materials and organic wastes. These wastes are non-hazardous and would not create a significant hazard to the public or environment.

While only non-hazardous waste is accepted at the Facility, occasionally improperly disposed hazardous materials is present in a load. Therefore, after wastes are unloaded, the waste materials are examined for the presence of hazardous materials by qualified personnel. Any hazardous wastes identified in this way are managed in accordance with local, state and federal requirements. Because the quantity of waste being accepted at the RSB Facility would increase under the proposed Project, it is likely that the amount of hazardous waste delivered to the site would also increase. The same procedures for identifying, managing, and disposing of such wastes that are currently followed would be undertaken under the proposed Project.

Chemicals and hazardous materials used at the Facility include standard household/office cleaning supplies, deodorizing sprays and/or powders, lubricating oils, and diesel fuel for vehicles and equipment, which is stored in a 20,000-gallon double-walled UST. The UST currently present onsite would need to be refilled more frequently due to the increased number of Project-related trips. Three 5,000-gallon ASTs containing various lubricating oils, one 500-gallon AST for shop waste oil, two 500-gallon ASTs for curbside collected waste oil, and various drums containing lubricating oils are located onsite. Automatic transmission fluid, welding gases, and antifreeze are also used onsite to support equipment/vehicle maintenance and container welding repair. A nominal volume of oily-waste is generated from the oil water separator. The proposed Project would increase collection vehicle, transfer trailer, and employee vehicle usage and thus the usage of lubricating oils and fuels. RSB plans to convert nineteen diesel collection vehicles to compressed natural gas, and an average of four new CNG collection vehicles would be converted annually until eventually all vehicles are converted to CNG.

RSB estimates that the amount of hazardous waste generated annually would likely increase after proposed Project implementation from approximately 0.5 tons to approximately 3 tons. These wastes include used oil, used oily debris, used oil filters and miscellaneous household hazardous waste from load checking activities.

As is currently the case, all hazardous materials present onsite would be managed, disposed of and stored according to the Facility HMBP, which was prepared in accordance with the City's Hazardous Materials Storage Ordinance. The HMBP specifies requirements for materials handling and storage, staff training, and emergency response, and would be adopted and modified under the proposed Project to fit Project needs. Therefore, impacts from the routine transport, use and disposal of hazardous materials or from accidental releases of hazardous materials would be less than significant.

The RSB property is listed on the SWRCB GeoTracker database as a LUST Cleanup site that was closed as of May 4, 1993 (SWRCB 2015). The property is not listed on the DTSC ENVIROSTOR database, the DTSC Hazardous Waste and Substances Site List (Cortese List), or the County Department of Environmental Health Local Oversight Program list (SJDPBCE 2010). Furthermore, the proposed Project does not include any construction or subsurface disturbance activities that could expose impacted soil or groundwater (from historical site operations or from nearby sites) if present. Therefore, there is no potential for releases of any such impacted materials through ground disturbance.

As noted in the Setting section, no schools are located within 0.25 mile of the Project site. Hazardous materials associated with off-site collection vehicle transit, such as diesel fuel, oils and lubricants, may be present in the vicinity of schools; however,

assuming normal standard safe driving behavior, the potential for significant releases near schools during proposed Project-related transport is low.

Other than vehicle exhaust, the proposed Project would not produce air emissions or toxic discharges, and operational controls would be implemented at the transfer station to regulate and reduce dust, odors, and nuisance to the public. For example, wastes at the Facility are removed on a frequent basis in accordance with State and local regulations, all unloading and waste segregation operations are conducted inside of the transfer station building, and odor control provisions are implemented at the Facility in accordance with State minimum standards.

Based on the above, Project-related impacts associated with hazardous wastes and materials would be less than significant. **[Less Impact than Approved Project (Less than Significant)]**

Air Traffic Hazards
(Checklist Questions e and f)

As noted in the Setting section, the Project site is located outside the Airport Safety Zones and the Airport Influence Area for the SJC. The proposed Project does not involve the construction of new permanent structures that have the potential to affect air traffic associated with SJC or the Flea Port Heliport. Proposed Project related activities, apart from vehicle trips, would occur within the boundaries of the Project site, and would not extend to the SJC property or runways or to the heliport. Vehicular traffic associated with the proposed Project would use existing roads and highways and would be similar to existing traffic in the Project site vicinity.

The proposed Project includes a longer daily period of operations at the transfer station (4am to 6pm from Monday through Saturday) than under current conditions (4am to 2pm), which would result in longer periods of related light and glare that could have the potential to affect pilot views. However, the proposed Project is located in an area zoned for Heavy Industry and adjacent to several highways; therefore, Project-related light and glare would be comparable to those under current conditions and would result in negligible impacts.

The number of employees onsite on a daily basis would marginally increase from current operations. Flights at SJC and the heliport would occur intermittently throughout the day, and employees working onsite would not be exposed to air traffic for extended periods of time. Based on these factors, Project impacts would be less than significant. **[Less Impact than Approved Project (Less than Significant)]**

Interference with Emergency Response Plans
(Checklist Question g)

The proposed Project would result in an additional 54 round trips per day of collection vehicles and transfer trailers. These trips would occur intermittently throughout the day (4am to 6pm from Monday through Saturday) and would not create large volumes of traffic or congestion during any one time. Facility-related traffic is highest during off-peak hours for standard traffic. The types of vehicles that would be coming to and from the Project site are consistent with those that currently come to and depart from the Project site. The Project site is located in a heavy industry zoned area, where this type of vehicle and truck traffic is typical.

As discussed further in the Transportation and Traffic section (Section 4.16), Project-related traffic would not interfere with the use of adjacent public streets or roads. The proposed Project would not require any road closures or other actions that would interfere with emergency response or evacuation plans. All other proposed Project related activities would occur within the boundaries of the Project site. As such, impacts to emergency response plans and emergency evacuation plans would be less than significant. **[Less Impact than Approved Project (Less than Significant)]**

Wildland Fires
(Checklist Question h)

The proposed Project is located on a developed parcel in a highly developed area zoned for heavy industry. No areas designated as wildland are located in the vicinity of the Project site. The proposed Project does not involve the construction of new structures and would not expose structures to significant risk. Under the proposed Project, the number of vehicle trips is expected to increase by approximately 54 daily trips, which could potentially increase the likelihood of an accident or release that could lead to fires. The Facility operates under an HMBP that specifies requirements for materials handling and storage, staff training, and emergency response. The HMBP would also include measures to reduce the likelihood of a hazardous materials release and fires, as well as emergency procedures in the event of a fire. Therefore, impacts involving wildland fires would be less than significant. **[Less Impact than Approved Project (Less than Significant)]**

4.8.3 Conclusion

The proposed Project would not result in any new or more significant impacts related to hazardous materials and wastes than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. [**Less Impact than Approved Project (Less than Significant)]**

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Setting

The Project site is developed and covered with approximately 163,000 square feet (sf) of impervious surface, with small landscaped areas. There are no streams, creeks, waterways or wetlands located in or near the Project site. Coyote Creek and Guadalupe River located 0.66 mile east and 0.82 mile west of the Site, respectively, are the waterbodies nearest the proposed Project site. Non-federal levees are present along these two waterbodies; however, no dams or levees are present in the direct vicinity of the Project site (FEMA 2019).

According to the California Department of Water Resources, the Project site is not located within the Federal Emergency Management Agency (FEMA) 100-year floodplain; as is the case for much of northern San José, the Project site is located within the FEMA 500-year floodplain (FEMA 2019). Development in the North San José area must conform to the City's floodplain management ordinance. The ordinance is required for the City to participate in the National Flood Insurance Program. The floodplain ordinance requires all new construction or substantial improvement of existing structures to have the lowest finished floor elevation above the existing 100-year flood elevation, as shown on the Flood Insurance Rate Map (FIRM) maps. In the tidal floodplain area, this would require first floor elevations of 9 feet (NGVD 1929).

The City has a special floodplain management plan for the North San José area that considers the effects of new development on the freshwater overflows from Coyote Creek and Guadalupe River. The plan requires new construction to consider an additional constraint to allow shallow flooding to cross the property after development. This generally requires maintaining parking and open space areas for flood conveyance.

The Site is not located within a Tsunami inundation zone as designated by the California Geologic Survey (CGS 2009). Seiches (large standing waves) occur in large inland bodies of water and can be triggered by meteorological disturbances, seismic activity, or tsunamis. Because there are no water bodies within the Project Area, seiches are not likely. According to the California Geologic Survey, the Project site is located in a Landslide and Liquefaction zone (CGS 2015). Most landslide activity in San José has occurred in the Diablo Range east of the City and is less common in West San José where the Project site is located (City of San José 2010). No landslides have been identified in the Project Area based on California Department of Conservation mapping (Wiegers 2011). No rainfall-induced landslide hazard zones have been identified within the Project Area based on ABAG Resiliency Program maps of these hazard zones (ABAG 2016b and -c).

On average, San José receives approximately 14 to 15 inches of rainfall per year and is sometimes subject to long-lasting and recurring droughts (City of San José 2010).

The Project site is almost entirely paved with minor landscaped areas onsite. Surface water run-off at the Facility is collected and controlled by a series of surface drains and inlets situated in various locations. Management and monitoring of stormwater generated at the Project site is conducted in accordance with the Facility's current Stormwater Pollution Prevention Plan (SWPPP). Stormwater collected by these drains/inlets is subsequently discharged off-site after going through an oil water separator. This off-site discharge is allowed under the Facility's existing General NPDES permit.

Water is currently used at the Facility for vehicle/equipment washing and rinsing off the transfer station building walls and floors. Water is also used in the kitchen and sanitary facilities. This water is supplied by the San José Water Company. According to the Envision 2040 San José General Plan, water in San José is "imported to Santa Clara County by the Santa Clara Valley Water District (SCVWD) from state and federal water systems that flow through the Sacramento-San Joaquin Delta and by the San Francisco Public Utilities Commission (SFPUC) from the Sierra Nevada mountain range" (City of San José 2011). There are three major interconnected groundwater subbasins in Santa Clara County including the Santa Clara Valley basin, Coyote basin and Llagas basin. Together, these subbasins underlie approximately 30 percent of the total County area (City of San José 2011). San José is a part of the Santa Clara Valley basin (Department of Water Resources, CWP 2013). Nearly 60 percent of the total water used in the Santa Clara Valley Basin is supplied by groundwater (City of San José 2011). The Santa Clara Valley Basin also provides approximately half of Santa Clara County's potable water supply through pumping by retail water agencies or individual well owners (City of San José 2017).

Potentially significant impacts identified in the 2005 NSJ FPEIR related to hydrology and water quality included the following:

- Periodic flooding could expose people or structures to significant risks.
- Flooding due to exceedances of stormwater flows above the capacity of the drainage system could pose a significant risk to people and/or structures in the area.
- Construction activities such as grading and earthmoving, could result in adverse impacts to the water quality of the Guadalupe River and Coyote Creek, and ultimately, San Francisco Bay.
- Stormwater runoff from development could contribute to a degradation of surface water quality of the Guadalupe River, Coyote Creek, and ultimately, San Francisco Bay.

The NSJ FPEIR found that implementation of General Plan policies and other Program Mitigation Measures would reduce impacts to hydrology and water quality to a less than significant level.

4.9.2 Environmental Checklist and Impacts Evaluation

HYDROLOGY AND WATER QUALITY

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☐	☒	55
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☐	☒	55
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	☐	☐	☐	☐	☒	55
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	☐	☐	☐	☐	☒	55
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☐	☒	55
f) Otherwise substantially degrade water quality?	☐	☐	☐	☐	☒	55
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood	☐	☐	☐	☐	☒	55

HYDROLOGY AND WATER QUALITY						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
Insurance Rate Map or other flood hazard delineation map?						
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☐	☒	55
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☒	33, 55
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☐	☒	18, 35

The proposed Project would result in less impact than the approved project, Less than Significant Impact, as described below.

Surface Water and Groundwater Quality
(Checklist Question a)

The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise, operations would be the same as under current conditions. The proposed Project does not involve discharges with the potential to affect surface water or groundwater quality. Waste would be unloaded onto paved surfaces, and stormwater or other surface water run-off at the site would be collected and controlled by a series of surface drains and inlets situated in various locations throughout the Facility, as under current conditions. In addition, consistent with current Facility procedures, management and monitoring of stormwater would be performed in accordance with the Facility's SWPPP and NPDES permit. The SWPPP would be updated as needed to account for the proposed increase in tonnage accepted at the Facility. The proposed Project does not involve any construction, which could expose soils that could potentially migrate over land into storm drains or surface water bodies. The proposed Project would therefore have a less than significant impact on water quality standards and waste discharge requirements. **[Less Impact than Approved Project (Less than Significant)]**

Groundwater Depletion or Recharge Interference
(Checklist Question b)

The proposed Project would not involve the direct withdrawal of groundwater. Water is currently used at the Facility for vehicle/equipment washing, and rinsing off the transfer station building's walls and floors. Water is also used in the kitchen and sanitary facilities. Under the proposed Project, water would be used for the same purposes as existing conditions; water usage is not expected to increase with the increase in waste tonnage, because the number of trucks and bins at the Facility would not increase.

Water used during operations would be obtained from the San José Water Company, as is currently the case. The Santa Clara Valley Water Basin serves the City of San José and provides approximately half of Santa Clara County's potable water supply through pumping by retail water agencies or individual well owners (City of San José 2017). As such, water for proposed operations could potentially originate from groundwater sources; however, the limited volume of water needed for proposed Project activities would not independently stress groundwater supplies.

The proposed Project would not increase the amount of impervious surface such that groundwater recharge would be reduced. Currently, the Project site is almost entirely paved with approximately 163,000 sf of impervious surface, and contains only minor landscaped areas. No new structures are proposed and the proposed Project would not change the amount of impervious surface onsite. Therefore, the proposed Project would not interfere with groundwater recharge or substantially deplete groundwater sources. **[Less Impact than Approved Project (Less than Significant)]**

Drainage Alteration
(Checklist Questions c and d)

The Project site is almost entirely paved with minor landscaped areas onsite. Surface water run-off is collected and controlled by a series of surface drains and inlets situated in various locations throughout the Facility. Under the proposed Project, these drains/inlets and the ground surface would be unchanged from current conditions. The proposed Project does not involve construction of new structures or an increase in impervious surface, grading, or any other ground disturbing activities that have the potential to alter drainage patterns.

The proposed Project does not involve the alteration of the course of a stream or river. Coyote Creek and Guadalupe River are the water bodies nearest the Project site, located 0.66 mile east and 0.82 mile west of the Project site, respectively. Proposed Project related activities would occur entirely on paved surfaces and would not result in direct or indirect impacts to Coyote Creek or Guadalupe River.

Based on the above factors, there would be no Project-related impacts resulting in altered drainage patterns with the potential to increase siltation or runoff volumes. **[Less Impact than Approved Project (No Impact).]**

Runoff Volume and Quality
(Checklist Question e)

As noted above, the Project site is almost entirely paved and consists of approximately 163,000 sf of impervious surface. The proposed Project would not result in an increase in the amount of impervious surface as no new construction is proposed, and all proposed Project related activities would occur on paved surfaces that are the same as under current conditions. Surface water run-off at the site is collected and controlled by a series of surface drains and inlets situated in various locations throughout the Facility. Under the proposed Project, these drains/inlets would be unchanged from current conditions.

The proposed Project is not expected to result in an increase of water usage due to the increase in waste tonnage, because the number of trucks and bins at the Facility requiring cleaning would not change. As under current conditions, Project-related run-off would be subject to the Facility's SWPPP and the General NPDES permit for discharge, which would be updated as necessary. The existing stormwater system would have the capacity to accommodate the potential limited increase in surface water under the proposed Project.

The proposed Project is expected to generate only limited quantities of wastewater. Wastewater generated at the Facility would be associated with vehicle and equipment washing, rinsing of the transfer station building walls and floors, and wastewater from equipment maintenance and repair, kitchen, and sanitary operations. Excess water from these operations drains into the sanitary sewer after being processed through an oil water separator. As such, the proposed Project would have a less than significant impact on runoff volume and quality and stormwater drainage systems **[Less Impact than Approved Project (Less than Significant).]**

Degradation of Water Quality
(Checklist Question f)

No surface water bodies are located in or near the RSB Facility, and the proposed expansion of site operations would not likely impact the quality of water within Coyote Creek and Guadalupe River, which are located more than 0.6 mile from the Project site. Proposed Project related activities are not expected to result in increases in wastewater generation or water usage because the number of waste collection trucks and bins requiring cleaning (the primary water usage/wastewater generation activities associated with the transfer station) would not change. As discussed under Items a

through e, the proposed Project would operate in accordance with the Facility's SWPPP and NPDES permit, both of which would be updated as needed to account for the associated increase in waste tonnage received, and would have strict surface water monitoring and management requirements. Therefore, the proposed Project would not substantially degrade water quality, and impacts would be less than significant. **[Less Impact than Approved Project (Less than Significant)]**.

Inundation Hazards
(Checklist Questions g through j)

As noted in the Settings section, the Project site is not located within the FEMA 100-year floodplain. According to the FEMA Flood Insurance Rate Map (FIRM), the project site is located in Flood Zone X, the 500-year flood area (where there is a 0.2 percent annual chance of a flood) (FEMA 2019). There are no dams within the vicinity of the Project Area. Non-federal levees are present along Coyote Creek and Guadalupe River, the water bodies closest to the Project site. While failure of a levee is possible, the Project site is relatively flat and at a distance far enough from the levees (more than 0.6 mile) that risks to workers and the Facility would be minimal. The Project site is not located in an area that is likely to be subject to tsunamis, seiches, or mudflows.

Further, the proposed Project does not involve the construction of new structures or housing that could be impacted by flooding or alter the course of floodwaters. Therefore, the proposed Project would have no impact related to inundation hazards**. [Same as Approved Project (No Impact)]**

4.9.3 Conclusion

The proposed Project would not result in any new or more significant impacts related to hydrology and water quality than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. [**Less Impact than Approved Project (Less than Significant)]**

4.10 LAND USE

4.10.1 Setting

Based on the City of San José Land Use Zoning Map and the General Plan Land Use Map, the proposed Project is located in an area zoned and designated HI for Heavy Industrial purposes (City of San José 2017a; City of San José 2018b). According to the San José Zoning Ordinance, the Heavy Industry zoning is intended for "industrial uses with nuisance or hazardous characteristics, which for reasons of health, safety, environmental effects, or general welfare are best segregated from other uses" (City of San José 2017b). Common businesses in this area include extractives and primary processing industries, and in some instances warehouse retail (City of San José 2017b).

Surrounding land uses are also zoned Heavy Industrial and include the following:

- **North**. Scaffold Works located approximately 0.03 mile north of the Project site.
- **East**. Rogers Ave located immediately east of the Project site, beyond which is Blaine Tech Services located approximately 0.05 mile to the east, Johnson's Catering Supply located approximately 0.03 mile to the east, Mygrant Glass located approximately 0.09 mile to the east, and the Nimitz Freeway located approximately 0.2 mile to the east.
- **South**. Unifashion Trading located immediately south of the Project site, beyond which is Cypress Kitchen and Bath Cabinets Design Center, located approximately 0.05 mile to the south.
- **West**. A commercial and industrial complex located immediately to the west, beyond which is the Bayshore Freeway, located 0.15 mile to the west.

The nearest residential area is located east of North 1st St., approximately 0.64 mile southeast of the Project site.

The City of San José is located within the Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan, which provides a framework for promoting the protection of natural resources and endangered species (Santa Clara County 2012). The plan was adopted by the City of San José on January 29, 2013 (San José Planning Building and Code Enforcement 2017).

The 2005 NSJ FPEIR identified the following potentially significant impact related to land use:

- "The significant increase in residential development in direct proximity to existing industrial facilities would increase the likelihood of conflicts between industrial vehicles and residents, especially pedestrians and bicycles. Increased development

intensity, including increased bicycle and pedestrian activity, would further add to non-vehicular traffic in the area. This could create significant safety impacts."

The NSJ FPEIR also concluded the other impacts related to land use, such as conflicts between proposed new residential development and existing industrial land uses, would be reduced by conformance to the City's adopted Residential Design Guidelines in the design of new residential projects to Less than Significant. Furthermore, the NSJ FPEIR found that the loss of open space resulting from development of vacant properties in the NSJ development area would not be a significant environmental or visual impact.

4.10.2 Environmental Checklist and Impacts Evaluation

LAND USE

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Physically divide an established community?	☐	☐	☐	☐	☒	37, 38
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒	37, 38
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒	11

The proposed Project would result in less impact than the approved project, No Impact, as described below.

Community Division
(Checklist Question a)

The proposed Project would not divide an established community. The nearest residential area is located approximately 0.64 mile southeast of the Project site. No new structures or roads are planned as a part of the proposed Project. Additionally, the proposed Project would not include any earthwork or ground disturbing activities. The

proposed Project would result in increased vehicle usage and traffic; however, all project-related traffic would be a similar type as under current conditions, would occur on existing roads and highways, and would not inhibit access or divide established communities. **[Less Impact than Approved Project (No Impact)]**

Consistency with Land Use Plans
(Checklist Question b)

The Project Area and surrounding properties are zoned for Heavy Industrial purposes. According to the San José Zoning Ordinance, this zoning is reserved for industrial properties that use potential hazardous characteristics that have the ability to affect health, safety or the environment (City of San José 2017b). All proposed Project related activities, apart from vehicle transport, would occur within this heavy industrial zoning. All Project-related vehicle transport would occur along existing roads and highways. As such, the proposed Project would not conflict with any plans or policies adopted for the purpose of avoiding or mitigating an environmental effect. **[Less Impact than Approved Project (No Impact)]**

Consistency with Habitat/Community Conservation Plans
(Checklist Question c)

The County's Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan, which is intended to promote the protection and recovery of natural resources and endangered species, has been adopted by the City of San José. While the Project site is within the City of San José, it is located in a highly developed area zoned for heavy industrial purposes where very few natural resources exist. Additionally, the majority of proposed Project activities would occur within the Project site boundaries and would not extend to outside conservation areas. All proposed Project-related transport would occur on existing roads and highways and would not disturb natural resources.

The Project site is almost entirely paved with minor landscaped areas; trees are present at the east end of the property, along Rogers Ave, and in proximity of the RSB Administrative Office and visitor/employee parking areas. Trees and landscaped areas may be suitable habitat for certain species. However, the proposed Project does not involve earthwork, ground disturbing activities, or construction of new structures and would not disturb the trees or landscaped areas. Therefore, the proposed Project would be consistent with any conservation plans. **[Less Impact than Approved Project (No Impact)]**

4.10.3 Conclusion

The proposed Project would not result in any new or more significant impacts related to land use than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. **[Less Impact than Approved Project (No Impact)]**

4.11 MINERAL RESOURCES

4.11.1 Setting

According to the San José Envision 2040 General Plan, the mineral resources known to exist in the vicinity of the Santa Clara Valley include cement, sand, gravel, crushed rock, clay and limestone. Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975 (SAMARA), the State Mining and Geology Board has designated the Communications Hill Area (Sector EE), located approximately 11 miles south of the Project Area, as the only area within San José as containing mineral resources. Based on evaluations from the State Geologist and the State Mining and Geology Board, no areas outside of Communications Hill possess mineral deposits that are either of statewide significance or significance that requires further evaluation (City of San José 2018a). No mineral resources are present at or beneath the Project site.

4.11.2 Impacts Evaluation

MINERAL RESOURCES Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒	7
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒	7

The proposed Project would result in less impact than the approved project, No Impact, as described below.

Impacts to Mineral Resources
(Checklist Questions a and b)

According to the San José Envision 2040 General Plan, the immediate Project Area does not contain mineral resources. The only area in San José containing known, state or locally important mineral resources is the Communications Hill area, which is located approximately 11 miles south of the Project site.

The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise, operations would be the same as under current conditions. The proposed Project would not involve ground disturbance or the construction of new structures that could affect accessibility to mineral resources, if any were present onsite. Project related traffic would occur on existing roads and highways and would not disturb mineral resources outside the Facility. As such, there would be no impact**. [Less Impact than Approved Project (No Impact)]**

4.11.3 Conclusion

The proposed Project would not result in any new or more significant impacts related to mineral resources than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. [**Less Impact than Approved Project (No Impact)]**

4.12 NOISE

4.12.1 Setting

An Environmental Noise Assessment was conducted to assess noise levels in the vicinity of the Project site as well as noise associated with current Facility operations, and is provided as Appendix B to this document. This Setting section summarizes the findings of that study.

Fundamentals of Noise

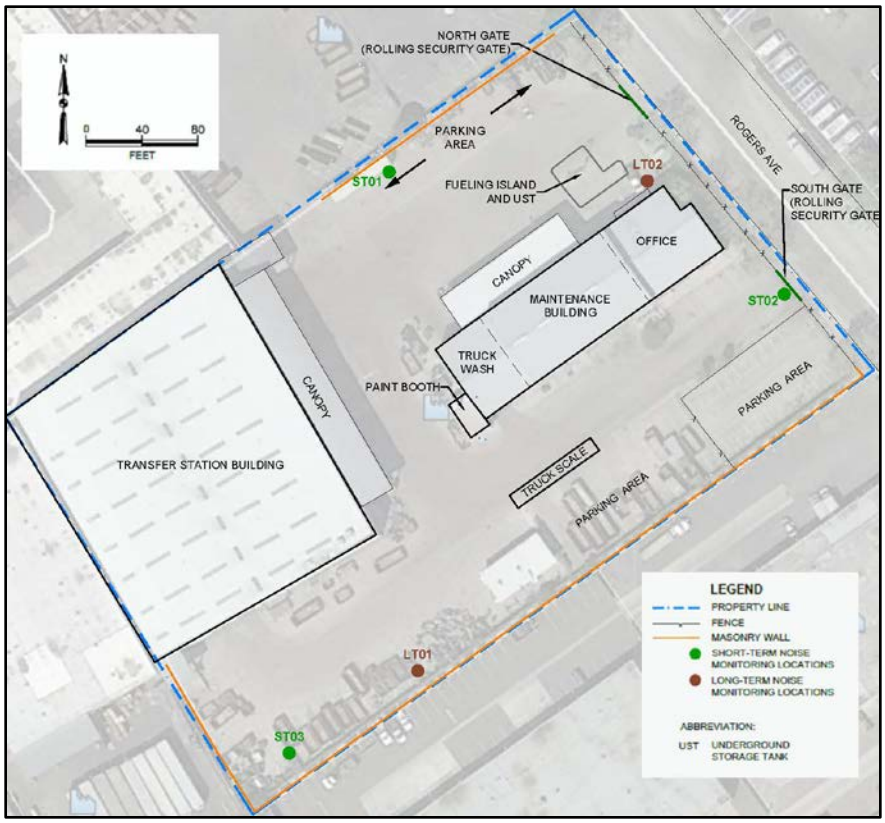
Noise is undesirable sound that either disrupts daily life or minimizes the comfort, repose, or health of a recipient. The effects of noise on people may include interference with activities such as speech, sleep and learning; subjective effects such as annoyance, nuisance and dissatisfaction; and physiological effects such as hearing loss or sudden startling.

Sound is composed of a pressure wave passing through a medium, usually air. The magnitude of sound is measured in decibels (dB), with the human hearing threshold sound level being zero dB. Since humans are less sensitive to very low and very high frequencies, sound measurements are typically adjusted such that more weight is assigned to the mid-range frequencies to which humans are most sensitive. The conventional weighting scale required by local, state, and federal agencies is the A-weighted sound level (dBA), and is thus used in this analysis.

Existing Noise Environment

The Project site is located in an industrial area with numerous noise sources. Noise generating facilities in the vicinity of the Project site include a railroad line located in Rogers Avenue and a concrete batch plant across Rogers Avenue from the Facility. As described in Appendix B, in July 2018, ambient noise levels were measured at five locations within the RSB Facility; long-term measurements were collected at two of those locations along the Project site boundaries (Figure 8).

Figure 8. Noise Measurement Locations



Based on the measurements of existing noise levels from that study, the exterior day-night average sound levels (DNL) at the Project site vary from 63 to 69 dBA DNL at the street and from 57 to 59 dBA DNL near the existing transfer station. Baseline noise levels near the street were higher than within the Facility, due to noise from transportation along Rogers Avenue and also from trucks and trailers entering at the gate. Within the Facility, the measured noise levels were reflective of waste processing operations and of vehicles being loaded, weighed and/or parked.

The Project site is located approximately 1.30 miles west of the Norman Y. Mineta San José International Airport. The Project site is located outside the Mineta International Airport noise zone, which is defined as the area located within the 65 CNEL noise contour in the Comprehensive Land Use Plan (CLUP) for the airport (Santa Clara County, 2016). The nearest private airstrip is the Flea Port Heliport, located 1.37 miles to the east of the Project site.

Sensitive Receptors

The Project site is located in an area zoned for industrial land use, and as such does not have any neighboring facilities that fall within a sensitive land use classification. Industrial receptors are located adjacent to the Facility boundary to the south and west.

Rogers Avenue separates the Facility from industrial receptors to the east. A parking lot is located to the north of the Facility boundary. The nearest residential receptor is a hotel located approximately 1,100 feet to the northeast of the Facility. It is separated from the Facility by other industrial and commercial properties.

Applicable Plans, Policies and Regulations

Community noise criteria are established in the San José 2040 General Plan (General Plan), dated November 2011. The General Plan established objectives for acceptable levels of noise development projects in San José (City of San José, 2018a). The acceptable level for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. The acceptable exterior noise level for commercial and industrial land uses is 70 dBA DNL.

Policy EC-1.2 of the 2040 General Plan is to minimize noise impacts of new development on sensitive land uses by limiting noise generation and by requiring use of noise attenuation measures where feasible. The City considers the noise impact of a project to be significant if it would:

- Cause the DNL at noise sensitive receptors to increase by 5 dBA DNL or more where the noise levels would remain "Normally Acceptable"; or
- Cause the DNL at noise sensitive receptors to increase by 3 dBA DNL or more where noise levels would equal or exceed the "Normally Acceptable" level.

The City of San José Municipal Code limits noise levels at the property line of residential, commercial, or industrial properties (City of San José, 2002). For industrial sources adjacent to property zoned for industrial use, this limit is 70 dB at the property line, except under a special use permit.

The 2005 NSJ FPEIR evaluated noise associated with the North San José Area Development Policy. The evaluation primarily focused on noise impacts to proposed residential development within the North San José area. Noise measurements were taken at eight locations within the North San José area. The day-night average noise levels varied from 64 to 83 dBA DNL. Increases in the day-night average noise levels were estimated to range from 3 to 6 dBA.

Significant impacts identified in the 2005 NSJ FPEIR related to noise are as follows:

- The NSJ Development project "would introduce noise-sensitive residential uses into a noisy environment that exceeds the "satisfactory" level for new residential development, according to the City's General Plan."

- Implementation of the NSJ Development project "would generate an increase in traffic along the local roadway network and would substantially increase noise levels at noise sensitive receptors in the project area on a permanent basis."
- "The construction of the individual development and infrastructure … would temporarily elevate noise levels at adjacent noise-sensitive land uses."

The NSJ FPEIR found that implementation of the construction noise mitigation measures and General Plan policies would reduce impacts to Less than Significant. Noise impacts related to the presence of noise-sensitive residential development within the Airport's 60 CNEL noise contour were found to be Less than Significant because such residences would be required to incorporate appropriate design mitigation, consistent with City General Plan policy and state law.

4.12.2 Impacts Evaluation

NOISE

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☐	☒	39
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐	☒	39
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒	39
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒	39
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒	30

NOISE						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source(s)
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒	30

The proposed Project would result in less impact than the approved project, Less than Significant, as described below.

Noise Impacts from the Project to Existing Environment
(Checklist Questions a – d)

The proposed Project is the development of industrial uses on a site with ambient noise levels ranging from 57 to 59 dBA DNL within the site and 63 to 69 dBA DNL along the adjacent street.

Noise levels from the proposed Project were calculated based on the extended hours of waste handling operations (from 4am to 6pm) and the projected increase of 54 round trips of transfer trailers and collection vehicles. It was conservatively assumed that noise from Project activities will be emitted constantly over the entire operation period. For non-operational hours (from 6 pm to 4 am), the measured baseline data was used to represent noise levels in the calculation of the average day-night noise levels. Details of the assumptions used to predict boundary noise levels are discussed in Appendix B.

Noise levels at the western boundary will be mainly due to waste loading and unloading, and were predicted to increase to up to 68 dBA DNL. Based on the traffic flow within the Facility, transfer trailer and collection vehicles movements are anticipated to be the main contributors to noise at all the other property lines. The projected average day-night noise levels are 69 dBA DNL at the northern and southern boundaries and 70 dBA DNL at the eastern boundary.

In summary, with the implementation of the Project, exterior noise levels at the Facility boundaries are predicted to range from 68 to 70 dBA DNL as a result of increased truck movements and increased usage of the processing areas. Noise levels at all four boundaries are predicted to be at or below the Normally Acceptable Level of 70 dBA DNL as defined in the 2040 General Plan.

As shown in Appendix B, the noise levels from the proposed Project were calculated to be 30 dBA DNL at the nearest sensitive receptors (approximately 0.2 mile from the Project site), which is not expected to have an impact on the noise sensitive receptors, and is therefore consistent with Policy EC-1.2 of the 2040 General Plan.

There are no construction activities and therefore no temporary noise increases associated with the Project. The Project does not involve the use of heavy equipment or machinery (e.g., pile drivers, jackhammers, drills) that would induce perceptible levels of groundborne vibration.

The 2005 NSJ FPEIR states that the area is already substantially developed and as such, increased noise levels may be noticeable at some locations but are unlikely to create a significant impact based. Further, it notes that individual projects will not result in significant noise impacts. The predicted noise impacts from the Project are consistent with this conclusion. **[Less Impact than Approved Project (Less than Significant)]**

Impacts to the Project from Aircraft Noise
(Checklist Questions e-f)

As previously discussed, on December 17, 2015, the California Supreme Court issued an opinion in CBIA vs. BAAQMD holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project's future users or occupants unless the project risks exacerbating those environmental hazards or risks that already exist. In light of this ruling, the effect of existing ambient noise on future users or occupants of the project would not be considered an impact under CEQA. However, General Plan polices EC-1.1 through 1.7 require that existing ambient noise levels be analyzed for the proposed type of uses and that noise attenuation be incorporated into the proposed Project in order to bring interior and exterior noise levels down to acceptable levels.

The Project site is located outside the noise zone of Mineta International Airport, as established in the CLUP for the airport (Santa Clara County, 2016). Additionally, the CLUP does not identify the Project site as being within airport environs. The nearest private airstrip is a helipad located approximately 1.37 miles to the east, which is identified as having one helipad and one helicopter (City-data, 2017); therefore, the number of flights associated with this private helipad are expected to be small in number.

Furthermore, the proposed Project is not a residential development, school, medical facility, or any type of development that may involve sensitive receptors permanently residing on-site. The proposed Project would modify operations of a transfer facility without physical expansion of the Project site or buildings. Therefore, noise from the airport or private helipad or future noise generated by new trips would not

significantly impact employees of the Project site. **[Less Impact than Approved Project (No Impact)]**

4.12.3 Conclusion

The proposed Project would not result in any new or more significant impacts related to noise than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. [**Less Impact than Approved Project (Less than Significant or No Impact)]**

4.13 POPULATION AND HOUSING

4.13.1 Setting

San José is the 10th largest city in the US and the 3rd largest City in California (San José Fire Department 2017). As of July 1, 2016, the population of San José was approximately 1,025,350 people with a 7.6 percent increase since 2010 (US Census Bureau 2017). The population per square mile in San José in 2010 was approximately 5,358.7. There were approximately 314,038 housing units present in San José in 2010 and approximately 314,297 households in the City between 2011 and 2015, with an average of 3.14 persons per household (US Census Bureau 2017). The nearest residential area is located east of North 1st St., approximately 0.64 mile southeast of the Project Area.

Development of the North San José area was analyzed in the 2005 NSJ FPEIR as part of the North San José Area Development Policy. Historically, San José has had a shortage of jobs compared to the number of employed residents living in the City, commonly referred to as a "jobs/housing imbalance." A jobs/housing imbalance, especially when there is a relative deficit of jobs, can lead to longer commutes as City residents travel to other areas for work. Consistent with the major strategies and objectives of the General Plan, the City has been attempting to correct the jobs/housing imbalance. The NSJ FPEIR found that the NSJ development would increase both jobs and housing in North San José; there would be a greater increase in jobs than housing, which is consistent with the City's General Plan policies. Therefore, the NSJ FPEIR concluded that population impacts would be Less than Significant.

4.13.2 Impacts Evaluation

POPULATION AND HOUSING						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☐	☒	55
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒	55

POPULATION AND HOUSING						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒	55

The proposed Project would result in less impact than the approved project, No Impact, as described below.

Population Growth
(Checklist Question a)

The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise, operations would be the same as under current conditions. No new homes, businesses or roads are included as a part of the proposed Project. A minimal number of additional personnel would be needed to address the increased waste tonnage accepted at the Facility (1 to 2 staff). Therefore, the proposed Project would not contribute to population growth in the area. **[Less Impact than Approved Project (No Impact)]**

Impacts on Housing
(Checklist Questions b and c)

Housing is not present on the property where proposed Project activities would occur. The nearest residential area is located approximately 0.64 mile south of the proposed Project Area, east of North 1st St. Transportation of proposed Project-related vehicles would occur along existing paved city roads and highways, and would not displace any housing in the vicinity. Therefore, the proposed Project would not displace any individuals or necessitate the construction of replacement housing. **[Less Impact than Approved Project (No Impact)]**

4.13.3 Conclusion

The proposed Project would not result in any new or more significant impacts related to population and housing than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. [**Less Impact than Approved Project (No Impact)]**

4.14 PUBLIC SERVICES

4.14.1 Setting

Fire Services

The fire stations nearest the Project site are San José Fire Department (SJFD) Stations 5 and 20, located 0.46 mile southeast and 0.99 mile southwest of the Project site, respectively. SJFD responds to approximately 83,000 calls for service each year and is comprised of 33 Fire Stations. According to the General Plan, the City of San José has set a response time (reflex) goal of eight minutes and a total travel time of four minutes for 80 percent of emergency incidents (City of San José 2018a).

Police Services

San José Police Department (SJPD) is located approximately 1.43 miles south of the Project site. SJPD employs approximately 1400 sworn and non-sworn employees. The department is comprised of four bureaus, 11 divisions, and more than 50 specialized units and assignments. According to the General Plan, police protection uses a goal time of six minutes or less for 60 percent of all high priority calls, and 11 minutes or less for 60 percent of lower priority calls (City of San José 2018a).

Schools

The proposed Project is located within the vicinity of Orchard School District and San José Unified School District. A number of schools are located within a two-mile radius of the Project site. These include, Heads Up!, Five Branches University, Happy Childhood School, Orchard School, Challenger School, Bachrodt Elementary School, Burnett Academy Middle School, and Grant Elementary School. The school nearest the Project site is Challenger School - Berryessa, located approximately 0.48 mile east of the Project site.

NSJ FPEIR Findings

The 2005 NSJ FPEIR concluded that impacts to public services, including fire protection, police service, schools, parks and recreation, and libraries would be Less than Significant.

4.14.2 Impacts Evaluation

PUBLIC SERVICES						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
Fire Protection?	☐	☐	☐	☐	☒	55
Police Protection?	☐	☐	☐	☐	☒	55
Schools?	☐	☐	☐	☐	☒	55
Other Facilities	☐	☐	☐	☐	☒	55

The proposed Project would result in less impact than the approved project, Less than Significant Impact, as described below.

Impacts on Public Services
(Checklist Question a)

The proposed Project involves a change in operating hours and capacity and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise operations would be the same as under current conditions. As discussed in Section 3.13 (Population and Housing), the limited number of personnel needed to support proposed Project operations would not change appreciably from current conditions. There are a sufficient number of police stations, fire stations, and public facilities in San José to support the minor increase in workers at the Project site. The proposed Project would not result in an increase in population in the Project Area, and there would be no increased demand for schools in the area. The Project-related demand on fire services, police services, or other public facilities would be comparable to the current demand, and it would not be necessary to construct new or alter existing

governmental facilities to provide an adequate level of public services. **[Less Impact than Approved Project (Less than Significant)]**

4.14.3 Conclusion

The proposed Project would not result in any new or more significant impacts related to public services than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. **[Less Impact than Approved Project (Less than Significant)]**

4.15 RECREATION

4.15.1 Setting

Consistent with the highly industrialized nature of the Project Area, recreational resources near the Project site are limited. The closest recreational facilities to the Project site include:

- A basketball court located 0.58 mile to the west;
- San José Municipal Golf Course and associated Townsend Park, located approximately 0.8-mile and 1.23 mile to the northeast, respectively;
- Luna Park located approximately 1.26 miles southeast;
- Raymond Bernal Memorial Park, which has a baseball field and walking trails, approximately 0.5 mile to the south/southeast;
- Hyde Park located 0.95 mile south;
- Guadalupe River Park, which has running trails, playground and various other amenities, approximately 0.5 mile to the southwest; and
- Rosemary Gardens Park approximately 0.68 mile southwest.

The 2005 NSJ FPEIR evaluated potential impacts of future development of the NSJ Development Area on recreational resources. The FPEIR found that implementation of the NSJ Development project would result in an increased number of residents in the area. The City has adopted the Parkland Dedication Ordinance (PDO) and Park Impact Ordinance (PIO) that require residential developers to dedicate public parkland or pay in-lieu fees, or both, to offset the demand for neighborhood parkland created by their housing developments. Residential development occurring as a consequence of the proposed General Plan designations in the project area would be required to conform to the PDO or PIO. Additionally, residential developments are required to provide on-site private and common open space in conformance with the City's Residential Land Use Policy 11.

The 2005 NSJ FPEIR concluded that the NSJ Development project would incrementally increase the need for parks and recreational facilities, which would be constructed as part of the proposed residential development. The NSJ FPEIR found that impacts from the construction of these new parks and recreation facilities would not have new or substantially different significant adverse environmental impacts than development overall.

4.15.2 Environmental Checklist and Discussion of Impacts

RECREATION Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐	☒	55
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☐	☒	55

The proposed Project would result in less impact than the approved project, No Impact, as described below.

Impacts on Recreation Resources
(Checklist Questions a and b)

The Project site does not contain any recreational resources, and the proposed Project does not include the construction or expansion of recreational facilities. During Facility operations, workers could make use of nearby parks or trails during breaks, but their use would be temporary, and the relatively small number of workers using these facilities would not place a significant demand on these resources. Furthermore, the number of employees at the Facility would not materially increase relative to current operating conditions under the proposed Project. The proposed Project involves use of an existing facility and does not involve creating new structures or housing that would increase the number of people working on or residing near the Project site. Accordingly, future conditions would have a comparable demand for recreational use as under current conditions**. [Less Impact as Approved Project (No Impact)]**

4.15.3 Conclusion

The proposed Project would not result in any new or more significant impacts related to recreation resources than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. **[Less Impact than Approved Project (No Impact)]**

4.16 TRANSPORTATION

4.16.1 Setting

A site-specific traffic study was conducted to assess traffic levels and queuing in the vicinity of the Project site, and is provided as Appendix C to this document. This Setting section summarizes the findings of that study.

The Project site is located on Rogers Avenue, near the intersection of the Nimitz Freeway and Highway 101. Vehicle access to the Project site is provided by Rogers Avenue by means of two driveways. Pedestrian access is provided via an existing sidewalk along Rogers Avenue.

Traffic Analysis Conducted for the NSJ Development Project

The Project site is located within the NSJ Area Development Policy boundaries. Thus, the proposed Project's industrial square footage was included as a part of the traffic analysis and environmental documentation prepared for the NSJ Development Policy (2005 NSJ FPEIR). The North San José Area Development Policy included mitigation measures for any new traffic impacts and established a mechanism for implementing the mitigation measures. The North San José Area Development Policy was amended in June 2009 and established a revised traffic fee program to construct necessary improvements in the North San José area. The proposed Project will be required to comply, as applicable, with the City's North San José Area Development Policy Traffic Impact Fee Ordinance. The transportation system in the Project Area, including regional and local roadways, bicycle and pedestrian facilities, and transit services has not changed substantially since the NSJ FPEIR was certified.

The 2005 NSJ FPEIR included an extensive evaluation of potential impacts to local and regional streets, expressways, and freeways. Major streets serving the North San José area are North First Street, Zanker Road, Tasman Drive, Montague Expressway, Trimble Road, and Brokaw Road. Freeways serving the area include State Route 237, US 101, Interstate 880, and State Route 87. The traffic analysis evaluated 220 intersections, 124 freeway segments, and 75 freeway ramps.

Intersections near the Rogers Avenue site that were analyzed include:

- North First Street and Brokaw Road;
- Zanker Road and Brokaw Road;
- Junction Avenue and Brokaw Road; and
- Bering Drive and Brokaw Road.

Freeway segments near the Rogers Avenue site that were analyzed include:

- Interstate 880 between North First Street and US 101;
- Interstate 880 between US 101 and Brokaw Road;
- US 101 between Interstate 880 and Old Bayshore Highway; and
- US 101 between Old Bayshore Highway and North First Street.

Significant impacts identified in the 2005 NSJ FPEIR regarding transportation and traffic are as follows:

- Significant increases in traffic would result from the proposed development.
- Significantly increased congestion at 48 intersections and 72 freeway segments would result from the proposed development.

The NSJ FPEIR found that impacts from traffic increases due to network changes and impacts to pedestrian and bicycle facilities would be less than significant with incorporation of mitigations. The NSJ FPEIR also concluded that with the proposed mitigation (Impact Fee Ordinance), the NSJ FPEIR concluded that the NSJ Development project would not result in significant adverse impacts to the transit systems.

Site Traffic Conditions under Current Operations

Under current operations at the RSB Facility, approximately 9 collection vehicles and 6 transfer trailers currently transport organic material to and from the Facility (Table 5). The collection vehicles leave the Facility at the beginning of the work day (between 4 am and 7 am) and return at the end of the work day (by 2 pm). During the day, the vehicles collect waste materials from their routes and transport the material to a recycling facility, composting facility, or landfill. Current Facility-related traffic is summarized in Table 1 in Section 3, Project Description.

Air Traffic

The proposed Project is located approximately 1.30 miles west of the Norman Y. Mineta San José International Airport (SJC) and approximately 1.37 miles east of the Flea Port Heliport. SJC is a public use airport located on 1,050 acres, which averages 170 commercial and 50 general aviation departures daily. In 2016 SJC experienced approximately 10.8 million annual passengers and an average of 30,000 daily passengers (SJC 2017). The Project site is located outside the Airport Safety Zones and the Airport Influence Area for the SJC (Santa Clara County Airport Land Use Commission 2016). Flea Port Heliport is a privately owned heliport located on less than 1 acre. The heliport consists of 1 helicopter and 1 runway (City-data 2017).

4.16.2 Impacts Evaluation

TRANSPORTATION

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☐☒	☒☐	8, 42
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☐☒	☒☐	8, 42
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☒	30
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☐	☐☒	☒☐	55
e) Result in inadequate emergency access?	☐	☐	☐	☐☒	☒☐	55
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☐☒	☒☐	8, 42

The proposed Project would result in less impact than the approved project, Less than Significant Impact, as described below.

Traffic Evaluation
(Checklist Questions a and b)

The proposed Project would expand the operation of the site by 1) increasing the number of trips by collection vehicles and transfer trailers (by approximately 54 round trips daily); 2) extending the hours, hour of transfer station operation by four hours, from 10 hours (4am to 2pm) to 14 hours (4am to 6pm); and 3) increasing the operations, and maximum tons of waste accepted per day at the Facility. With these operational changes, the collection vehicles would deliver their loads back to the RSB Facility, rather than to other locations. The waste would be unloaded in the transfer station and either loaded into larger vehicles for transport to another facility or sorted onsite. Vehicle trips associated with the proposed Project are summarized in Table 4 and in Section 3, Project Description.

The proposed Project is located within the NSJ Area Development Policy boundaries and was covered by the traffic analysis and environmental documentation prepared for the NSJ Development Policy (2005 NSJ FPEIR). Therefore, the proposed Project has been accounted for in the regional traffic planning, and would not typically require additional review for traffic impacts.

A traffic evaluation was performed for the proposed Project and is included as Appendix C. Data collected to support the analysis included physical counts of the number of incoming and outgoing vehicles at the Project site's driveways (collected over a 2-day period in March 2018), and on-site observations of traffic circulation (on-site circulation and off-site queuing). Based on these data, the evaluation analyzed trip generation rates and trip distribution relative to peak traffic hours on the surrounding streets. The study concluded that the proposed Project would not disrupt the surrounding transportation network. In addition, a turning template was prepared for the Facility (also included in Appendix C) to evaluate the capacity for additional vehicles associated with the proposed Project. This turning template demonstrates that there would be sufficient capacity with the additional vehicles included in the proposed Project.

Implementation of the proposed Project including the above standard measure (Impact Fee Ordinance), as applicable, would not result in new or more significant impacts to intersection level of service than those addressed in the certified NSJ FPEIR. **[Less Impact than Approved Project (Less than Significant)]**

Air Traffic
(Checklist Question c)

As noted in the Setting section, the Project site is located outside the Airport Safety Zones and the Airport Influence Area for the SJC. In addition, the proposed Project does not involve the construction or alteration of any structures (e.g., tall buildings or antennae) that could affect air traffic patterns at SJC or the Flea Port Heliport. Proposed Project related activities, apart from vehicle trips, would occur within the boundaries of the Project site, and would not extend to the SJC property or runways or to the heliport. Proposed Project activities would not require air travel or transport. Project workers, supplies, and equipment would travel to and from the Project site using ground transportation. Vehicular traffic associated with the proposed Project would use existing roads and highways and would be similar to existing traffic in the Project Area. Therefore, there would be no impact to air traffic patterns. **[Less Impact than Approved Project (No Impact)]**

Increased Hazards and Emergency Access
(Checklist Questions d and e)

The proposed Project does not involve any modifications to existing roadways and does not involve any new features that could affect the design of the surrounding roadway network. Vehicles associated with the work would be required to follow all applicable speed limits and traffic laws. All Project-related vehicles would be intended for roadway use; therefore, the proposed Project would introduce no incompatible road uses. Roadways would be used by Project vehicles when entering or leaving the Facility, but the incremental increase in traffic volume due to the proposed Project (approximately 54 round trips, scattered throughout the day) would not represent a significant increase in traffic load on the surrounding streets at any given time. Vehicle trips associated with the Facility tend to occur outside the peak hours of traffic on these streets, and significant queuing has not been observed at the Facility under current conditions. Accordingly, Project-related vehicles would not block those roads, and Project-related traffic would not impede access to roads, including emergency access routes. Also, there would be no change in site access that would affect emergency access to the Project site. Therefore, Project-related impacts to roadway hazards or emergency access would not be significant. **[Less Impact than Approved Project (Less than Significant)]**

Conflict with Public Transit, Bicycle, or Pedestrian Facilities
(Checklist Question f)

The proposed Project does not involve any modifications to existing roadways, bicycle lanes, or sidewalks, and does not involve any new features that could affect the design of the surrounding roadway network. The increased volume of traffic associated with

RSB operations translates to more frequent occasions when vehicular traffic would be passing through the Facility driveways, which would preclude pedestrian traffic during those periods. However, these vehicles would only block sidewalk passage for short periods of time. Therefore, the proposed Project would not conflict with any related, adopted policies, plans, or programs related to public transit, bicycle, or pedestrian facilities. **[Less Impact than Approved Project (Less Than Significant)]**

4.16.3 Conclusion

The proposed Project would not result in any new or more significant impacts to traffic and transportation than those previously identified in the 2005 NSJ FPEIR. **[Less Impact than Approved Project (Less than Significant)]**

4.17 TRIBAL CULTURAL RESOURCES

4.17.1 Setting

The Project Area is located in the Santa Clara Valley, where Native Americans lived for thousands of years prior to Europeans settling the area. The alluvial plains, foothills and waterways provided an abundance of food and other resources. The California Register of Historical Resources does not list any Native American tribal resources at the Project site. Tribal cultural resources, including burial sites, have been observed to the northwest of the Project site, within the urban industrial core of San José. (City of San José 2005).

Since the adoption of the NSJ FEIR, Assembly Bill (AB) 52 requires lead agencies to complete formal consultations with California Native American tribes during the CEQA process to identify tribal cultural resources that may be subject to significant impacts by a project. Where a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document must discuss the impact and whether feasible alternatives or mitigation measures could avoid or substantially lessen the impact. This consultation requirement applies only if the tribes have sent written requests for notification of projects to the lead agency. In 2017, the City sent a letter to tribal representatives in the area to welcome participation in the consultation process for all ongoing, proposed, or future projects within the City's Sphere of Influence or specific areas of the City. No tribes have sent written requests for notification of projects to the City of San José.

4.17.2 Impacts Evaluation

TRIBAL CULTURAL RESOURCES

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:						
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of	☐	☐	☒	☐	☐	2, 55

historical resources as defined in Public Resources Code section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐	☐	2, 55

Impacts to Tribal Cultural Resources
(Checklist Question a)

The proposed Project does not involve any ground disturbance, and as such would not have the potential to disturb any unknown Tribal cultural resource, if present on the Project site. As previously mentioned above, the City had sent a letter to tribal representatives in the area to welcome participation in the consultation process for all ongoing, proposed, or future projects within the City's Sphere of Influence or specific areas of the City in 2017. At the time of the preparation of the Initial Study for this project, no tribes have sent written requests for notification of projects to the City of San José as a result of that notification. Furthermore, at the time of preparation of this Initial Study, the City of San José had yet to receive any requests for consultation from tribes. **[Not Analyzed under Approved Project – New Less than Significant Impact (No Impact)]**

4.17.3 Conclusion

The proposed Project would not result in any new or more significant impacts to Tribal cultural resources than those previously identified in the 2005 NSJ FPEIR. **[Not Analyzed under Approved Project - New Less than Significant Impact (No Impact)]**

4.18 UTILITIES AND SERVICE SYSTEMS

4.18.1 Setting

Water, Stormwater and Wastewater

The City of San José Department of Transportation is responsible for the operation and maintenance of the sanitary sewer and storm drain systems in the City. The stormwater system operates by transporting untreated stormwater runoff to nearby creeks and waterways that will eventually discharge into the San Francisco Bay. The San José Department of Transportation is responsible for maintaining both the quality and quantity of stormwater runoff in the City (City of San José Department of Transportation 2017).

The sanitary sewer transports wastewater from such sources as baths, sinks, and toilets from residences and businesses to the San José-Santa Clara Regional Wastewater Facility (SJ-SCRWF) for treatment. Wastewater that comes through this wastewater facility is treated both biologically and physically and is either reused as reclaimed water or discharged into the San Francisco Bay (City of San José Department of Transportation 2017). The SJSCRWF treats an average of 110 million gallons of wastewater per day (mgd) and has the capacity to treat up to 167 mgd. This wastewater facility serves approximately 1.4 million residents and over 17,000 businesses and is the largest tertiary treatment plant in the western United States (City of San José Department of the Environment 2017).

Water at the Project site is supplied by San José Water Company. Approximately 40 percent of the San José Water Company Water Supply is groundwater that is pumped from over 100 wells that draw from the Santa Clara Groundwater Basin. Approximately 50 percent of the water supply comes from imported surface water from the Sacramento-San Joaquin Delta and water that is purchased from the Santa Clara Water District (SCWD). The majority of the imported surface water originates as Sierra snowmelt that travels through other State and Federal water projects before treatment at a SCVWD treatment plant. A minor portion of water is impounded in local Santa Clara County reservoirs. The remaining 10 percent of water used by San José Water Company comes from a watershed in the Santa Cruz Mountains (San José Water Company 2017).

Landfills and Solid Waste Facilities serving the Project Area

Currently, facilities supporting RSB operations are as follows:

- Recology Blossom Valley Organics - North – This facility is a permitted composting facility situated on approximately 123 acres in Vernalis, California. (Recology Blossom Valley Organics – North 2016). Compostable wastes (feedstock) from the

RSB Facility are transferred from the RSB Facility for composting, curing, and screening to ultimately produce compost and soil amendment blends for sale to commercial customers.

- Newby Island Landfill – This landfill is a Class III solid waste facility in Milpitas, California, that is permitted to accept up to 4,000 tons of non-hazardous solid waste per day; its disposal acreage is 298 acres. The landfill has an estimated remaining capacity of 21,200,000 cubic yards (2014 estimate), and its projected closure date is 2041 (CalRecycle 2018).

Additional landfills serving the Project Area include the following:

- Guadalupe Recycling and Disposal facility is a Class III disposal facility for non-hazardous materials. It is located on a 411-acre site that supports a 115-acre recycling and landfill operation. Guadalupe Recycling and Disposal Facility accepts municipal solid waste from commercial haulers and the public for recycling and disposal. Types of waste accepted at the facility include concrete and asphalt, yard trimmings, clean soil, construction and demolition debris, and scrap metals and appliances. Currently this disposal facility is permitted to accept 3,650 tons of material daily (Waste Management 2017).
- Zanker Recycling is a privately-owned solid waste and recycling company that offers full-service resource management, composting, and recycling. Zanker Recycling also expanded its operations by obtaining an adjacent landfill and also acts as a construction and demolition debris-processing facility (Zanker Landscape Materials 2017). Together these two facilities process more than 2,500 tons of mixed debris per day.

Operational Utility and Service System Requirements

The RSB Facility currently accepts up to 99 tons of waste materials per day, including municipal solid waste, source separated materials, and organic materials from commercial and residential sources. Based on RSB records for fiscal year 2017, approximately 22,284 tons of organics brought to the Facility were transferred Recology Blossom Valley Organics - North, and approximately 100 tons of non-hazardous solid waste were transferred to Newby Island Landfill.

Under current operations, the Facility uses approximately 950 gallons of water per day, supplied by the San José Water Company. Wastewater at the Facility is primarily generated as a result if the exterior washing/rinsing activities. Excess water from these operations drains into the sanitary sewer after being passed through an oil water separator. The Facility currently operates under an existing SWPPP, which is designed to provide proper management and monitoring of stormwater generated at the Facility. Stormwater run-off at the Facility is collected and controlled by a series of surface

drains and inlets situated at various locations throughout the Facility. Collected stormwater is subsequently discharged off-site after going through the oil water separator. This off-site discharge is allowed under the Facility's existing General NPDES Permit.

Electricity is provided by PG&E. Under current operations the Facility uses approximately 595 kWh/day. There would be no change in electricity usage under the proposed Project.

2005 NSJ FPEIR Findings

The 2005 NSJ FPEIR evaluated potential impacts to utilities and service systems associated with the North San José Area Development Policy. The FPEIR concluded that the NSJ development would have less than significant impacts related to utilities and service systems as follows:

- Development allowed by the NSJ Development project would not result in significant impacts to existing water supply systems;
- Development allowed by the NSJ Development project would not cause the water pollution control plan to exceed its capacity or discharge limit;
- Development allowed under the NSJ Development project would not result in any identified significant impact related to providing electricity or natural gas; and
- Development allowed under the NSJ Development project would not result in a significant impact as a result of exceeding the capacity of a landfill or in providing solid waste collection services.

4.18.2 Impacts Evaluation

UTILITIES AND SERVICE SYSTEMS Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐	☒	55
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒	55

UTILITIES AND SERVICE SYSTEMS						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒	55
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☐	☒	55
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☐	☒	55
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☐	☒	55
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☐	☒	55

Water/Wastewater Treatment
(Checklist Questions a through d)

The proposed Project would require a comparable volume of water as is currently needed for vehicle/equipment washing, rinsing off the transfer station building's walls and floors, and kitchen and sanitary operations. The Facility would use the same water supplier (San José Water Company) that serves current operations. Because the Project-related water demand is limited, it would not result in the need for new or expanded entitlements and would not unduly burden existing water supplies.

The proposed Project would generate wastewater that would be managed in the same manner as under current operations. Wastewater would primarily be generated at the Facility as a result of vehicle and equipment washing, and kitchen and sanitary facility water usage, as under current operations. Consistent with current operations, wash water and stormwater run-off at the Facility would be collected and controlled by a

series of surface drains and inlets situated at various locations throughout the Facility. The proposed Project does not include any modifications to these features. Water collected by these features would be subsequently discharged off-site after going through the oil water separator, in accordance with the Facility's existing General NPDES Permit.

Wastewater from sanitary facilities would be discharged into the City's sanitary sewer system and treated at the San José-Santa Clara Regional Wastewater Facility (SJSCRWF). Wastewater that comes through this wastewater facility is treated both biologically and physically and is either reused as reclaimed water or discharged into the San Francisco Bay (City of San José Department of Transportation 2017). This wastewater treatment facility has the capacity to treat up to 167 mgd. As such, SJSCRWF could accommodate wastewater from the proposed Project and would not be independently stressed by the proposed Project's wastewater treatment needs. Therefore, there would be no need for the construction of new wastewater treatment facilities or the expansion of existing facilities. **[Less Impact than Approved Project (Less than Significant)]**

Solid Waste Disposal
(Checklist Questions e and f)

Under the proposed Project, the same solid waste facilities would be utilized as under current operations, but the quantity of material passing through the Facility would increase to 500 tons per day from 99 tons per day. As is currently the case, wastes would include municipal solid waste, source separated recyclable materials, and organic materials from commercial and residential sources. In FY 2017, approximately 22,284 tons of organics was brought to the Site and transferred to Recology Blossom Valley Organics – North, and 100 tons of non-hazardous solid waste brought to the Site was transferred to Newby Island Landfill. Similarly, organics brought to the Facility under the proposed Project would be transferred to Recology Blossom Valley Organics – North and non-hazardous solid wastes would be transferred to Newby Island Landfill. Apart from typical solid waste handling operations at the transfer station, the proposed Project is expected to generate limited amounts of solid waste from normal staffing activities.

Recology Blossom Valley Organics – North and Newby Island Landfill have the capacity to accommodate the proposed increase in solid waste. The RSB Facility would obtain all required permits associated with the proposed expansion in an operational capacity. The proposed Project would conform to federal, State and local laws affiliated with nuisance control, vector control, litter control, and odor control at solid waste Transfer Stations, as outlined in Section 3.2.6, Transfer Station Operational Controls.

Under current operations, limited amounts of hazardous waste are generated (<3 tons annually), primarily due to the occasional presence of improperly disposed hazardous materials in a load. Therefore, after wastes are unloaded, it is standard practice for qualified RSB personnel to examine the waste materials for the presence of hazardous materials. Any hazardous wastes identified in this way are managed in accordance with local, state and federal requirements. Because the quantity of waste being accepted at the RSB Facility would increase under the proposed Project, it is likely that the amount of hazardous waste delivered to the Facility would also increase. The same procedures currently followed for identifying, managing, and disposing of such wastes would be undertaken under the proposed Project. In addition, hazardous waste would also be generated due to vehicle maintenance, including used oil, used oily debris, and used oil filters; however, such wastes are currently being generated at the Project site, and the limited increase in vehicle trips would not be expected to generate a substantial increase in the volume of these wastes.

In addition to Newby Island Landfill and Recology Blossom Valley Organics – North discussed above, several other permitted non-hazardous and hazardous waste disposal facilities are present in the project Area. As such, the proposed Project would be served by landfills with sufficient capacity to accommodate the Project's solid waste disposal needs. **[Less Impact than Approved Project (Less than Significant)]**

4.18.3 Conclusion

The proposed Project would not result in any new or more significant impacts to utilities and service systems than those previously identified in the 2005 NSJ FPEIR. **[Less Impact than Approved Project (Less than Significant)]**

4.19 ENERGY

4.19.1 Setting

Energy outlay for a given project incorporates three main components: electrical/gas usage, fuel consumption, and water usage (in terms of the energy used to supply and distribute that water). The project setting relative to these three elements is summarized below.

Power at the Facility is currently supplied by the City of San Jose electrical grid through PG&E. A new CCA (San Jose Clean Energy) was just established in San Jose and is set to begin service to new residents and businesses in March 2019. This CCA notes on their website that they can provide a higher percentage of power than is currently provided by PG&E, from renewable sources such as wind and solar, and from carbon-free sources such as hydroelectric power (San Jose Clean Energy 2019). As noted in the Project Description, the current electricity usage at the Facility is approximately 595 kWh per day. The Facility operates primarily during daylight hours. Electric power from the city grid supplies electricity to operate indoor and outdoor lights at the transfer station and the remainder of the Facility.

A total of 84 collection vehicles operate from RSB. These vehicles collect waste materials from throughout the Santa Clara County area and bring those materials to the Facility for sorting (up to the maximum allowable tonnage of 99 tons per day). Materials in excess of the 99 ton per day limit are transported to Greenwaste Recovery, located at 1500 Berger Drive in San Jose (approximately 0.8-mile from RSB). Current fuel usage by these collection vehicles is approximately 750 gallons of renewable diesel per day.

RSB receives water from the San José Water Company. Under current operations, water usage as part of Facility operations is primarily associated with washing waste collection trucks and bins. Water is also used in the kitchen and sanitary facilities in the office area. On average, the Facility uses 950 gpd.

The City of San José has implemented initiatives to increase energy efficiency in commercial and residential sectors. On December 11, 2018, the City of San José voted to adopt the Energy and Water Building Performance Ordinance (City of San José 2018). This Ordinance builds on existing state law and requires commercial and multifamily buildings 20,000 square feet and over to track their yearly whole building energy and water usage data with the EPA platform ENERGY STAR Portfolio Manager® and share this data with the City. The City will publish a subset of summary data to support market transparency and recognize high-performing buildings across San José.

4.19.2 Impacts Evaluation

ENERGY						
Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☐	☒	55, 57
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☐	☒	55, 57

Efficient Energy Use

(Checklist Question a)

Under the proposed Project, the quantity of material accepted at the Rogers Avenue Transfer Station would increase to 500 tons per day, with other activities at the Facility remaining unchanged. There would be no structures added or ground disturbing activities under the proposed project; therefore, no energy impacts would be associated with construction activities.

Transfer station operations would occur within the period currently allowed under the existing permit (3 am to 10 pm from Monday through Saturday). Staff to support the transfer station may slightly increase (one additional employee is anticipated, as shown in Table 5 of the Project Description), depending on tonnage received and operational need.

As mentioned above, a total of 84 collection vehicles currently operates from RSB. These vehicles collect waste materials from throughout the Santa Clara County area and bring those materials to the Facility for sorting (up to the maximum allowable tonnage of 99 tons per day). Materials in excess of the 99 ton per day limit are transported to Greenwaste Recovery, located at 1500 Berger Drive in San Jose (approximately 0.8-mile from RSB).

The project would not expand in service area. Therefore, with the increased allowable tonnage associated with the proposed Project, RSB anticipates that collection vehicles would be able to avoid additional trips to Greenwaste Recovery that are currently required to unload excess tonnage. The proposed Project would not require an increase in the number of collection vehicles. RSB expects that the total number of trips associated with onsite unloading may increase with the proposed tonnage increase; however, this would consequently reduce the number of trips associated with offsite unloading. This reduction in trips associated with offsite unloading is expected to result in fewer miles traveled and less fuel usage. Collection vehicles would continue to use renewable diesel or compressed natural gas (CNG) instead of fossil fuels for energy.

The proposed Project as designed is expected to reduce wasteful, inefficient and unnecessary energy consumption, by maximizing Facility sorting operations and reducing the need to travel farther distances for offsite unloading. Increases in energy demand would not be significant, as existing conditions at the Facility would remain unchanged. With the use of photocells for interior and exterior lighting at the transfer station building, the associated electrical usage would not increase significantly due to the expanded hours of operation, most of which are during daylight hours. Water usage associated with collection truck and bin washouts is not expected to increase significantly because the size of the collection fleet used by the RSB Facility would not change. The Facility would also continue to use alternatives to fossil fuels such as renewable diesel and CNG to fuel collection vehicles.

Consistency with Local Energy Plan
(Checklist Question b)

Consistent with the City of San José's goals, the Facility improved its energy efficiency with their 2017 lighting retrofit, which has resulted in an average of 282 kWh/day reductions in energy use. Because the lighting inside the Transfer Station is controlled by photocells, and the increase in staff under the proposed Project would be negligible, there would be no energy impacts associated with increased usage of lighting and utilities for the proposed Project. Water usage under the proposed Project would not increase significantly from current operations.

4.19.3 Conclusion

The proposed Project would not result in any new or more significant energy-related impacts than those previously identified in the NSJ 2005 and the 2011 Envision San José 2040 General Plan FPEIRs. **[Less Impact than Approved Project (Less than Significant)]**

4.20 MANDATORY FINDINGS OF SIGNIFICANCE

4.20.1 Impacts Evaluation

MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:	New Potentially Significant Impact	New Less Than Significant with Mitigation Incorporated	New Less Than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project	Information Source
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☐	☒	2, 8, 11, 12, 13, 55
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☐	☐	☒	55
c) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☐	☒	55
d) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☐	☒	7, 8, 9, 39, 42

The 2005 NSJ FPEIR analyzed the development of 26.7 million square feet of new industrial/office/R&D building space, 1.7 million square feet of new neighborhood service commercial uses, one million square feet of new regional commercial uses, 1,000 new hotel rooms, and the addition of 32,000 new dwelling units in the North San José area.

The proposed Project is within the amount of development analyzed in the 2005 NSJ FPEIR. The proposed Project involves a change in operating hours and capacity (from 99 tons per day to 500 tons per day), and an increase in collection vehicle and transfer trailer traffic (an increase of approximately 54 round trips per day). Otherwise, operations would be the same as under current conditions. The proposed Project would not result in any new construction, remodeling, or demolition to existing structures on-site. Due to the lack of ground disturbance activities that would result from this proposed Project, the Project would not have a direct environmental impact to many of the resource areas analyzed and addressed in the previously approved NSJ FPEIR, General Plan FPEIR, and General Plan Supplemental EIR. The expansion of the operation may increase in odor to the site, however, over the past 3 years, the site has only received one odor complaint in 2017. The proposed Project also has an Odor Minimization Plan (Appendix A) to further train and reduce odor during operation (refer to Air Quality Section for further discussion). Noise generating activities at the Facility would primarily result from the additional trips of collection vehicles and more frequent uses of on-site equipment. However, the operation would not substantially increase the ambient noise level beyond the General Plan noise policies. Furthermore, the Facility would include the number of daily trips to and from the Facility and would comply with the NSP traffic impact fees.

The proposed Project as designed is expected to reduce wasteful, inefficient and unnecessary energy consumption, by maximizing Facility sorting operations and reducing the need to travel farther distances for offsite unloading. Increases in energy demand would not be significant, as existing conditions at the Facility would remain unchanged.

For the reasons mentioned above and throughout this Initial Study, the proposed Project would not result in new or more significant environmental impacts than those addressed in the certified 2005 NSJ FPEIR with implementation of the standard, avoidance, and mitigation measures included in the 2005 NSJ FPEIR and described in the specific sections of this Addendum. The City of San José has determined that the proposed Project qualifies for an addendum to the 2005 NSJ FPEIR.

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6.0 LEAD AGENCY AND CONSULTANTS

Lead Agency

City of San José
Planning, Building & Code Enforcement
200 E. Santa Clara Street, San José, CA 95113
Phone: (408) 535-5658
Fax: (408) 292-6055
Lead: Thai-Chau Le, Planner
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Consultants

ERM (Lead CEQA Analysts)
1277 Treat Boulevard, Suite 500
Walnut Creek, CA 94597
Phone: (925) 946-0455

Fehr & Peers (Traffic Study)
160 W. Santa Clara Street, Suite 675
San José, CA 95113
Phone: (408) 278-1700

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Appendix A
Odor Impact Minimization Plan

ROGERS AVENUE TRANSFER STATION ODOR IMPACT MINIMIZATION PLAN

1 PURPOSE/CONTEXT OF THE ODOR IMPACT MINIMIZATION PLAN

This Odor Impact Minimization Plan (OIMP) is intended to provide guidance to on-site personnel in the handling, storage, and removal of compostable materials. This OIMP will be maintained on-site and revised as necessary to reflect any changes in the design or operation of this site. A copy of the revisions will be provided to the enforcement agency within 30 days of significant changes. In addition, this OIMP will be reviewed annually to determine if any revisions are necessary.

This site receives mixed municipal waste, commercial and residential waste, organic and compostable materials, non-hazardous industrial waste, and construction and demolition debris. Waste materials will be removed within 48 hours in most instances, but may remain onsite for up to 72 hours (e.g., over a holiday weekend). .

An OIMP is not required for a transfer facility. However, this OIMP has been prepared to be generally consistent with the requirements for an OIMP contained in Title 14, Section 17863.4 of the California Code of Regulations (14 CCR 17863.4).

2 ODOR MONITORING PROTOCOL

2.1 Proximity of Odor Receptors

The closest on-site receptors are site personnel and truck drivers who are working directly with the material. The closest off-site receptors are neighboring industrial and commercial businesses located immediately adjacent to the site. The facility is located in an area zoned Heavy Industrial.

2.2 Method for Assessing Odor Impacts

Each operating day, the operator evaluates on-site odors and operations for the potential release of objectionable odors. Operational best management practices will be implemented to minimize the release of objectionable odors.

However if questionable or objectionable on-site odors are detected by site personnel, facility operations personnel will implement the following protocol:

- Investigate and determine the likely source of the odor
- Determine if on-site management practices could remedy the problem and take steps to remedy the situation
- Determine whether or not the odor is traveling beyond the site by patrolling the site perimeter and noting existing wind patterns
- Determine whether or not the odor event is significant enough to warrant contacting the adjacent neighbors
- Record the event for further operational review

3 METEOROLOGICAL CONDITIONS

3.1 Wind Velocity

Climatic conditions in San Jose are not expected to significantly affect the Rogers Avenue Transfer Station operation. San Jose's climate has been characterized as warm and dry. These temperatures range from a monthly average low of 40.94° F in January to a monthly average high of 79.0° F in July, reported by the Western Regional Climate Center for the period of January 1, 1893 to July 9, 2016 at the San Jose Station, latitude N37 21', longitude 121 541, elevation 70 feet above mean sea level. Rainfall is seasonal; approximately 95 percent of the precipitation occurs from October through April.

Historical wind data indicates prevailing wind is from the north/northwest with an average wind speed of approximately 6 miles per hour. See the wind rose in Figure 1 for data from San Jose Airport, 2013. During the winter, winds from the south and southeast occur more frequently. The transfer building is fully enclosed to minimize the potential for odors to be carried off-site.

3.2 Wind Direction

See the attached wind rose (Figure 1).

4 COMPLAINT RESPONSE PROTOCOL

Complaints may be received by either the operator, the local enforcement agency (LEA) at the City of San Jose, the Bay Area Air Quality Management District (BAAQMD), or other agencies. It is expected that the majority of complaints will be received, not by the operator, but by regulatory agencies.

Should the LEA or BAAQMD receive a confirmed complaint, they will notify the operator within 24 hours. Should the operator receive a complaint, the complaint will be logged and filed on the attached form.

Initial Documented Complaints:

- The operator receives and reviews the complaint on a standard form. The operator documents complaints in the facility operations log.
- The operator assesses the complaint and makes recommendations to the LEA within 48 hours of receiving the complaint or 96 hours should the complaint be received on a weekend or holiday.
- The operator implements approved recommendations. The operator will continue operations utilizing best management practices while responding to less frequent complaints.
- The operator and complainant (if known and choosing to participate) meet within a reasonable time frame to assess the original problem and results from implementing the approved recommendations.
- Results and actions will be documented in the facility operations log, which serves as the facility's permanent record.

Response to Successive Documented Complaints:

- Should complaints continue to where up to 10 confirmed complaints are received in a 90-day period, the operator may:
  - Reduce the amount of storage time
  - Obtain additional misting equipment
  - Engage in other appropriate solutions

- During the time period of concern, the operator shall fully assess the situation and make appropriate changes in the amount of material, type of equipment, training of personnel, or method of operations.
- During the time period of concern, at least weekly, the operator will meet with the LEA and/or complainants to conduct an odor evaluation to:
  - Determine whether the odors generated by the facility are adverse to the local community by both intensity and character.
  - This interactive process would allow the facility to operate while continuing to act in good faith with the recommended improvements and practices.
- Should the operator receive two or more Violation Notices from the BAAQMD for "Public Nuisance" in any consecutive 12-month period, the operator shall implement at least one of the following control measures, as applicable, or any other reasonable control measures that the BAAQMD deems necessary and appropriate within the time period specified by the BAAQMD. If requested by the BAAQMD, the operator shall submit an application to modify the Permit to Operate and/or the permit conditions within 30 days of notification.
  - Reduce the total materials received.
  - Reduce the amount of food waste, wood waste, and greenwaste materials received.
  - Apply odor inhibitor solutions to odorous operations.
  - Install an odor abatement system such as a perimeter misting system to mitigate odors from traveling off-site.
  - Enclose odor nuisance operations in a building that is kept under negative pressure with emissions vented to an air quality control system.
  - Use chemical suppressants to control fugitive dust emissions from roadways associated with any dust nuisance operation.
  - Enclose any dust nuisance operations in a warehouse-like building

5 OPERATING PROCEDURES TO MINIMIZE ODORS

In order to minimize the development of conditions that could lead to odor problems, the organic and compostable material handling areas of the facility were designed based on the nature and quantity of materials to be received and stored, as well as the availability of drainage controls.

Odors at the facility are likely to occur during the hours of 3 am to 10 pm, when there is activity in the facility area. As a result, site personnel will assess materials upon receipt for odor generation potential. Site personnel have been trained to manage all organic and compostable material handling in a manner that minimizes the development of conditions that could lead to objectionable odors.

5.1 Aeration

Material will be aerated by equipment and personnel on the tipping floor. Rubber tired loaders will aerate material by turning and mixing with front load buckets.

5.2 Moisture Content of Materials and Moisture Management

Waste containing greater than 50 percent moisture or wastes where free liquid is present will not be accepted. Any excess moisture from waste stored on the tipping floor flows via gravity out of the waste into floor drains to the clarifier.

5.3 Material Characteristics and Quality

The incoming material consists of mixed municipal waste, residential waste, organic and compostable materials, and other materials, as defined in 14 CCR 17852. Incoming materials are checked for contaminants and prohibited material after unloading on the tipping floor.

5.4 Airborne Emission Controls

In order to reduce airborne emissions, unnecessary handling of waste will be minimized to limit dust formation. RSV will periodically use a mechanical sweeper and hand broom sweeping to clean the facility of dirt and dust, which will reduce dust propagation.

5.5 Drainage Controls

Since waste will be handled inside the transfer station building, it will not come into contact with precipitation. Moisture in the waste on the tipping floor will flow to floor drains that are piped to a clarifier. The floor drains have inserts to trap sediment and debris. Storm water on paved surfaces flows to on-site drain inlets that are equipped with filters to trap sediment, debris, trash, and oil/grease. All runoff is then routed to two coalescing plate separators for treatment.

5.6 Tipping Floor Maintenance

The tipping floor is designed to drain moisture from the waste to prevent a buildup of liquids that would produce excessive odor. In addition, the tipping floor will be cleaned daily to manage any residual liquids from the incoming material. Cleaning includes pushing material into appropriate bunkers, rinsing the floor as needed, and/or scraping the floor when appropriate.

As noted above, material will not be stored on the tipping floor for excessive periods of time. In order to limit waste holding times, material is removed from the facility on a first in first out basis. If any particularly odorous materials remain on the tipping floor at the end of the day, facility staff will close the doors to the building at the end of daily operations.

Other areas of the facility are kept clear of odorous waste.

5.7 Process/Wastewater Controls

The tipping floor is housed in an enclosed building with a sloped floor, which protects it from any precipitation or outside storm water. The interior of the building drains into a clarifier before flowing to the sanitary sewer system. All storm water from storm events is handled by the site's drainage features, which directs water to two coalescing plate separators for treatment before being discharged to the San Jose Municipal Storm Water System.

5.8 Material Handling and Storage Practices

5.8.1 Incoming Material

Waste material will be removed within 48 hours of arrival on site in most instances, but may remain onsite for up to 72 hours (e.g., over a holiday weekend).

Facility staff will inspect incoming loads to identify higher odor risk loads, and will direct the unloading of these loads such that they are not mixed with the general waste stream. Higher odor risk loads will be moved through the facility on a priority basis, and the truck/trailer dropping off that load will be cleaned prior to leaving the site for new waste collection.

5.8.2 Material Handling

After unloading, materials are checked for contaminants and prohibited items. Within 48 hours in most cases, waste material is loaded into transfer trucks by a rubber-tired loader. No processing of material occurs onsite.

If possible, loads with particularly strong odors will be transferred directly to transfer trailers and not allowed to remain in the tipping area. Once loaded in the transfer trailers, these loads will be covered with other wastes to temporarily "cap" the wastes from emitting odors. Those trailers will then be made a priority to move that load from the facility.

If any particularly odiferous materials cannot be transferred offsite on a given day, any remaining

materials will be isolated on the tipping floor and facility staff will undertake measures to minimize the odors. Such measures could include the following, as appropriate:

- An odor neutralizing spray can be sprayed directly onto the material,
- A layer of less odorous waste can be used to cover the material,
- Doors to the building can be shut at the end of daily operations.

As appropriate during storage onsite, if strong odors are observed, odiferous waste piles will be sprayed with neutralizer and then covered with less odorous materials.

5.9 Truck/Trailer Cleaning

All trucks and trailers will be enrolled in a periodic detailed cleaning process, and those that are involved in a particularly odoriferous load will be cleaned as soon as practical after that load has been emptied.

5.10 Use of Odor Neutralizers

As noted above, odor neutralizers can be used as appropriate to reduce odors within the building and transfer trailers. Historically odor masking agents have often been a source of complaints. There are many new generation odor neutralizing chemicals on the market, and some experimentation at this facility may need to be done to determine the best ones for the waste streams present at this site.

Odor Impact Minimization Plan
Recology Silicon Valley
Rogers Avenue Transfer Station 1675
Rogers Avenue, San Jose, CA 95112

Today's Date:_____/_____/_____
Control No.: / /
(year/juris./#)

ODOR COMPLAINT RESPONSE LOG

Complaint Received From: _____

Name of Complainant: _____

Address: _____

City:_____Zip Code: _____

Phone Number: (____)_____

Facility/Operation Name: _____

SWIS# (if applicable):_____-_____-_____

Facility Address: _____

City:_____Zip Code: _____

Date Complaint Received (if applicable):_____/_____/_____

Date(s) and Time(s) Alleged Odors Detected:_____/_____/_____:____AM/PM

Detected by: _____

Description of Alleged Odor(s) and/or Attachments: _____

Name of LEA Representative Contacted (if applicable): _____

Date/Time LEA Notified:_____/_____/_____AM/PM

Inspection Performed by LEA? Other Agencies Present at Inspection? _____

Inspection Resolution/Results (include date):

Follow-up:

To Complainant? _____ To

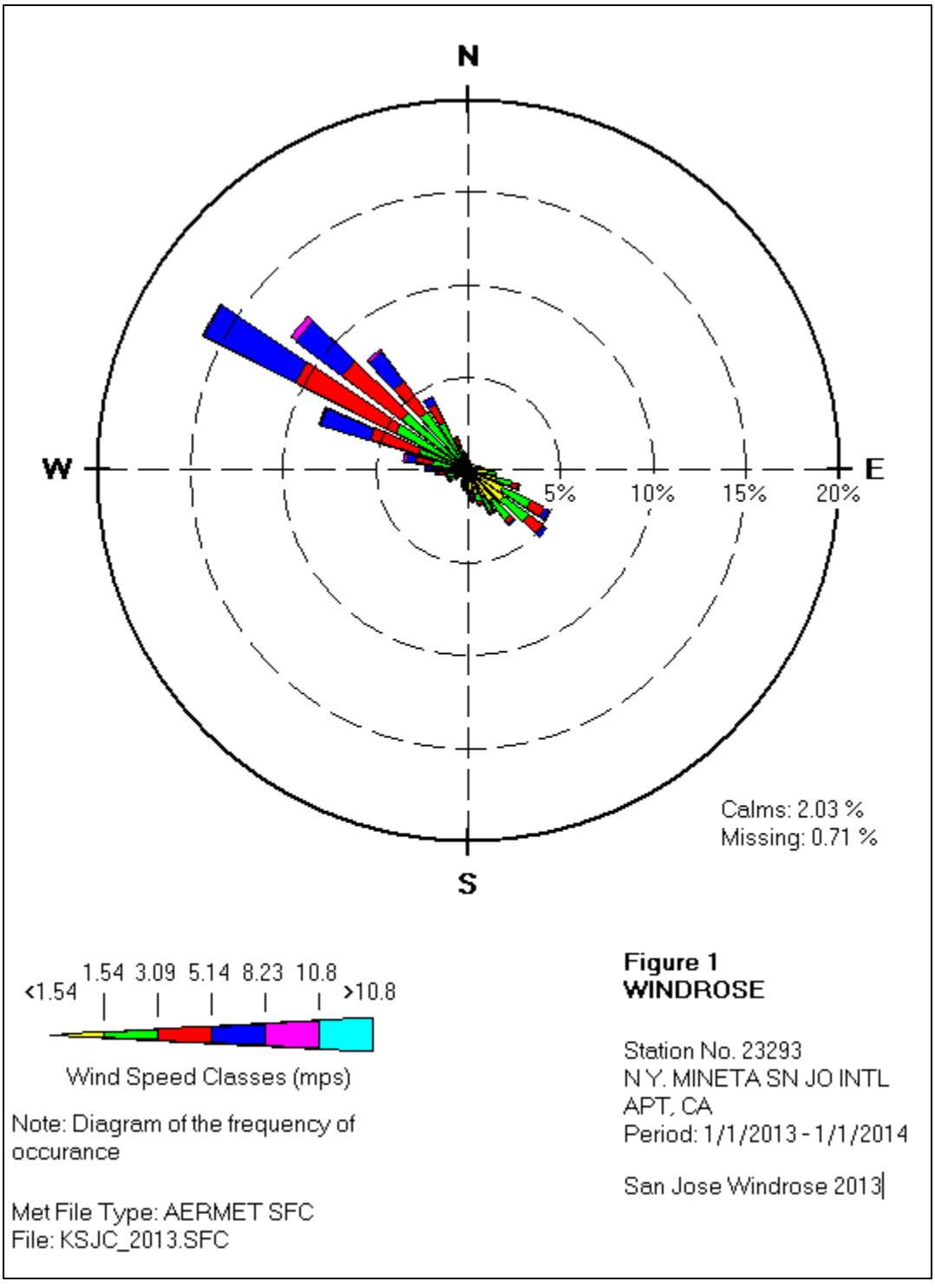
Other Agencies? _____

Form Completed by: _____

Signature:_____Date:_____/_____/_____

Attach Copy of Complaints or Referral from Other Agencies.

Figure 1. San Jose Wind Rose



Appendix B
Noise Study

ERM

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Technical Memorandum

To	Thai-Chau Le, (City of San José)
From	Aditi Joshi; Cheri Velzy, and Jill Quillin, (ERM)
Date	January 24, 2019
Reference	0426385
Subject	Noise Assessment, Recology Transfer Station, 1675 Rogers Avenue, San Jose, CA

1 Introduction

The proposed increase in utilization of the Recology Rogers Avenue Transfer Station will involve an increase in average daily vehicle trips of approximately 54 round trips as well as extended hours of operation of the Facility. This memo assesses the potential for noise impacts associated with the proposed Project.

As the proposed Project does not involve construction activity, this assessment focuses on potential operational phase impacts. This report does not assess impacts to existing vibration levels, as the Project does not involve the use of heavy equipment or machinery (e.g. pile drivers, jackhammers, drills) that would induce perceptible levels of groundborne vibration. With reference to the screening methodology outlined by the Federal Transit Authority in its Transit Noise and Vibration Impact Assessment guidance dated May 2006, the project does not involve the movement of trucks on uneven ground, or the operation of vehicles near, under or within vibration-sensitive buildings. Truck movements typically generate vibration at levels that do not cause a significant human response (FTA, 2006).

2 Background

Noise is undesirable sound that either disrupts daily life or minimizes the comfort, repose, or health of a recipient. Sound is composed of a pressure wave passing through a medium, usually air. The magnitude of sound is measured in decibels (dB), with the human hearing threshold sound level being zero dB. Since the range of sound levels detected by the human ear is quite large, sound is measured on a logarithmic scale. One important characteristic of sound is the frequency, which is the number of sound wave cycles that pass an object in one second. The frequency is measured in hertz (Hz). Although the audible human hearing frequency range is typically 20 to 20,000 Hz, not all frequencies elicit the same human hearing response. Since humans are less sensitive to very low and very high frequencies, sound measurements are typically adjusted such that more weight is assigned to the mid-range frequencies to which humans are most sensitive. The conventional weighting scale required by local, state, and federal agencies is the A-weighted sound level (dBA), and is thus used in this analysis.

Because environmental noise fluctuates over time, most descriptors average the sound level over the time of exposure, and some add “penalties” during the times of day when intrusive sounds would be more disruptive to listeners. The most commonly used descriptors are:

- Equivalent A-weighted noise level (Leq). The Leq is an average or constant sound level over a given period that would have the same sound energy as the time-varying, A-weighted sound over the same period.
- Maximum noise level (Lmax). The highest instantaneous noise level during a specified time period. In this report, it is presented as LAFmax, which is an A-weighted level measured using the fast time weighting response of the sound level meter.
- Statistical descriptors (e.g. L10 and L90). These descriptors represent the noise level exceeded for a given percentage of a specified time period. L10 is the level exceeded 10% of the time. L90 is the level exceeded 90% of the time, and is considered an indicator of ‘background’ noise levels.
- Day-night average noise level (DNL or Ldn). The DNL or Ldn is a 24-hour average sound level; however, for the night hours between 10:00 p.m. and 7:00 a.m., a penalty of 10 dBA is added to the average. This additional 10 dBA accounts for the tendency of people to perceive noise to be louder at night.
- Community noise equivalent level (CNEL). The CNEL is similar to the DNL, except that, in addition to the 10:00 p.m. to 7:00 a.m. 10 dBA penalties, a 5 dBA penalty is applied to noise levels occurring from 7:00 p.m. to 10:00 p.m. Typically, day-night average (DNL) noise levels are within 1 dBA of the CNEL.

2.1 Effects of Noise on People

The effects of noise on people can generally be divided into three categories:

- Interference with activities such as speech, sleep, and learning – The thresholds for speech interference indoors are generally considered to be about 45 dBA if the noise is steady, and above 55 dBA if the noise is fluctuating. Outdoors, the thresholds are about 15 dBA higher. Interior residential standards for multi-family dwellings are set by the State of California at 45 DNL. This standard is designed for sleep and speech protection, and most jurisdictions apply the same criterion for all residential uses.
- Subjective effects of annoyance, nuisance, and dissatisfaction – Based on attitude surveys used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas, the main causes for annoyance due to noise are interference with speech, radio and television, house vibrations, and interference with sleep and rest. The DNL as a measure for noise is considered to provide a valid correlation of noise level and the percentage of people annoyed. Three aspects of a community noise are most important in determining subjective response – the level of sound, the frequency composition or spectrum of the sound, and the variation of sound level with time.
- Physiological effects such as hearing loss or sudden startling – While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within

a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise, but may be due to a single event, such as an explosion. Natural hearing loss associated with aging may also be accelerated by chronic exposure to loud noise. The Occupational Safety and Health Administration (OSHA) has a standard which is set at the noise threshold where hearing loss may occur from long-term exposures. More specifically, the maximum allowable level is 85 dBA averaged over eight hours, and higher if the allowable exposure time is correspondingly shorter.

Environmental noise typically produces effects in the first two categories outlined above. Workers in industrial plants generally experience noise in the third category.

2.2 Noise Attenuation

Noise is dependent on the distance a receptor is from the noise source. Stationary point sources of noise, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 to 7.5 dBA as the distance from the source doubles, depending on the topography of the area and environmental conditions (e.g. atmospheric conditions and noise barriers, vegetative or manually created). For example, if a stationary source 25 feet away from a receptor has a noise level of 60 dBA, the noise level would be approximately 52.5 to 54 dBA at twice the distance (50 feet).

Widely distributed noise, such as that from a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate; approximately 3 to 6 dBA per distance doubled. Natural and manmade barriers can sometimes achieve up to 15 dBA reduction in noise level depending on the characteristics of the barrier.

3 Methodology

The evaluation of potential noise impacts involves an assessment of the magnitude of noise levels against the relevant limits. These limits have been established in planning documents and municipal codes of the City of San José and implicitly take into account the sensitivity of receptors (see Section 1.3.1 below). Noise measurements were taken to understand ambient noise levels at the site.

A noise study was conducted at the site in 2010 by Charles M. Salter Associates Inc., (Recology Silicon Valley, Environmental Noise Assessment, 1675 Rogers Avenue – San Jose, California, dated 1 July 2010). The 2010 study measured noise levels from the main sources of noise associated with the Project, i.e., waste processing, transfer trailers and collection vehicles. The analysis summarized in this attachment uses the source noise levels from the 2010 study to predict noise from the proposed Project in conjunction with the increased vehicle numbers from the Project Description. Background noise levels and project activity noise levels were then combined to calculate the average day-night noise levels. These levels were then assessed against the applicable criteria for industrial facilities in the City of San José.

3.1 Criteria

The City of San José Municipal Code limits noise levels at the property line of residential, commercial, or industrial properties (City of San José, 2002). For industrial sources adjacent to property zoned for industrial use, this limit is 70 dBA at the property line, except under a special use permit.

Community noise criteria are established in the San José 2040 General Plan (General Plan), dated November 2011. The General Plan established objectives for acceptable levels of noise development projects in San José (City of San José, 2011). The acceptable level for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Of relevance to this study are the City's acceptable exterior noise level objectives, which are presented in Figure 1.

Figure 1: Community Noise Level Criteria for San José

Table EC-1: Land Use Compatibility Guidelines for Community Noise in San José

LAND USE CATEGORY	EXTERIOR NOISE EXPOSURE (DNL IN DECIBELS (DBA)) 55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care[1]						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arena, Outdoor Spectator Sports						
6. Public and Quasi-Public Auditoriums, Concert Halls, Amphitheaters						

[1]Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required.

Normally Acceptable:

- Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:

- Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable:

- New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: Table EC-1 of San José 2040 General Plan (City of San José, 2011)

3.2 Receptors

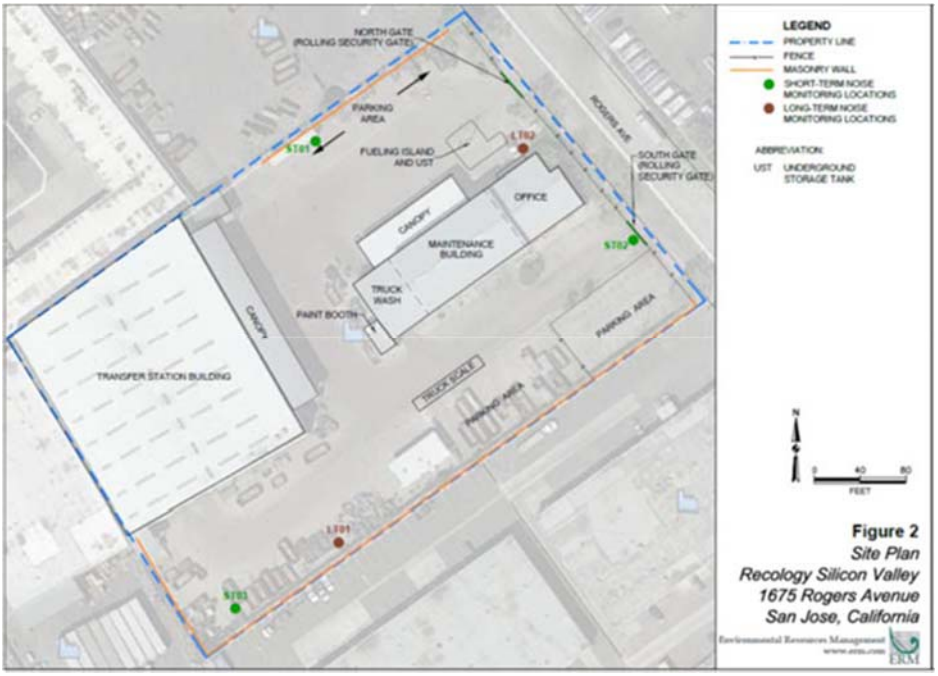
The facility is located in an area zoned for industrial land use, and as such does not have any neighboring facilities that fall within a sensitive land use classification. The nearest residential receptor is a hotel located approximately 1,100 feet to the northeast of the facility. It is separated from the facility by other industrial and commercial properties. Industrial receptors are located adjacent to the Facility to the south and west. Industrial receptors to the east are separated from the facility by Rogers Avenue. A parking lot is located to the north of the site boundary.

4 Baseline Noise Levels

Ambient noise levels at boundaries of the Facility were measured at 5 locations within the site between July 24 and July 27, 2018 (see Figure 2). Long term measurements were collected at two

locations along the site boundaries from approximately 5 pm on July 24, 2018 through 10:30 am on July 26, 2018. ERM selected the monitoring points based on site conditions, i.e. accessibility and locations that were a safe distance from truck paths and would not interfere with site activities. LT01 was placed along the southern site boundary, within a landscape feature in the employee parking area. LT02 was placed along the western site boundary, also near a small employee parking area. Noise measurements were collected over a 48-hour period at location LT02. Due to an instrument error, measurements were terminated earlier than intended at LT01; 40 hours of data were collected at this location.

Figure 2: Noise Measurement Locations



The results of long-term monitoring are summarized in Table 1. Community noise levels at the boundary are expressed in terms of Day-Night Noise Levels (DNL), as described in Section 1.2 of this document. Recology confirmed that operations at the facility were consistent over the monitoring period; therefore, for LT01, 8 hours from the same time on the previous day were used to calculate the DNL at this location for the second 24-hour period. Reports from the sound level monitors are attached in Appendix A.

Table 1: Long-Term Noise Monitoring Results

Location	DNL dBA	LAFmax dBA
LT01	57 to 59	94.9 at 05:32 on July 26 2018
LT02	63 to 69	109.6 at 09:33 on July 25 2018

Noise levels at LT01 are primarily from employee vehicles, waste processing activities and truck and trailer movements within the site. It was observed that the roll-up doors of the building were generally closed. Based on site observations, the higher noise levels at LT02 are likely to be the result of truck and trailer movements passing in closer proximity to the noise meter through the nearest gate; as well as noise from transportation along Rogers Avenue outside the site. Trains passing along the railway line running along Rogers Avenue and are expected to have contributed to noise levels at LT02. The measured levels at LT02 are consistent with the DNL of 67 to 71 dBA for the North Planning Area presented in the Environmental Noise Assessment of the Envision San Jose 2040 General Plan Comprehensive Update (City of San José, 2010).

The long-term readings were supplemented by short-term (15 minute) measurements at 3 locations on the morning of July 27, 2018. Three consecutive readings of 5 minutes were taken at each location. The range of values obtained is shown in Table 2, along with observations of onsite and off-site activities contributing to noise levels during the measurement period. It is noted that transfer operations at the site had ceased prior to the short term measurement period.

Table 2: Short-Term Noise Monitoring Results

Location	Leq 5 min dBA	LAFmax dBA	LA10 dBA	LA90 dBA	Observations
ST01	66 to 72	82 to 85	70 to 77	57 to 61	Truck movements within site - backing up, idling, driving into site, leaving transfer area. Forklift movement within site. Trucks passing along Rogers Avenue.
ST02	67 to 75	78 to 103	69 to 73	63 to 65	Trucks entering the site through gate. Vehicles including large trucks passing along Rogers Avenue. Concrete batch plant operations across the street.
ST03	58 to 60	72 to 73	58 to 64	56 to 57	Machinery operating at adjacent site (audible but not visible), traffic along Rogers Avenue

Noise levels at ST01 were primarily from truck movements and truck parking along the northern boundary. Noise from vehicle and truck movements along Rogers Avenue, including trucks from the cement plant across the street, were identified as the main contributors to environmental noise levels at ST02. Monitoring at ST03 was undertaken at a time at which loading operations had ceased for

the day; therefore it is considered representative of daytime background levels. The results are very similar to the long-term results obtained along the southern boundary (LT01).

5 Predicted Project Noise Levels

Noise levels from various sources at the facility were established during a 2010 noise study for the site (Table 3). Waste handling and processing activities were measured in a simulation which involved waste being dropped off to the building by trucks and moved by forklift onto the conveyer from where it was sorted and dropped into large metal bins. The measured outdoor noise levels are shown below.

Table 3: Measured Source Noise Levels

Source	Noise Levels
Waste handling and processing inside building	60 to 70 dBA at boundary (with doors open) 60 to 65 dBA at boundary (with doors closed)
Transfer trailers	74 – 79 dBA at 25 feet (66 – 71 dBA at boundary)
Collection trucks (weighing and traveling to building)	77 dBA at 25 feet (69 dBA at boundary)

Source: Charles M. Salter Associates, Inc., July 2010. *SP09-065 Initial Study - Recology Silicon Valley Environmental Noise Assessment*

5.1 Processing

For waste handling and processing, as no new equipment is to be installed for the Project, it is expected that the noise levels generated will be similar to the value presented above, but will be generated over a longer period of operation (4 am to 6 pm). The increased hours of operation may have an impact on the DNL at the boundary; however, this change reflects a limited extension of operating hours (4 hours) that would occur during normal working hours, which limits the potential for nuisance impacts. As noise levels at the boundary approach 70 dBA due to waste processing, it is recommended that the facility continue its practice of keeping the doors of the processing building closed whenever possible to limit boundary noise impacts.

5.2 Transfer trailers and collection vehicles

The noise levels from each of these sources was calculated at the nearest boundary. For transfer trailers and collection trucks, this distance is approximately 65 feet from the northern and southern boundaries. At this distance, noise levels from each of the transfer trailers and collection vehicles will attenuate to up to 71 dBA and 69 dBA respectively at the north and south boundaries. According to Recology the maximum number of truck movements would occur between 4 am and 7 am, with approximately 20 vehicles leaving the site each hour over a 15- minute period, i.e. up to two trucks in a 5 minute period. The predicted noise levels at the north, south, and east boundaries are estimated to be up to 73 dBA during this time of peak truck movements. Outside of the hours of 4 am to 7 am, collection truck and transfer trailer movements will be staggered over the rest of the day. A value of

69 dBA is therefore used to represent the hourly noise levels at the north and south boundaries due to truck and transfer trailer movements for operational hours other than 4 am – 7 am. During these off-peak hours, a value of 72 dBA (assuming 2 trucks per five minutes) is used for the eastern boundary, as this is the boundary along which the facility gates are located.

5.3 Employee and other vehicles

In addition to the main waste transfer activities, some noise will be generated from employee vehicles entering and traveling within the site. Short-term measurements at the site indicated noise levels of around 68 dBA at 25 feet from passing vehicles. Noise levels for the number of vehicles associated with the project are estimated to be around 64 dBA at the boundaries. These vehicle movements will generally occur around shift change and office start/ end times. Based on traffic flow within the site and the size of the site, it is estimated that such vehicles will be driven for a very short time (a minute or two) within the site before being parked. Therefore, the contribution of employee and other vehicles to boundary noise levels is expected to be limited in terms of both magnitude and duration.

5.4 DNL at Site Boundaries and Nearest Residential Receptor

Noise levels at the western boundary are dominated by waste processing, while at other boundaries, transfer trailer and collection vehicles movements are likely to dominate. The estimates below conservatively assume that the noise from the project activities is emitted constantly over the 14-hour operation period; in reality, noise levels will fluctuate and are likely to be below these values. A level of 57 dBA was used for nighttime noise at the South and West boundaries, and a level of 58 dBA was used for the North and East boundaries, using the highest hourly noise levels measured between 10 pm and 4 am during the monitoring survey. For the evening hours between 6pm and 10pm, a value of 59 dBA was used at all boundaries, which is also based on the highest hourly noise level measured during that period. The predicted DNL values at each site boundary are shown below.

Table 4: Boundary Noise Levels

Boundary	Estimated Post-Project DNL (dBA) at Recology Site Boundary
North	69
South	69
East	70
West	68

It is noted that noise levels at the industrial receptors located on the other side of the southern and western boundary are likely to be below these values due to the concrete walls separating the

facilities. Noise at the property lines of receptors to the east of the site will also be lower than these values, as the receptors are separated from the site by a distance of approximately 70 feet.

Noise from the Project is estimated to result in a DNL of approximately 30 dBA at the nearest residential receptor (i.e. the hotel located 1,100 feet from the site), which is unlikely to be audible.

6 Conclusion

Long-term and short-term measurements at the Recology site showed that current noise levels are within the acceptable level of 70 dBA prescribed by the City of San José. Exterior DNL levels at the site boundaries from project activities were predicted to range from 68 to 70 dBA. The DNL at the nearest residential receptor from Project activities was estimated to be 30 dBA; therefore noise from the Project is unlikely to be audible at this location. It is recommended that the facility continue its practice of keeping the doors of the transfer station building closed whenever possible to limit noise impacts to other industrial facilities.

7 References

City of San José, 2002. City of San José Municipal Code – Chapter 20.50 Industrial Zoning Districts, Part 5 – Performance Standards, Section 20.50.300. https://library.municode.com/ca/san_jose/codes/code_of_ordinances?nodeId=TIT20ZO_CH20.50INZODI_PT5PEST

City of San José, 2011. Envision San José 2040 – General Plan. Nov 2011. http://www.sanjoseca.gov/index.aspx?NID=1737

Charles M. Salter Associates, Inc, 2010. Recology Silicon Valley, Environmental Noise Assessment, 1675 Rogers Avenue – San Jose, California. July 2010.

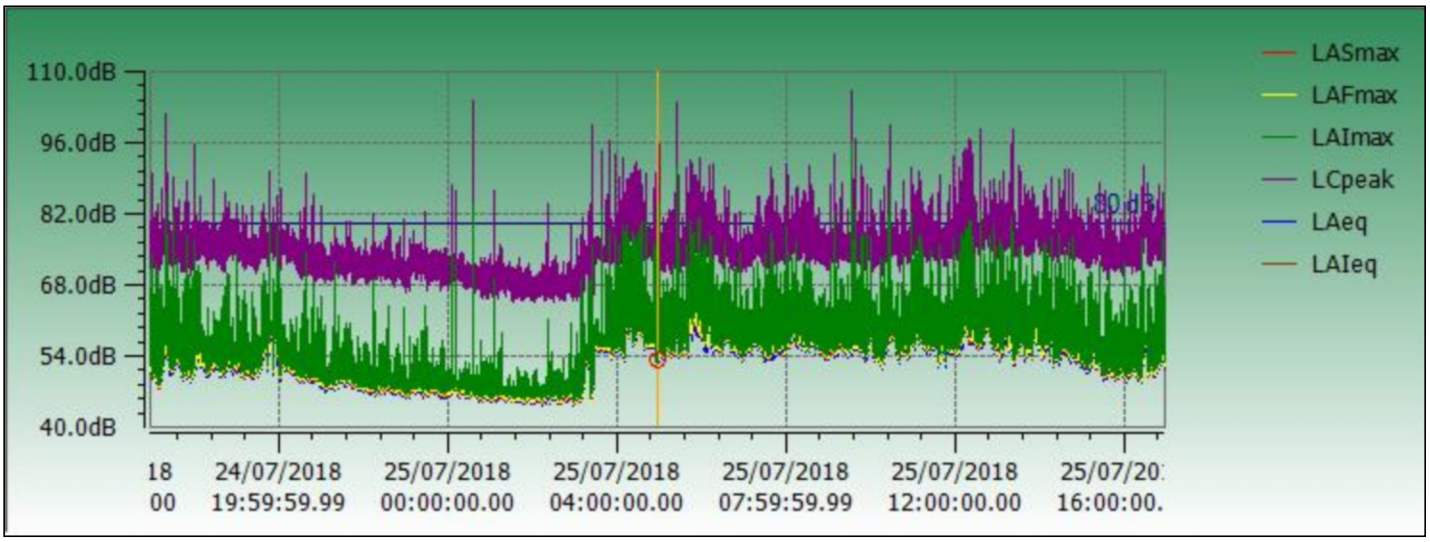
FTA, 2006. Transit Noise and Vibration Impact Assessment. May 2006. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf

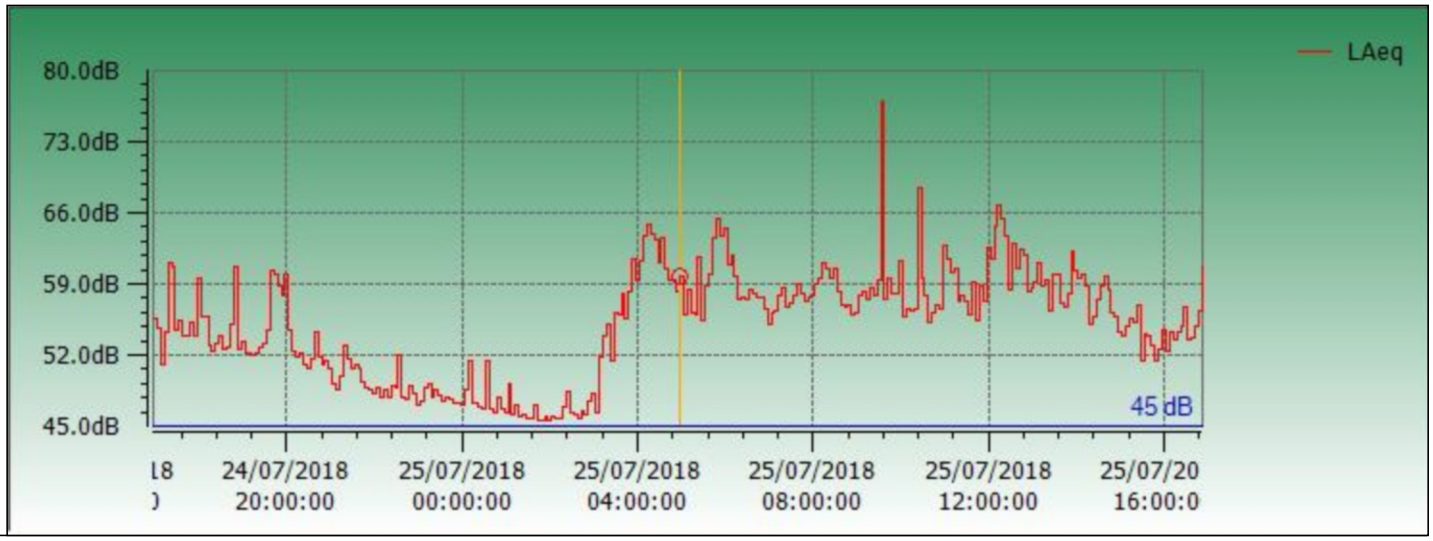
Appendix A Noise Monitoring Results

Casella CEL Ltd.

Report On Recology

Instrument Model	**CEL-633C**		
Serial Number	4637969	End Date & Time	7/25/2018 4:57:42 PM
Start Date & Time	7/24/2018 4:57:42 PM	Calibration (Before) Date	7/24/2018 4:49:35 PM
Duration	24:00:00 HH:MM:SS	Calibration (Before) SPL	114 dB
LAeq	58.8 dB	Calibration (After) Date	7/27/2018 12:28:23 PM
LAFmax with Time	94.9 dB (7/25/2018 9:33:04 AM)	Calibration Drift	-3.2 dB
LAFmin with Time	43.6 dB (7/25/2018 2:37:45 AM)	Result	Period
Response	Random		





Casella CEL Ltd.

Report On Recology

Instrument Model	**CEL-633C**		
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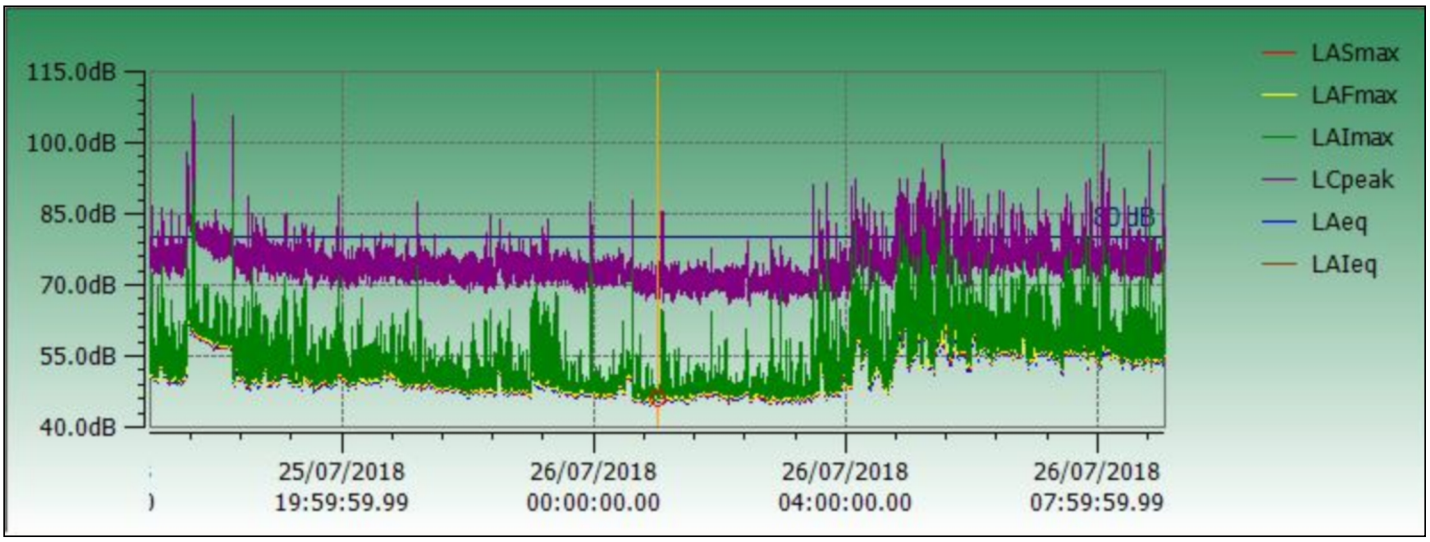
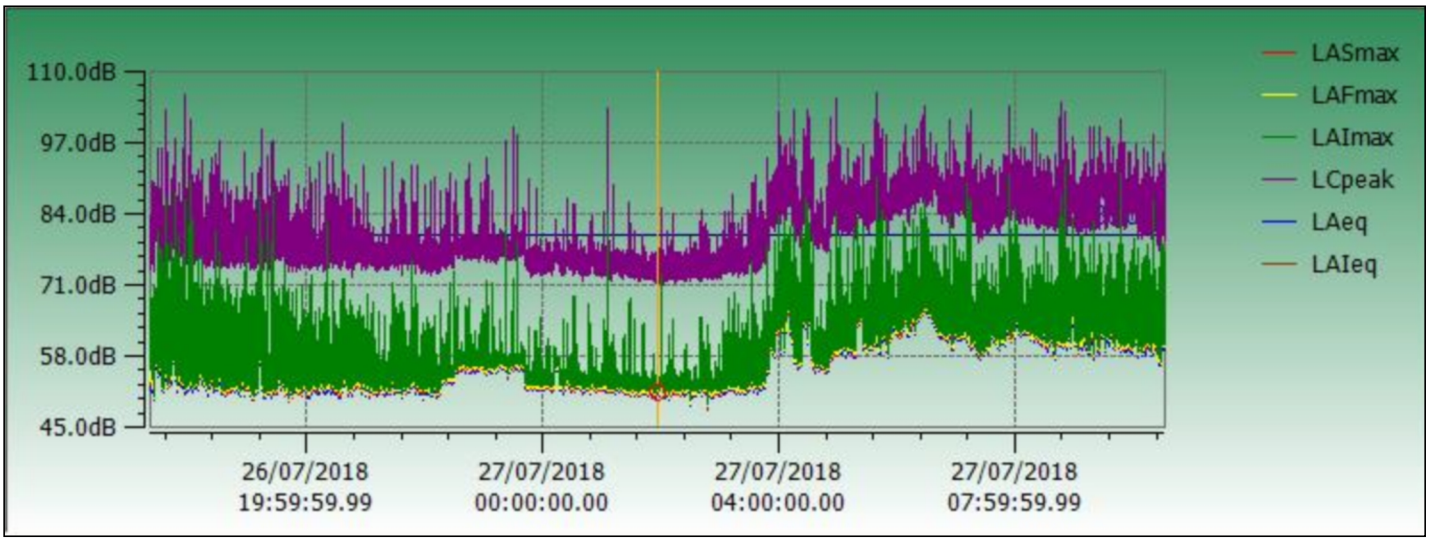
Start Date & Time	7/25/2018 4:57:42 PM	Calibration (Before) Date	7/24/2018 4:49:35 PM
Duration	16:06:35 HH:MM:SS	Calibration (Before) SPL	114 dB
LAeq	56.3 dB	Calibration (After) Date	7/27/2018 12:28:23 PM
LAFmax with Time	92.6 dB (7/26/2018 5:32:32 AM)	Calibration Drift	-3.2 dB
LAFmin with Time	44.1 dB (7/26/2018 12:52:56 AM)	Result	Period
Response	Random		



Report On Recology

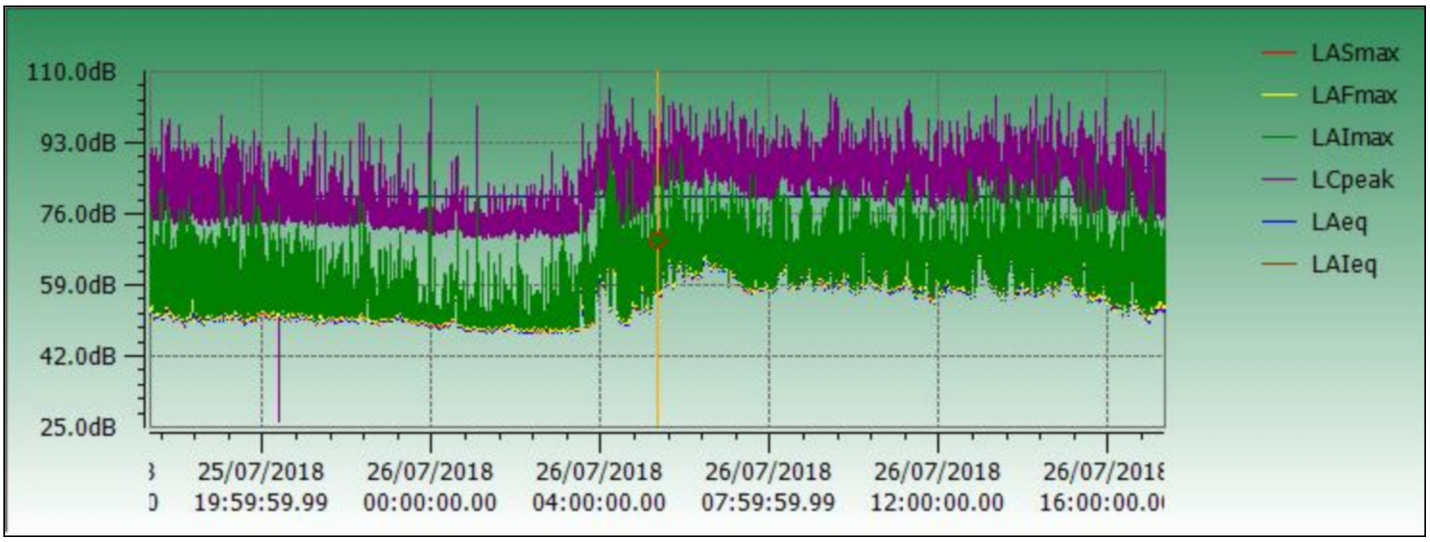
Instrument Model	**CEL-633C**		
Serial Number	2670902	End Date & Time	7/27/2018 10:32:47 AM
Start Date & Time	7/26/2018 5:20:52 PM	Calibration (Before) Date	7/24/2018 5:17:27 PM
Duration	17:11:55 HH:MM:SS	Calibration (Before) SPL	114 dB
LAeq	62.1 dB	Calibration (After) Date	
LAFmax with Time	91.6 dB (7/27/2018 8:51:56 AM)	Calibration Drift	-0.4 dB
LAFmin with Time	47.7 dB (7/27/2018 2:48:03 AM)	Result	Period
Response	Random		

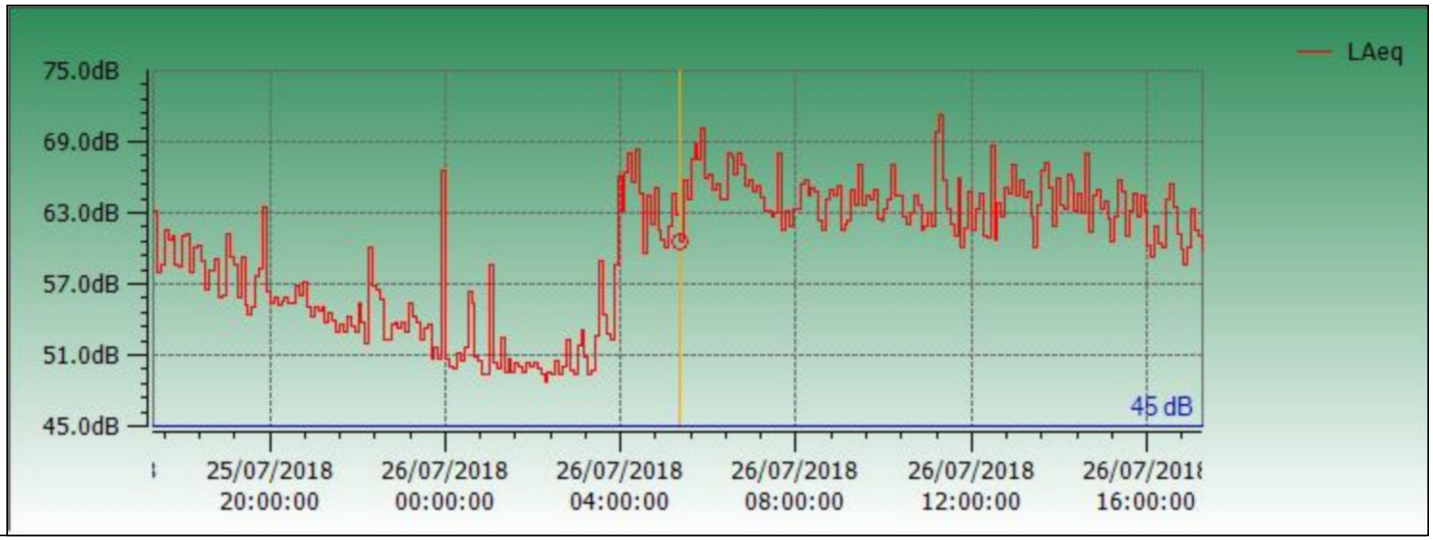


Casella CEL Ltd.

Report On Recology

Instrument Model	**CEL-633C**		
Serial Number	2670902	End Date & Time	7/26/2018 5:20:52 PM
Start Date & Time	7/25/2018 5:20:52 PM	Calibration (Before) Date	7/24/2018 5:17:27 PM
Duration	24:00:00 HH:MM:SS	Calibration (Before) SPL	114 dB
LAeq	62.5 dB	Calibration (After) Date	
LAFmax with Time	92.2 dB (7/26/2018 2:17:47 PM)	Calibration Drift	-0.4 dB
LAFmin with Time	46.8 dB (7/26/2018 2:33:40 AM)	Result	Period
Response	Random		

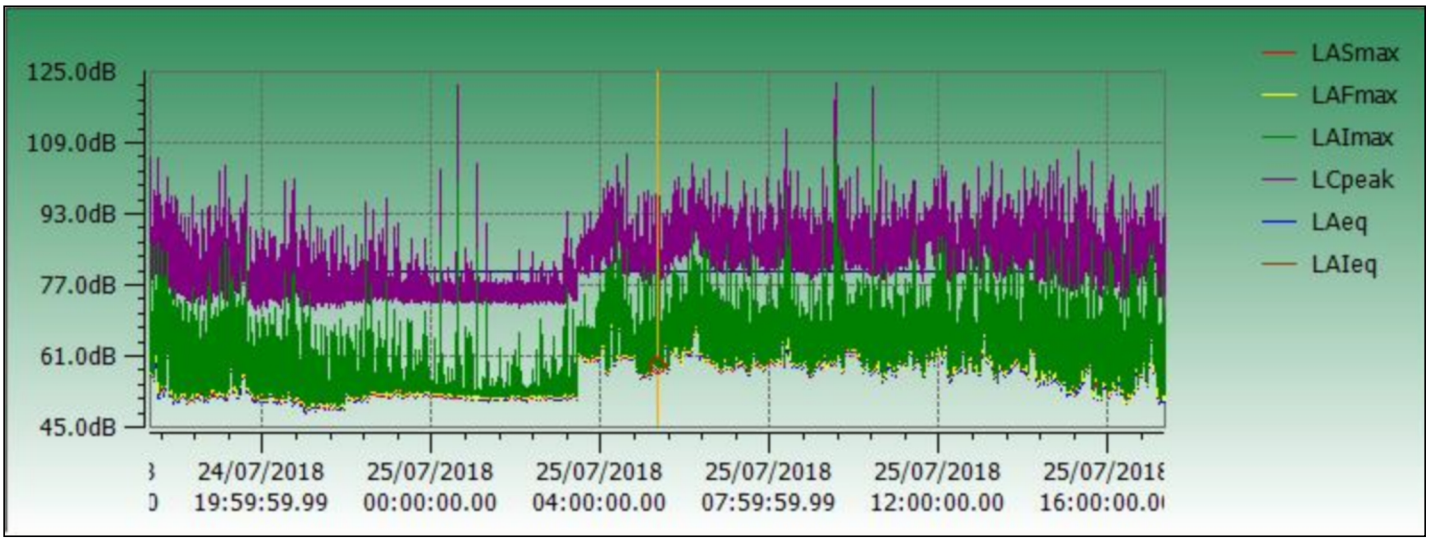


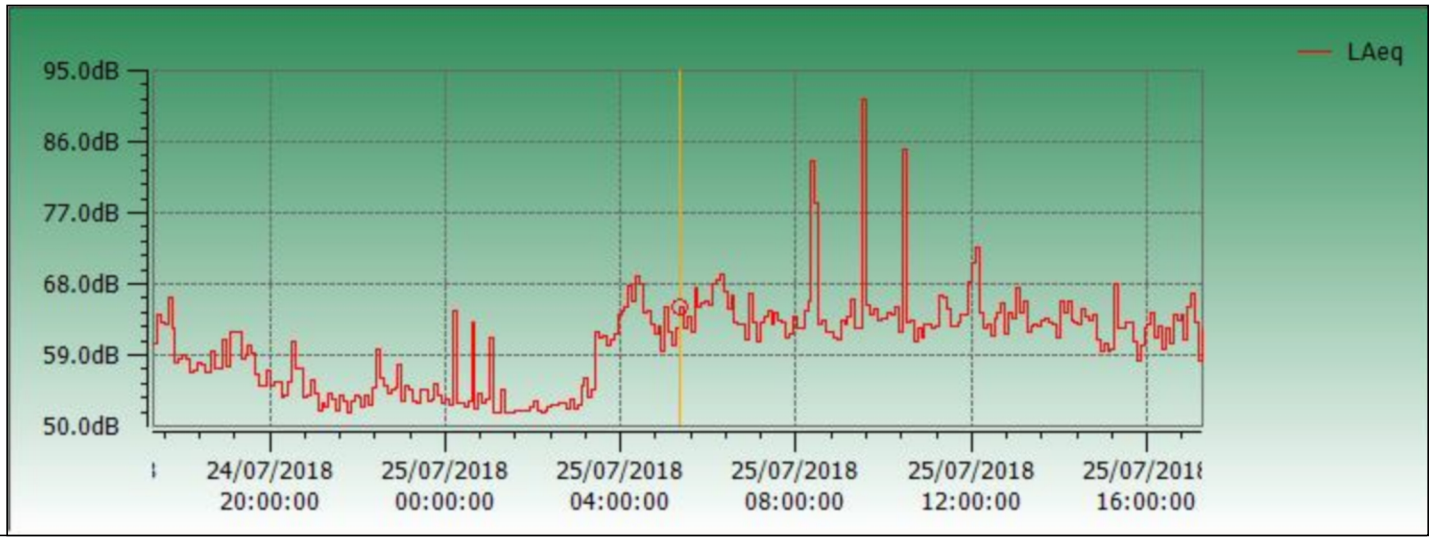


Casella CEL Ltd.

Report On Recology

Instrument Model	**CEL-633C**		
Serial Number	2670902	End Date & Time	7/25/2018 5:20:52 PM
Start Date & Time	7/24/2018 5:20:52 PM	Calibration (Before) Date	7/24/2018 5:17:27 PM
Duration	24:00:00 HH:MM:SS	Calibration (Before) SPL	114 dB
LAeq	69.3 dB	Calibration (After) Date	
LAFmax with Time	109.6 dB (7/25/2018 9:33:11 AM)	Calibration Drift	-0.4 dB
LAFmin with Time	47.7 dB (7/24/2018 9:00:39 PM)	Result	Period
Response	Random		





Report On Recology

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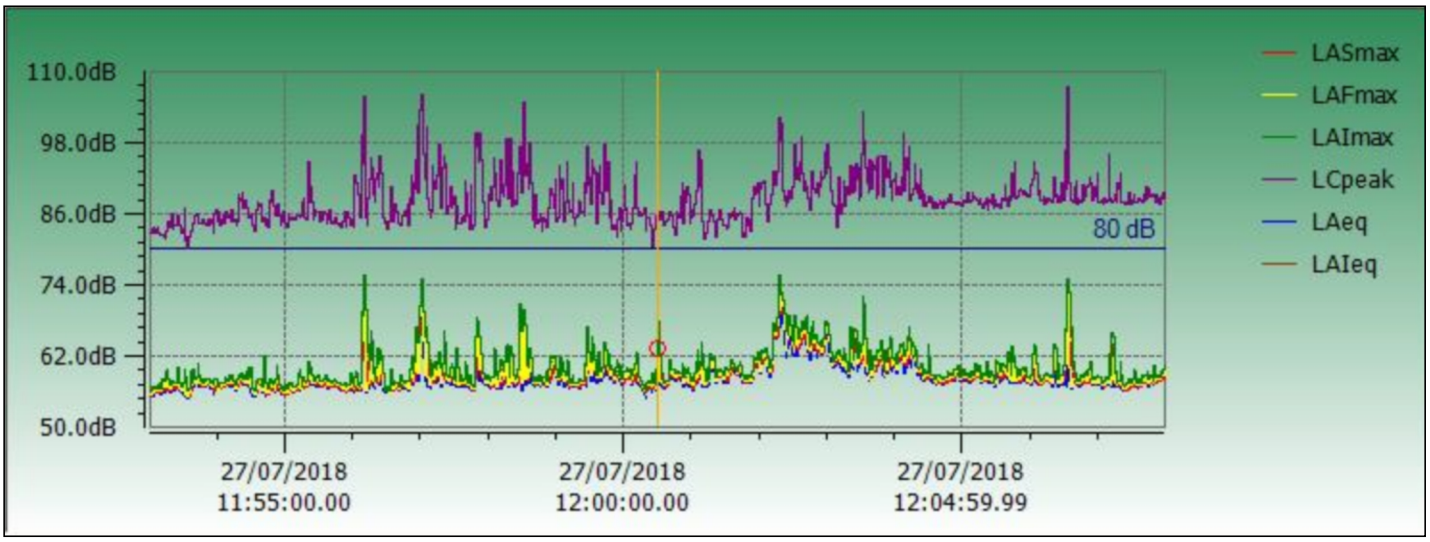
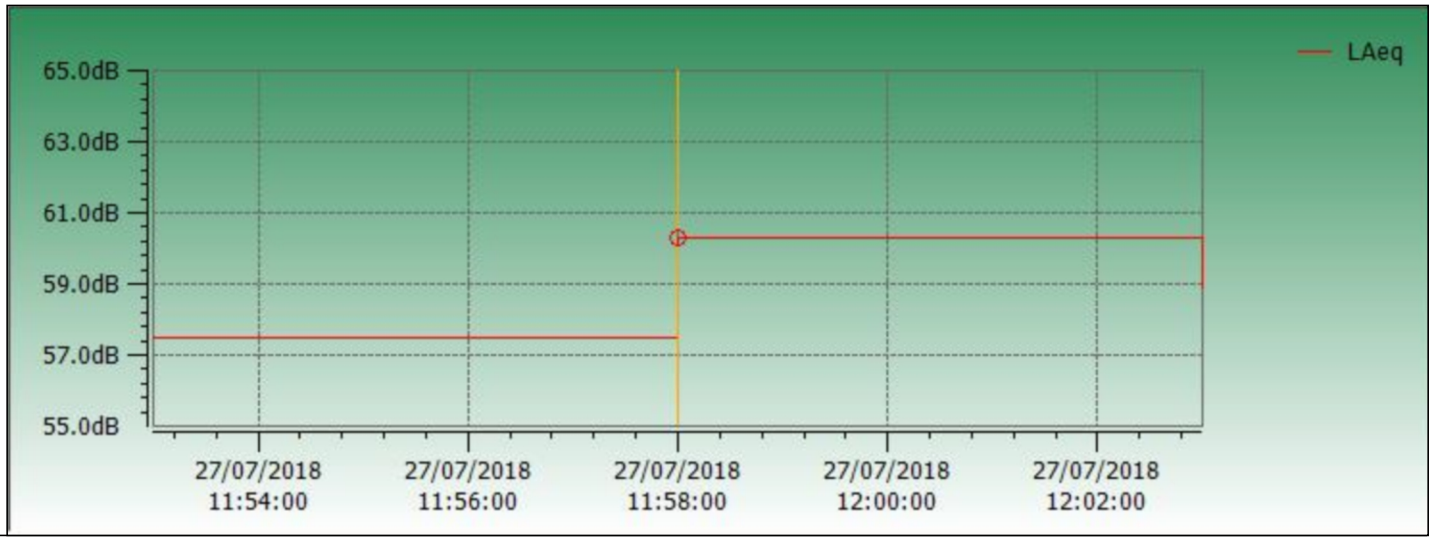
Start Date & Time	7/27/2018 11:53:00 AM	Calibration (Before) Date	7/24/2018 5:17:27 PM
Duration	00:15:00 HH:MM:SS	Calibration (Before) SPL	114 dB
LAeq	59 dB	Calibration (After) Date	
LAFmax with Time	73.2 dB (7/27/2018 12:02:17 PM)	Calibration Drift	-0.4 dB
LAFmin with Time	54.5 dB (7/27/2018 11:53:34 AM)	Result	Period
Response	Random		





Report On Recology

Instrument Model	**CEL-633C**		
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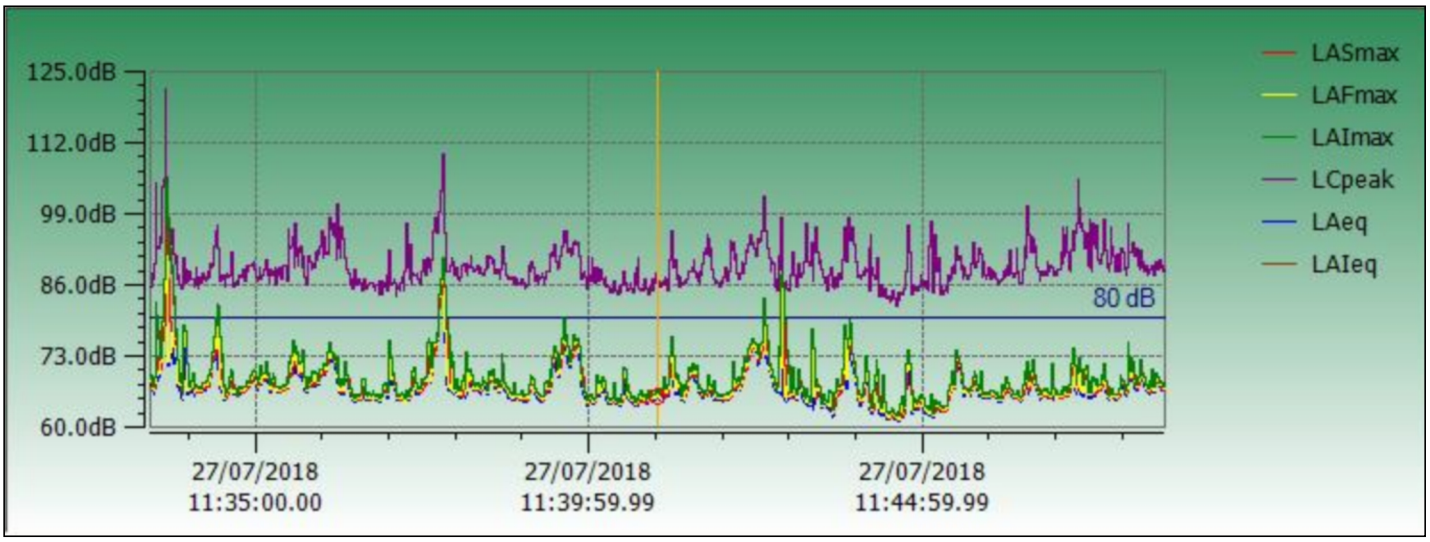
Start Date & Time	7/27/2018 11:33:25 AM	Calibration (Before) Date	7/24/2018 5:17:27 PM
Duration	00:15:13 HH:MM:SS	Calibration (Before) SPL	114 dB
LAeq	71.8 dB	Calibration (After) Date	
LAFmax with Time	102.7 dB (7/27/2018 11:33:39 AM)	Calibration Drift	-0.4 dB
LAFmin with Time	60.8 dB (7/27/2018 11:44:36 AM)	Result	Period
Response	Random		



Instrument Model	CEL-633C		
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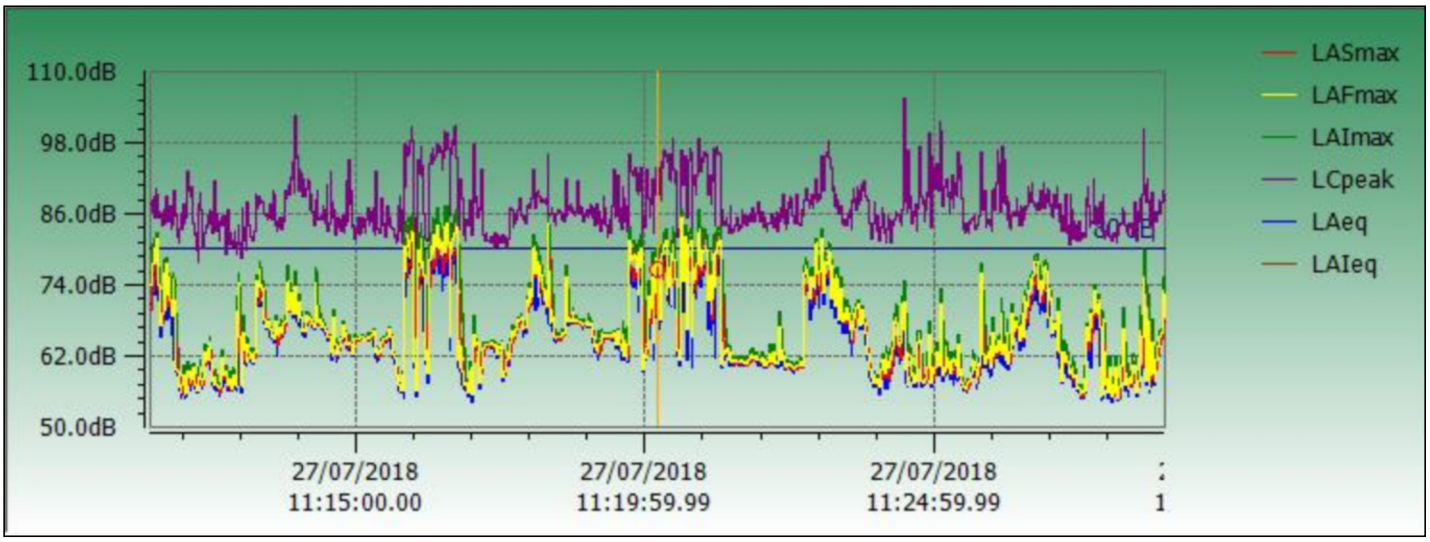
Start Date & Time	7/27/2018 11:11:26 AM	Calibration (Before) Date	7/24/2018 5:17:27 PM
Duration	00:17:33 HH:MM:SS	Calibration (Before) SPL	114 dB
LAeq	69.3 dB	Calibration (After) Date	
LAFmax with Time	85.2 dB (7/27/2018 11:20:38 AM)	Calibration Drift	-0.4 dB
LAFmin with Time	53.5 dB (7/27/2018 11:28:07 AM)	Result	Period
Response	Random		



Appendix C
Traffic Study

FEHR PEERS

MEMORANDUM

Date: February 28, 2019

To: Jill Quillin, ERM

From: Dan Rubins, Fehr & Peers

Subject: Recology Silicon Valley – Trip Generation and Distribution, Site Vehicle Circulation, Queuing, Parking, and Driveway Truck Turning Analysis

SJ18-1803

This memorandum summarizes the results of the focused traffic assessment for Recology Silicon Valley's solid waste, recycling and organics collections facility located at 1675 Rogers Avenue in San José, California. The project is the proposed increase in facility processing capacity from 99 tons per day to 500 tons per day, which will result in an increase of the number of trucks entering and exiting the site and on streets near the facility.

The project site is located within the North San José (NSJ) Area Development Policy boundaries. Thus, the proposed project's industrial square footage was included as a part of the traffic analysis and environmental documentation prepared for the NSJ Development Policy.

This memorandum focuses on trip generation, trip distribution and trip assignment estimates for the proposed processing capacity increase, and a site vehicle circulation, parking, and queuing review.

TRIP GENERATION

The amount of traffic generated by the increase in processing capacity was estimated by first developing Recology truck trip generation rates based on the counted number of Recology trucks entering and exiting the site compared to the existing processing capacity. These rates were then applied to the capacity increase to estimate the amount of added Recology truck traffic. In addition, other Recology related vehicle trip information, such as number of employee and customer/vendor vehicle trips, were obtained from the project applicant.

Trip Generation Rates

When evaluating traffic conditions, analysts study the time periods when traffic volumes are highest, known as the "peak hours". Two kinds of peak hours were studied in this analysis: (1) peak hours of adjacent streets and (2) peak hours of the facility (Recology). The peak hours of the adjacent streets generally correspond with the morning and evening commute periods, also called the AM Peak Hour and PM Peak Hour. These peak hours usually fall between 7:00 am to 9:00 am in the morning and 4:00 pm to 6:00 pm in the evening, and are determined using volumes of all vehicle types (Recology and non-Recology vehicles) along Rogers Avenue near the project site. However, since Recology Silicon Valley currently ends operations at 2:00 pm, the PM Peak Hour does not include Recology trips under Existing Conditions.

The second type of peak hour is the Peak Hour of Facility. This corresponds to the hours when the use reaches its highest traffic generation, even if they occur outside of the commute periods. For Recology Silicon Valley, its peak hours are 4:45 to 5:45 am and 11:15 am to 12:15 pm. These peak hours are based on existing site operations information provided by Recology staff and confirmed with counts at the driveways.

Recology truck trip generation rates were developed for the Morning Peak Hour of Facility, AM Peak Hour of the adjacent streets, and Midday Peak Hour of the Facility as shown in **Table 1**. The trip rates are expressed as truck trips per daily processing ton and are based on vehicle counts (see **Attachment A**) collected at the project site's driveways (see *On-Site Vehicle Circulation* section of this Memorandum*)* and the existing facility's processing capacity of 99 tons per day. The counts were conducted on Tuesday, March 27th and Wednesday, March 28th, 2018 and the two-day results were averaged. (The third site driveway near the southern edge of the parcel is closed, and therefore was not included in the counts.)

The counts were collected from 4:00 am to 6:00 pm to ensure both the adjacent street peak hour and facility peak hour traffic was captured. Recology trucks were counted separately from other vehicles such as East Bay Tire Company trucks that share the same address and driveways.

TABLE 1: RECOLOGY SILICON VALLEY TRUCK TRIP RATES (TRUCKS PER DAILY PROCESSING TON)

Item	Morning Peak Hour of Facility[1] (4:45 am to 5:45 am)			AM Peak Hour of Adjacent Streets[1] (7:45 am to 8:45 am)			Midday Peak Hour of Facility[1] (11:15 am to 12:15 pm)		
	In	Out	Total	In	Out	Total	In	Out	Total
Truck Trips	5	4	9	1	0	1	4	3	7
Trip Rates	0.05	0.03	0.08	0.01	0.00	0.01	0.04	0.03	0.07

Notes:

1. Trips values represent number of Recology trucks.
2. Trip rate values rounded to the nearest one hundredth decimal.

Source: Fehr & Peers, February 2019.

Trip Generation Estimates

Using the rates in **Table 1**, the proposed project's truck trip generation estimates were calculated using the proposed processing capacity of 500 tons per day. **Table 2** presents Recology Silicon Valley's vehicle trip generation for Project Conditions, Existing Conditions, and the amount of net-added traffic. This table also presents 'Other Recology Vehicles' including employee, customer, and vendor vehicle trips.

'Other Recology Vehicles' trips were determined using information from **Table 1** and **Table 4** of the Project description document titled '*PROJECT DESCRIPTION Rogers Avenue Transfer Station San José, California*' dated September 2018 and updated January 2019 provided by ERM-West, Inc. These tables present the number of employee, customer, and vendor vehicle trips for the existing Recology Silicon Valley site and the proposed project. In **Table 2**, 'Recology Trucks' represent Recology's collection and transfer vehicle trips. 'Office Employee Vehicles' are the passenger vehicles trips of Recology's office employees. These trip rates are greater than the average office vehicle trip rates on a per employee basis from the Institute of Transportation Engineers (ITE land use code 710; offices in general urban/suburban locations from the *Trip Generation Manual 10th Edition*) shown in **Attachment B.** 'Other Recology Vehicles' are the vehicle trips generated Recology mechanics, loader operators, operations manager, and support specialists, as well as delivery, customer and vendor vehicle trips.

The project description also includes information on the increase in facility staff (office workers and mechanics) and drivers (drivers of collection vehicles). Due to the expanded facility operations, the number of facility staff will increase by approximately 30 employees, and the number of collection vehicle drivers will increase by 80.

TABLE 2: RECOLOGY SILICON VALLEY TRIP GENERATION

Scenario and Item	Facility Processing Capacity (Tons)	Morning Peak Hour of Generator (4:45 am to 5:45 am)				AM Peak Hour of Adjacent Streets (7:45 am to 8:45 am)				Midday Peak Hour of Generator (11:15 am to 12:15 pm)				PM Peak Hour of Adjacent Streets (3:30 pm to 4:30 pm)			
		Trip Rate[1]	In	Out	Total	Trip Rate[1]	In	Out	Total	Trip Rate[1]	In	Out	Total	Trip Rate[1]	In	Out	Total
Project Conditions																	
Recology Trucks	500	0.08	23	18	41	0.01	5	0	5	0.07	18	15	33	0.00	0	0	0
Office Employee Vehicles[2]		0.00	0	0	0	0.07	37	0	37	0.00	0	0	0	0.07	0	37	37
Other Recology Vehicles[2]		0.05	24	0	24	0.01	3	3	6	0.10	24	24	48	0.01	3	3	6
Project Conditions Total		*0.13*	*47*	*18*	*65*	*0.09*	*45*	*3*	*48*	*0.16*	*42*	*39*	*81*	*0.08*	*3*	*40*	*43*
Existing Conditions																	
Recology Trucks	99	0.08	5	4	9	0.01	1	0	1	0.07	4	3	7	0.00	0	0	0
Office Employee Vehicles[2]		0.00	0	0	0	0.25	25	0	25	0.00	0	0	0	0.25	25	0	25
Other Recology Vehicles[2]		0.02	2	0	2	0.02	1	1	2	0.00	0	0	0	0.02	1	1	2
Existing Conditions Total		*0.11*	*7*	*4*	*11*	*0.28*	*27*	*1*	*28*	*0.07*	*4*	*3*	*7*	*0.27*	*26*	*1*	*27*
Net New Trips (Project-Existing)			**40**	**14**	**54**		**18**	**2**	**20**		**38**	**36**	**74**		**2**	**14**	**16**

Notes:

1. Trip Rates are in units of Vehicle Trips per Processing Capacity (tons).
2. Existing office employee operations includes 25 employees per project description provided by ERM-West, Inc. (January 2019).
3. 'Other' Recology Vehicles' include Recology employee vehicles such as mechanics, loader operator, operations manager, support specialists, as well as customer and vendor vehicle trips and deliveries.
4. Trip values are rounded in this table for presentation purposes.

Source: Fehr & Peers, February 2019.

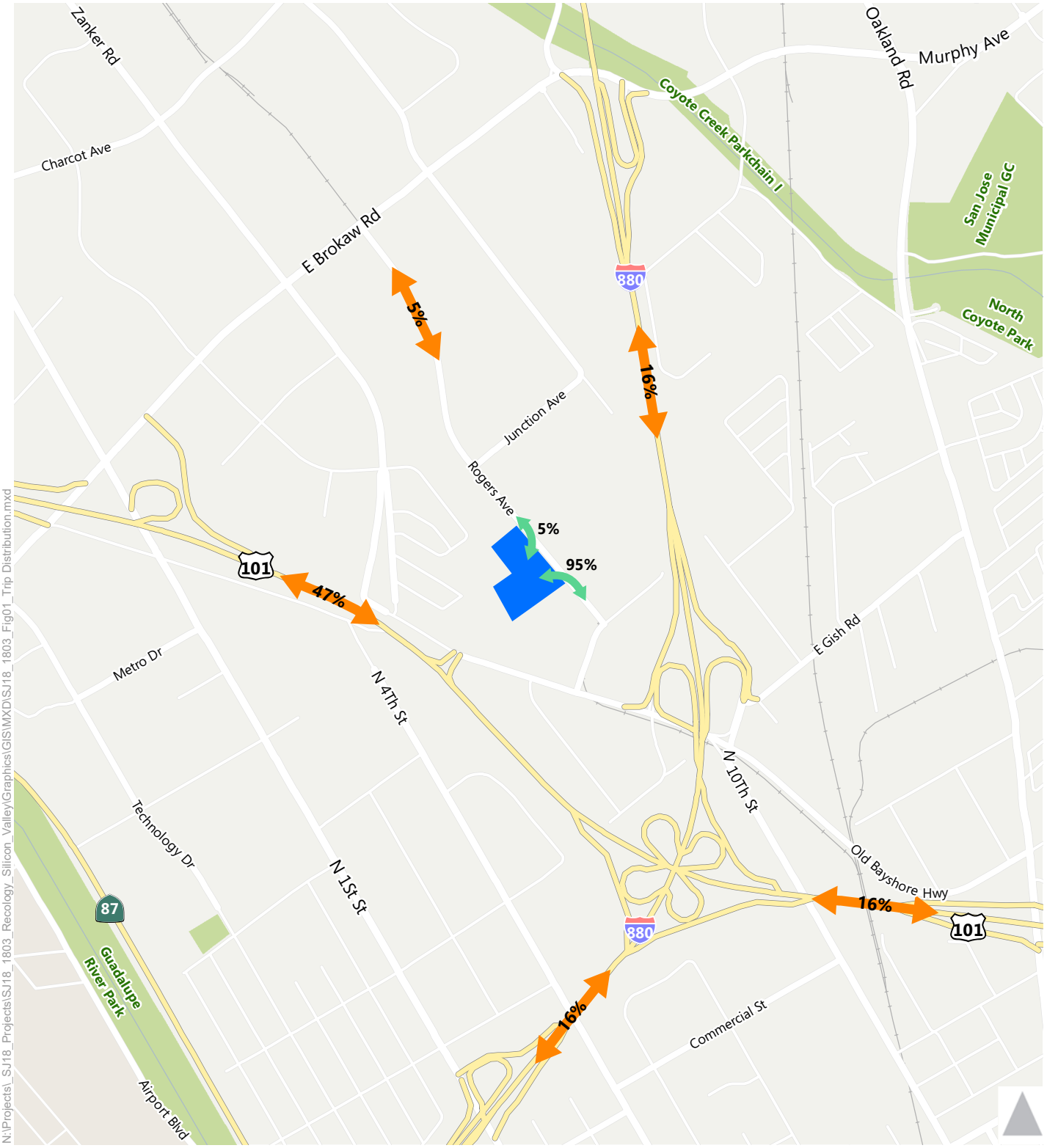
Although the project description states that office employees arrive around 7:00 am and depart around 5:00 pm, their trips are included in the AM Peak Hour of Adjacent Streets (7:45 am to 8:45 am) and PM Peak Hour of Adjacent Streets (3:30 pm to 4:30 pm) to present a conservative analysis. City of San José's PM Peak Hour extents are from 4:00 to 6:00 pm. However, hourly vehicle volumes on Rogers Avenue during this time period are lower than during the peak hour at 3:30 pm, and therefore 3:30 pm volumes on Rogers Avenue were used for this analysis. Some vehicle trips included in **Table 4** of the Project description occur outside of the studied peak hours (such as trips at the end of the PM shift at around 9:30 pm) and are not included in **Table 2**.

The proposed facility's processing capacity increase will result in 54 net new trips during the morning peak hour of facility (4:45 am to 5:45 am), 20 net new trips during the AM peak hour of adjacent streets (7:45 am to 8:45 am), 74 net new trips during the midday peak hour of facility (11:15 am to 12:15 pm), and 16 net new trips during the PM peak hour of adjacent streets (3:30 pm to 4:30 pm). With only 20 trips being added to the street network during the AM peak hour of adjacent streets and 16 during the PM peak hour of adjacent streets, Fehr & Peers does not anticipate a need for further analysis of the proposed facility's processing capacity increase. Furthermore, the 54 net new trips during the morning peak hour of the facility and 74 net new trips during the midday peak hour of the facility are not anticipated to disrupt the surrounding transportation network considering the low number of new trips and that they occur during time periods when local traffic volumes are low.

TRIP DISTRIBUTION AND ASSIGNMENT

The Recology Collections Facility sends and receives trucks to/from Mountain View, Cupertino, Santa Clara, and San José. In addition, some Recology trucks transfer materials to/from Newby Island in Milpitas. The distribution of Recology trucks on surrounding roadways as they travel to and from these areas is presented on **Figure 1**.

Of the Recology trucks entering/exiting the collections facility, 95 percent use Rogers Avenue to the south to US-101 and I-880. The remaining 5 percent use Rogers Avenue to the north towards Brokaw Road. **Figures 2** and **3** present the Recology truck trip assignment for Existing Conditions and Project Conditions, respectively, displaying the Recology truck volumes at the intersections of Queens Lane / Old Bayshore Highway, and Rogers Avenue / E. Brokaw Road.



Trip Distribution

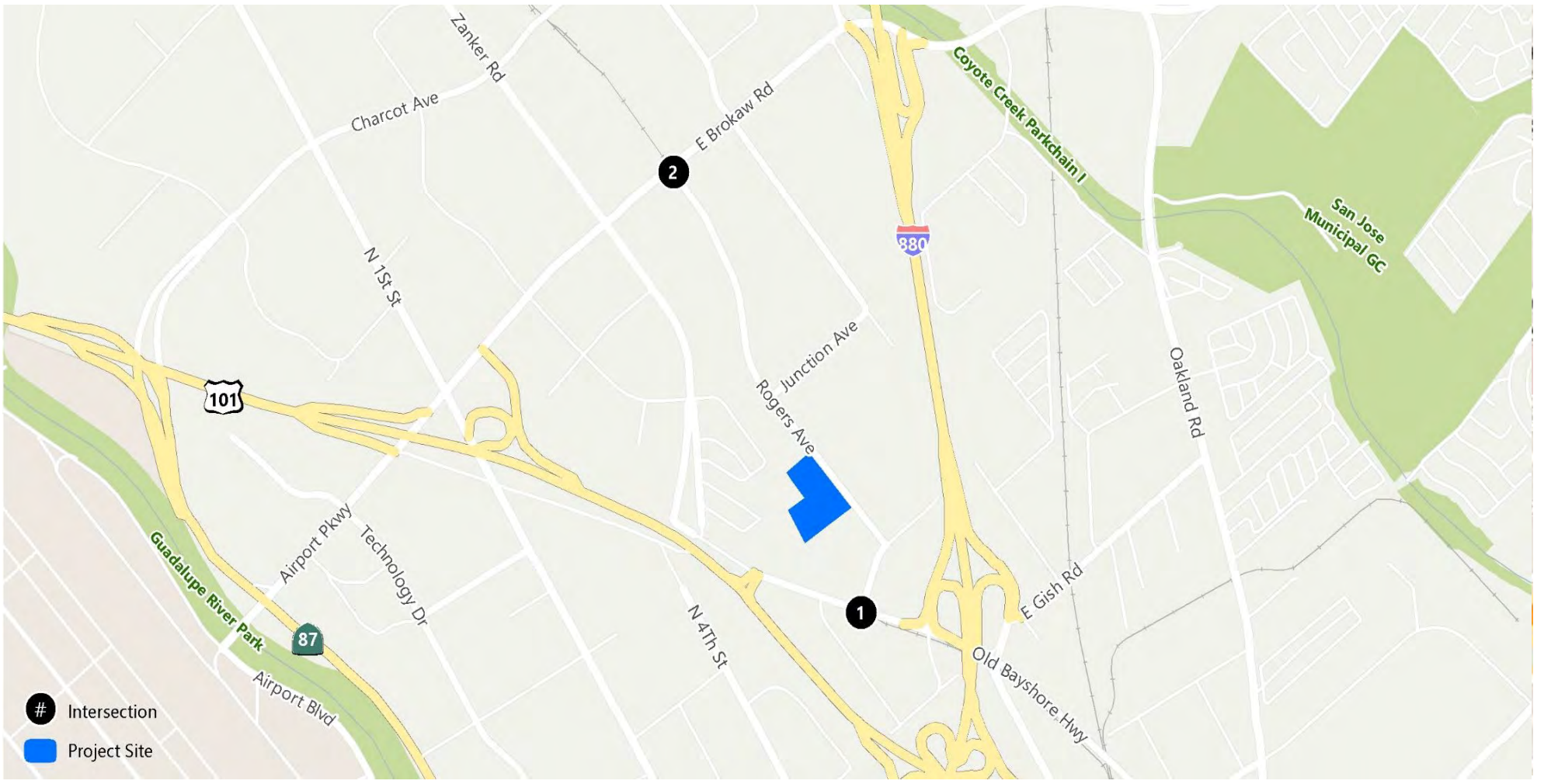
Project Site

% on Surrounding Roadways

% on Rogers Avenue

Figure 1

Recology Truck Trip Distribution



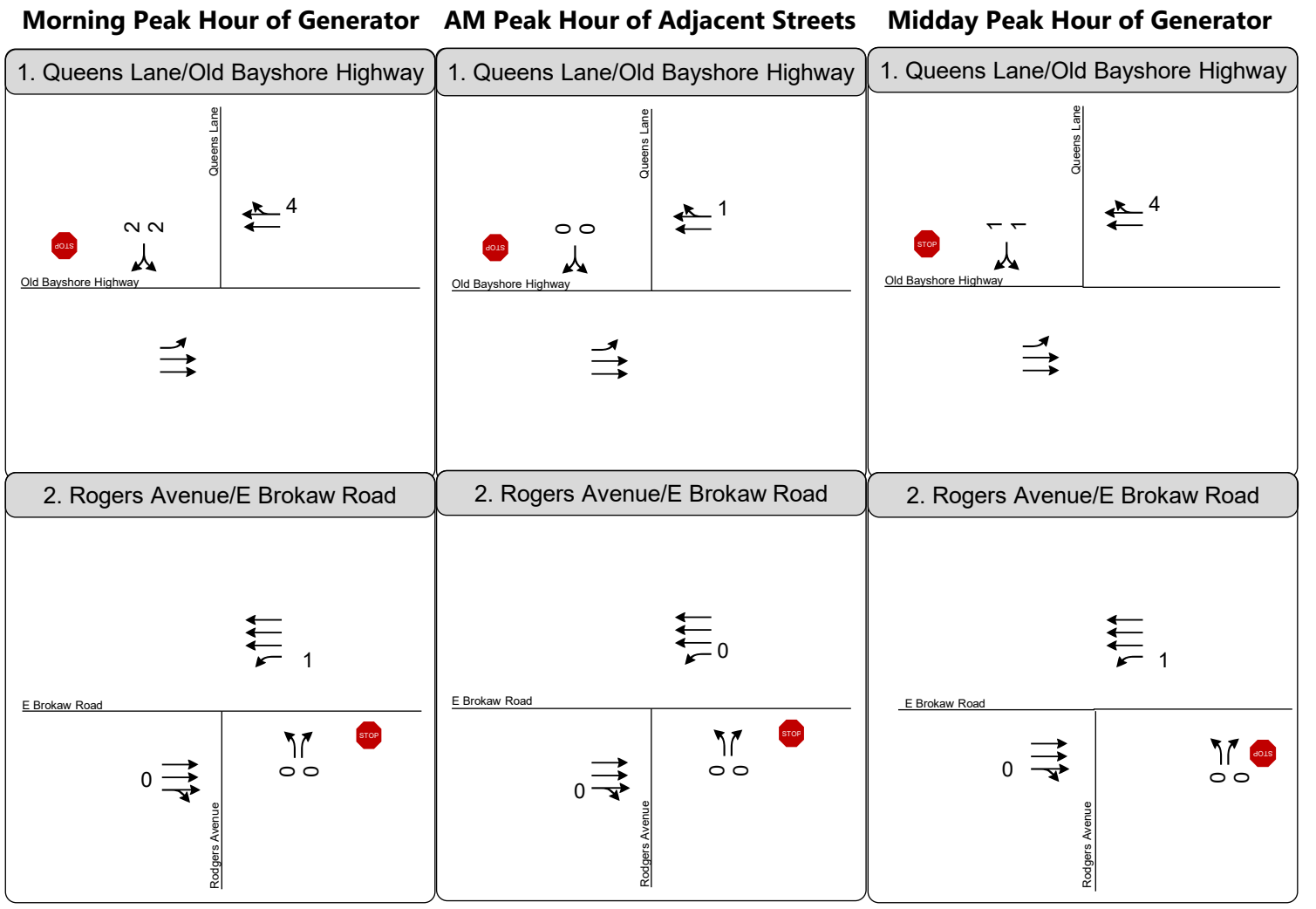
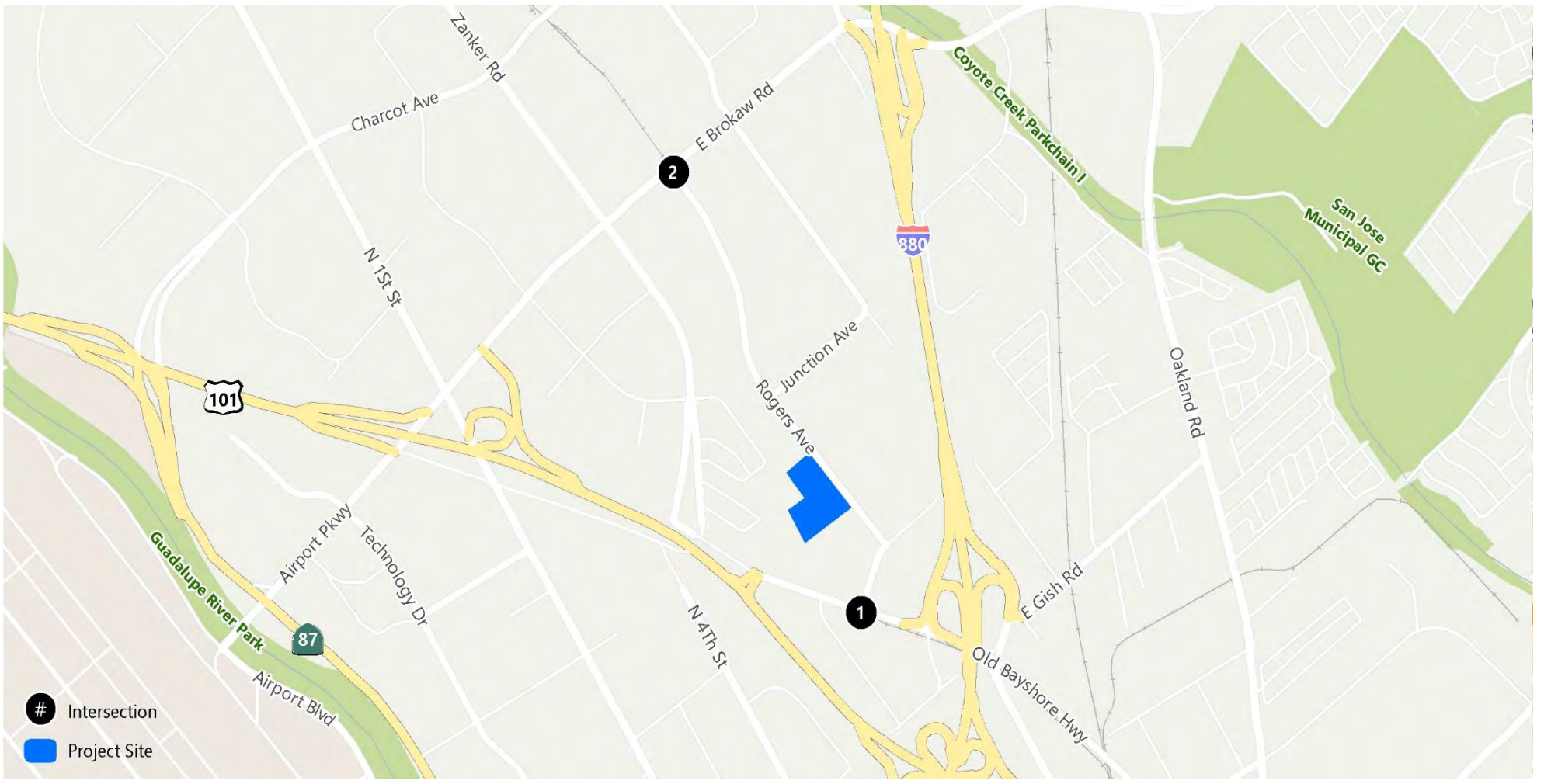


Figure 2

Peak Hour Recology Truck Volumes and Lane Configurations Existing Conditions



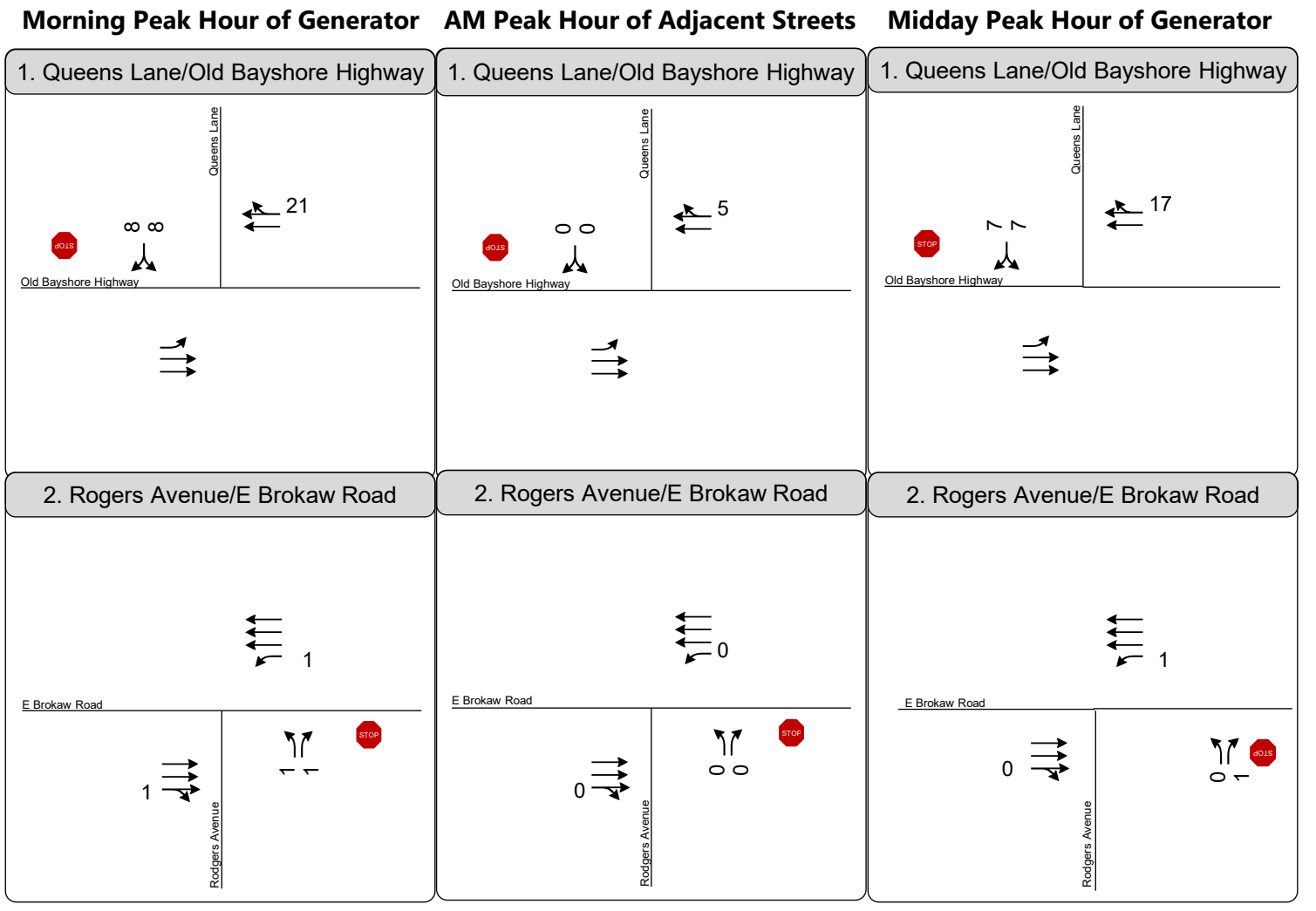


Figure 3

Peak Hour Recology Truck Volumes and Lane Configurations Project Conditions

SITE VEHICLE CIRCULATION, QUEUING, AND PARKING

Fehr & Peers staff conducted on-site field observations on Tuesday, March 27th during the morning peak hour of facility, midday peak hour of facility, and PM Peak hour of adjacent streets. Staff observed the on-site Recology truck vehicle circulation as well as any Recology truck queues.

Recology Site Day-to-Day Operations

The Recology Silicon Valley site currently operates from 4:00 am to 2:00 pm. The general procedure for processing a truck is as follows:

- Recology trucks enter the project site and immediately weigh in using the on-site truck scale. This process takes one minute on average.
- After weighing in, trucks enter the Recology collections facility and begin loading/unloading materials. This process takes 10 minutes on average and multiple trucks can be accommodated at the same time.
- After loading/unloading materials at the collections facility, trucks record their weight using the scale on the way out of the project site before departing. This process takes one minute on average.

On average, a Recology truck takes a total of 12 minutes to be processed. This includes time required for trucks to enter and exit the facility. During every 12-minute cycle, the maximum number of trucks that are processed in the facility (load/unload materials at the transfer station building) at one time is three. In most cases, only one or two trucks are processed simultaneously, but three is possible.

On-Site Vehicle Circulation

As presented on **Figure 4**, Recology trucks enter the site via the southern driveway, weigh in at the truck scale, and enter the Recology collections facility. Trucks use the same path to exit the project site, stopping at the scale to record their weight on the way. Recology trucks were observed to enter and exit the site using the same driveway (labeled driveway #2 on **Figure 4**). Although the trucks observed during peak hours used the southern driveway, trucks are also allowed to use the northern driveway (labeled driveway #1 on **Figure 4**). Most trucks use the southern driveway because it is a direct route to the truck scale and transfer building station.

The project site (see **Attachment C**) includes three truck scales; one along the southern driveway and the other two just east of the transfer building station. Although there are three total truck scales on the site plan, only the truck scale currently in operation today will be used in the future.

The Recology trucks that enter and exit the project site consist of single trailer 5-axle trucks and single unit 3-axle trucks. The dimensions of these trucks are 8 feet by 45.5 feet, and 12 feet by 32 feet, respectively. Images of these truck types are included as **Attachment D** of this memorandum. Truck turning templates are included in **Attachment E**.

Queuing

No vehicle queues were observed on Rogers Avenue during the morning or afternoon peak hours. However, on-site at the truck scale, no more than one truck was observed waiting to use the truck scale during the morning peak hour (one truck on the scale plus one waiting to use the truck scale). No vehicle queues were observed during the peak hours on Rogers Avenue nor on the project site.

Under Project Conditions, Recology truck queues for the truck scales will lengthen from a maximum of one truck waiting for the scale to two trucks waiting for the scale. This increase in vehicle queue[1] is for the maximum 23 inbound morning peak hour vehicles (AM Peak Hour of Generator) and based on information from Recology that describes the processing rate of a scale as 60 trucks per hour (1 minute on the scale per truck). The estimated maximum queue length is 3 Recology trucks with a queue length of approximately 160 feet (assumes a total truck length of 45.5 feet per truck and a 10-foot gap between trucks)[2]. The reported queue includes one vehicle on the scale and two waiting for the scale. The distance between the scale and Rogers street is approximately 245 feet. Therefore, the truck vehicle queue to use the scale will be contained on the project site.

On-Site Parking

The existing project site includes parking along the north and south edge of the project site, as well as adjacent to the processing building and the office building. The proposed project will keep this parking. According to San José Municipal Code the required on-site parking is 1 vehicle parking space per 250 square feet of office, 1 vehicle parking spaces per facility vehicle, and 1 vehicle parking space per employee of the largest shift.

Table 3 presents the amount of vehicle parking needed per the City of San José Municipal Code. The current parking supply is three spaces short of the required minimum parking supply per the San José Municipal Code. This deficit in parking is due to a 15% reduction in parking supply as

[1] The vehicle queue analysis assumes that Recology trucks have a random arrival. A Poisson distribution is used to represent a random arrival of vehicles within the peak hour. This pattern was observed during peak hour field observations, where trucks arrived at what seemed to be random intervals with no consistency in time between truck arrivals.

[2] *45.5 feet equals the total length of a Recology transfer trailer truck (Recology's longest truck)*

noted on sheet 2 of **Attachment C**. The project applicant should confirm that this parking space reduction is acceptable to City staff.

TABLE 3: VEHICLE PARKING SUPPLY

Criteria	Project Size[1]	Required Minimum Parking Supply Rate[2]	Required Minimum Parking Supply[2]	Proposed Parking Supply
Office Land Use				
Office	6,480 square feet	1 space per 250 square feet	26 spaces	25 spaces
Transfer Facility Land Use				
Facility Vehicles	92 vehicles	1 space per facility vehicle	92 spaces	90 spaces
Employees of the Largest Shift	8 employees	1 space per employee of the largest shift	8 spaces	8 spaces
Total			**126 spaces**	**123 spaces**

Notes:

1. Project size information based on sheet 2 of the proposed site plan on **Attachment C**.
2. Minimum parking supply rates based on Table 20-190 *Parking Spaces Required by Land Use* of the *San* José *Municipal Code* chapter 20.90 section 060.

Source: Fehr & Peers, February 2019.

Bicycle Parking

Table 4 presents the results of the bicycle parking assessment. The current bicycle parking supply (3 spaces) satisfies the minimum bicycle parking requirements (3 spaces) per the San José Municipal Code. Based on the San José Municipal Code section 20.90.060 clause B3, two of the spaces should be short-term bicycle parking and one should be long-term bicycle parking.

TABLE 4: BICYCLE PARKING SUPPLY

Criteria	Project Size[1]	Required Minimum Parking Supply Rate[2]	Required Minimum Parking Supply[2]	Proposed Parking Supply
		Office Land Use		
Office	6,480 square feet	1 space per 4000 square feet	2 spaces	2 spaces
		Transfer Facility Land Use		
Transfer Facility	8 employees	1 space per 10 full-time employees	1 space	1 space
	Total		**3 spaces**	**3 spaces**

Notes:

1. Project size information based on sheet 2 of the proposed site plan on **Attachment C**.
2. Minimum parking supply rates based on Table 20-190 *Parking Spaces Required by Land Use* of the *San José Municipal Code* chapter 20.90 section 060.

Source: Fehr & Peers, February 2019.

Site Access

Based on field observations and conversations with the project applicant, Recreational Vehicles (RVs) park along Rogers Avenue's west side curb. These RVs are tall and if parked too close to the project driveways block the view of exiting Recology trucks and passenger vehicles at the southern driveway (labeled driveway #2 on **Figure 4**). For this reason, Fehr & Peers recommends the project applicant coordinate with the City of San José to restrict vehicle height, for vehicles parking along the project site's curb, to a maximum of 6 feet.

Driveway Truck Turning Analysis

Truck turning templates were created using AutoTurn software for the two Recology truck types listed below.

- Recology Transfer Trailer Truck: Single Trailer 5-Axle Truck (8 feet by 45.5 feet)
- Recology Collection Truck: Single Unit 3-Axle Truck (12 feet by 32 feet)

The templates illustrate the paths and the amount of space used by each truck type as they turn right and left into and out of each of the two project site driveways (driveways number 1 and 2 on **Figure 4**). They are included as **Attachment E.**

As shown on **Attachment E**, the collection trucks are able to turn into and out of the project site driveways without encroaching onto the sidewalk curbs nor the solid yellow striping on the edge

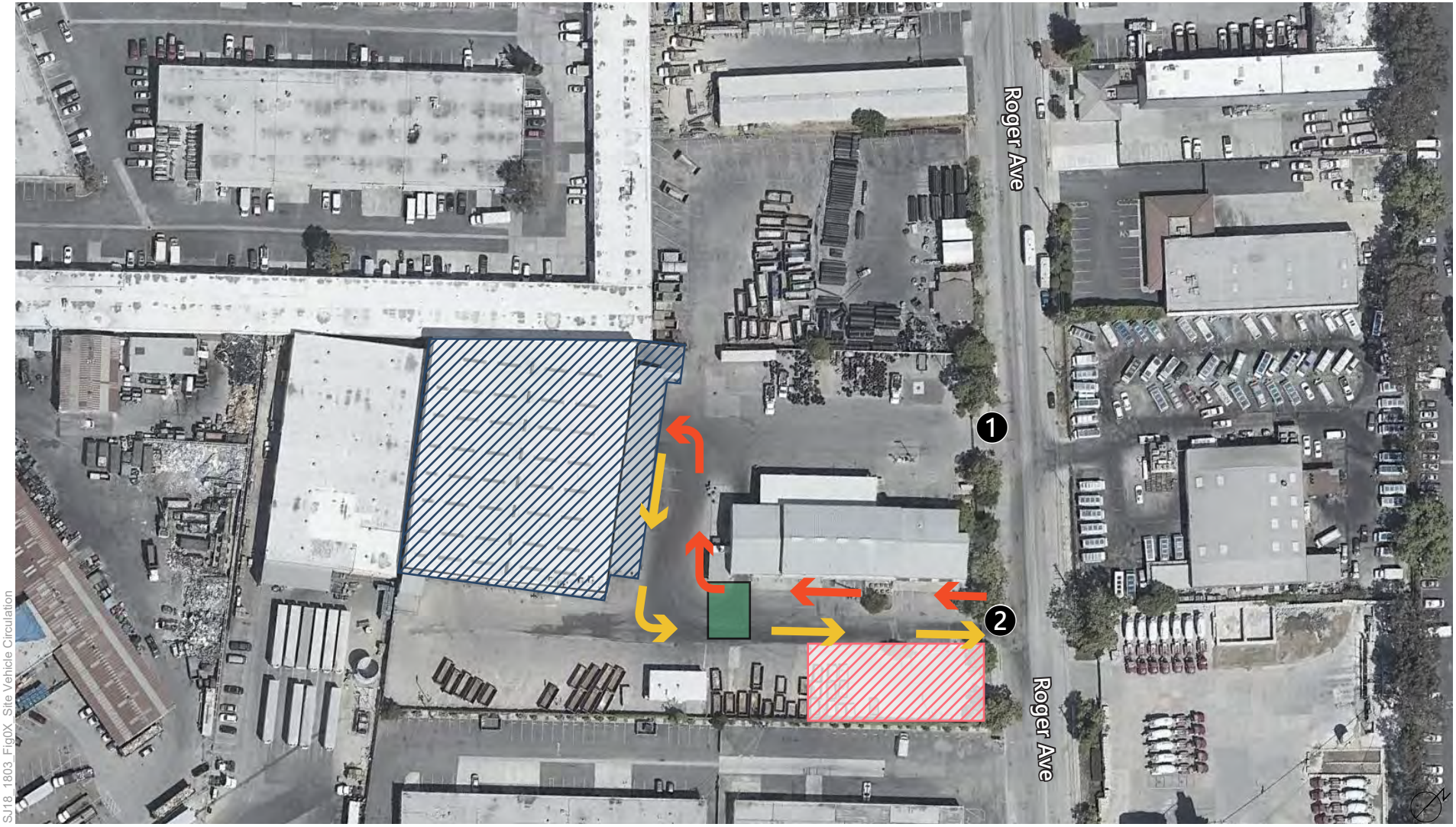
of the railroad tracks. The path of a collection truck entering the site could cross with the path of a collection truck exiting the same driveway. There is enough room on-site for these trucks to wait and maneuver around each other to accommodate simultaneous movements of the projected truck volumes.

The transfer trailer trucks may have to slightly cross the solid yellow striping while turning right into and out of the driveways due to the trailer length. In order for the transfer trailer truck to conduct this turn, the following would have to occur:

- When turning right into and out of the project site driveways, transfer trailer trucks may use a side overturn (merge left into the opposite lane or over the railroad tracks just before turning right). This allows the trucks to complete the right-turn without encroaching onto the sidewalk curbs as they enter/exit the site and minimizes the extent to which they cross the solid yellow striping along the railroad track. Given the driveway's low inbound vehicle volume and the industrial setting, it would be acceptable for the transfer trailer trucks to occupy a majority of the driveway as they exit.

Rogers Avenue Re-Striping

The City of San José recently completed striping and signing work along Rogers Avenue near the project site. Yellow striping was added on both sides of the railroad track to provide the necessary railroad clearance (see **Attachment F** for striping and signage plans). Vehicles are allowed to cross the single yellow lane striping when making left turns into and out of the driveways, but should not cross the yellow striping when making right turns. By using a side overturn, Recology's single trailer 5-axle trucks minimize the extent of which they cross the yellow striping when conducting right turns into and out of the driveways.



SJ18_1803_Fig0X_Site Vehicle Circulation

Employee Parking

Recology Collections Facility

Truck Scale

Inbound Recology Truck Route

Outbound Recology Truck Route

Data Collection Locations

Figure 4

Site Vehicle Circulation

CONCLUSIONS

In conclusion, the Recology Silicon Valley materials processing facility currently generates 11 trips during the morning peak hour of facility, 28 trips during the AM peak hour of adjacent streets, 7 trips during the midday peak hour of the facility, and 27 trips during the PM peak hour of adjacent streets. By increasing the facility's processing capacity from 99 tons per day to 500 tons per day, 54 net new morning peak hour of the facility trips are generated, 20 net new trips during the AM peak hour of adjacent streets, 74 net-new trips during the midday peak hour of the facility, and 16 net-new trips during the PM peak hour of adjacent streets. With only 20 trips being added to the street network during the AM peak hour of adjacent streets and 16 during the PM peak hour of adjacent streets, Fehr & Peers does not anticipate a need for further analysis of the proposed facility's processing capacity increase. Furthermore, the 54 net new trips during the morning peak hour of the facility and 74 net new trips during the midday peak hour of the facility are not anticipated to disrupt the surrounding transportation network considering the low number of new trips and that they occur during time periods when local traffic volumes are low.

In addition, no vehicle queues were observed along Rogers Avenue during in-person field visits. Under Project Conditions, Recology truck queues for the truck scales will lengthen from a maximum of one truck waiting for the scale to two trucks waiting for the scale. The estimated maximum queue length is 3 Recology trucks with a queue length of approximately 160 feet. The reported queue includes one vehicle on the scale and two waiting for the scale. The distance between the scale and Rogers Avenue is approximately 245 feet. Therefore, the truck vehicle queue to use the scale will remain on the project site.

Regarding curb space along Rogers Avenue adjacent to the Recology project site; Fehr & Peers recommends the project applicant coordinate with the City of San José to restrict vehicle height for vehicles parking along the project site's curb, to a maximum of 6 feet. This will prevent tall vehicles such as RVs from blocking the view of exiting Recology trucks and passenger vehicles at the southern driveway.

Lastly, as shown on **Attachment E**, the collection trucks are able to turn into and out of the project site driveways without encroaching onto the sidewalk curbs nor the solid yellow striping on the edge of the railroad tracks. The transfer trailer trucks may have to slightly cross the solid yellow striping while turning right into and out of the driveways due to the trailer length.

ATTACHMENTS

Attachment A: Vehicle Turning Movement Counts

Attachment B: Office Trip Rate Comparison

Attachment C: Project Site Plan

Attachment D: Recology Truck Types

Attachment E: Truck Turning Templates

Attachment F: Rogers Avenue Signing and Striping Plan

ATTACHMENT A: VEHICLE TURNING MOVEMENT COUNTS

Traffic Data Service

San Jose, CA
(408) 622-4787
tdsbay@cs.com

File Name : East Bay Tire 3-27-18 FINAL
Site Code : 00000001
Start Date : 3/27/2018
Page No : 1

Groups Printed- Lights - East Bay Tire - Recology - Heavy

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	1	1	2	0	0	1	2	3	4	2	0	0	6	0	0	0	0	0	11
04:15 AM	1	3	2	0	6	3	0	4	0	7	4	9	0	0	13	0	0	0	0	0	26
04:30 AM	0	6	2	0	8	3	0	1	0	4	1	7	0	0	8	0	0	0	0	0	20
04:45 AM	0	1	1	0	2	0	0	4	0	4	6	16	0	0	22	0	0	0	0	0	28
Total	1	10	6	1	18	6	0	10	2	18	15	34	0	0	49	0	0	0	0	0	85
05:00 AM	0	10	2	0	12	1	0	2	2	5	7	15	0	0	22	2	0	0	1	3	42
05:15 AM	0	7	0	0	7	2	0	2	0	4	5	25	1	0	31	0	0	0	0	0	42
05:30 AM	0	11	0	0	11	3	0	3	0	6	2	39	1	0	42	0	0	0	0	0	59
05:45 AM	0	8	3	0	11	1	0	8	1	10	6	51	0	0	57	0	0	0	0	0	78
Total	0	36	5	0	41	7	0	15	3	25	20	130	2	0	152	2	0	0	1	3	221
06:00 AM	0	5	2	0	7	4	0	4	0	8	4	40	0	0	44	0	0	0	0	0	59
06:15 AM	0	11	2	0	13	3	0	5	0	8	1	26	1	0	28	0	0	0	1	1	50
06:30 AM	1	11	1	1	14	0	0	2	0	2	2	29	0	0	31	0	0	0	2	2	49
06:45 AM	0	26	1	0	27	1	0	2	0	3	2	39	0	0	41	0	0	0	0	0	71
Total	1	53	6	1	61	8	0	13	0	21	9	134	1	0	144	0	0	0	3	3	229
07:00 AM	0	23	2	0	25	1	0	4	0	5	1	40	0	0	41	0	0	0	0	0	71
07:15 AM	2	23	1	0	26	0	0	1	0	1	2	55	1	0	58	0	0	0	0	0	85
07:30 AM	0	14	0	0	14	0	0	4	0	4	2	40	1	0	43	0	0	0	0	0	61
07:45 AM	0	16	0	0	16	1	0	2	0	3	3	62	0	0	65	0	0	0	1	1	85
Total	2	76	3	0	81	2	0	11	0	13	8	197	2	0	207	0	0	0	1	1	302
08:00 AM	0	22	2	0	24	2	0	3	0	5	5	79	1	0	85	1	0	0	0	1	115
08:15 AM	0	18	1	0	19	4	0	6	0	10	2	79	1	0	82	0	0	0	0	0	111
08:30 AM	0	30	1	0	31	2	0	2	0	4	2	48	0	0	50	1	0	0	0	1	86
08:45 AM	0	21	0	0	21	0	0	3	0	3	4	60	0	0	64	1	0	0	1	2	90
Total	0	91	4	0	95	8	0	14	0	22	13	266	2	0	281	3	0	0	1	4	402
09:00 AM	0	30	0	0	30	0	0	1	0	1	2	64	2	0	68	0	0	1	0	1	100
09:15 AM	0	27	0	0	27	0	0	2	0	2	0	75	0	0	75	0	0	0	0	0	104
09:30 AM	0	31	1	0	32	0	0	2	0	2	4	64	0	0	68	2	0	0	1	3	105
09:45 AM	0	19	1	0	20	0	0	3	0	3	1	58	0	0	59	0	0	0	0	0	82
Total	0	107	2	0	109	0	0	8	0	8	7	261	2	0	270	2	0	1	1	4	391
10:00 AM	0	28	1	0	29	1	0	1	0	2	0	45	2	0	47	1	0	0	0	1	79
10:15 AM	1	26	1	0	28	1	0	0	0	1	1	46	2	0	49	2	0	0	0	2	80
10:30 AM	1	36	0	0	37	2	0	1	0	3	2	45	1	0	48	0	0	0	0	0	88
10:45 AM	0	23	0	0	23	1	0	1	0	2	0	43	1	0	44	0	0	1	0	1	70
Total	2	113	2	0	117	5	0	3	0	8	3	179	6	0	188	3	0	1	0	4	317
11:00 AM	2	40	0	0	42	2	0	0	0	2	2	40	0	0	42	3	0	0	0	3	89
11:15 AM	1	35	0	0	36	0	0	1	0	1	1	33	0	0	34	0	0	0	0	0	71
11:30 AM	0	25	0	0	25	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	54
11:45 AM	0	31	0	0	31	0	0	1	0	1	1	35	0	0	36	2	0	0	0	2	70
Total	3	131	0	0	134	2	0	2	0	4	4	137	0	0	141	5	0	0	0	5	284
12:00 PM	0	39	2	0	41	1	0	2	0	3	2	40	3	0	45	1	0	0	0	1	90
12:15 PM	0	34	1	1	36	1	0	1	1	3	2	26	2	0	30	0	0	0	0	0	69
12:30 PM	1	35	6	0	42	0	0	3	0	3	8	39	0	0	47	0	0	1	0	1	93
12:45 PM	0	34	3	1	38	0	0	0	0	0	3	30	0	0	33	0	0	0	0	0	71
Total	1	142	12	2	157	2	0	6	1	9	15	135	5	0	155	1	0	1	0	2	323
01:00 PM	1	29	3	0	33	1	0	1	0	2	3	39	2	0	44	1	0	2	1	4	83
01:15 PM	0	34	4	0	38	3	0	6	0	9	5	53	0	0	58	1	0	0	0	1	106
01:30 PM	1	34	2	0	37	1	0	6	0	7	2	38	1	0	41	2	0	1	0	3	88
01:45 PM	0	31	4	0	35	2	0	9	0	11	4	30	1	0	35	1	1	0	0	2	83
Total	2	128	13	0	143	7	0	22	0	29	14	160	4	0	178	5	1	3	1	10	360

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File Name : East Bay Tire 3-27-18 FINAL
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Groups Printed- Lights - East Bay Tire - Recology - Heavy

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	71	5	1	77	1	0	6	0	7	4	35	0	0	39	2	0	0	0	2	125
02:15 PM	0	39	2	0	41	1	0	5	0	6	2	27	1	0	30	0	0	0	0	0	77
02:30 PM	3	49	2	0	54	1	0	1	0	2	4	35	2	0	41	1	0	0	0	1	98
02:45 PM	1	44	1	0	46	1	0	3	0	4	2	30	0	0	32	1	0	0	0	1	83
Total	4	203	10	1	218	4	0	15	0	19	12	127	3	0	142	4	0	0	0	4	383
03:00 PM	0	55	2	0	57	0	0	3	0	3	2	29	0	0	31	0	0	0	0	0	91
03:15 PM	0	61	0	0	61	1	0	3	0	4	1	24	0	0	25	1	0	1	0	2	92
03:30 PM	0	82	1	0	83	2	0	6	0	8	2	34	0	0	36	1	0	0	0	1	128
03:45 PM	0	65	0	0	65	2	0	7	0	9	2	27	0	0	29	1	0	0	0	1	104
Total	0	263	3	0	266	5	0	19	0	24	7	114	0	0	121	3	0	1	0	4	415
04:00 PM	1	38	2	0	41	0	0	2	1	3	2	26	0	0	28	1	0	0	0	1	73
04:15 PM	0	56	0	0	56	0	0	5	0	5	0	24	0	0	24	1	0	0	0	1	86
04:30 PM	1	59	1	0	61	0	0	3	0	3	1	13	2	0	16	3	0	0	0	3	83
04:45 PM	0	60	1	0	61	0	0	2	0	2	2	13	0	0	15	0	0	1	0	1	79
Total	2	213	4	0	219	0	0	12	1	13	5	76	2	0	83	5	0	1	0	6	321
05:00 PM	0	76	0	0	76	1	0	1	0	2	0	27	1	0	28	2	0	1	0	3	109
05:15 PM	0	61	1	0	62	0	0	2	0	2	1	15	0	0	16	1	0	0	0	1	81
05:30 PM	0	92	1	0	93	0	0	1	0	1	2	10	0	0	12	1	0	0	0	1	107
05:45 PM	0	62	0	0	62	0	0	2	0	2	0	16	0	0	16	0	0	0	0	0	80
Total	0	291	2	0	293	1	0	6	0	7	3	68	1	0	72	4	0	1	0	5	377
Grand Total	18	1857	72	5	1952	57	0	156	7	220	135	2018	30	0	2183	37	1	9	8	55	4410
Apprch %	0.9	95.1	3.7	0.3		25.9	0	70.9	3.2		6.2	92.4	1.4	0		67.3	1.8	16.4	14.5		
Total %	0.4	42.1	1.6	0.1	44.3	1.3	0	3.5	0.2	5	3.1	45.8	0.7	0	49.5	0.8	0	0.2	0.2	1.2	
Lights	11	1696	72	5	1784	56	0	155	7	218	135	1831	20	0	1986	22	1	5	8	36	4024
% Lights	61.1	91.3	100	100	91.4	98.2	0	99.4	100	99.1	100	90.7	66.7	0	91	59.5	100	55.6	100	65.5	91.2
East Bay Tire	5	0	0	0	5	0	0	0	0	0	0	0	4	0	4	10	0	2	0	12	21
% East Bay Tire	27.8	0	0	0	0.3	0	0	0	0	0	0	0	13.3	0	0.2	27	0	22.2	0	21.8	0.5
Recology	0	6	0	0	6	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	9
% Recology	0	0.3	0	0	0.3	0	0	0	0	0	0	0	10	0	0.1	0	0	0	0	0	0.2
Heavy	2	155	0	0	157	1	0	1	0	2	0	187	3	0	190	5	0	2	0	7	356
% Heavy	11.1	8.3	0	0	8	1.8	0	0.6	0	0.9	0	9.3	10	0	8.7	13.5	0	22.2	0	12.7	8.1

	ROGERS AVE Southbound				DRIVEWAY Westbound				ROGERS AVE Northbound				EAST BAY TIRE DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	55	**2**	57	0	0	3	3	**2**	29	0	31	0	0	0	0	91
03:15 PM	0	61	0	61	1	0	3	4	1	24	0	25	**1**	0	**1**	**2**	92
03:30 PM	0	**82**	1	**83**	**2**	0	6	8	2	**34**	0	**36**	1	0	0	1	**128**
03:45 PM	0	65	0	65	2	0	**7**	**9**	2	27	0	29	1	0	0	1	104
Total Volume	0	263	3	266	5	0	19	24	7	114	0	121	3	0	1	4	415
% App. Total	0	98.9	1.1		20.8	0	79.2		5.8	94.2	0		75	0	25		
PHF	.000	.802	.375	.801	.625	.000	.679	.667	.875	.838	.000	.840	.750	.000	.250	.500	.811

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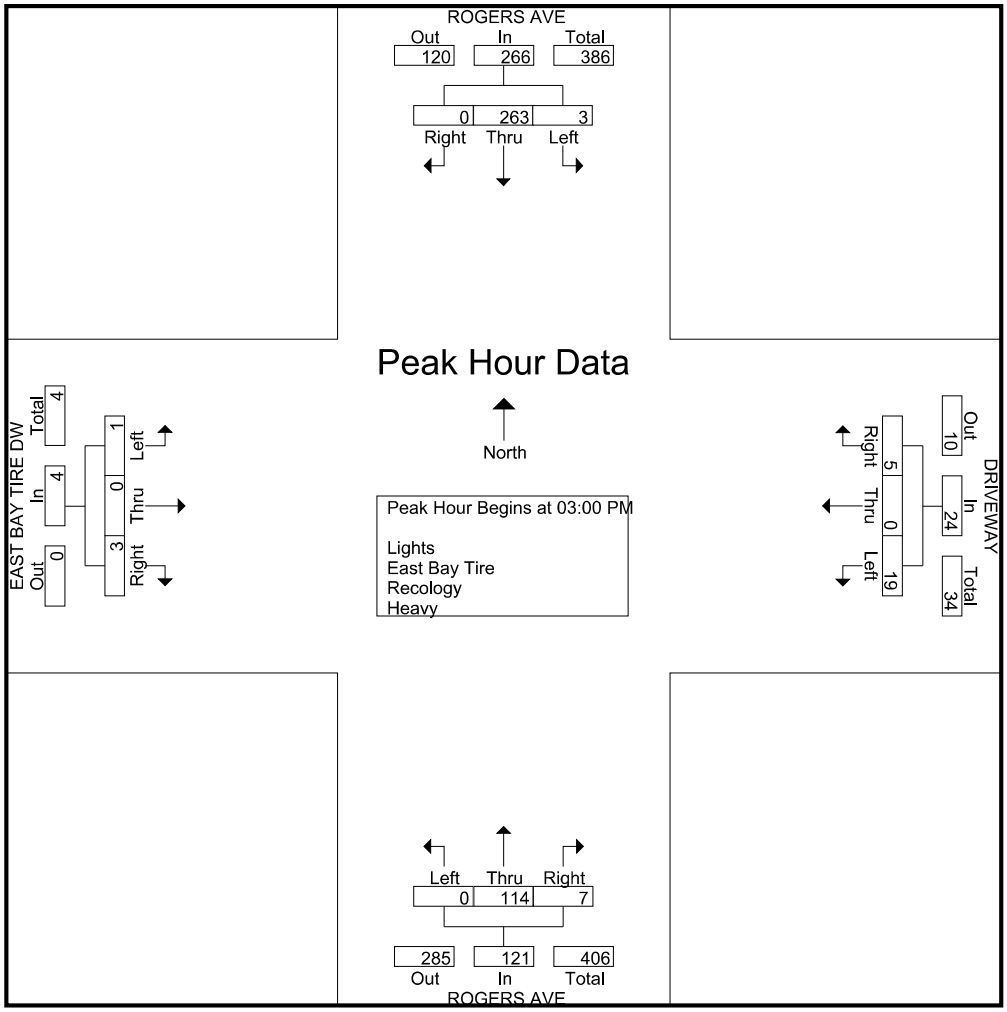

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File Name : East Bay Tire 3-27-18 FINAL
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Groups Printed- East Bay Tire

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2

Traffic Data Service

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File Name : East Bay Tire 3-27-18 FINAL
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Groups Printed- East Bay Tire

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
02:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	5
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	4
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	5	0	0	0	5	0	0	0	0	0	0	0	4	0	4	10	0	2	0	12	21
Apprch %	100	0	0	0		0	0	0	0		0	0	100	0		83.3	0	16.7	0		
Total %	23.8	0	0	0	23.8	0	0	0	0	0	0	0	19	0	19	47.6	0	9.5	0	57.1	

	ROGERS AVE Southbound				DRIVEWAY Westbound				ROGERS AVE Northbound				EAST BAY TIRE DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1	0	0	1	**2**
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	0	**2**	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	1	1	3	0	0	3	5
% App. Total	100	0	0		0	0	0		0	0	100		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.375	.000	.000	.375	.625

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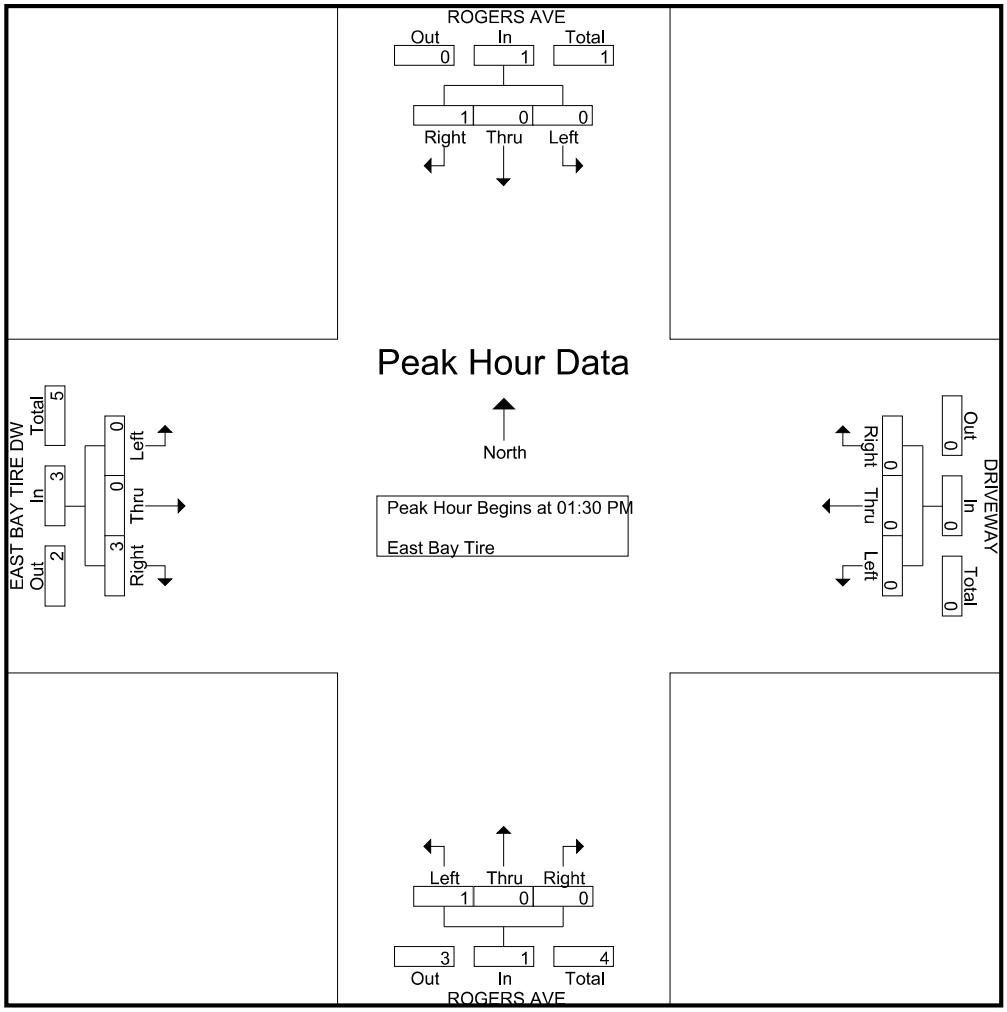

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File Name : East Bay Tire 3-27-18 FINAL
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Groups Printed- Heavy

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
05:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
05:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
06:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:45 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Total	0	5	0	0	5	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	17
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
Total	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	11
08:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	9
Total	0	10	0	0	10	0	0	0	0	0	0	17	0	0	17	2	0	0	0	2	29
09:00 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7
09:30 AM	0	3	0	0	3	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	8
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	9	0	0	9	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	32
10:00 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
10:15 AM	0	5	0	0	5	0	0	0	0	0	0	8	1	0	9	1	0	0	0	1	15
10:30 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	10
Total	0	16	0	0	16	0	0	0	0	0	0	25	2	0	27	1	0	0	0	1	44
11:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
11:15 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
11:30 AM	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	25	0	0	25	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	45
12:00 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
12:30 PM	1	4	0	0	5	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	15
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	1	16	0	0	17	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	38
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	7
01:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
01:30 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	9
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total	0	8	0	0	8	0	0	0	0	0	0	17	1	0	18	2	0	1	0	3	29

Traffic Data Service

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Groups Printed- Heavy

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	17
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
02:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
02:45 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Total	0	21	0	0	21	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	38
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
03:15 PM	0	5	0	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
03:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	11	0	0	11	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	20
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:15 PM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
04:30 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	1	15	0	0	16	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	22
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	10
Grand Total	2	155	0	0	157	1	0	1	0	2	0	187	3	0	190	5	0	2	0	7	356
Apprch %	1.3	98.7	0	0		50	0	50	0		0	98.4	1.6	0		71.4	0	28.6	0		
Total %	0.6	43.5	0	0	44.1	0.3	0	0.3	0	0.6	0	52.5	0.8	0	53.4	1.4	0	0.6	0	2	

	ROGERS AVE Southbound				DRIVEWAY Westbound				ROGERS AVE Northbound				EAST BAY TIRE DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	0	1	0	1	0	0	0	0	0	**8**	**1**	**9**	0	0	0	0	10
11:00 AM	0	7	0	7	0	0	0	0	0	4	0	4	0	0	0	0	11
11:15 AM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
11:30 AM	0	**10**	0	**10**	0	0	0	0	0	8	0	8	0	0	0	0	**18**
Total Volume	0	23	0	23	0	0	0	0	0	24	1	25	0	0	0	0	48
% App. Total	0	100	0		0	0	0		0	96	4		0	0	0		
PHF	.000	.575	.000	.575	.000	.000	.000	.000	.000	.750	.250	.694	.000	.000	.000	.000	.667

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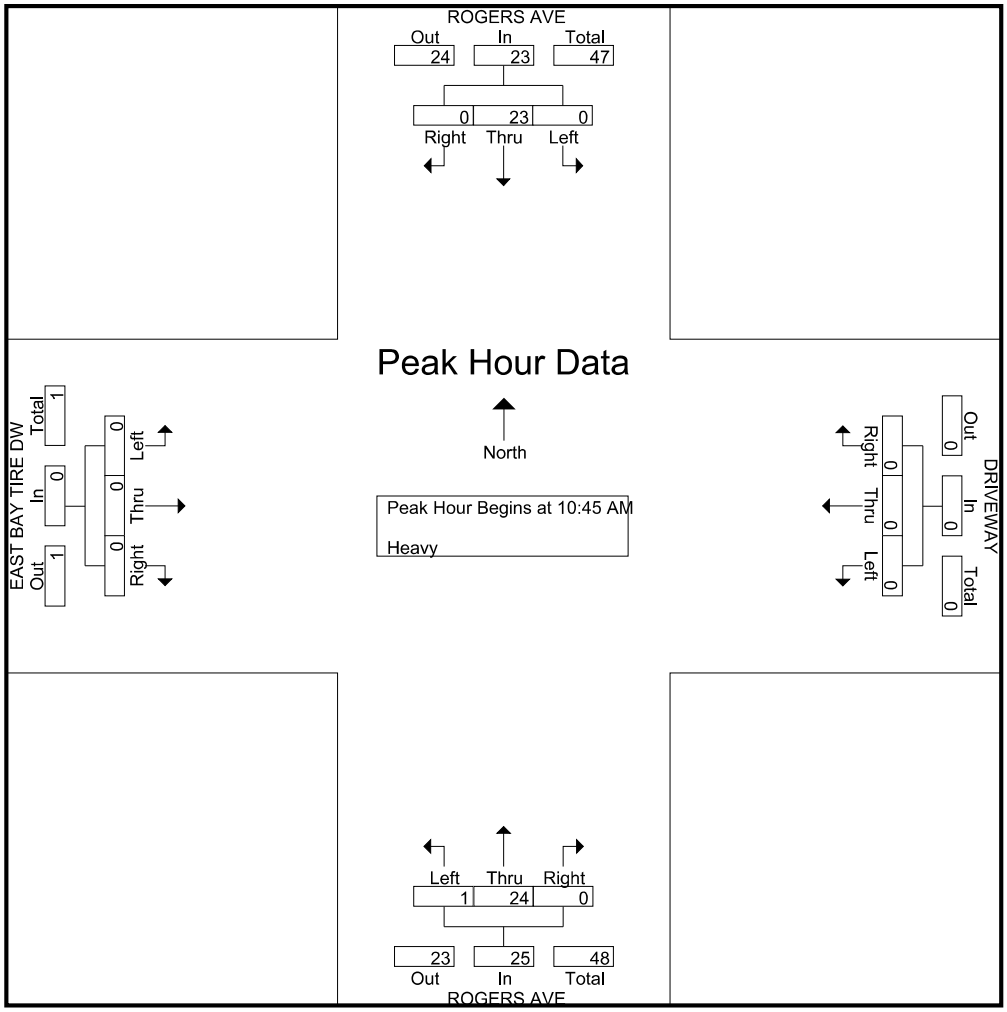

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Groups Printed- Lights

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	1	1	2	0	0	1	2	3	4	2	0	0	6	0	0	0	0	0	11
04:15 AM	1	3	2	0	6	3	0	4	0	7	4	9	0	0	13	0	0	0	0	0	26
04:30 AM	0	2	2	0	4	3	0	1	0	4	1	5	0	0	6	0	0	0	0	0	14
04:45 AM	0	0	1	0	1	0	0	4	0	4	6	15	0	0	21	0	0	0	0	0	26
Total	1	5	6	1	13	6	0	10	2	18	15	31	0	0	46	0	0	0	0	0	77
05:00 AM	0	7	2	0	9	1	0	2	2	5	7	14	0	0	21	2	0	0	1	3	38
05:15 AM	0	4	0	0	4	2	0	2	0	4	5	23	1	0	29	0	0	0	0	0	37
05:30 AM	0	10	0	0	10	3	0	3	0	6	2	38	1	0	41	0	0	0	0	0	57
05:45 AM	0	7	3	0	10	1	0	8	1	10	6	50	0	0	56	0	0	0	0	0	76
Total	0	28	5	0	33	7	0	15	3	25	20	125	2	0	147	2	0	0	1	3	208
06:00 AM	0	5	2	0	7	4	0	4	0	8	4	37	0	0	41	0	0	0	0	0	56
06:15 AM	0	10	2	0	12	3	0	5	0	8	1	24	1	0	26	0	0	0	1	1	47
06:30 AM	1	10	1	1	13	0	0	2	0	2	2	28	0	0	30	0	0	0	2	2	47
06:45 AM	0	23	1	0	24	1	0	2	0	3	2	33	0	0	35	0	0	0	0	0	62
Total	1	48	6	1	56	8	0	13	0	21	9	122	1	0	132	0	0	0	3	3	212
07:00 AM	0	22	2	0	24	1	0	4	0	5	1	38	0	0	39	0	0	0	0	0	68
07:15 AM	1	23	1	0	25	0	0	1	0	1	2	52	1	0	55	0	0	0	0	0	81
07:30 AM	0	14	0	0	14	0	0	4	0	4	2	38	1	0	41	0	0	0	0	0	59
07:45 AM	0	13	0	0	13	1	0	2	0	3	3	59	0	0	62	0	0	0	1	1	79
Total	1	72	3	0	76	2	0	11	0	13	8	187	2	0	197	0	0	0	1	1	287
08:00 AM	0	19	2	0	21	2	0	3	0	5	5	72	1	0	78	0	0	0	0	0	104
08:15 AM	0	14	1	0	15	4	0	6	0	10	2	74	1	0	77	0	0	0	0	0	102
08:30 AM	0	30	1	0	31	2	0	2	0	4	2	48	0	0	50	0	0	0	0	0	85
08:45 AM	0	18	0	0	18	0	0	3	0	3	4	55	0	0	59	0	0	0	1	1	81
Total	0	81	4	0	85	8	0	14	0	22	13	249	2	0	264	0	0	0	1	1	372
09:00 AM	0	25	0	0	25	0	0	1	0	1	2	58	1	0	61	0	0	1	0	1	88
09:15 AM	0	27	0	0	27	0	0	2	0	2	0	68	0	0	68	0	0	0	0	0	97
09:30 AM	0	26	1	0	27	0	0	1	0	1	4	60	0	0	64	1	0	0	1	2	94
09:45 AM	0	18	1	0	19	0	0	3	0	3	1	53	0	0	54	0	0	0	0	0	76
Total	0	96	2	0	98	0	0	7	0	7	7	239	1	0	247	1	0	1	1	3	355
10:00 AM	0	24	1	0	25	1	0	1	0	2	0	41	2	0	43	1	0	0	0	1	71
10:15 AM	1	21	1	0	23	1	0	0	0	1	1	38	1	0	40	1	0	0	0	1	65
10:30 AM	1	30	0	0	31	2	0	1	0	3	2	40	1	0	43	0	0	0	0	0	77
10:45 AM	0	22	0	0	22	1	0	1	0	2	0	35	0	0	35	0	0	1	0	1	60
Total	2	97	2	0	101	5	0	3	0	8	3	154	4	0	161	2	0	1	0	3	273
11:00 AM	2	33	0	0	35	2	0	0	0	2	2	36	0	0	38	3	0	0	0	3	78
11:15 AM	0	30	0	0	30	0	0	1	0	1	1	29	0	0	30	0	0	0	0	0	61
11:30 AM	0	15	0	0	15	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	36
11:45 AM	0	28	0	0	28	0	0	1	0	1	1	31	0	0	32	1	0	0	0	1	62
Total	2	106	0	0	108	2	0	2	0	4	4	117	0	0	121	4	0	0	0	4	237
12:00 PM	0	35	2	0	37	1	0	2	0	3	2	33	1	0	36	1	0	0	0	1	77
12:15 PM	0	29	1	1	31	1	0	1	1	3	2	22	1	0	25	0	0	0	0	0	59
12:30 PM	0	31	6	0	37	0	0	3	0	3	8	29	0	0	37	0	0	0	0	0	77
12:45 PM	0	30	3	1	34	0	0	0	0	0	3	30	0	0	33	0	0	0	0	0	67
Total	0	125	12	2	139	2	0	6	1	9	15	114	2	0	131	1	0	0	0	1	280
01:00 PM	1	28	3	0	32	1	0	1	0	2	3	36	1	0	40	0	0	1	1	2	76
01:15 PM	0	31	4	0	35	3	0	6	0	9	5	50	0	0	55	1	0	0	0	1	100
01:30 PM	0	31	2	0	33	1	0	6	0	7	2	33	0	0	35	0	0	1	0	1	76
01:45 PM	0	30	4	0	34	2	0	9	0	11	4	24	1	0	29	1	1	0	0	2	76
Total	1	120	13	0	134	7	0	22	0	29	14	143	2	0	159	2	1	2	1	6	328

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Groups Printed- Lights

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	61	5	1	67	1	0	6	0	7	4	28	0	0	32	0	0	0	0	0	106
02:15 PM	0	38	2	0	40	1	0	5	0	6	2	22	0	0	24	0	0	0	0	0	70
02:30 PM	2	45	2	0	49	1	0	1	0	2	4	33	1	0	38	1	0	0	0	1	90
02:45 PM	1	38	1	0	40	1	0	3	0	4	2	27	0	0	29	1	0	0	0	1	74
Total	3	182	10	1	196	4	0	15	0	19	12	110	1	0	123	2	0	0	0	2	340
03:00 PM	0	54	2	0	56	0	0	3	0	3	2	27	0	0	29	0	0	0	0	0	88
03:15 PM	0	56	0	0	56	0	0	3	0	3	1	23	0	0	24	0	0	0	0	0	83
03:30 PM	0	80	1	0	81	2	0	6	0	8	2	30	0	0	32	0	0	0	0	0	121
03:45 PM	0	62	0	0	62	2	0	7	0	9	2	26	0	0	28	0	0	0	0	0	99
Total	0	252	3	0	255	4	0	19	0	23	7	106	0	0	113	0	0	0	0	0	391
04:00 PM	0	36	2	0	38	0	0	2	1	3	2	25	0	0	27	1	0	0	0	1	69
04:15 PM	0	48	0	0	48	0	0	5	0	5	0	20	0	0	20	1	0	0	0	1	74
04:30 PM	0	56	1	0	57	0	0	3	0	3	1	13	2	0	16	3	0	0	0	3	79
04:45 PM	0	58	1	0	59	0	0	2	0	2	2	12	0	0	14	0	0	1	0	1	76
Total	0	198	4	0	202	0	0	12	1	13	5	70	2	0	77	5	0	1	0	6	298
05:00 PM	0	76	0	0	76	1	0	1	0	2	0	26	1	0	27	2	0	0	0	2	107
05:15 PM	0	58	1	0	59	0	0	2	0	2	1	14	0	0	15	0	0	0	0	0	76
05:30 PM	0	91	1	0	92	0	0	1	0	1	2	9	0	0	11	1	0	0	0	1	105
05:45 PM	0	61	0	0	61	0	0	2	0	2	0	15	0	0	15	0	0	0	0	0	78
Total	0	286	2	0	288	1	0	6	0	7	3	64	1	0	68	3	0	0	0	3	366
Grand Total	11	1696	72	5	1784	56	0	155	7	218	135	1831	20	0	1986	22	1	5	8	36	4024
Apprch %	0.6	95.1	4	0.3		25.7	0	71.1	3.2		6.8	92.2	1	0		61.1	2.8	13.9	22.2		
Total %	0.3	42.1	1.8	0.1	44.3	1.4	0	3.9	0.2	5.4	3.4	45.5	0.5	0	49.4	0.5	0	0.1	0.2	0.9	

	ROGERS AVE Southbound				DRIVEWAY Westbound				ROGERS AVE Northbound				EAST BAY TIRE DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	54	**2**	56	0	0	3	3	**2**	27	0	29	0	0	0	0	88
03:15 PM	0	56	0	56	0	0	3	3	1	23	0	24	0	0	0	0	83
03:30 PM	0	**80**	1	**81**	**2**	0	6	8	2	**30**	0	**32**	0	0	0	0	**121**
03:45 PM	0	62	0	62	2	0	**7**	**9**	2	26	0	28	0	0	0	0	99
Total Volume	0	252	3	255	4	0	19	23	7	106	0	113	0	0	0	0	391
% App. Total	0	98.8	1.2		17.4	0	82.6		6.2	93.8	0		0	0	0		
PHF	.000	.788	.375	.787	.500	.000	.679	.639	.875	.883	.000	.883	.000	.000	.000	.000	.808

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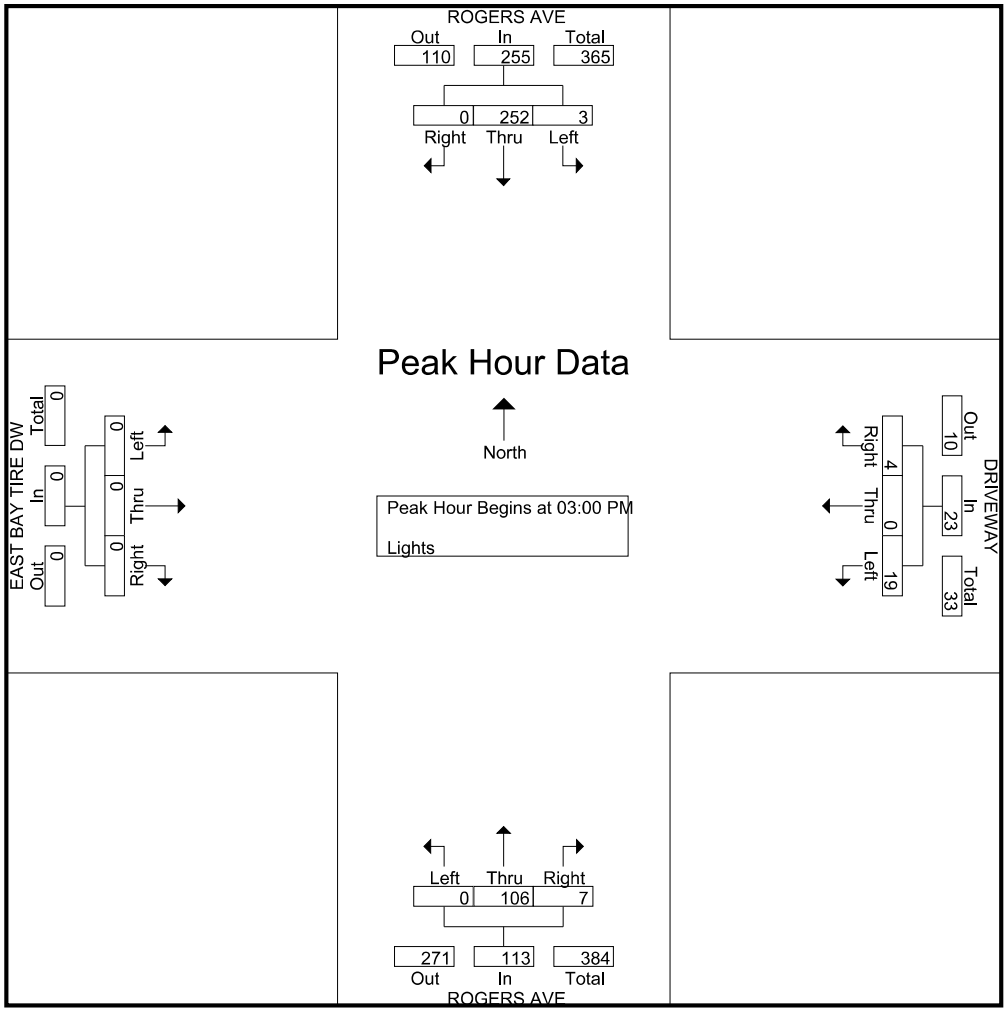

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Groups Printed- Recology

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1

Traffic Data Service

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Groups Printed- Recology

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	6	0	0	6	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	9
Apprch %	0	100	0	0		0	0	0	0		0	0	100	0		0	0	0	0		
Total %	0	66.7	0	0	66.7	0	0	0	0	0	0	0	33.3	0	33.3	0	0	0	0	0	

	ROGERS AVE Southbound				DRIVEWAY Westbound				ROGERS AVE Northbound				EAST BAY TIRE DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 AM																	
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
Total Volume	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

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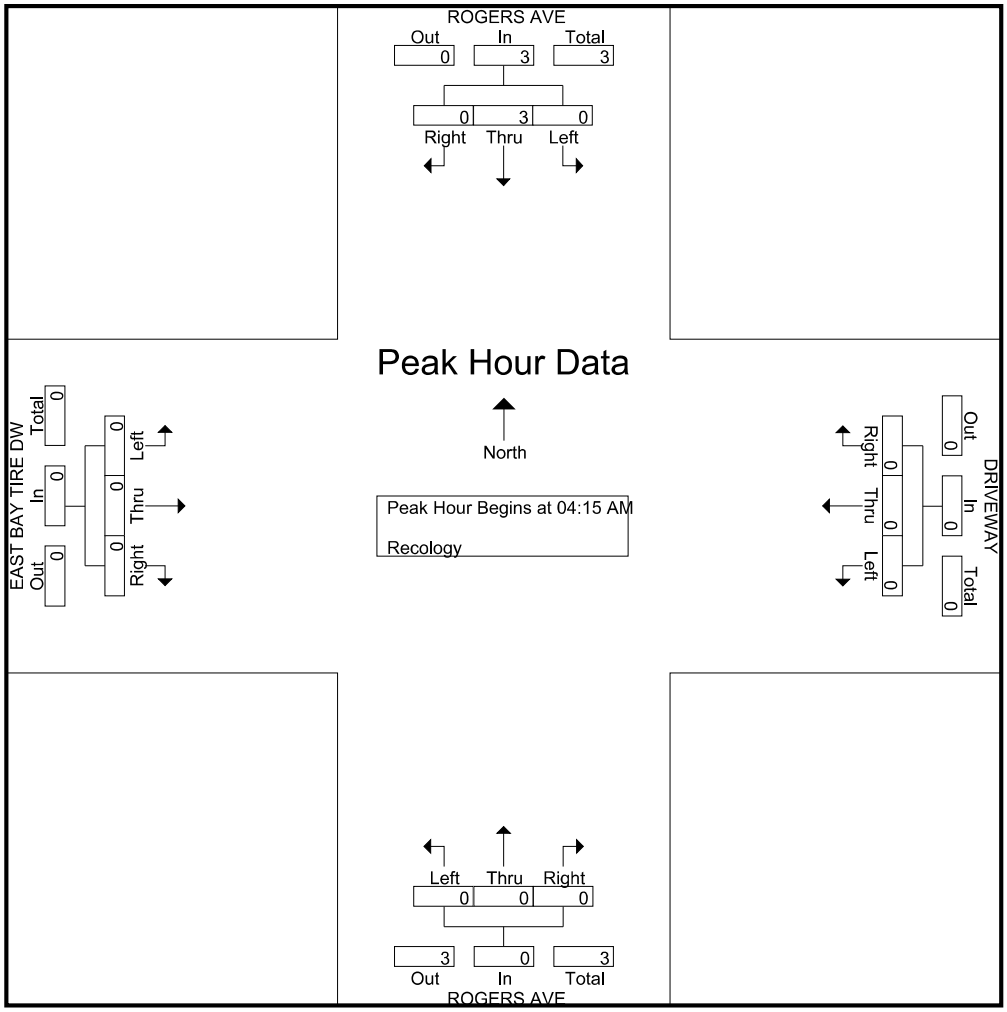

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File Name : East Bay Tire 3-28-18 FINAL
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Groups Printed- Lights - East Bay Tire - Recology - Heavy

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	10	2	0	12	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	17
04:15 AM	1	2	4	0	7	2	0	2	2	6	0	10	0	0	10	0	0	0	0	0	23
04:30 AM	0	1	0	0	1	2	0	2	0	4	2	8	0	0	10	0	0	0	0	0	15
04:45 AM	0	1	1	0	2	1	0	4	0	5	6	15	0	0	21	0	0	0	0	0	28
Total	1	14	7	0	22	6	0	9	2	17	9	35	0	0	44	0	0	0	0	0	83
05:00 AM	0	5	1	0	6	1	0	2	0	3	8	17	0	0	25	0	0	0	0	0	34
05:15 AM	0	8	0	0	8	2	0	2	0	4	6	26	0	0	32	1	0	0	0	1	45
05:30 AM	0	8	1	0	9	2	0	4	0	6	4	31	0	0	35	0	0	0	0	0	50
05:45 AM	0	11	0	0	11	1	0	5	0	6	2	57	0	0	59	0	0	0	0	0	76
Total	0	32	2	0	34	6	0	13	0	19	20	131	0	0	151	1	0	0	0	1	205
06:00 AM	0	14	1	0	15	2	0	6	0	8	1	44	0	0	45	0	0	0	0	0	68
06:15 AM	0	6	2	0	8	4	0	3	0	7	3	27	1	1	32	0	0	0	0	0	47
06:30 AM	1	24	2	2	29	0	0	1	0	1	1	31	0	0	32	0	0	0	0	0	62
06:45 AM	0	30	1	2	33	2	0	1	0	3	1	38	0	0	39	0	0	0	0	0	75
Total	1	74	6	4	85	8	0	11	0	19	6	140	1	1	148	0	0	0	0	0	252
07:00 AM	0	26	1	1	28	1	0	3	0	4	4	50	0	0	54	0	0	1	0	1	87
07:15 AM	1	17	1	1	20	1	0	4	1	6	3	49	2	0	54	0	0	0	0	0	80
07:30 AM	0	16	1	0	17	0	0	2	1	3	5	40	0	0	45	0	0	0	0	0	65
07:45 AM	0	23	0	0	23	1	0	4	0	5	3	68	3	0	74	1	0	0	0	1	103
Total	1	82	3	2	88	3	0	13	2	18	15	207	5	0	227	1	0	1	0	2	335
08:00 AM	0	33	1	0	34	1	0	3	0	4	4	73	2	0	79	1	0	0	0	1	118
08:15 AM	0	16	2	0	18	1	0	5	0	6	3	55	1	2	61	0	0	1	0	1	86
08:30 AM	0	27	1	0	28	3	0	4	0	7	1	44	0	0	45	1	0	0	0	1	81
08:45 AM	0	25	1	0	26	0	0	4	0	4	0	62	0	0	62	0	0	0	0	0	92
Total	0	101	5	0	106	5	0	16	0	21	8	234	3	2	247	2	0	1	0	3	377
09:00 AM	1	36	0	0	37	1	0	2	2	5	1	55	0	0	56	0	0	0	1	1	99
09:15 AM	1	21	1	0	23	0	0	2	1	3	0	72	0	0	72	0	0	0	0	0	98
09:30 AM	0	23	0	0	23	1	0	0	0	1	4	45	1	0	50	0	0	0	0	0	74
09:45 AM	0	21	0	0	21	1	0	1	0	2	2	49	1	0	52	0	0	0	0	0	75
Total	2	101	1	0	104	3	0	5	3	11	7	221	2	0	230	0	0	0	1	1	346
10:00 AM	0	19	0	0	19	1	0	2	0	3	1	39	3	0	43	2	0	0	0	2	67
10:15 AM	0	47	0	0	47	1	0	0	0	1	0	40	1	0	41	1	0	2	0	3	92
10:30 AM	2	34	2	0	38	0	0	0	0	0	1	49	0	0	50	0	0	1	0	1	89
10:45 AM	0	36	1	2	39	2	0	2	0	4	2	53	1	0	56	0	0	0	0	0	99
Total	2	136	3	2	143	4	0	4	0	8	4	181	5	0	190	3	0	3	0	6	347
11:00 AM	0	32	0	0	32	4	0	1	0	5	1	32	4	0	37	1	0	1	0	2	76
11:15 AM	0	43	0	0	43	1	0	0	0	1	0	49	0	0	49	1	0	0	0	1	94
11:30 AM	0	38	2	0	40	1	0	0	0	1	1	37	1	0	39	0	0	1	0	1	81
11:45 AM	0	18	1	0	19	0	0	1	0	1	1	38	2	0	41	1	0	1	0	2	63
Total	0	131	3	0	134	6	0	2	0	8	3	156	7	0	166	3	0	3	0	6	314
12:00 PM	0	41	1	0	42	0	0	2	0	2	2	27	0	0	29	0	0	0	0	0	73
12:15 PM	0	37	2	0	39	0	0	2	0	2	2	41	1	0	44	0	0	0	0	0	85
12:30 PM	1	31	5	1	38	1	0	2	2	5	6	42	0	0	48	1	0	0	0	1	92
12:45 PM	0	37	2	1	40	0	0	2	0	2	4	33	2	1	40	3	0	1	0	4	86
Total	1	146	10	2	159	1	0	8	2	11	14	143	3	1	161	4	0	1	0	5	336
01:00 PM	0	42	4	4	50	1	0	5	2	8	5	45	1	0	51	1	0	0	0	1	110
01:15 PM	1	26	4	1	32	1	0	5	0	6	5	36	1	0	42	0	0	0	1	1	81
01:30 PM	1	45	4	0	50	0	0	3	1	4	0	47	0	1	48	0	0	0	0	0	102
01:45 PM	0	35	7	1	43	3	0	3	0	6	4	37	1	0	42	0	0	1	0	1	92
Total	2	148	19	6	175	5	0	16	3	24	14	165	3	1	183	1	0	1	1	3	385

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Site Code : 00000001
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Groups Printed- Lights - East Bay Tire - Recology - Heavy

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	1	57	0	4	62	1	0	8	0	9	7	35	0	1	43	2	0	0	1	3	117
02:15 PM	2	42	1	0	45	0	0	7	3	10	5	36	2	0	43	1	0	0	1	2	100
02:30 PM	1	56	1	5	63	3	0	5	3	11	3	39	1	2	45	1	0	0	0	1	120
02:45 PM	0	56	2	0	58	3	0	3	0	6	1	23	0	1	25	3	0	0	0	3	92
Total	4	211	4	9	228	7	0	23	6	36	16	133	3	4	156	7	0	0	2	9	429
03:00 PM	1	73	0	2	76	0	0	1	0	1	2	21	0	2	25	1	0	1	0	2	104
03:15 PM	0	52	3	0	55	3	0	5	0	8	1	22	0	1	24	1	0	1	0	2	89
03:30 PM	0	67	4	0	71	3	0	2	1	6	2	25	2	0	29	1	0	0	0	1	107
03:45 PM	1	55	3	2	61	1	0	2	0	3	0	34	0	0	34	0	0	0	0	0	98
Total	2	247	10	4	263	7	0	10	1	18	5	102	2	3	112	3	0	2	0	5	398
04:00 PM	0	71	1	0	72	1	0	6	0	7	4	35	0	1	40	1	0	0	0	1	120
04:15 PM	1	59	0	3	63	3	0	5	0	8	0	42	1	0	43	1	0	0	0	1	115
04:30 PM	2	75	2	0	79	0	0	5	1	6	0	22	0	0	22	1	0	1	0	2	109
04:45 PM	0	56	2	0	58	0	0	1	1	2	1	25	1	0	27	2	0	0	0	2	89
Total	3	261	5	3	272	4	0	17	2	23	5	124	2	1	132	5	0	1	0	6	433
05:00 PM	0	85	0	0	85	1	0	2	0	3	2	25	0	0	27	2	0	0	0	2	117
05:15 PM	0	82	0	0	82	1	0	2	1	4	2	15	0	0	17	0	0	0	1	1	104
05:30 PM	0	91	2	0	93	1	0	3	0	4	1	15	0	0	16	0	0	0	0	0	113
05:45 PM	0	66	1	0	67	1	0	0	2	3	0	15	0	0	15	0	0	0	0	0	85
Total	0	324	3	0	327	4	0	7	3	14	5	70	0	0	75	2	0	0	1	3	419
Grand Total	19	2008	81	32	2140	69	0	154	24	247	131	2042	36	13	2222	32	0	13	5	50	4659
Apprch %	0.9	93.8	3.8	1.5		27.9	0	62.3	9.7		5.9	91.9	1.6	0.6		64	0	26	10		
Total %	0.4	43.1	1.7	0.7	45.9	1.5	0	3.3	0.5	5.3	2.8	43.8	0.8	0.3	47.7	0.7	0	0.3	0.1	1.1	
Lights	9	1835	78	32	1954	66	0	154	24	244	131	1883	22	13	2049	17	0	6	5	28	4275
% Lights	47.4	91.4	96.3	100	91.3	95.7	0	100	100	98.8	100	92.2	61.1	100	92.2	53.1	0	46.2	100	56	91.8
East Bay Tire	6	0	0	0	6	0	0	0	0	0	0	0	6	0	6	8	0	4	0	12	24
% East Bay Tire	31.6	0	0	0	0.3	0	0	0	0	0	0	0	16.7	0	0.3	25	0	30.8	0	24	0.5
Recology	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Recology	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Heavy	4	169	3	0	176	3	0	0	0	3	0	159	8	0	167	7	0	3	0	10	356
% Heavy	21.1	8.4	3.7	0	8.2	4.3	0	0	0	1.2	0	7.8	22.2	0	7.5	21.9	0	23.1	0	20	7.6

	ROGERS AVE Southbound				DRIVEWAY Westbound				ROGERS AVE Northbound				EAST BAY TIRE DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	1	55	**3**	59	1	0	2	3	0	34	0	34	0	0	0	0	96
04:00 PM	0	71	1	72	1	0	**6**	7	**4**	35	0	39	**1**	0	0	1	**119**
04:15 PM	1	59	0	60	**3**	0	5	**8**	0	**42**	**1**	**43**	1	0	0	1	112
04:30 PM	**2**	**75**	2	**79**	0	0	5	5	0	22	0	22	1	0	**1**	**2**	108
Total Volume	4	260	6	270	5	0	18	23	4	133	1	138	3	0	1	4	435
% App. Total	1.5	96.3	2.2		21.7	0	78.3		2.9	96.4	0.7		75	0	25		
PHF	.500	.867	.500	.854	.417	.000	.750	.719	.250	.792	.250	.802	.750	.000	.250	.500	.914

Traffic Data Service

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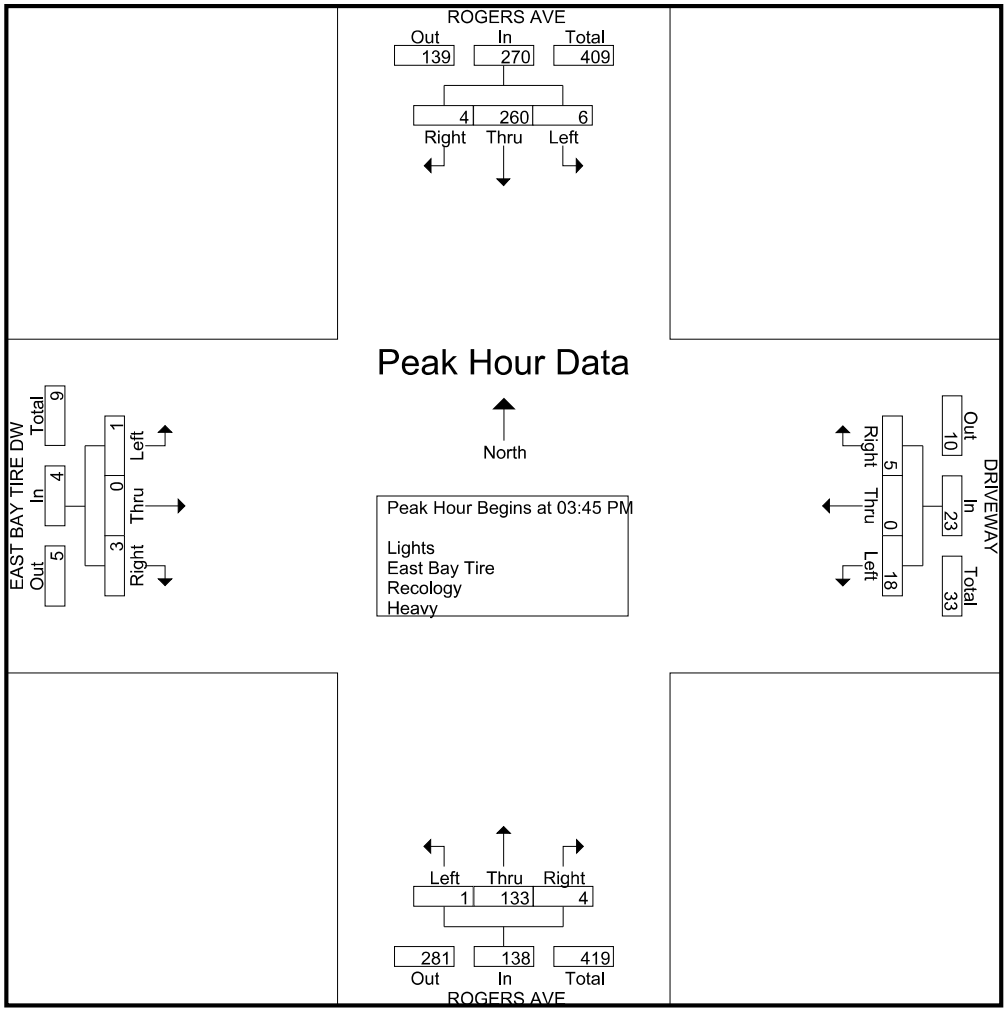

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Groups Printed- East Bay Tire

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Data Service

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Groups Printed- East Bay Tire

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
02:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Total	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	7
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	6	0	0	0	6	0	0	0	0	0	0	0	6	0	6	8	0	4	0	12	24
Apprch %	100	0	0	0		0	0	0	0		0	0	100	0		66.7	0	33.3	0		
Total %	25	0	0	0	25	0	0	0	0	0	0	0	25	0	25	33.3	0	16.7	0	50	

	ROGERS AVE Southbound				DRIVEWAY Westbound				ROGERS AVE Northbound				EAST BAY TIRE DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1	0	0	1	2
02:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	**3**
Total Volume	2	0	0	2	0	0	0	0	0	0	1	1	4	0	0	4	7
% App. Total	100	0	0		0	0	0		0	0	100		100	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250	.333	.000	.000	.333	.583

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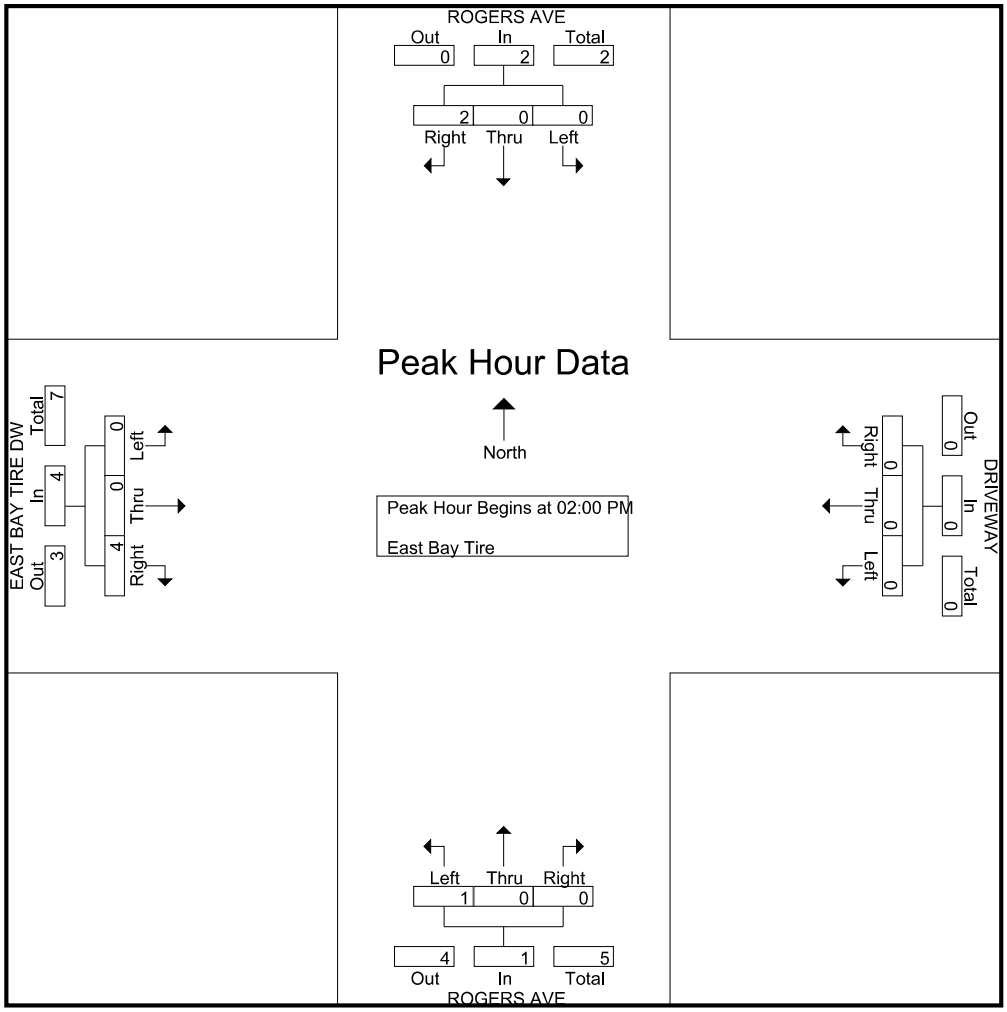

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File Name : East Bay Tire 3-28-18 FINAL
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Groups Printed- Heavy

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
05:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
06:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
06:30 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
06:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	12	0	0	12	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	18
07:00 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
Total	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	21
08:00 AM	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	12
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	19	0	0	19	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	31
09:00 AM	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
09:15 AM	0	3	1	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
09:30 AM	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total	1	11	1	0	13	1	0	0	0	1	0	20	0	0	20	0	0	0	0	0	34
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
10:15 AM	0	5	0	0	5	0	0	0	0	0	0	7	1	0	8	1	0	0	0	1	14
10:30 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
10:45 AM	0	4	1	0	5	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	12
Total	0	13	2	0	15	1	0	0	0	1	0	19	2	0	21	1	0	0	0	1	38
11:00 AM	0	4	0	0	4	1	0	0	0	1	0	4	1	0	5	0	0	1	0	1	11
11:15 AM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	14
11:30 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	11
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	7
Total	0	19	0	0	19	1	0	0	0	1	0	19	2	0	21	1	0	1	0	2	43
12:00 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
12:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
12:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
12:45 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Total	0	18	0	0	18	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	35
01:00 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
01:15 PM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
01:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
01:45 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
Total	0	15	0	0	15	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	40

Traffic Data Service

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File Name : East Bay Tire 3-28-18 FINAL
Site Code : 00000001
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Groups Printed- Heavy

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
02:15 PM	1	3	0	0	4	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	9
02:30 PM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	7
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	2	13	0	0	15	0	0	0	0	0	0	13	1	0	14	1	0	0	0	1	30
03:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	2	0	2	16
04:00 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
04:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	6
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	6
Total	1	12	0	0	13	0	0	0	0	0	0	6	2	0	8	2	0	0	0	2	23
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
Grand Total	4	169	3	0	176	3	0	0	0	3	0	159	8	0	167	7	0	3	0	10	356
Apprch %	2.3	96	1.7	0		100	0	0	0		0	95.2	4.8	0		70	0	30	0		
Total %	1.1	47.5	0.8	0	49.4	0.8	0	0	0	0.8	0	44.7	2.2	0	46.9	2	0	0.8	0	2.8	

	ROGERS AVE Southbound				DRIVEWAY Westbound				ROGERS AVE Northbound				EAST BAY TIRE DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	0	4	**1**	5	**1**	0	0	**1**	0	5	**1**	6	0	0	0	0	12
11:00 AM	0	4	0	4	1	0	0	1	0	4	1	5	0	0	**1**	**1**	11
11:15 AM	0	5	0	5	0	0	0	0	0	**8**	0	**8**	**1**	0	0	1	**14**
11:30 AM	0	**8**	0	**8**	0	0	0	0	0	3	0	3	0	0	0	0	11
Total Volume	0	21	1	22	2	0	0	2	0	20	2	22	1	0	1	2	48
% App. Total	0	95.5	4.5		100	0	0		0	90.9	9.1		50	0	50		
PHF	.000	.656	.250	.688	.500	.000	.000	.500	.000	.625	.500	.688	.250	.000	.250	.500	.857

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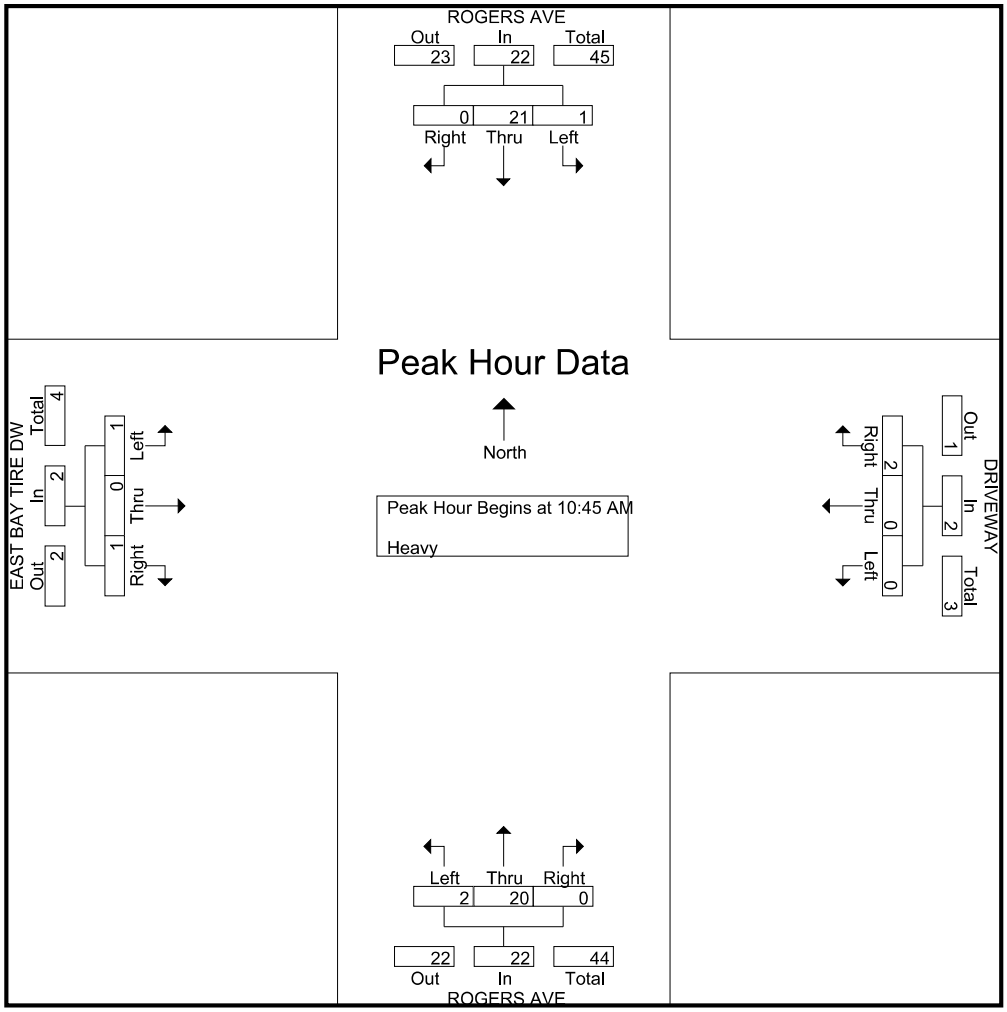

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Groups Printed- Lights

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	9	2	0	11	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	16
04:15 AM	1	2	4	0	7	2	0	2	2	6	0	8	0	0	8	0	0	0	0	0	21
04:30 AM	0	1	0	0	1	2	0	2	0	4	2	7	0	0	9	0	0	0	0	0	14
04:45 AM	0	0	1	0	1	1	0	4	0	5	6	14	0	0	20	0	0	0	0	0	26
Total	1	12	7	0	20	6	0	9	2	17	9	31	0	0	40	0	0	0	0	0	77
05:00 AM	0	4	1	0	5	1	0	2	0	3	8	16	0	0	24	0	0	0	0	0	32
05:15 AM	0	6	0	0	6	2	0	2	0	4	6	26	0	0	32	1	0	0	0	1	43
05:30 AM	0	5	1	0	6	2	0	4	0	6	4	28	0	0	32	0	0	0	0	0	44
05:45 AM	0	9	0	0	9	1	0	5	0	6	2	55	0	0	57	0	0	0	0	0	72
Total	0	24	2	0	26	6	0	13	0	19	20	125	0	0	145	1	0	0	0	1	191
06:00 AM	0	11	1	0	12	2	0	6	0	8	1	43	0	0	44	0	0	0	0	0	64
06:15 AM	0	6	2	0	8	4	0	3	0	7	3	26	0	1	30	0	0	0	0	0	45
06:30 AM	1	18	2	2	23	0	0	1	0	1	1	30	0	0	31	0	0	0	0	0	55
06:45 AM	0	27	1	2	30	2	0	1	0	3	1	36	0	0	37	0	0	0	0	0	70
Total	1	62	6	4	73	8	0	11	0	19	6	135	0	1	142	0	0	0	0	0	234
07:00 AM	0	21	1	1	23	1	0	3	0	4	4	49	0	0	53	0	0	0	0	0	80
07:15 AM	1	17	1	1	20	1	0	4	1	6	3	44	2	0	49	0	0	0	0	0	75
07:30 AM	0	14	1	0	15	0	0	2	1	3	5	39	0	0	44	0	0	0	0	0	62
07:45 AM	0	19	0	0	19	1	0	4	0	5	3	66	3	0	72	0	0	0	0	0	96
Total	1	71	3	2	77	3	0	13	2	18	15	198	5	0	218	0	0	0	0	0	313
08:00 AM	0	24	1	0	25	1	0	3	0	4	4	71	1	0	76	0	0	0	0	0	105
08:15 AM	0	14	2	0	16	1	0	5	0	6	3	51	0	2	56	0	0	1	0	1	79
08:30 AM	0	23	1	0	24	3	0	4	0	7	1	42	0	0	43	0	0	0	0	0	74
08:45 AM	0	21	1	0	22	0	0	4	0	4	0	59	0	0	59	0	0	0	0	0	85
Total	0	82	5	0	87	5	0	16	0	21	8	223	1	2	234	0	0	1	0	1	343
09:00 AM	0	32	0	0	32	1	0	2	2	5	1	51	0	0	52	0	0	0	1	1	90
09:15 AM	1	18	0	0	19	0	0	2	1	3	0	66	0	0	66	0	0	0	0	0	88
09:30 AM	0	20	0	0	20	0	0	0	0	0	4	41	1	0	46	0	0	0	0	0	66
09:45 AM	0	19	0	0	19	1	0	1	0	2	2	43	1	0	46	0	0	0	0	0	67
Total	1	89	0	0	90	2	0	5	3	10	7	201	2	0	210	0	0	0	1	1	311
10:00 AM	0	18	0	0	18	1	0	2	0	3	1	35	3	0	39	2	0	0	0	2	62
10:15 AM	0	41	0	0	41	1	0	0	0	1	0	33	0	0	33	0	0	1	0	1	76
10:30 AM	0	31	1	0	32	0	0	0	0	0	1	46	0	0	47	0	0	0	0	0	79
10:45 AM	0	32	0	2	34	1	0	2	0	3	2	48	0	0	50	0	0	0	0	0	87
Total	0	122	1	2	125	3	0	4	0	7	4	162	3	0	169	2	0	1	0	3	304
11:00 AM	0	28	0	0	28	3	0	1	0	4	1	28	3	0	32	1	0	0	0	1	65
11:15 AM	0	38	0	0	38	1	0	0	0	1	0	41	0	0	41	0	0	0	0	0	80
11:30 AM	0	30	2	0	32	1	0	0	0	1	1	34	0	0	35	0	0	0	0	0	68
11:45 AM	0	16	1	0	17	0	0	1	0	1	1	34	0	0	35	1	0	1	0	2	55
Total	0	112	3	0	115	5	0	2	0	7	3	137	3	0	143	2	0	1	0	3	268
12:00 PM	0	35	1	0	36	0	0	2	0	2	2	24	0	0	26	0	0	0	0	0	64
12:15 PM	0	33	2	0	35	0	0	2	0	2	2	36	1	0	39	0	0	0	0	0	76
12:30 PM	1	27	5	1	34	1	0	2	2	5	6	39	0	0	45	1	0	0	0	1	85
12:45 PM	0	33	2	1	36	0	0	2	0	2	4	27	1	1	33	1	0	1	0	2	73
Total	1	128	10	2	141	1	0	8	2	11	14	126	2	1	143	2	0	1	0	3	298
01:00 PM	0	37	4	4	45	1	0	5	2	8	5	38	1	0	44	1	0	0	0	1	98
01:15 PM	1	23	4	1	29	1	0	5	0	6	5	26	1	0	32	0	0	0	1	1	68
01:30 PM	1	42	4	0	47	0	0	3	1	4	0	43	0	1	44	0	0	0	0	0	95
01:45 PM	0	31	7	1	39	3	0	3	0	6	4	33	1	0	38	0	0	1	0	1	84
Total	2	133	19	6	160	5	0	16	3	24	14	140	3	1	158	1	0	1	1	3	345

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Groups Printed- Lights

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	53	0	4	57	1	0	8	0	9	7	30	0	1	38	1	0	0	1	2	106
02:15 PM	0	39	1	0	40	0	0	7	3	10	5	32	1	0	38	1	0	0	1	2	90
02:30 PM	0	53	1	5	59	3	0	5	3	11	3	37	0	2	42	0	0	0	0	0	112
02:45 PM	0	53	2	0	55	3	0	3	0	6	1	21	0	1	23	0	0	0	0	0	84
Total	0	198	4	9	211	7	0	23	6	36	16	120	1	4	141	2	0	0	2	4	392
03:00 PM	1	69	0	2	72	0	0	1	0	1	2	21	0	2	25	1	0	0	0	1	99
03:15 PM	0	50	3	0	53	3	0	5	0	8	1	20	0	1	22	1	0	0	0	1	84
03:30 PM	0	65	4	0	69	3	0	2	1	6	2	24	2	0	28	1	0	0	0	1	104
03:45 PM	0	53	3	2	58	1	0	2	0	3	0	33	0	0	33	0	0	0	0	0	94
Total	1	237	10	4	252	7	0	10	1	18	5	98	2	3	108	3	0	0	0	3	381
04:00 PM	0	66	1	0	67	1	0	6	0	7	4	33	0	1	38	0	0	0	0	0	112
04:15 PM	0	58	0	3	61	3	0	5	0	8	0	40	0	0	40	0	0	0	0	0	109
04:30 PM	1	72	2	0	75	0	0	5	1	6	0	21	0	0	21	1	0	1	0	2	104
04:45 PM	0	53	2	0	55	0	0	1	1	2	1	24	0	0	25	1	0	0	0	1	83
Total	1	249	5	3	258	4	0	17	2	23	5	118	0	1	124	2	0	1	0	3	408
05:00 PM	0	81	0	0	81	1	0	2	0	3	2	25	0	0	27	2	0	0	0	2	113
05:15 PM	0	80	0	0	80	1	0	2	1	4	2	15	0	0	17	0	0	0	1	1	102
05:30 PM	0	91	2	0	93	1	0	3	0	4	1	15	0	0	16	0	0	0	0	0	113
05:45 PM	0	64	1	0	65	1	0	0	2	3	0	14	0	0	14	0	0	0	0	0	82
Total	0	316	3	0	319	4	0	7	3	14	5	69	0	0	74	2	0	0	1	3	410
Grand Total	9	1835	78	32	1954	66	0	154	24	244	131	1883	22	13	2049	17	0	6	5	28	4275
Apprch %	0.5	93.9	4	1.6		27	0	63.1	9.8		6.4	91.9	1.1	0.6		60.7	0	21.4	17.9		
Total %	0.2	42.9	1.8	0.7	45.7	1.5	0	3.6	0.6	5.7	3.1	44	0.5	0.3	47.9	0.4	0	0.1	0.1	0.7	

	ROGERS AVE Southbound				DRIVEWAY Westbound				ROGERS AVE Northbound				EAST BAY TIRE DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	65	**4**	**69**	**3**	0	2	5	2	24	**2**	28	**1**	0	0	**1**	103
03:45 PM	0	53	3	56	1	0	2	3	0	33	0	33	0	0	0	0	92
04:00 PM	0	**66**	1	67	1	0	**6**	7	**4**	33	0	37	0	0	0	0	**111**
04:15 PM	0	58	0	58	3	0	5	**8**	0	**40**	0	**40**	0	0	0	0	106
Total Volume	0	242	8	250	8	0	15	23	6	130	2	138	1	0	0	1	412
% App. Total	0	96.8	3.2		34.8	0	65.2		4.3	94.2	1.4		100	0	0		
PHF	.000	.917	.500	.906	.667	.000	.625	.719	.375	.813	.250	.863	.250	.000	.000	.250	.928

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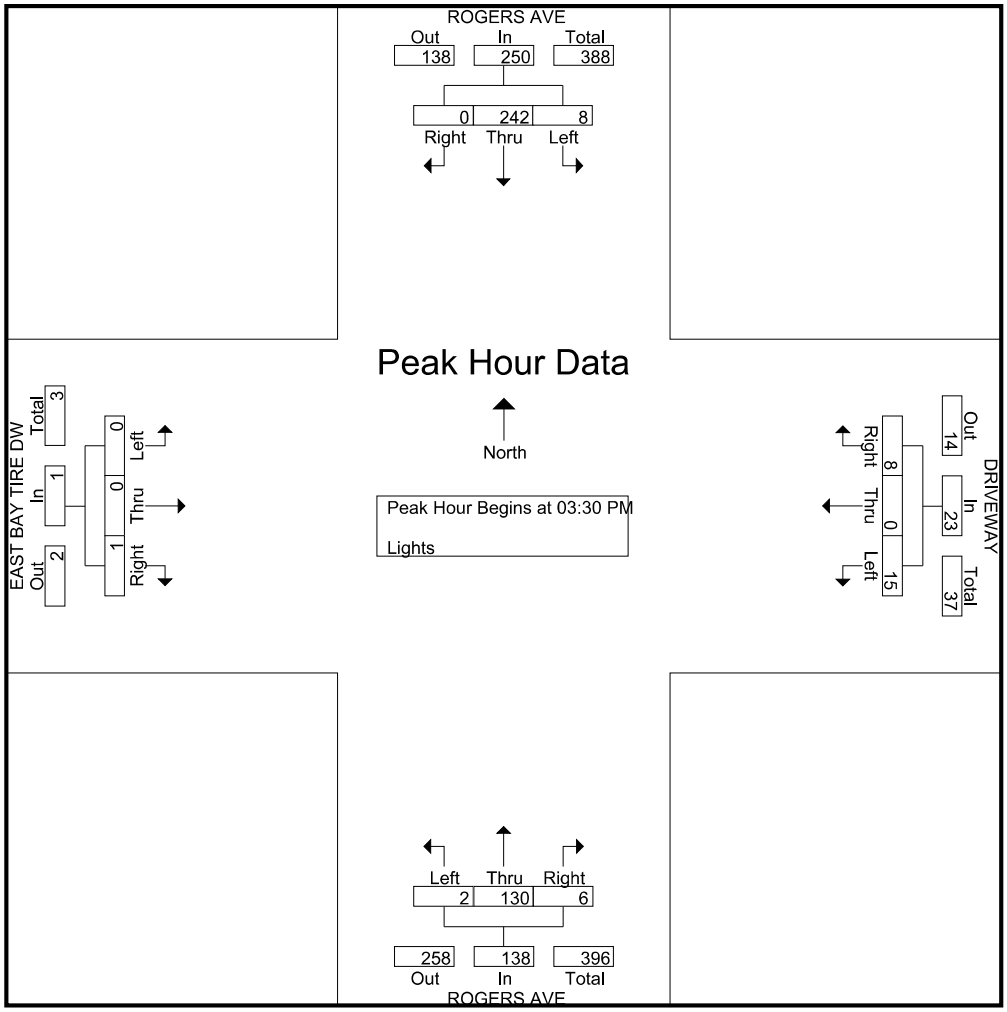

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Groups Printed- Recology

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Groups Printed- Recology

	ROGERS AVE Southbound					DRIVEWAY Westbound					ROGERS AVE Northbound					EAST BAY TIRE DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	ROGERS AVE Southbound				DRIVEWAY Westbound				ROGERS AVE Northbound				EAST BAY TIRE DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 AM																	
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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File Name : East Bay Tire 3-28-18 FINAL
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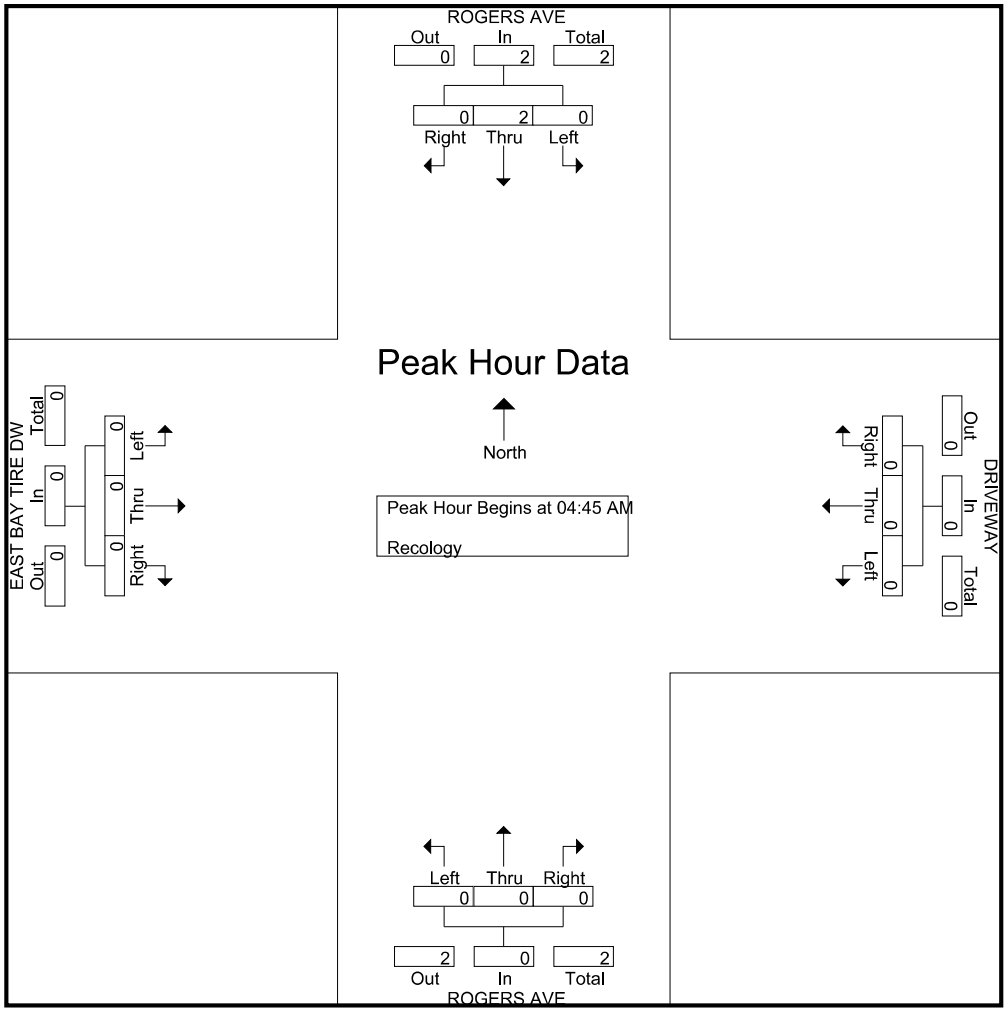

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File Name : Recology 3-27-18 FINAL
Site Code : 00000002
Start Date : 3/27/2018
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Groups Printed- Lights - East Bay Tire - Recology - Heavy

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
04:15 AM	0	7	0	0	7	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	21
04:30 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	17
04:45 AM	1	4	0	0	5	0	0	0	0	0	0	19	2	0	21	1	0	0	0	1	27
Total	1	19	0	0	20	0	0	0	0	0	0	45	3	0	48	2	0	0	0	2	70
05:00 AM	5	9	0	0	14	0	0	0	1	1	0	23	0	0	23	2	0	0	2	4	42
05:15 AM	0	8	0	0	8	0	0	0	2	2	0	30	1	0	31	3	0	1	1	5	46
05:30 AM	0	13	0	0	13	0	0	0	0	0	0	40	1	0	41	0	0	0	0	0	54
05:45 AM	0	17	0	0	17	0	0	0	0	0	0	57	1	0	58	0	0	0	1	1	76
Total	5	47	0	0	52	0	0	0	3	3	0	150	3	0	153	5	0	1	4	10	218
06:00 AM	0	9	0	0	9	0	0	0	0	0	0	43	0	0	43	1	0	1	0	2	54
06:15 AM	0	18	0	0	18	0	0	0	2	2	0	28	0	0	28	0	0	0	1	1	49
06:30 AM	0	12	0	0	12	0	0	0	1	1	0	30	0	0	30	0	0	0	2	2	45
06:45 AM	0	29	0	0	29	0	0	0	1	1	0	40	0	0	40	0	0	0	0	0	70
Total	0	68	0	0	68	0	0	0	4	4	0	141	0	0	141	1	0	1	3	5	218
07:00 AM	0	28	0	0	28	0	0	0	1	1	0	43	0	0	43	0	0	0	0	0	72
07:15 AM	2	22	0	0	24	0	0	0	1	1	0	55	1	0	56	0	0	0	0	0	81
07:30 AM	2	16	0	0	18	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	61
07:45 AM	0	15	0	0	15	0	0	0	0	0	0	64	2	0	66	0	0	0	0	0	81
Total	4	81	0	0	85	0	0	0	2	2	0	205	3	0	208	0	0	0	0	0	295
08:00 AM	0	24	0	0	24	0	0	0	0	0	0	80	3	0	83	0	0	0	0	0	107
08:15 AM	0	18	0	0	18	0	0	0	0	0	0	70	2	0	72	0	0	0	0	0	90
08:30 AM	0	35	0	0	35	0	0	0	0	0	0	61	0	0	61	1	0	0	0	1	97
08:45 AM	0	23	0	0	23	0	0	0	0	0	0	63	1	0	64	1	0	0	0	1	88
Total	0	100	0	0	100	0	0	0	0	0	0	274	6	0	280	2	0	0	0	2	382
09:00 AM	0	27	0	0	27	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	95
09:15 AM	0	29	0	0	29	0	0	0	0	0	0	71	0	0	71	2	0	0	0	2	102
09:30 AM	1	34	0	0	35	0	0	0	0	0	0	67	1	0	68	0	0	0	1	1	104
09:45 AM	0	22	0	0	22	0	0	0	0	0	0	56	1	0	57	0	0	0	0	0	79
Total	1	112	0	0	113	0	0	0	0	0	0	262	2	0	264	2	0	0	1	3	380
10:00 AM	0	29	0	0	29	0	0	0	0	0	0	43	1	0	44	0	0	0	0	0	73
10:15 AM	0	23	0	0	23	0	0	0	0	0	0	45	2	0	47	1	0	0	0	1	71
10:30 AM	1	33	0	0	34	0	0	0	0	0	0	45	0	0	45	3	0	0	0	3	82
10:45 AM	0	26	0	0	26	0	0	0	0	0	0	40	1	0	41	0	0	1	0	1	68
Total	1	111	0	0	112	0	0	0	0	0	0	173	4	0	177	4	0	1	0	5	294
11:00 AM	1	40	0	0	41	0	0	0	0	0	0	39	0	0	39	2	0	0	0	2	82
11:15 AM	0	34	0	0	34	0	0	0	0	0	0	34	3	0	37	1	0	0	0	1	72
11:30 AM	0	36	0	0	36	0	0	0	0	0	0	46	1	0	47	1	0	0	1	2	85
11:45 AM	0	34	0	0	34	0	0	0	0	0	0	38	1	0	39	1	0	0	0	1	74
Total	1	144	0	0	145	0	0	0	0	0	0	157	5	0	162	5	0	0	1	6	313
12:00 PM	0	44	0	0	44	0	0	0	0	0	0	48	1	0	49	1	0	0	0	1	94
12:15 PM	0	33	0	0	33	0	0	0	0	0	0	29	1	0	30	1	0	0	0	1	64
12:30 PM	0	41	0	0	41	0	0	0	0	0	0	52	1	0	53	2	0	0	0	2	96
12:45 PM	0	33	0	0	33	0	0	0	3	3	0	36	0	0	36	0	0	0	0	0	72
Total	0	151	0	0	151	0	0	0	3	3	0	165	3	0	168	4	0	0	0	4	326
01:00 PM	0	34	0	0	34	0	0	0	2	2	0	49	0	0	49	0	0	0	1	1	86
01:15 PM	0	41	0	0	41	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	88
01:30 PM	0	42	0	0	42	0	0	0	3	3	0	40	0	0	40	1	0	0	0	1	86
01:45 PM	0	45	0	0	45	0	0	0	0	0	0	40	0	0	40	0	0	0	2	2	87
Total	0	162	0	0	162	0	0	0	5	5	0	176	0	0	176	1	0	0	3	4	347

Traffic Data Service

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File Name : Recology 3-27-18 FINAL
Site Code : 00000002
Start Date : 3/27/2018
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Groups Printed- Lights - East Bay Tire - Recology - Heavy

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	80	0	0	80	0	0	0	0	0	0	34	0	0	34	0	0	0	2	2	116
02:15 PM	0	47	0	0	47	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	79
02:30 PM	0	51	0	0	51	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	90
02:45 PM	0	46	0	0	46	0	0	0	4	4	0	30	0	0	30	1	0	0	0	1	81
Total	0	224	0	0	224	0	0	0	4	4	0	135	0	0	135	1	0	0	2	3	366
03:00 PM	0	61	0	0	61	0	0	0	2	2	0	32	0	0	32	0	0	0	0	0	95
03:15 PM	0	72	0	0	72	0	0	0	0	0	0	25	0	0	25	1	0	0	0	1	98
03:30 PM	0	88	0	0	88	0	0	0	0	0	0	39	0	0	39	0	0	0	1	1	128
03:45 PM	0	71	0	0	71	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	101
Total	0	292	0	0	292	0	0	0	2	2	0	126	0	0	126	1	0	0	1	2	422
04:00 PM	0	45	0	0	45	0	0	0	0	0	0	29	0	0	29	1	0	0	0	1	75
04:15 PM	2	59	0	0	61	0	0	0	0	0	0	23	0	0	23	2	0	2	0	4	88
04:30 PM	0	66	0	0	66	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	82
04:45 PM	0	58	0	0	58	0	0	0	0	0	0	15	0	0	15	0	0	0	1	1	74
Total	2	228	0	0	230	0	0	0	0	0	0	83	0	0	83	3	0	2	1	6	319
05:00 PM	0	71	0	0	71	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	99
05:15 PM	0	71	0	0	71	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	85
05:30 PM	0	95	0	0	95	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	109
05:45 PM	0	65	0	0	65	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	81
Total	0	302	0	0	302	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	374
Grand Total	15	2041	0	0	2056	0	0	0	23	23	0	2164	29	0	2193	31	0	5	16	52	4324
Apprch %	0.7	99.3	0	0		0	0	0	100		0	98.7	1.3	0		59.6	0	9.6	30.8		
Total %	0.3	47.2	0	0	47.5	0	0	0	0.5	0.5	0	50	0.7	0	50.7	0.7	0	0.1	0.4	1.2	
Lights	11	1874	0	0	1885	0	0	0	23	23	0	1972	5	0	1977	7	0	3	16	26	3911
% Lights	73.3	91.8	0	0	91.7	0	0	0	100	100	0	91.1	17.2	0	90.2	22.6	0	60	100	50	90.4
East Bay Tire	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
% East Bay Tire	0	0.5	0	0	0.5	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.3
Recology	4	2	0	0	6	0	0	0	0	0	0	3	12	0	15	17	0	0	0	17	38
% Recology	26.7	0.1	0	0	0.3	0	0	0	0	0	0	0.1	41.4	0	0.7	54.8	0	0	0	32.7	0.9
Heavy	0	155	0	0	155	0	0	0	0	0	0	185	12	0	197	7	0	2	0	9	361
% Heavy	0	7.6	0	0	7.5	0	0	0	0	0	0	8.5	41.4	0	9	22.6	0	40	0	17.3	8.3

	ROGERS AVE Southbound				Westbound				ROGERS AVE Northbound				RECOLOGY DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	61	0	61	0	0	0	0	0	32	0	32	0	0	0	0	93
03:15 PM	0	72	0	72	0	0	0	0	0	25	0	25	**1**	0	0	**1**	98
03:30 PM	0	**88**	0	**88**	0	0	0	0	0	**39**	0	**39**	0	0	0	0	**127**
03:45 PM	0	71	0	71	0	0	0	0	0	30	0	30	0	0	0	0	101
Total Volume	0	292	0	292	0	0	0	0	0	126	0	126	1	0	0	1	419
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.830	.000	.830	.000	.000	.000	.000	.000	.808	.000	.808	.250	.000	.000	.250	.825

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File Name : Recology 3-27-18 FINAL
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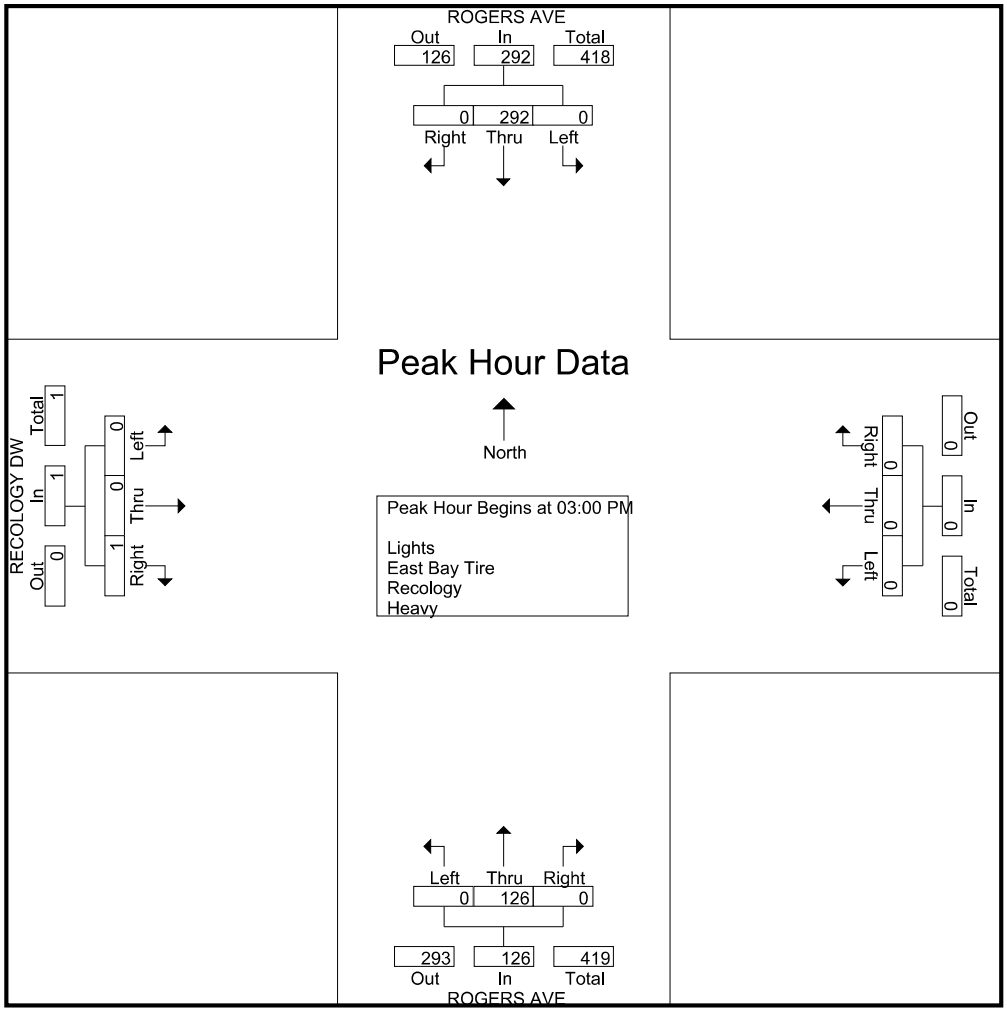

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File Name : Recology 3-27-18 FINAL
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Groups Printed- East Bay Tire

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Traffic Data Service

San Jose, CA
(408) 622-4787
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File Name : Recology 3-27-18 FINAL
Site Code : 00000002
Start Date : 3/27/2018
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Groups Printed- East Bay Tire

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	71.4	0	0	71.4	0	0	0	0	0	0	28.6	0	0	28.6	0	0	0	0	0	

	ROGERS AVE Southbound				Westbound				ROGERS AVE Northbound				RECOLOGY DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
02:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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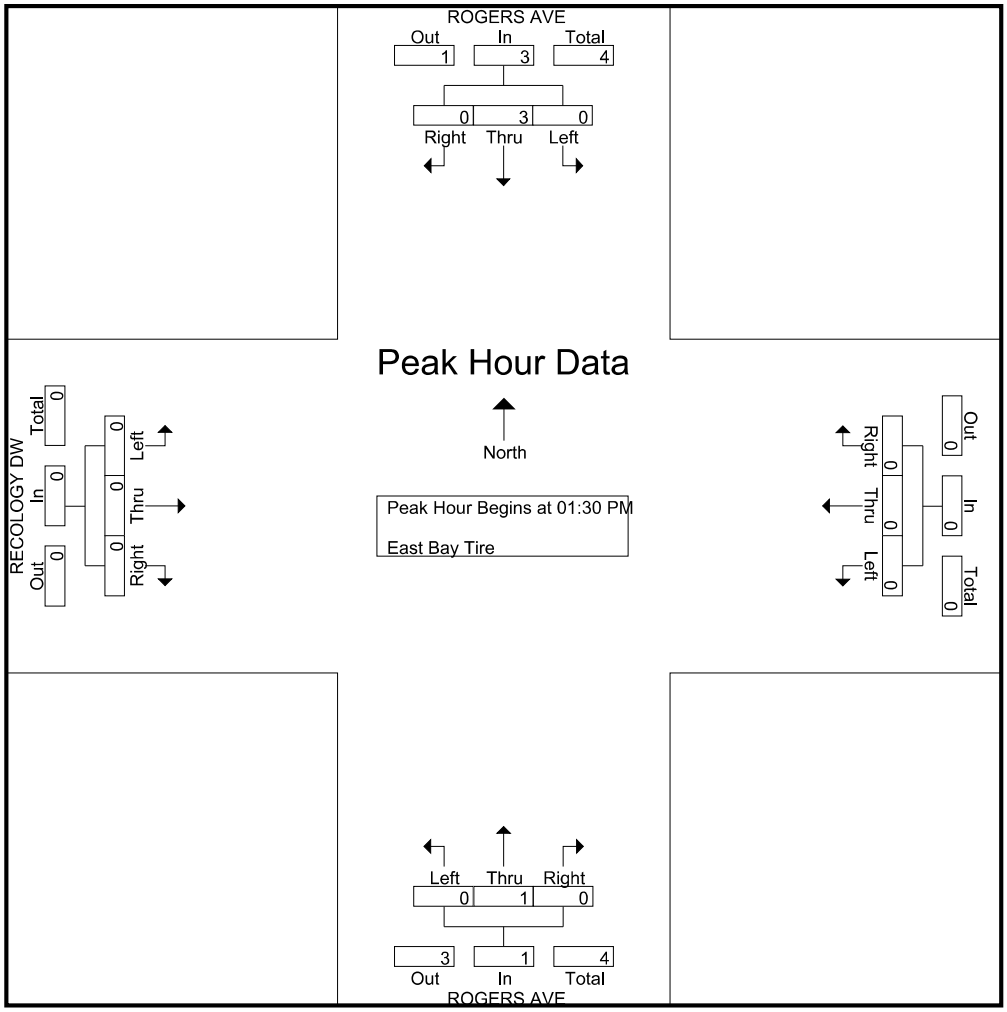

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File Name : Recology 3-27-18 FINAL
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Groups Printed- Heavy

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
05:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	7
05:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
05:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	6	0	0	6	0	0	0	0	0	0	5	2	0	7	1	0	0	0	1	14
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
06:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:45 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
Total	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	17
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
Total	0	4	0	0	4	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	15
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	12
08:15 AM	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	10
Total	0	10	0	0	10	0	0	0	0	0	0	17	4	0	21	2	0	0	0	2	33
09:00 AM	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	11
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	8
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	8
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
Total	0	9	0	0	9	0	0	0	0	0	0	22	1	0	23	1	0	0	0	1	33
10:00 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
10:15 AM	0	5	0	0	5	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	15
10:30 AM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	13
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	9
Total	0	16	0	0	16	0	0	0	0	0	0	24	2	0	26	2	0	1	0	3	45
11:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	12
11:15 AM	0	5	0	0	5	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	10
11:30 AM	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	18
11:45 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
Total	0	25	0	0	25	0	0	0	0	0	0	20	1	0	21	1	0	0	0	1	47
12:00 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
12:30 PM	0	4	0	0	4	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	15
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	16	0	0	16	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	38
01:00 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
01:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
01:30 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
Total	0	8	0	0	8	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	25

Traffic Data Service

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Groups Printed- Heavy

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	17
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	6
02:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
02:45 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
Total	0	21	0	0	21	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	38
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
03:15 PM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
03:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	19
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:15 PM	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	15	0	0	15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	21
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Grand Total	0	155	0	0	155	0	0	0	0	0	0	185	12	0	197	7	0	2	0	9	361
Apprch %	0	100	0	0		0	0	0	0		0	93.9	6.1	0		77.8	0	22.2	0		
Total %	0	42.9	0	0	42.9	0	0	0	0	0	0	51.2	3.3	0	54.6	1.9	0	0.6	0	2.5	

	ROGERS AVE Southbound				Westbound				ROGERS AVE Northbound				RECOLOGY DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:15 AM																	
10:15 AM	0	5	0	5	0	0	0	0	0	**8**	**2**	**10**	0	0	0	0	**15**
10:30 AM	0	6	0	6	0	0	0	0	0	5	0	5	**2**	0	0	**2**	13
10:45 AM	0	1	0	1	0	0	0	0	0	7	0	7	0	0	**1**	1	9
11:00 AM	0	**7**	0	**7**	0	0	0	0	0	4	0	4	1	0	0	1	12
Total Volume	0	19	0	19	0	0	0	0	0	24	2	26	3	0	1	4	49
% App. Total	0	100	0		0	0	0		0	92.3	7.7		75	0	25		
PHF	.000	.679	.000	.679	.000	.000	.000	.000	.000	.750	.250	.650	.375	.000	.250	.500	.817

Traffic Data Service

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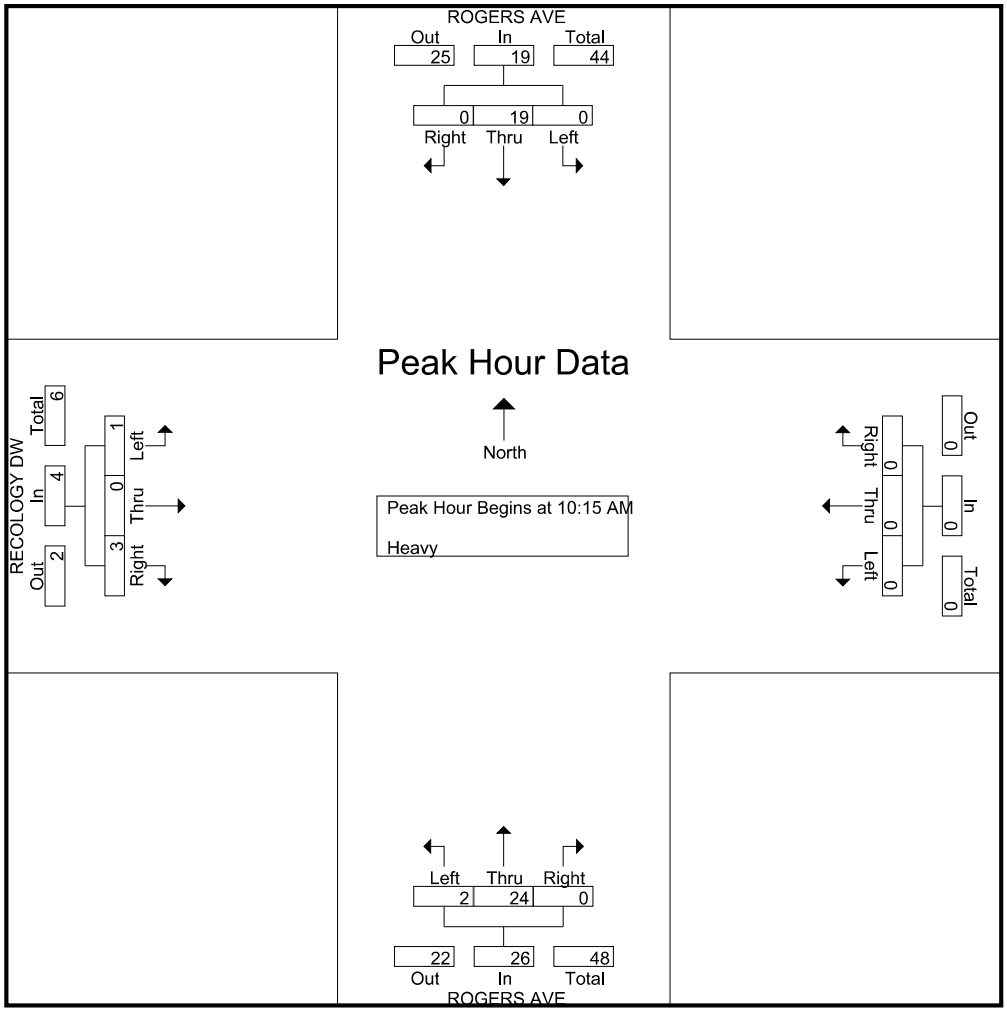

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Groups Printed- Lights

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
04:15 AM	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	20
04:30 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
04:45 AM	0	4	0	0	4	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	22
Total	0	15	0	0	15	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	57
05:00 AM	3	8	0	0	11	0	0	0	1	1	0	22	0	0	22	0	0	0	2	2	36
05:15 AM	0	5	0	0	5	0	0	0	2	2	0	28	0	0	28	0	0	1	1	2	37
05:30 AM	0	12	0	0	12	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	51
05:45 AM	0	16	0	0	16	0	0	0	0	0	0	56	0	0	56	0	0	0	1	1	73
Total	3	41	0	0	44	0	0	0	3	3	0	145	0	0	145	0	0	1	4	5	197
06:00 AM	0	9	0	0	9	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	50
06:15 AM	0	17	0	0	17	0	0	0	2	2	0	26	0	0	26	0	0	0	1	1	46
06:30 AM	0	11	0	0	11	0	0	0	1	1	0	29	0	0	29	0	0	0	2	2	43
06:45 AM	0	26	0	0	26	0	0	0	1	1	0	34	0	0	34	0	0	0	0	0	61
Total	0	63	0	0	63	0	0	0	4	4	0	130	0	0	130	0	0	0	3	3	200
07:00 AM	0	27	0	0	27	0	0	0	1	1	0	41	0	0	41	0	0	0	0	0	69
07:15 AM	2	22	0	0	24	0	0	0	1	1	0	52	1	0	53	0	0	0	0	0	78
07:30 AM	2	16	0	0	18	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	59
07:45 AM	0	12	0	0	12	0	0	0	0	0	0	61	1	0	62	0	0	0	0	0	74
Total	4	77	0	0	81	0	0	0	2	2	0	195	2	0	197	0	0	0	0	0	280
08:00 AM	0	21	0	0	21	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	94
08:15 AM	0	14	0	0	14	0	0	0	0	0	0	65	1	0	66	0	0	0	0	0	80
08:30 AM	0	34	0	0	34	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	95
08:45 AM	0	20	0	0	20	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	78
Total	0	89	0	0	89	0	0	0	0	0	0	257	1	0	258	0	0	0	0	0	347
09:00 AM	0	22	0	0	22	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	83
09:15 AM	0	29	0	0	29	0	0	0	0	0	0	64	0	0	64	0	0	0	0	0	93
09:30 AM	0	29	0	0	29	0	0	0	0	0	0	63	0	0	63	0	0	0	1	1	93
09:45 AM	0	21	0	0	21	0	0	0	0	0	0	51	1	0	52	0	0	0	0	0	73
Total	0	101	0	0	101	0	0	0	0	0	0	239	1	0	240	0	0	0	1	1	342
10:00 AM	0	25	0	0	25	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	64
10:15 AM	0	18	0	0	18	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	55
10:30 AM	1	27	0	0	28	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	68
10:45 AM	0	25	0	0	25	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	58
Total	1	95	0	0	96	0	0	0	0	0	0	149	0	0	149	0	0	0	0	0	245
11:00 AM	1	33	0	0	34	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	69
11:15 AM	0	29	0	0	29	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	60
11:30 AM	0	26	0	0	26	0	0	0	0	0	0	38	0	0	38	1	0	0	1	2	66
11:45 AM	0	30	0	0	30	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	64
Total	1	118	0	0	119	0	0	0	0	0	0	137	1	0	138	1	0	0	1	2	259
12:00 PM	0	40	0	0	40	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	79
12:15 PM	0	28	0	0	28	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	52
12:30 PM	0	37	0	0	37	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	79
12:45 PM	0	29	0	0	29	0	0	0	3	3	0	35	0	0	35	0	0	0	0	0	67
Total	0	134	0	0	134	0	0	0	3	3	0	140	0	0	140	0	0	0	0	0	277
01:00 PM	0	33	0	0	33	0	0	0	2	2	0	46	0	0	46	0	0	0	1	1	82
01:15 PM	0	38	0	0	38	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	82
01:30 PM	0	38	0	0	38	0	0	0	3	3	0	35	0	0	35	1	0	0	0	1	77
01:45 PM	0	44	0	0	44	0	0	0	0	0	0	34	0	0	34	0	0	0	2	2	80
Total	0	153	0	0	153	0	0	0	5	5	0	159	0	0	159	1	0	0	3	4	321

Traffic Data Service

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Groups Printed- Lights

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	68	0	0	68	0	0	0	0	0	0	27	0	0	27	0	0	0	2	2	97
02:15 PM	0	46	0	0	46	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	72
02:30 PM	0	47	0	0	47	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	83
02:45 PM	0	40	0	0	40	0	0	0	4	4	0	27	0	0	27	1	0	0	0	1	72
Total	0	201	0	0	201	0	0	0	4	4	0	116	0	0	116	1	0	0	2	3	324
03:00 PM	0	60	0	0	60	0	0	0	2	2	0	30	0	0	30	0	0	0	0	0	92
03:15 PM	0	66	0	0	66	0	0	0	0	0	0	24	0	0	24	1	0	0	0	1	91
03:30 PM	0	85	0	0	85	0	0	0	0	0	0	35	0	0	35	0	0	0	1	1	121
03:45 PM	0	67	0	0	67	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	96
Total	0	278	0	0	278	0	0	0	2	2	0	118	0	0	118	1	0	0	1	2	400
04:00 PM	0	43	0	0	43	0	0	0	0	0	0	28	0	0	28	1	0	0	0	1	72
04:15 PM	2	51	0	0	53	0	0	0	0	0	0	19	0	0	19	2	0	2	0	4	76
04:30 PM	0	63	0	0	63	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	79
04:45 PM	0	56	0	0	56	0	0	0	0	0	0	14	0	0	14	0	0	0	1	1	71
Total	2	213	0	0	215	0	0	0	0	0	0	77	0	0	77	3	0	2	1	6	298
05:00 PM	0	71	0	0	71	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	98
05:15 PM	0	67	0	0	67	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	80
05:30 PM	0	94	0	0	94	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	107
05:45 PM	0	64	0	0	64	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	79
Total	0	296	0	0	296	0	0	0	0	0	0	68	0	0	68	0	0	0	0	0	364
Grand Total	11	1874	0	0	1885	0	0	0	23	23	0	1972	5	0	1977	7	0	3	16	26	3911
Apprch %	0.6	99.4	0	0		0	0	0	100		0	99.7	0.3	0		26.9	0	11.5	61.5		
Total %	0.3	47.9	0	0	48.2	0	0	0	0.6	0.6	0	50.4	0.1	0	50.5	0.2	0	0.1	0.4	0.7	

	ROGERS AVE Southbound				Westbound				ROGERS AVE Northbound				RECOLOGY DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	60	0	60	0	0	0	0	0	30	0	30	0	0	0	0	90
03:15 PM	0	66	0	66	0	0	0	0	0	24	0	24	**1**	0	0	**1**	91
03:30 PM	0	**85**	0	**85**	0	0	0	0	0	**35**	0	**35**	0	0	0	0	**120**
03:45 PM	0	67	0	67	0	0	0	0	0	29	0	29	0	0	0	0	96
Total Volume	0	278	0	278	0	0	0	0	0	118	0	118	1	0	0	1	397
% App. Total	0	100	0		0	0	0		0	100	0		100	0	0		
PHF	.000	.818	.000	.818	.000	.000	.000	.000	.000	.843	.000	.843	.250	.000	.000	.250	.827

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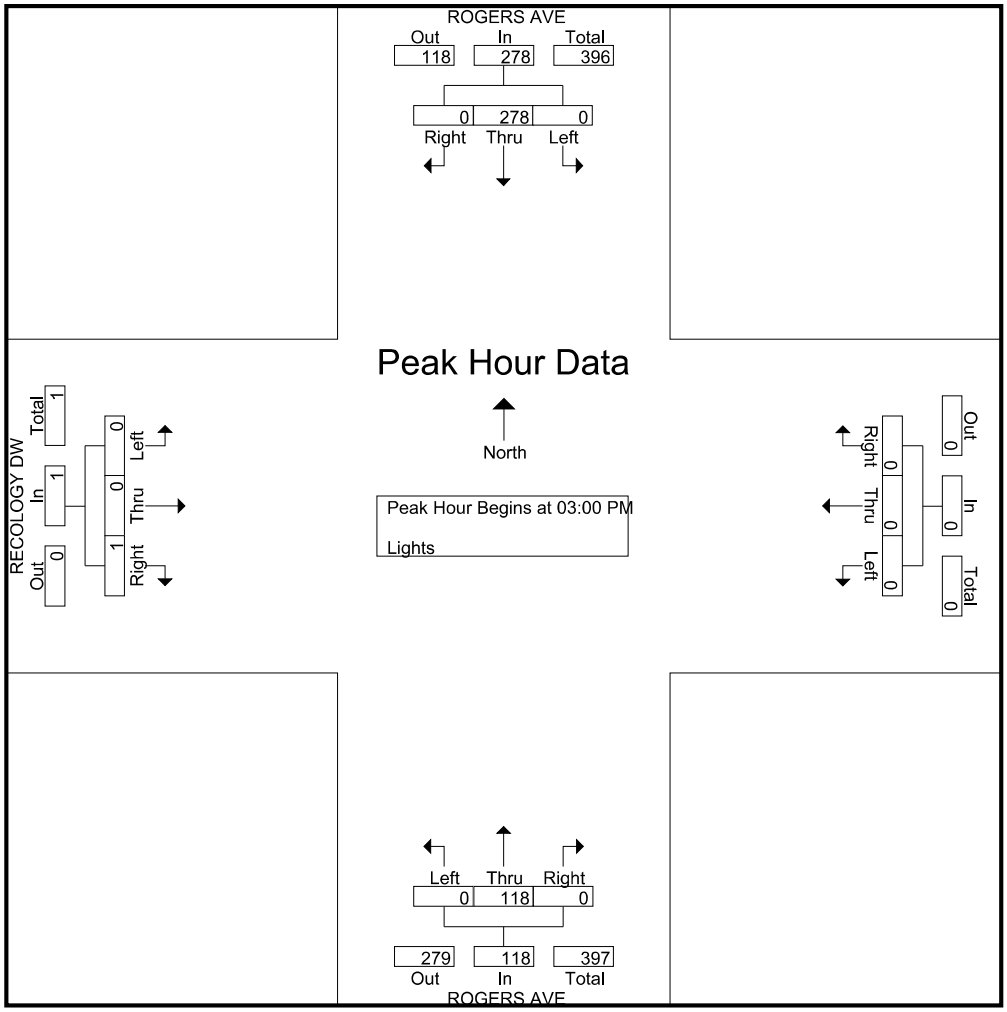

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Groups Printed- Recology

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	4
Total	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	6
05:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	4	0	0	0	4	7
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	4
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3	0	0	0	3	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	4	0	0	0	4	9
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Data Service

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Groups Printed- Recology

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	4	2	0	0	6	0	0	0	0	0	0	3	12	0	15	17	0	0	0	17	38
Apprch %	66.7	33.3	0	0		0	0	0	0		0	20	80	0		100	0	0	0		
Total %	10.5	5.3	0	0	15.8	0	0	0	0	0	0	7.9	31.6	0	39.5	44.7	0	0	0	44.7	

	ROGERS AVE Southbound				Westbound				ROGERS AVE Northbound				RECOLOGY DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 AM																	
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:45 AM	1	0	0	1	0	0	0	0	0	0	**2**	**2**	1	0	0	1	**4**
05:00 AM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**2**	0	0	**2**	4
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	3	0	0	3	0	0	0	0	0	0	2	2	6	0	0	6	11
% App. Total	100	0	0		0	0	0		0	0	100		100	0	0		
PHF	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.250	.250	.750	.000	.000	.750	.688

Traffic Data Service

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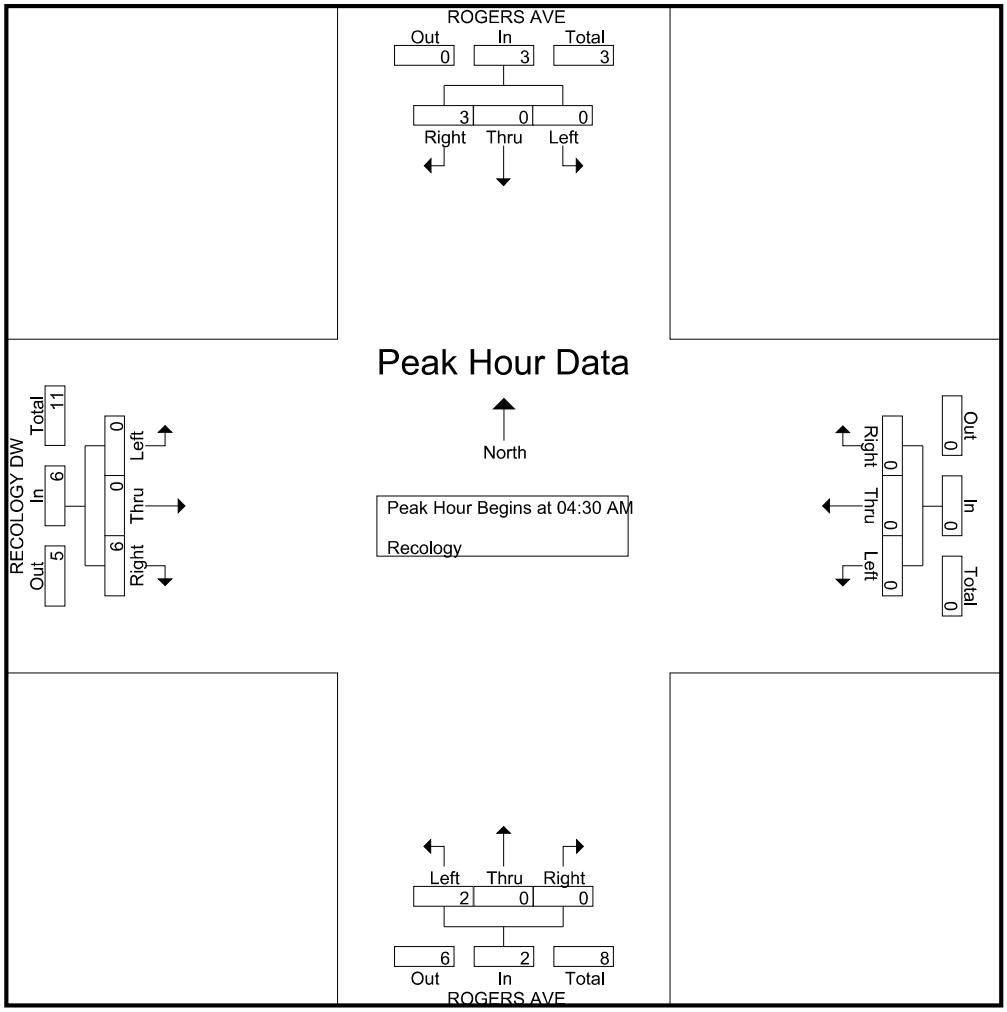

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Groups Printed- Lights - East Bay Tire - Recology - Heavy

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	15
04:15 AM	0	5	0	0	5	0	0	0	0	0	0	11	2	0	13	0	0	0	0	0	18
04:30 AM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	15
04:45 AM	0	5	0	0	5	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	27
Total	0	24	0	0	24	0	0	0	0	0	0	47	2	0	49	2	0	0	0	2	75
05:00 AM	0	10	0	0	10	0	0	0	0	0	0	24	1	0	25	0	0	0	0	0	35
05:15 AM	0	10	0	0	10	0	0	0	0	0	0	33	1	0	34	0	0	0	1	1	45
05:30 AM	1	10	0	0	11	0	0	0	0	0	0	32	1	0	33	2	0	0	0	2	46
05:45 AM	0	14	0	0	14	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	73
Total	1	44	0	0	45	0	0	0	0	0	0	148	3	0	151	2	0	0	1	3	199
06:00 AM	0	20	0	0	20	0	0	0	1	1	0	41	2	0	43	1	0	0	1	2	66
06:15 AM	0	8	0	0	8	0	0	0	0	0	0	28	0	0	28	1	0	0	2	3	39
06:30 AM	0	21	0	0	21	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	53
06:45 AM	0	30	0	0	30	0	0	0	0	0	0	38	0	0	38	1	0	0	1	2	70
Total	0	79	0	0	79	0	0	0	1	1	0	139	2	0	141	3	0	0	4	7	228
07:00 AM	0	23	0	1	24	0	0	0	0	0	0	54	0	0	54	0	0	0	0	0	78
07:15 AM	2	19	0	0	21	0	0	0	1	1	0	57	1	0	58	0	0	0	0	0	80
07:30 AM	1	17	0	0	18	0	0	0	1	1	0	45	1	0	46	0	0	0	0	0	65
07:45 AM	1	24	0	0	25	0	0	0	0	0	0	72	1	1	74	1	0	0	0	1	100
Total	4	83	0	1	88	0	0	0	2	2	0	228	3	1	232	1	0	0	0	1	323
08:00 AM	0	33	0	0	33	0	0	0	0	0	0	78	2	0	80	0	0	0	0	0	113
08:15 AM	0	20	0	0	20	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	81
08:30 AM	0	30	0	0	30	0	0	0	1	1	0	44	0	0	44	0	0	0	0	0	75
08:45 AM	0	24	0	0	24	0	0	0	0	0	0	61	1	0	62	2	0	0	0	2	88
Total	0	107	0	0	107	0	0	0	1	1	0	244	3	0	247	2	0	0	0	2	357
09:00 AM	0	36	0	0	36	0	0	0	0	0	0	56	0	0	56	1	0	0	1	2	94
09:15 AM	0	20	0	0	20	0	0	0	0	0	0	68	1	0	69	0	0	0	0	0	89
09:30 AM	0	23	0	0	23	0	0	0	0	0	0	47	1	0	48	0	0	1	0	1	72
09:45 AM	0	20	0	0	20	0	0	0	0	0	0	49	3	0	52	1	0	1	0	2	74
Total	0	99	0	0	99	0	0	0	0	0	0	220	5	0	225	2	0	2	1	5	329
10:00 AM	0	24	0	0	24	0	0	0	0	0	0	40	0	0	40	1	0	0	0	1	65
10:15 AM	1	46	0	0	47	0	0	0	0	0	0	35	1	0	36	0	0	0	0	0	83
10:30 AM	0	33	0	0	33	0	0	0	0	0	0	50	0	0	50	1	0	1	0	2	85
10:45 AM	0	37	0	0	37	0	0	0	0	0	0	51	1	0	52	1	0	0	0	1	90
Total	1	140	0	0	141	0	0	0	0	0	0	176	2	0	178	3	0	1	0	4	323
11:00 AM	0	33	0	0	33	0	0	0	1	1	0	35	1	0	36	1	0	0	0	1	71
11:15 AM	0	41	0	0	41	0	0	0	0	0	0	46	1	0	47	4	0	0	0	4	92
11:30 AM	0	34	0	0	34	0	0	0	0	0	0	38	3	0	41	0	0	0	0	0	75
11:45 AM	0	20	0	0	20	0	0	0	0	0	0	39	0	0	39	3	0	0	0	3	62
Total	0	128	0	0	128	0	0	0	1	1	0	158	5	0	163	8	0	0	0	8	300
12:00 PM	0	39	0	0	39	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	66
12:15 PM	0	38	0	0	38	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	79
12:30 PM	0	32	0	0	32	0	0	0	0	0	0	46	0	0	46	0	0	0	1	1	79
12:45 PM	0	41	0	0	41	0	0	0	0	0	0	35	1	0	36	0	0	0	0	0	77
Total	0	150	0	0	150	0	0	0	0	0	0	149	1	0	150	0	0	0	1	1	301
01:00 PM	0	43	0	0	43	0	0	0	2	2	0	45	0	0	45	2	0	0	0	2	92
01:15 PM	0	36	0	0	36	0	0	0	0	0	0	46	0	0	46	0	0	0	1	1	83
01:30 PM	0	46	0	0	46	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	91
01:45 PM	0	38	0	0	38	0	0	0	1	1	0	41	0	0	41	0	0	0	0	0	80
Total	0	163	0	0	163	0	0	0	3	3	0	177	0	0	177	2	0	0	1	3	346

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Groups Printed- Lights - East Bay Tire - Recology - Heavy

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	67	0	0	67	0	0	0	0	0	0	43	0	0	43	2	0	0	1	3	113
02:15 PM	0	51	0	0	51	0	0	0	0	0	0	43	0	1	44	0	0	0	0	0	95
02:30 PM	0	62	0	0	62	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	106
02:45 PM	0	64	0	0	64	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	88
Total	0	244	0	0	244	0	0	0	0	0	0	154	0	1	155	2	0	0	1	3	402
03:00 PM	1	74	0	1	76	0	0	0	0	0	0	23	0	0	23	0	0	0	1	1	100
03:15 PM	0	57	0	0	57	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	78
03:30 PM	0	69	0	0	69	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	95
03:45 PM	0	54	0	0	54	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	88
Total	1	254	0	1	256	0	0	0	0	0	0	103	0	0	103	1	0	0	1	2	361
04:00 PM	0	78	0	0	78	0	0	0	0	0	0	38	0	0	38	1	0	0	1	2	118
04:15 PM	0	63	0	0	63	0	0	0	0	0	0	37	0	0	37	3	0	2	0	5	105
04:30 PM	0	84	0	0	84	0	0	0	0	0	0	24	0	1	25	0	0	0	0	0	109
04:45 PM	0	57	0	1	58	0	0	0	0	0	0	27	0	0	27	0	0	0	2	2	87
Total	0	282	0	1	283	0	0	0	0	0	0	126	0	1	127	4	0	2	3	9	419
05:00 PM	0	88	0	0	88	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	116
05:15 PM	0	83	0	0	83	0	0	0	0	0	0	16	0	0	16	0	0	0	1	1	100
05:30 PM	0	93	0	0	93	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	109
05:45 PM	0	65	0	0	65	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	81
Total	0	329	0	0	329	0	0	0	0	0	0	76	0	0	76	0	0	0	1	1	406
Grand Total	7	2126	0	3	2136	0	0	0	8	8	0	2145	26	3	2174	32	0	5	14	51	4369
Apprch %	0.3	99.5	0	0.1		0	0	0	100		0	98.7	1.2	0.1		62.7	0	9.8	27.5		
Total %	0.2	48.7	0	0.1	48.9	0	0	0	0.2	0.2	0	49.1	0.6	0.1	49.8	0.7	0	0.1	0.3	1.2	
Lights	5	1947	0	3	1955	0	0	0	8	8	0	1981	6	3	1990	11	0	4	14	29	3982
% Lights	71.4	91.6	0	100	91.5	0	0	0	100	100	0	92.4	23.1	100	91.5	34.4	0	80	100	56.9	91.1
East Bay Tire	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	15
% East Bay Tire	0	0.4	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.3	3.1	0	0	0	2	0.3
Recology	2	2	0	0	4	0	0	0	0	0	0	0	16	0	16	16	0	0	0	16	36
% Recology	28.6	0.1	0	0	0.2	0	0	0	0	0	0	0	61.5	0	0.7	50	0	0	0	31.4	0.8
Heavy	0	169	0	0	169	0	0	0	0	0	0	158	4	0	162	4	0	1	0	5	336
% Heavy	0	7.9	0	0	7.9	0	0	0	0	0	0	7.4	15.4	0	7.5	12.5	0	20	0	9.8	7.7

	ROGERS AVE Southbound				Westbound				ROGERS AVE Northbound				RECOLOGY DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	54	0	54	0	0	0	0	0	34	0	34	0	0	0	0	88
04:00 PM	0	78	0	78	0	0	0	0	0	**38**	0	**38**	1	0	0	1	**117**
04:15 PM	0	63	0	63	0	0	0	0	0	37	0	37	**3**	0	**2**	**5**	105
04:30 PM	0	**84**	0	**84**	0	0	0	0	0	24	0	24	0	0	0	0	108
Total Volume	0	279	0	279	0	0	0	0	0	133	0	133	4	0	2	6	418
% App. Total	0	100	0		0	0	0		0	100	0		66.7	0	33.3		
PHF	.000	.830	.000	.830	.000	.000	.000	.000	.000	.875	.000	.875	.333	.000	.250	.300	.893

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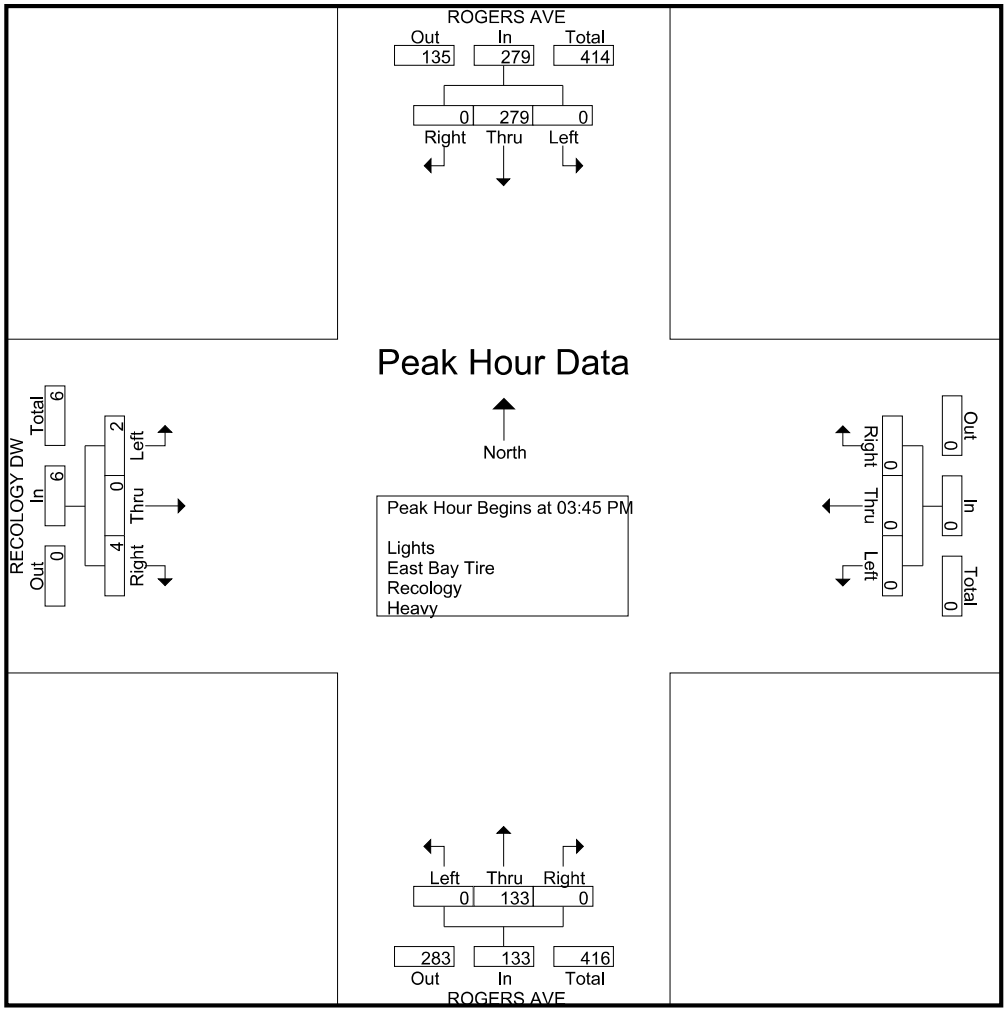

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Groups Printed- East Bay Tire

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Groups Printed- East Bay Tire

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	15
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		100	0	0	0		
Total %	0	53.3	0	0	53.3	0	0	0	0	0	0	40	0	0	40	6.7	0	0	0	6.7	

	ROGERS AVE Southbound				Westbound				ROGERS AVE Northbound				RECOLOGY DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
02:45 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Total Volume	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.417

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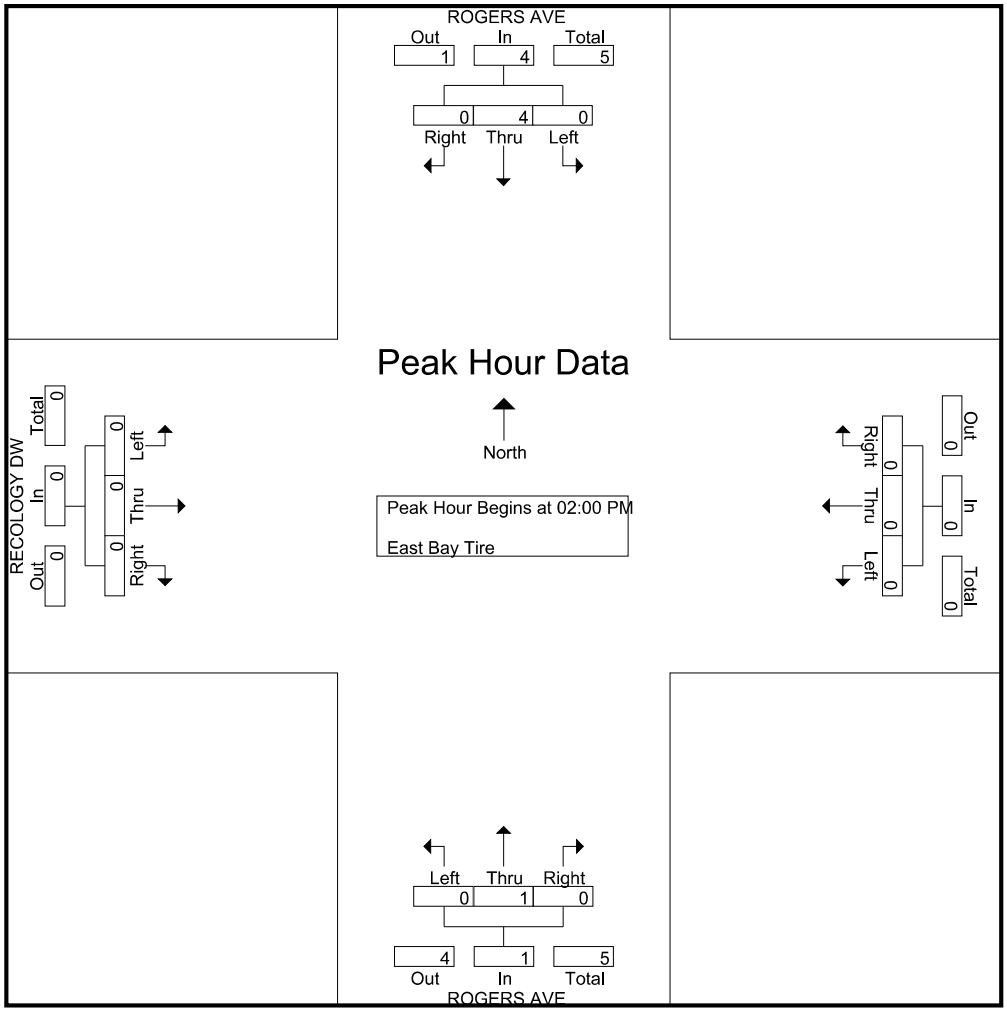

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Groups Printed- Heavy

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
05:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 AM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:45 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
06:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:30 AM	0	6	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
06:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	6
Total	0	12	0	0	12	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	19
07:00 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	20
08:00 AM	0	9	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	19	0	0	19	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	30
09:00 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	9
09:15 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
09:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	8
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	7
Total	0	11	0	0	11	0	0	0	0	0	0	19	1	0	20	1	0	1	0	2	33
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
10:15 AM	0	5	0	0	5	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	13
10:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
10:45 AM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	10
Total	0	13	0	0	13	0	0	0	0	0	0	19	1	0	20	1	0	0	0	1	34
11:00 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
11:15 AM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
11:30 AM	0	8	0	0	8	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	12
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
Total	0	19	0	0	19	0	0	0	0	0	0	19	1	0	20	1	0	0	0	1	40
12:00 PM	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
12:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
12:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
12:45 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
Total	0	18	0	0	18	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	35
01:00 PM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	12
01:15 PM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	13
01:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
01:45 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
Total	0	15	0	0	15	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	40

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Groups Printed- Heavy

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
02:15 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
02:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	26
03:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
03:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
04:00 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
Total	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	18
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	8	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
Grand Total	0	169	0	0	169	0	0	0	0	0	0	158	4	0	162	4	0	1	0	5	336
Apprch %	0	100	0	0		0	0	0	0		0	97.5	2.5	0		80	0	20	0		
Total %	0	50.3	0	0	50.3	0	0	0	0	0	0	47	1.2	0	48.2	1.2	0	0.3	0	1.5	

	ROGERS AVE Southbound				Westbound				ROGERS AVE Northbound				RECOLOGY DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	0	4	0	4	0	0	0	0	0	5	0	5	**1**	0	0	**1**	10
11:00 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
11:15 AM	0	5	0	5	0	0	0	0	0	**8**	0	**8**	0	0	0	0	**13**
11:30 AM	0	**8**	0	**8**	0	0	0	0	0	3	**1**	4	0	0	0	0	12
Total Volume	0	21	0	21	0	0	0	0	0	20	1	21	1	0	0	1	43
% App. Total	0	100	0		0	0	0		0	95.2	4.8		100	0	0		
PHF	.000	.656	.000	.656	.000	.000	.000	.000	.000	.625	.250	.656	.250	.000	.000	.250	.827

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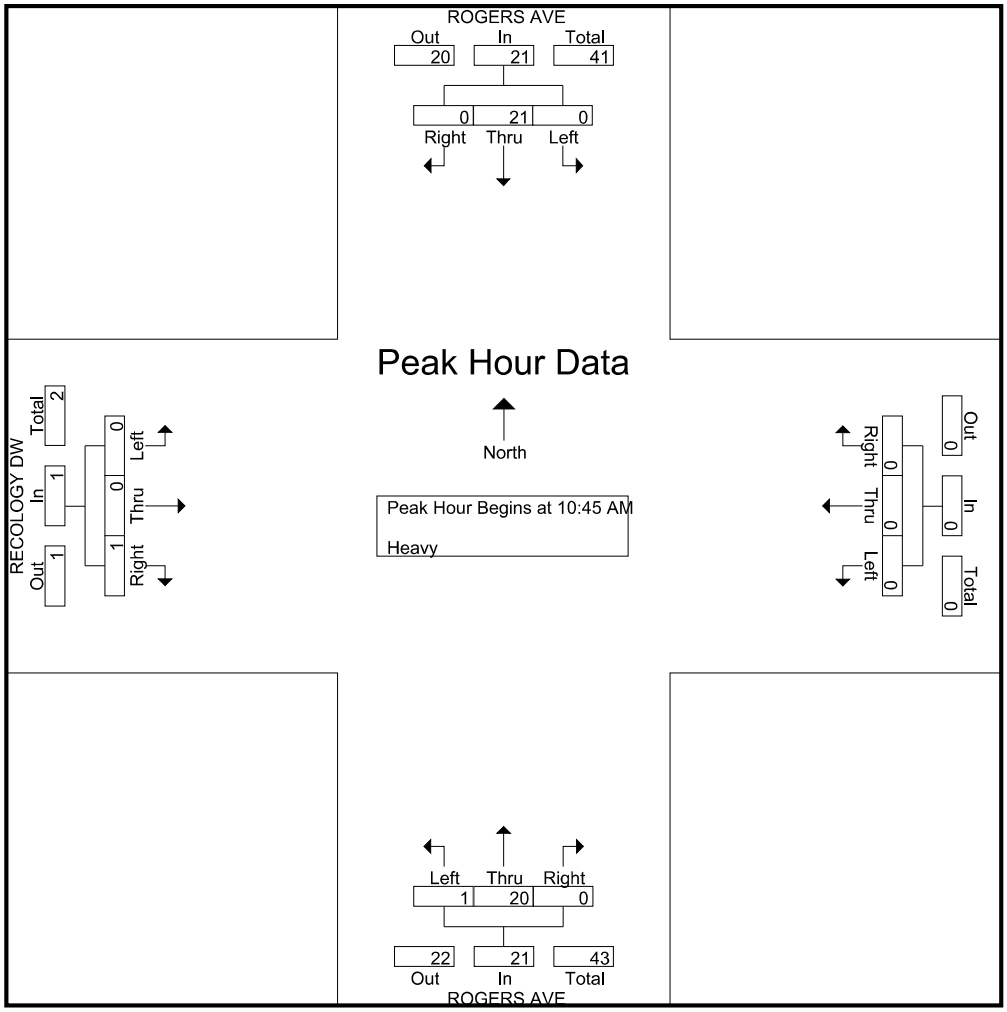

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Groups Printed- Lights

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	14
04:15 AM	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	14
04:30 AM	0	3	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
04:45 AM	0	4	0	0	4	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	25
Total	0	22	0	0	22	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	65
05:00 AM	0	9	0	0	9	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	32
05:15 AM	0	8	0	0	8	0	0	0	0	0	0	33	0	0	33	0	0	0	1	1	42
05:30 AM	0	8	0	0	8	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	37
05:45 AM	0	12	0	0	12	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	69
Total	0	37	0	0	37	0	0	0	0	0	0	142	0	0	142	0	0	0	1	1	180
06:00 AM	0	17	0	0	17	0	0	0	1	1	0	40	0	0	40	0	0	0	1	1	59
06:15 AM	0	8	0	0	8	0	0	0	0	0	0	27	0	0	27	0	0	0	2	2	37
06:30 AM	0	15	0	0	15	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	46
06:45 AM	0	27	0	0	27	0	0	0	0	0	0	36	0	0	36	0	0	0	1	1	64
Total	0	67	0	0	67	0	0	0	1	1	0	134	0	0	134	0	0	0	4	4	206
07:00 AM	0	18	0	1	19	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	72
07:15 AM	2	19	0	0	21	0	0	0	1	1	0	52	1	0	53	0	0	0	0	0	75
07:30 AM	1	15	0	0	16	0	0	0	1	1	0	44	1	0	45	0	0	0	0	0	62
07:45 AM	1	20	0	0	21	0	0	0	0	0	0	70	1	1	72	1	0	0	0	1	94
Total	4	72	0	1	77	0	0	0	2	2	0	219	3	1	223	1	0	0	0	1	303
08:00 AM	0	24	0	0	24	0	0	0	0	0	0	75	1	0	76	0	0	0	0	0	100
08:15 AM	0	18	0	0	18	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	74
08:30 AM	0	25	0	0	25	0	0	0	1	1	0	42	0	0	42	0	0	0	0	0	68
08:45 AM	0	20	0	0	20	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	78
Total	0	87	0	0	87	0	0	0	1	1	0	231	1	0	232	0	0	0	0	0	320
09:00 AM	0	32	0	0	32	0	0	0	0	0	0	52	0	0	52	0	0	0	1	1	85
09:15 AM	0	17	0	0	17	0	0	0	0	0	0	62	0	0	62	0	0	0	0	0	79
09:30 AM	0	20	0	0	20	0	0	0	0	0	0	43	0	0	43	0	0	1	0	1	64
09:45 AM	0	18	0	0	18	0	0	0	0	0	0	44	1	0	45	0	0	0	0	0	63
Total	0	87	0	0	87	0	0	0	0	0	0	201	1	0	202	0	0	1	1	2	291
10:00 AM	0	23	0	0	23	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	59
10:15 AM	0	41	0	0	41	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	69
10:30 AM	0	30	0	0	30	0	0	0	0	0	0	47	0	0	47	0	0	1	0	1	78
10:45 AM	0	33	0	0	33	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	79
Total	0	127	0	0	127	0	0	0	0	0	0	157	0	0	157	0	0	1	0	1	285
11:00 AM	0	29	0	0	29	0	0	0	1	1	0	31	0	0	31	0	0	0	0	0	61
11:15 AM	0	36	0	0	36	0	0	0	0	0	0	38	0	0	38	2	0	0	0	2	76
11:30 AM	0	26	0	0	26	0	0	0	0	0	0	34	1	0	35	0	0	0	0	0	61
11:45 AM	0	18	0	0	18	0	0	0	0	0	0	34	0	0	34	1	0	0	0	1	53
Total	0	109	0	0	109	0	0	0	1	1	0	137	1	0	138	3	0	0	0	3	251
12:00 PM	0	33	0	0	33	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	57
12:15 PM	0	34	0	0	34	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	70
12:30 PM	0	28	0	0	28	0	0	0	0	0	0	43	0	0	43	0	0	0	1	1	72
12:45 PM	0	35	0	0	35	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	63
Total	0	130	0	0	130	0	0	0	0	0	0	131	0	0	131	0	0	0	1	1	262
01:00 PM	0	38	0	0	38	0	0	0	2	2	0	38	0	0	38	1	0	0	0	1	79
01:15 PM	0	33	0	0	33	0	0	0	0	0	0	36	0	0	36	0	0	0	1	1	70
01:30 PM	0	43	0	0	43	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	84
01:45 PM	0	34	0	0	34	0	0	0	1	1	0	37	0	0	37	0	0	0	0	0	72
Total	0	148	0	0	148	0	0	0	3	3	0	152	0	0	152	1	0	0	1	2	305

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Groups Printed- Lights

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	62	0	0	62	0	0	0	0	0	0	38	0	0	38	2	0	0	1	3	103
02:15 PM	0	48	0	0	48	0	0	0	0	0	0	39	0	1	40	0	0	0	0	0	88
02:30 PM	0	59	0	0	59	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	100
02:45 PM	0	58	0	0	58	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	80
Total	0	227	0	0	227	0	0	0	0	0	0	140	0	1	141	2	0	0	1	3	371
03:00 PM	1	70	0	1	72	0	0	0	0	0	0	23	0	0	23	0	0	0	1	1	96
03:15 PM	0	55	0	0	55	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	73
03:30 PM	0	67	0	0	67	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	92
03:45 PM	0	52	0	0	52	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	85
Total	1	244	0	1	246	0	0	0	0	0	0	99	0	0	99	0	0	0	1	1	346
04:00 PM	0	72	0	0	72	0	0	0	0	0	0	36	0	0	36	1	0	0	1	2	110
04:15 PM	0	62	0	0	62	0	0	0	0	0	0	35	0	0	35	3	0	2	0	5	102
04:30 PM	0	81	0	0	81	0	0	0	0	0	0	23	0	1	24	0	0	0	0	0	105
04:45 PM	0	54	0	1	55	0	0	0	0	0	0	26	0	0	26	0	0	0	2	2	83
Total	0	269	0	1	270	0	0	0	0	0	0	120	0	1	121	4	0	2	3	9	400
05:00 PM	0	84	0	0	84	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	112
05:15 PM	0	81	0	0	81	0	0	0	0	0	0	16	0	0	16	0	0	0	1	1	98
05:30 PM	0	93	0	0	93	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	109
05:45 PM	0	63	0	0	63	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	78
Total	0	321	0	0	321	0	0	0	0	0	0	75	0	0	75	0	0	0	1	1	397
Grand Total	5	1947	0	3	1955	0	0	0	8	8	0	1981	6	3	1990	11	0	4	14	29	3982
Apprch %	0.3	99.6	0	0.2		0	0	0	100		0	99.5	0.3	0.2		37.9	0	13.8	48.3		
Total %	0.1	48.9	0	0.1	49.1	0	0	0	0.2	0.2	0	49.7	0.2	0.1	50	0.3	0	0.1	0.4	0.7	

	ROGERS AVE Southbound				Westbound				ROGERS AVE Northbound				RECOLOGY DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	52	0	52	0	0	0	0	0	33	0	33	0	0	0	0	85
04:00 PM	0	72	0	72	0	0	0	0	0	**36**	0	**36**	1	0	0	1	**109**
04:15 PM	0	62	0	62	0	0	0	0	0	35	0	35	**3**	0	**2**	**5**	102
04:30 PM	0	**81**	0	**81**	0	0	0	0	0	23	0	23	0	0	0	0	104
Total Volume	0	267	0	267	0	0	0	0	0	127	0	127	4	0	2	6	400
% App. Total	0	100	0		0	0	0		0	100	0		66.7	0	33.3		
PHF	.000	.824	.000	.824	.000	.000	.000	.000	.000	.882	.000	.882	.333	.000	.250	.300	.917

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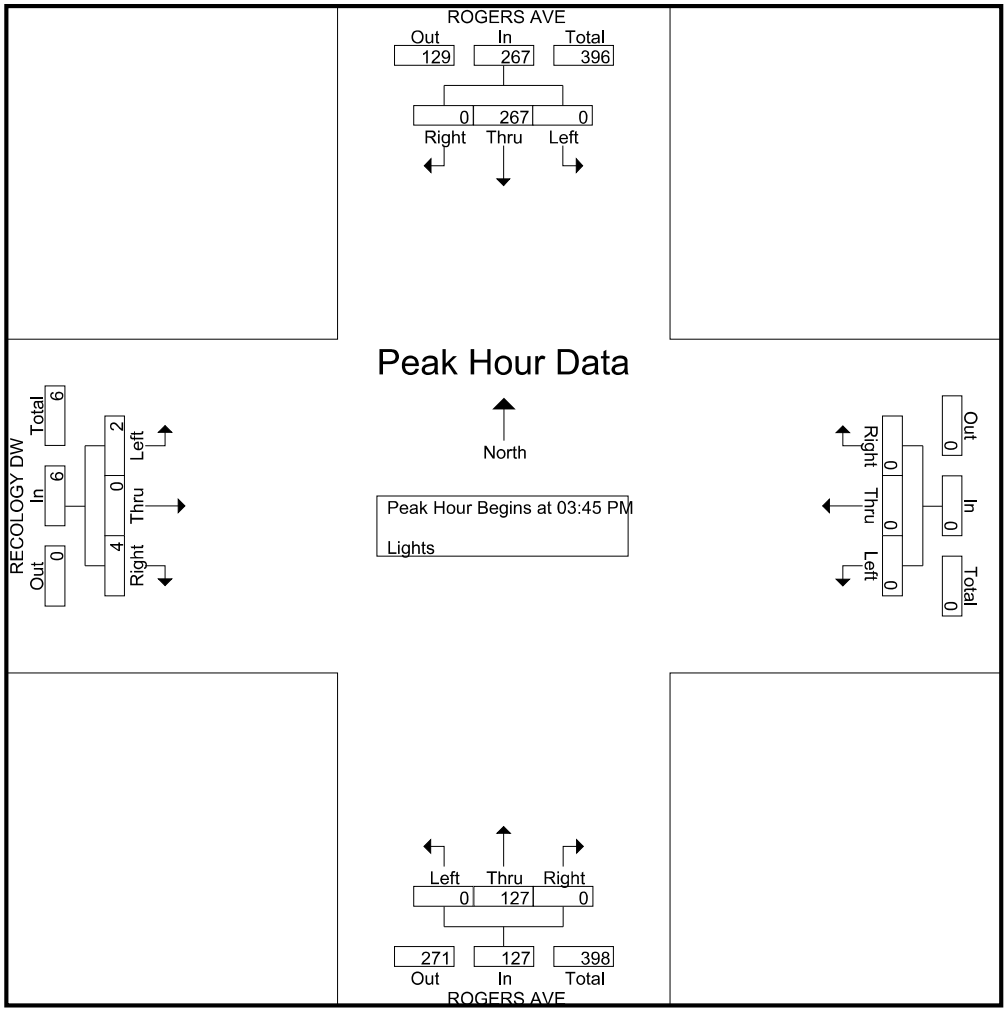

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Groups Printed- Recology

	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	4
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	4
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	7
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	2	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	1	0	0	0	1	4
Total	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	5
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	4
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4	0	0	0	4	7
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1

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	ROGERS AVE Southbound					Westbound					ROGERS AVE Northbound					RECOLOGY DW Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	2	2	0	0	4	0	0	0	0	0	0	0	16	0	16	16	0	0	0	16	36
Apprch %	50	50	0	0		0	0	0	0		0	0	100	0		100	0	0	0		
Total %	5.6	5.6	0	0	11.1	0	0	0	0	0	0	0	44.4	0	44.4	44.4	0	0	0	44.4	

	ROGERS AVE Southbound				Westbound				ROGERS AVE Northbound				RECOLOGY DW Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 AM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 AM																	
05:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	2
05:30 AM	**1**	0	0	1	0	0	0	0	0	0	1	1	**2**	0	0	**2**	**4**
05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Total Volume	1	1	0	2	0	0	0	0	0	0	3	3	3	0	0	3	8
% App. Total	50	50	0		0	0	0		0	0	100		100	0	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.750	.750	.375	.000	.000	.375	.500

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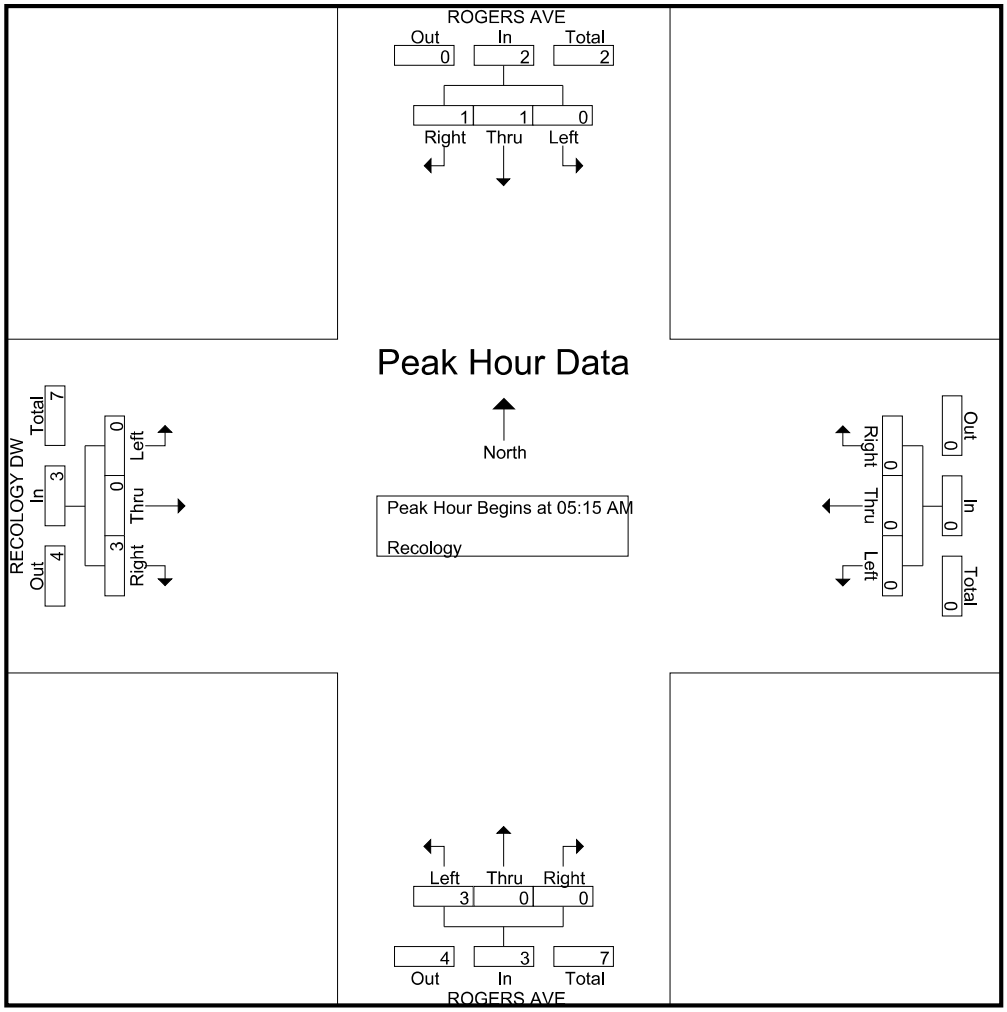


ATTACHMENT B: OFFICE TRIP RATE COMPARISON

Table: Trip Generation Comparison

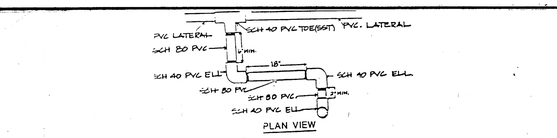
Land Use	Size	AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
Office (Employees) for Recology Analysis	37	37	0	37	0	37	37
Office (Employees) Using ITE Average Rates	37	12	2	14	3	12	15

Note: The following rates were used for ITE Land Use 710 (General Urban/Suburban from the *Trip Generation Manual 10th Edition*) General Office Peak Hour of Adjacent Street Traffic:

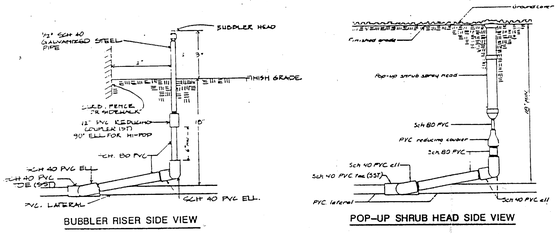
AM Peak Hour: T = 0.37 * X (83% inbound and 17% outbound)

PM Peak Hour: T = 0.40 * X (20% inbound and 80% outbound)

ATTACHMENT C: PROJECT SITE PLAN



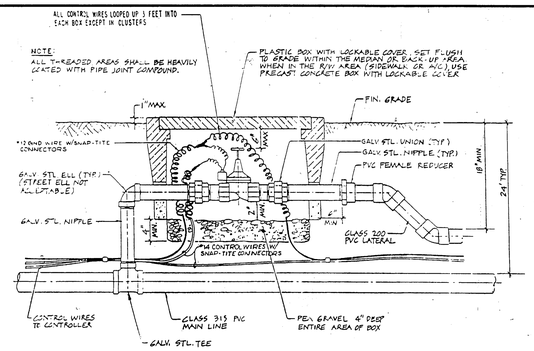
PLAN VIEW



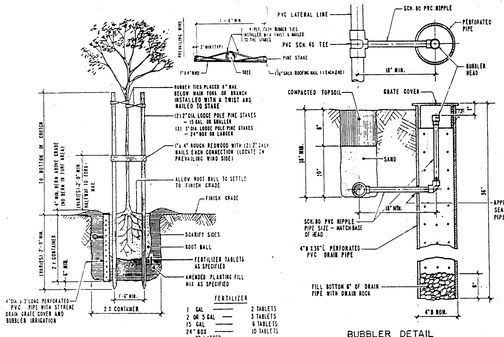
BUBBLER RISER SIDE VIEW

POP-UP SHRUB HEAD SIDE VIEW

BUBBLER RISER AND POP-UP SHRUB HEAD DETAIL

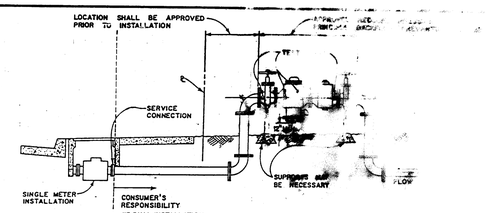


DETAIL - REMOTE CONTROL VALVE WITHOUT Q.C. VALVE
(FOR MEDIANS AND BACK UPS ONLY)



BUBBLER DETAIL

DETAIL - TREE PLANTING WITH BUBBLER IRRIGATION
NOT TO SCALE



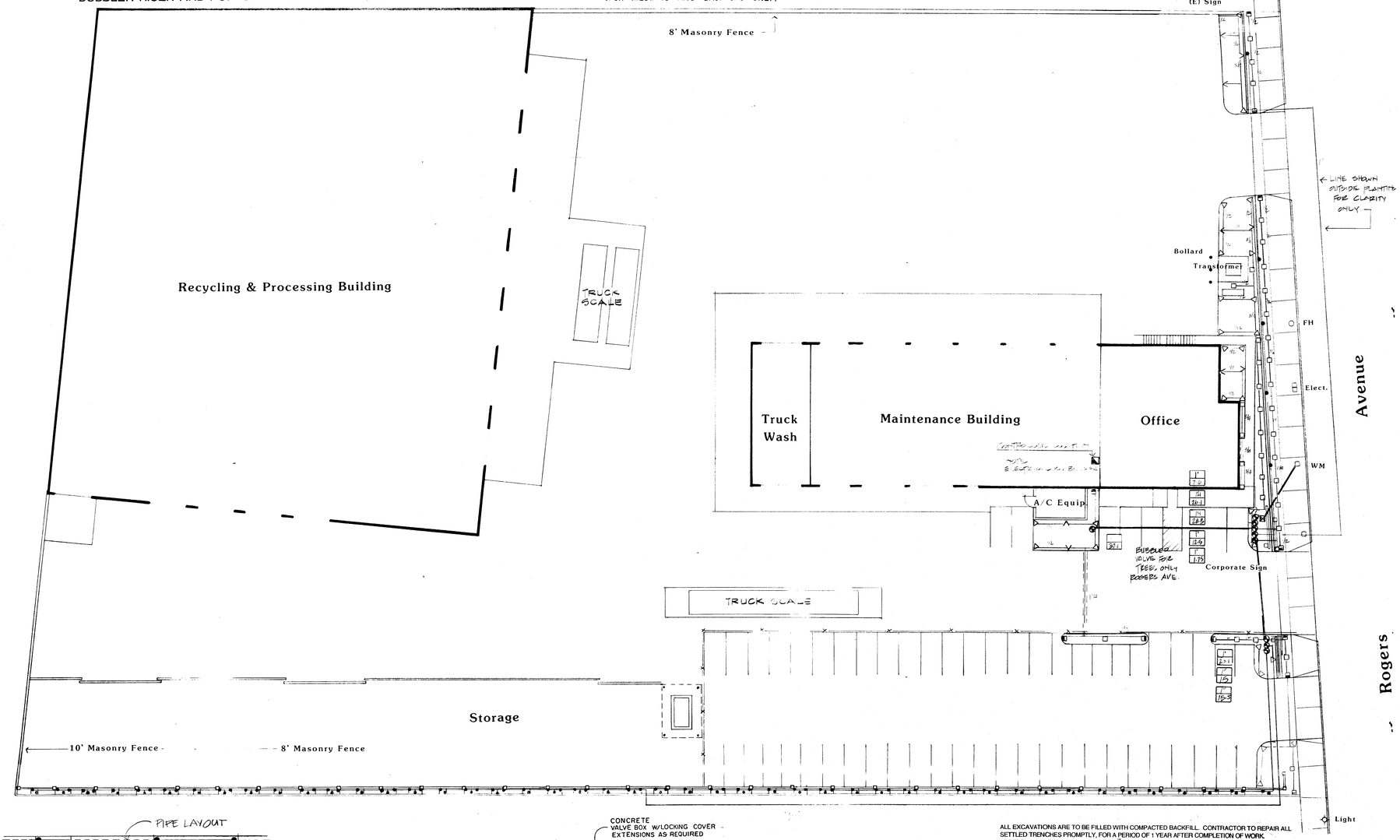
SECTION

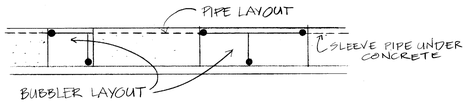
1) APPROVED ASSEMBLIES ARE REQUIRED TO HAVE RESILIENT SEATED SHUT OFF VALVES AND TEST COCKS AS INTEGRAL PARTS OF THE ASSEMBLIES.
2) ASSEMBLY MUST BE ACCESSIBLE FOR TESTING AND MAINTENANCE.
3) PROTECTION FROM FREEZE DAMAGE MAY BE REQUIRED IN EXPOSED AREAS.
4) NO CONNECTIONS WILL BE ALLOWED BETWEEN SERVICE CONNECTION AND ASSEMBLY.
5) INSTALLATION AND OPERATION TO MEET STANDARDS SET FORTH BY THE LATEST EDITION OF FEDERAL, STATE, AND LOCAL LAWS, RULES, ORDERS, CODES, AND ORDINANCES.
6) THE R.P.P. ASSEMBLY SHALL BE INSTALLED AS CLOSE TO THE METER AS PRACTICAL, ANY VARIANCE FROM THIS METHOD MUST BE APPROVED BY S.J.W.D. PRIOR TO INSTALLATION.
7) IN NO CASE SHALL THIS ASSEMBLY BE INSTALLED BELOW GRADE.

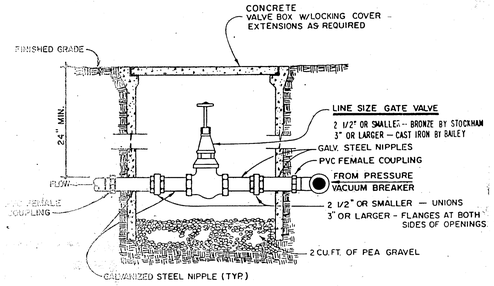
2 BACKFLOW PREVENTER ASSEMBLY
PER CITY OF SAN JOSE STANDARD

FOR REFERENCE ONLY

NOT TO SCALE







GATE VALVE
NO SCALE

ALL EXCAVATIONS ARE TO BE FILLED WITH COMPACTED BACKFILL. CONTRACTOR TO REPAIR ALL SETTLED TRENCHES PROMPTLY, FOR A PERIOD OF 1 YEAR AFTER COMPLETION OF WORK. ADDITIONALLY, CONTRACTOR SHALL WARRANT THAT THE IRRIGATION SYSTEM WILL BE FREE FROM DEFECTS IN MATERIALS AND WORKMANSHIP FOR A PERIOD OF 1 YEAR AFTER FINAL ACCEPTANCE OF WORK.

FOR MAIN LINE PIPING INSIDE SLEEVES USE 1120-315 PSI PVC PLASTIC PIPE WITH SCHEDULE 40 COUPLINGS.

INSTALL VALVE BOXES PERPENDICULAR TO WALK, CURB, LAWN, BUILDING OR LANDSCAPE FEATURES. AT MULTIPLE VALVE BOX GROUPS, EACH BOX SHALL BE AN EQUAL DISTANCE FROM THE WALK, CURB, LAWN, ETC. SHORT SIDE OF VALVE BOX SHALL BE PARALLEL TO WALK, CURB, LAWN, ETC. ALIGN VALVE BOXES WITH ADJACENT PAVEMENT EDGES OR BUILDING FOR A NEAT APPEARANCE. VALVE BOXES TO CONFORM WITH FINISH GRADES. ALL VALVES TO BE SET ON 12" OF DRAIN GRAVEL.

THE SPRINKLER SYSTEM DESIGN IS BASED ON THE OPERATING PRESSURE SHOWN ON THE IRRIGATION DRAWINGS. THE IRRIGATION CONTRACTOR SHALL VERIFY WATER PRESSURE PRIOR TO ANY CONSTRUCTION. REPORT ANY DIFFERENCE BETWEEN THE WATER PRESSURE INDICATED ON THE DRAWINGS AND THE ACTUAL PRESSURE READING AT THE IRRIGATION POINT OF CONNECTION TO THE OWNER'S AUTHORIZED REPRESENTATIVE IMMEDIATELY.

IRRIGATION CONTRACTOR TO NOTIFY ALL LOCAL JURISDICTIONS FOR INSPECTION AND TESTING OF INSTALLED BACKFLOW PREVENTION DEVICES.

NOTE: LANDSCAPE CONTRACTOR SHALL VERIFY MINIMUM PRESSURE OF 48 PSI AND MINIMUM OUTPUT OF 60 GPM AT POINT OF CONNECTION PRIOR TO THE START OF ANY WORK. REPORT ANY DISCREPANCIES IMMEDIATELY TO THE LANDSCAPE ARCHITECT.

THE LANDSCAPE CONTRACTOR SHALL REVIEW RELATED DRAWINGS AND SHALL ENSURE COORDINATION WITH ALL APPLICABLE TRADES PRIOR TO SUBMITTING BID.

IRRIGATION SYSTEM SHALL BE INSTALLED IN CONFORMANCE WITH ALL APPLICABLE STATE AND LOCAL CODES AND ORDINANCES. BY LICENSED CONTRACTORS AND EXPERIENCED WORKMEN. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND FEES RELATING TO HIS WORK.

CONTRACTOR TO VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES PRIOR TO THE EXCAVATION OF TRENCHES. CONTRACTOR IS TO REPAIR ANY DAMAGE CAUSED BY HIS WORK AT NO ADDITIONAL COST TO THE OWNER.

IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL SITE CONDITIONS. HE SHALL COORDINATE HIS WORK WITH THE GENERAL CONTRACTOR AND OTHER SUBCONTRACTORS FOR THE LOCATION AND THE INSTALLATION OF PIPE SLEEVES THROUGH WALLS, UNDER ROADWAYS, PAVING, STRUCTURES, ETC. THE LANDSCAPE CONTRACTOR SHALL NOT INSTALL THE SPRINKLER SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS, GRADE DIFFERENCES, OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. IN THE EVENT THAT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.

TRENCHING IS TO PROVIDE 24" OF COVER OVER LINES INSTALLED UNDER PAVED AREAS, 18" OF COVER OVER MAIN LINES AND CONTROL WIRE, AND 12" OF COVER OVER LATERAL LINES. ALL PIPING UNDER PAVEMENT SHALL BE SLEEVED.

THIS DESIGN IS DIAGRAMMATIC. ALL PIPING, VALVES, ETC. SHOWN WITHIN PAVED AREAS IS FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN PLANTING AREAS. AVOID ANY CONFLICTS BETWEEN THE SPRINKLER SYSTEM, PLANTING AND ARCHITECTURAL FEATURES. PARALLEL PIPES MAY BE INSTALLED IN A COMMON TRENCH. PIPES ARE NOT TO BE INSTALLED DIRECTLY ABOVE ONE ANOTHER.

DUE TO THE SCALE OF THE DRAWINGS, IT IS NOT POSSIBLE TO INDICATE ALL OFFSETS, FITTINGS, SLEEVES, ETC. WHICH MAY BE REQUIRED. THE CONTRACTOR SHALL CAREFULLY INVESTIGATE THE STRUCTURAL AND FINISHED CONDITIONS AFFECTING ALL OF HIS WORK AND PLAN HIS WORK ACCORDINGLY, FURNISHING SUCH FITTINGS, ETC., AS MAY BE REQUIRED TO MEET SUCH CONDITIONS. DRAWINGS ARE GENERALLY DIAGRAMMATIC AND INDICATIVE OF THE WORK TO BE INSTALLED.

THE OWNER'S ELECTRICAL CONTRACTOR TO SUPPLY 120 VOLT A.C. (2.5 AMP) SERVICE TO CONTROLLER LOCATION. IRRIGATION CONTRACTOR TO MAKE FINAL CONNECTION FROM ELECTRICAL STUBOUT TO CONTROLLER. IRRIGATION CONTROL WIRE SHALL BE #14, U.L. APPROVED FOR DIRECT BURIAL. COMMON WIRE SHALL BE WHITE IN COLOR; WIRING TO INDIVIDUAL REMOTE CONTROL VALVES SHALL BE RED OR BLACK IN COLOR.

EACH CONTROLLER TO HAVE ITS OWN INDEPENDENT GROUND WIRE. INSTALL A SPARE CONTROL WIRE OF A DIFFERENT COLOR ALONG THE ENTIRE MAIN LINE. LOOP 36" EXCESS WIRE INTO EACH SINGLE VALVE BOX AND INTO ONE VALVE BOX IN EACH GROUP OF VALVES.

SPLICING OF 24 VOLT WIRES WILL NOT BE PERMITTED EXCEPT IN VALVE BOXES. LEAVE A 24" COIL OF EXCESS WIRE AT EACH SPLICE AND 100 FEET ON CENTER ALONG WIRE RUN. SPLICES ARE TO BE MADE WITH A COPPER CRIMP-TYPE CONNECTOR AND AN APPROVED EPOXY SPLICE PACK. TAPE WIRE IN BUNDLES 10 FEET ON CENTER. NO TAPING PERMITTED INSIDE SLEEVES.

VALVE LOCATIONS SHOWN ARE DIAGRAMMATIC. INSTALL IN SHRUB AREAS WHERE POSSIBLE.

THE IRRIGATION CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS FOR OPTIMUM PERFORMANCE AND TO PREVENT POSSIBLE OVERSPRAY ONTO WALKS, ROADWAYS AND/OR BUILDINGS AS MUCH AS POSSIBLE. THIS SHALL INCLUDE SELECTING THE BEST DEGREE OF ARC TO FIT THE EXISTING SITE CONDITIONS AND TO THROTTLE THE FLOW CONTROL OF EACH VALVE TO OBTAIN THE OPTIMUM OPERATING PRESSURE FOR EACH SYSTEM. ALL MAIN LINES SHALL BE FLUSHED PRIOR TO THE INSTALLATION OF IRRIGATION HEADS. AT 30 DAYS AFTER INSTALLATION EACH SYSTEM SHALL BE FLUSHED TO ELIMINATE GLUE AND DIRT PARTICLES FROM THE LINES.

ALL SPRINKLER HEADS SHALL BE SET PERPENDICULAR TO FINISH GRADE OF THE AREAS TO BE IRRIGATED. HEADS SHALL BE INSTALLED 6-8" FROM BUILDING WALLS, OR WITHIN 2" OF PAVEMENT, CURBS, OR HEADER EDGES.

SPRINKLERS WHERE LOW HEAD DRAINAGE OCCURS SHALL USE A CHECK VALVE.

SYMBOL	DESCRIPTION	MFG./MODEL	RAD	GPM	PSI
V	6" SHRUB POP-UP HALF HEAD	RAINBIRD 1800-10H-LA	10'	0.79	30
V	6" SHRUB POP-UP QUARTER HEAD	RAINBIRD 1800-10T-LA	10'	0.52	30
□	6" SHRUB POP-UP CENTER STRIP	RAINBIRD 1800-15-CST		0.61	30
▭	6" SHRUB POP-UP END STRIP	RAINBIRD 1806-15-EST		1.21	30
•	BUBBLER	RAINBIRD 1401		0.25	30
⊠	REDUCED PRESSURE BACKFLOW PREVENTER ASSEMBLY	FEBCO 825Y 1"			
▭	METER 1"	BY OTHERS			
◓	REMOTE CONTROL VALVE	RAINBIRD 100-PEB			
◪	AUTOMATIC CONTROLLER	IRRITROL MC-12 PLUS	WALL MOUNT IN MAINTENANCE BLDG		
———	PRESSURE MAINLINE	MIN. SCH. 40 PVC PIPE MIN. 18" COVER	SEE PLAN FOR SIZE		
——	LATERAL LINE	MIN. SCH. CLASS 200 PVC MIN. 12" COVER	FOR LINE SIZES 3/4" AND LARGER		
= = =	SLEEVE	4 " PVC			
	VALVE SIZE				
	GALLONS PER MINUTE				

Rogers Associates
Landscape Architects, Inc.
1657 N. California Blvd. Suite 200
Walnut Creek, California 94596
(510) 944-1112

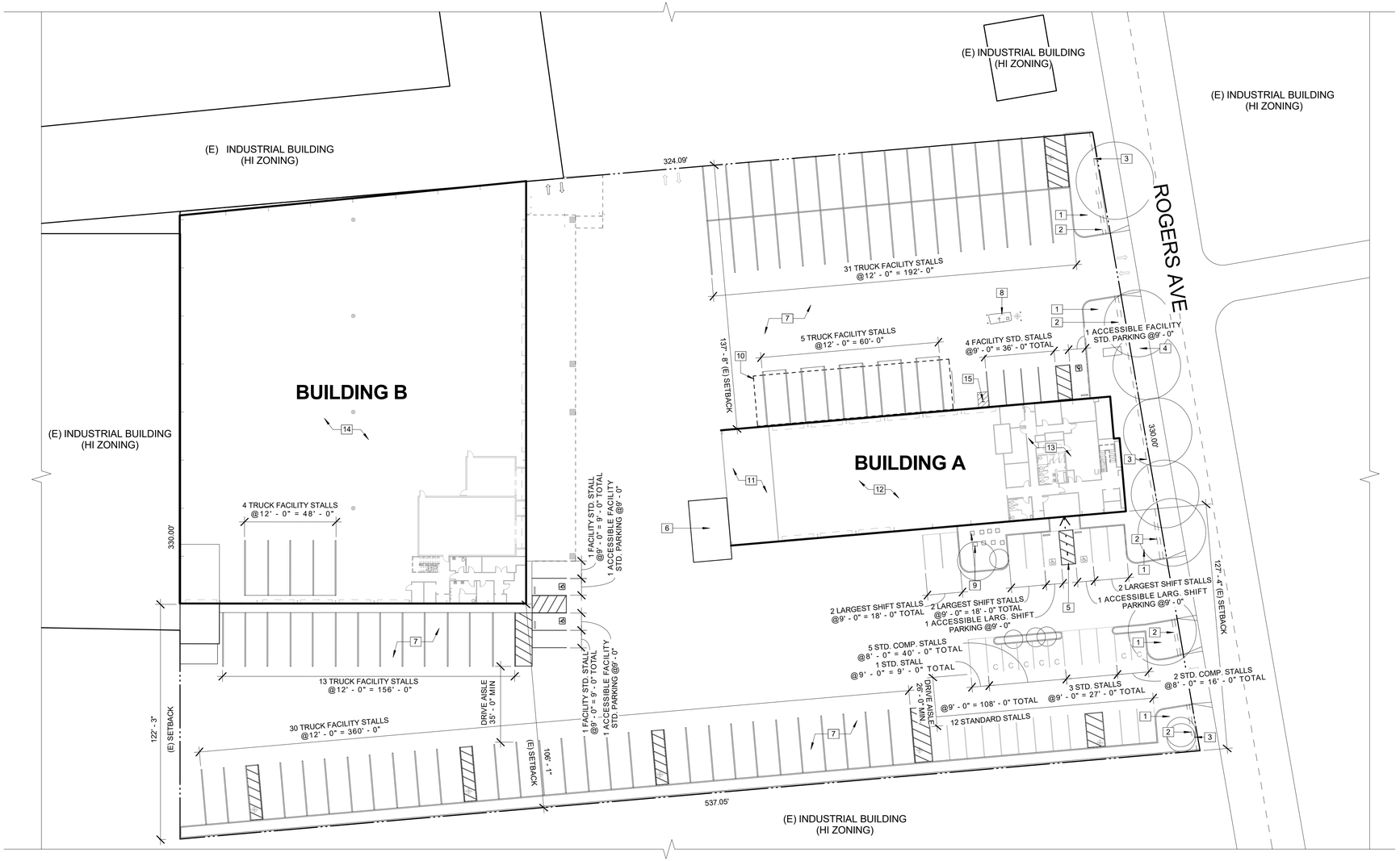
AS BUILT

Irrigation Plan

Western Waste Industries
San Jose Recycling Plus Project
1675 Rogers Avenue
San Jose, California

Date 1/6/93
Scale 1" 20' 0"
Drawn Don
Job 9-265
Sheet L-2
Of 2 Sheets

30 X 42 PRINTED ON NO. 1000H CLEARPRINT ●



PROPOSED SITE PLAN 1

1" = 30'-0"

TABULATIONS

REQUIRED PARKING

CITY OF SAN JOSE ZONING:
TABLE 20-190

OFFICE (STANDARD) 6,480 SF	(1 SPACE /250 SF)	
	[.85*(6480/250)] =	23 STALLS
	2 ACCESSIBLE =	2 STALLS
BICYCLE	(1 SPACE /4000 SF) =	
	[6480/4000] =	2 STALLS

TRANSFER FACILITY
(1 PER FACILITY VEHICLE, 1 PER EMPLOYEE OF THE LARGEST SHIFT)

FACILITY VEHICLE:	83 TRUCKS =	83 STALLS
	9 STANDARD =	9 STALLS
	1 ACCESSIBLE =	1 STALL
EMPLOYEE OF THE LARGEST SHIFT:	8 LARGEST SHIFT =	8 STALLS
	2 ACCESSIBLE =	2 STALLS

BICYCLE
(1 PER 10 FULL TIME EMPLOYEE)
8 FULL TIME EMPLOYEE = 1 STALL

COMPACT PARKING REQUIRED
(NO MORE THAN 25% OF REQUIRED SPACES SHALL BE COMPACT)
[(40x25)/100] = 10 STALLS

COMPACT PARKING PROVIDED 7 STALLS

ACCISSEBLE PARKING REQUIRED 5 STALLS
ACCESSIBLE PARKING PROVIDED 5 STALLS

BICYCLE PARKING REQUIRED 3 STALLS
BICYCLE PARKING PROVIDED 3 STALLS

TOTAL REQUIRED PARKING: **123 STALLS**

TOTAL EXISTING PARKING: **123 STALLS**
TOTAL PROVIDED PARKING: **123 STALLS**

KEY NOTES

1	(E) LANDSCAPE TO REMAIN
2	(E) METAL ROLLING GATE
3	(E) METAL FENCE TO REMAIN
4	(E) FIRE HYDRANT
5	(E) ACCESSIBLE PARKING
6	(E) PAINT BOOTH TO REMAIN
7	(E) AC PARKING TO BE RESTRIPED
8	(E) FUEL ISLAND
9	(E) HVAC UNITS
10	(E) CANOPY
11	(E) TRUCK WASH (NO WORK HERE)
12	(E) MAINTENANCE SHOP (NO WORK HERE)
13	(E) OFFICE (NO WORK HERE)
14	(E) S-2 TRANSFER STATION (NO WORK HERE)
15	(N) BICYCLE PARKING

EATON **HALL** ARCHITECTURE

1501 The Alameda, Ste 105
San Jose, CA 95126

TEL 408.265.5255
FAX 408.265.6155

A CALIFORNIA CORPORATION

SUP APPLICATION

1675 ROGERS AVE, SAN JOSE, CA 95112

CLIENT: RECOLOGY

Rev. #	Description	Date

Project Number: 16.091
Date: 04/25/2018
Drawn by: EE
Checked by: JE

Sheet Title:

PROPOSED SITE PLAN

2

4/25/2018 10:43:07 AM

ATTACHMENT D: RECOLOGY TRUCK TYPES

Figure 3. Photograph of Typical Collection Vehicle

Figure 4. Photograph of Typical Transfer Trailer

ATTACHMENT E: TRUCK TURNING TEMPLATES

WM Truck

		feet
Width	:	12.00
Track	:	10.00
Lock to Lock Time	:	6.0
Steering Angle	:	33.9

FEHR & PEERS
160 W. Santa Clara Street Suite 675
San Jose, CA 95113 (408) 278-1700

RECOLOGY SILICON VALLEY
COLLECTION TRUCK EXHIBIT
LEFT IN / LEFT OUT

	REVISIONS	DESIGN BY	DESIGN DATE	CITY APPR.	APPR. DATE
◇					

DEPARTMENT OF PUBLIC WORKS
SAN JOSE, CALIFORNIA

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

APPROVED BY BARRY NG
DIRECTOR OF PUBLIC WORKS

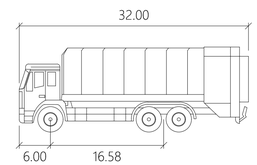
SHEET 1 OF 4

RECOLOGY
COLLECTION
CENTER

Rogers Ave

N

30 0 30 60
1" = 30' GRAPHIC SCALE



WM Truck

	feet
Width	: 12.00
Track	: 10.00
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

FEHR & PEERS
160 W. Santa Clara Street
Suite 675
San Jose, CA 95113
(408) 278-1700

RECOLOGY SILICON VALLEY
COLLECTION TRUCK EXHIBIT
RIGHT IN / RIGHT OUT

	REVISIONS	DESIGN BY	DESIGN DATE	CITY APPR.	APPR. DATE
◇					

DEPARTMENT OF PUBLIC WORKS
SAN JOSE, CALIFORNIA

CITY OF SAN JOSE
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DIRECTOR OF PUBLIC WORKS

SHEET 2 OF 4

Sep 13, 2018 CADD FILE: \\sjoinc.local\Dfs-ent-data\San Jose N Drive\Projects_SJ18_Projects\SJ18_1803_Recology_Silicon_Valley\Graphics\CAD\Archive\1803_AT_Exhibit.dwg

FEHR PEERS
160 W. Santa Clara Street
Suite 675
San Jose, CA 95113
(408) 278-1700

RECOLOGY SILICON VALLEY
TRANSFER TRAILER TRUCK EXHIBIT
RIGHT IN / RIGHT OUT

REVISIONS	DESIGN BY	DESIGN DATE	CITY APPR.	APPR. DATE

DEPARTMENT OF PUBLIC WORKS
SAN JOSE, CALIFORNIA

APPROVED BY BARRY NG
DIRECTOR OF PUBLIC WORKS

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

SHEET 3 OF 4

WB-40

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

FEHR & PEERS
160 W. Santa Clara Street, Suite 675
San Jose, CA 95113
(408) 278-1700

RECOLOGY SILICON VALLEY
TRANSFER TRAILER TRUCK EXHIBIT
LEFT IN / LEFT OUT

REVISIONS | DESIGN BY | DESIGN DATE | CITY APPR. | APPR. DATE

DEPARTMENT OF PUBLIC WORKS
SAN JOSE, CALIFORNIA

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

APPROVED BY BARRY NG
DIRECTOR OF PUBLIC WORKS

SHEET 4 OF 4

Sep 13, 2018 CADD FILE: \\fpainc.local\...

ATTACHMENT F: ROGERS AVENUE SIGNING AND STRIPING PLAN

STRIPING NOTES:

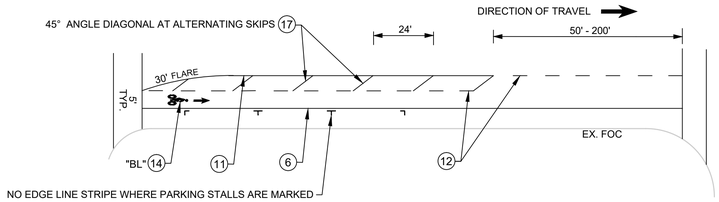
1. ALL STRIPING AND MARKING INSTALLATION TO BE PERFORMED BY THE CONTRACTOR.
2. ALL STRIPING AND MARKING REMOVAL TO BE PERFORMED BY THE CONTRACTOR PER THE CITY OF SAN JOSE STANDARD SPECIFICATIONS. ALL STRIPING AND MARKINGS THAT ARE IN CONFLICT WITH THE NEW INSTALLATION MUST BE REMOVED BY THE CONTRACTOR.
3. ALL PAVEMENT MARKING AND STRIPING LAYOUT (CAT-TRACKING) SHALL BE DONE BY THE CONTRACTOR PRIOR TO PLACEMENT.
4. PROJECT INSPECTOR SHALL NOTIFY THE DEPARTMENT OF TRANSPORTATION (GEOMETRIC DESIGN) AT (408)535-3850 A MINIMUM OF TWO WEEKS PRIOR TO THE NEED TO ARRANGE FOR THE STRIPING AND SIGNING.
5. UNLESS INDICATED OTHERWISE, ALL SIGN TYPES SHOWN ON THIS PLAN ARE PER THE 2014 CALIFORNIA MUTCD.
6. THE WIDTH OF THE CROSSWALK PER PLAN SHALL BE MEASURED FROM THE CENTER OF THE STRIPING ON ONE SIDE TO THE CENTER OF THE STRIPING ON THE OTHER SIDE.
7. NUMBER ONE LANE DIMENSIONS SHOWN ARE MEASURED FROM MEDIAN FACE OF CURB.

LEGEND:

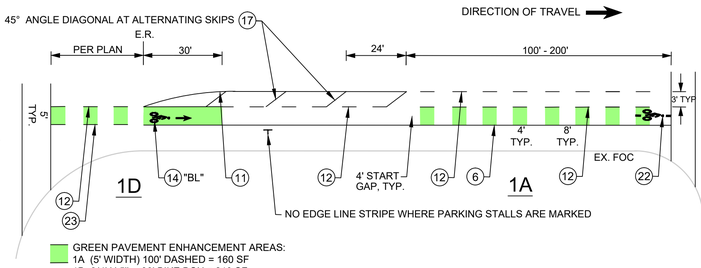
- INSTALLATION OF PROPOSED SIGN ON EXISTING LIGHTING, SIGNAL OR SIGN POLE BY STRAP AND SADDLE BRACKET METHOD
- INSTALLATION OF PROPOSED SIGN WITH NEW 2" STEEL SIGN POLE
- PROPOSED / EXISTING SIGN ON EXISTING POLE
- INSTALLATION OF PROPOSED SIGN ON EXISTING POLE
- REMOVE EXISTING SIGN ON EXISTING POLE
- REMOVE EXISTING SIGN AND POLE
- EXISTING SIGN TO REMAIN
- INSTALL 4'X6' TYPE D BIKE LOOP
- INSTALL 6'X6' TYPE D LOOP DETECTOR
- INSTALL 6'X20' TYPE C LOOP DETECTOR
- INSTALL 6'X6' TYPE Q LOOP DETECTOR
- (18) CITY STRIPING AND MARKING DETAILS (SEE LOWER LEFT-HAND CORNER FOR EQUIVALENT STANDARD CALTRANS STRIPING AND MARKING DETAILS)
- TYPE F DELINEATOR @ 48" O.C.
- ZEBRA 13 @ 12' O.C. AFTER 48" FROM THE START OF THE BIKE LANE
- DIRECTION OF TRAVEL
- TYPE G MARKER

ABBREVIATIONS:

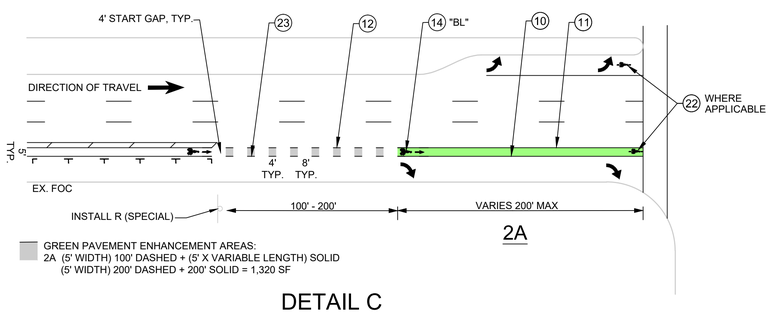
BL	BIKE LANE ARROW AND BIKE WITH PERSON SYMBOL
SR	SHARED LANE MARKING (SHARROW)
LTA	TYPE IV ARROW (LEFT)
RTA	TYPE IV ARROW (RIGHT)
L/TA	TYPE VII ARROW (LEFT AND THROUGH)
R/TA	TYPE VII ARROW (RIGHT AND THROUGH)
LMA	TYPE VI ARROW (LEFT MERGE LANE)
RR	RAILROAD CROSSING SYMBOL
NTS	NOT TO SCALE
O.C.	ON CENTER



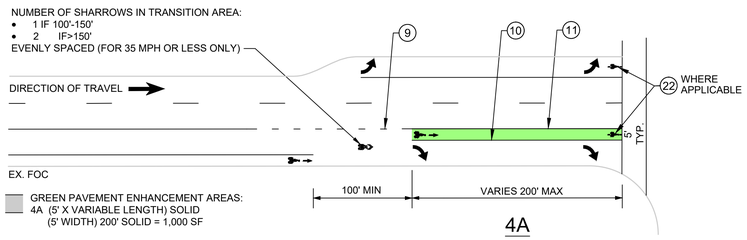
DETAIL A
BUFFERED BIKE LANE AT UNSIGNALIZED INTERSECTIONS W/ PARKING
NTS



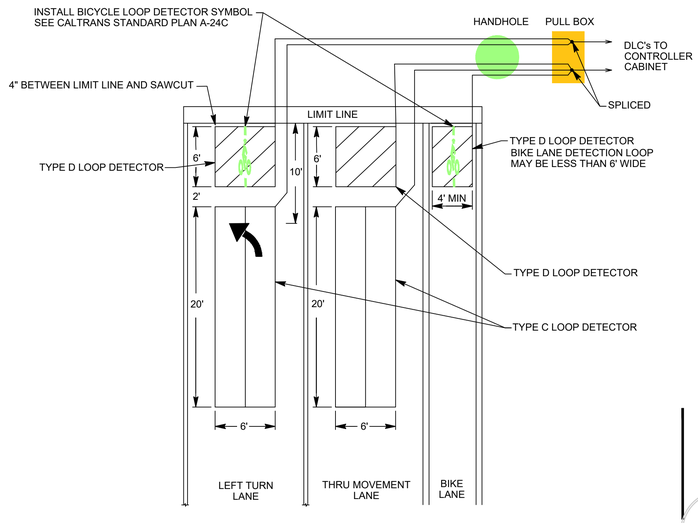
DETAIL B
BUFFERED BIKE LANE AT SIGNALIZED INTERSECTIONS W/ PARKING
NTS



DETAIL C
INTERSECTIONS W/ RIGHT TURN BAY
NTS



DETAIL D
INTERSECTIONS W/ DROP LANE/RIGHT TURN BAY
NTS

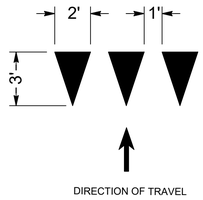


1. IF DETECTOR LOOP CABLES ARE IN ACCEPTABLE CONDITION, THEY MAY BE REUSED. IF NOT, THEY SHALL BE REPLACED.
2. REFER TO CALTRANS STANDARD PLAN ES-5B FOR DETECTION LOOP SAWCUT AND WINDING DETAILS.
3. LOOPS SHALL BE CENTERED IN LANES EXCEPT FOR CURB LANES GREATER THAN 12 FEET WHERE THEY SHALL BE INSTALLED 3 FEET FROM THE LANE, UNLESS SPECIFIED OTHERWISE ON THE PLANS.
4. SEE CSJ STANDARD DETAILS E-71 AND E-72, AND CSJ STANDARD SPECIFICATION 86-5 FOR OTHER REQUIREMENTS.
5. ALL WORK SHALL BE COORDINATED WITH CSJ DEPARTMENT OF TRANSPORTATION (DOT) ELECTRICAL MAINTENANCE SECTION.

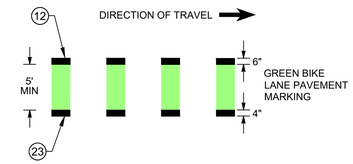
DETAIL E
CSJ VEHICLE DETECTION PAVEMENT LOOP LAYOUT GUIDELINE
NTS

R (SPECIAL)

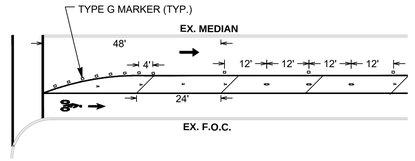
DETAIL F
SPECIAL BICYCLE SIGNS
NTS



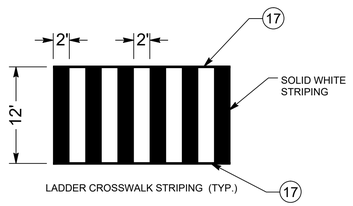
DETAIL G
YIELD LINE
NTS



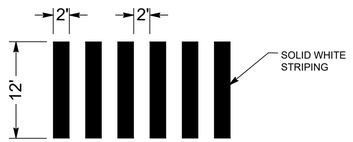
DETAIL H
GREEN BIKE LANE PAVEMENT MARKING (TYP.)
NTS



DETAIL I
NTS

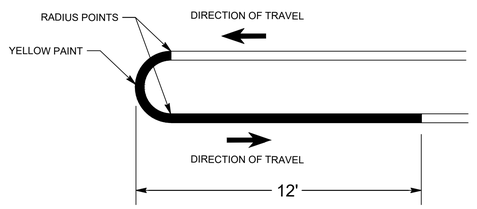


DETAIL J
NTS



PIANO KEY CROSSWALK STRIPING (TYP.)

DETAIL K
NTS



DETAIL L
MEDIAN NOSE PAINT
NTS

STRIPING LEGEND:

1. STATE DETAIL 9 (MODIFIED)	8. STATE DETAIL 32	15. CHATTER BARS	22. BIKE LOOP DETECTOR SYMBOL
2. STATE DETAIL 12 (MODIFIED)	9. STATE DETAIL 37B	16. TYPE "AY" MARKER	23. STATE DETAIL 39A (MODIFIED)
3. STATE DETAIL 22	10. STATE DETAIL 38	17. SOLID 12" WHITE	24. YIELD LINE
4. STATE DETAIL 23	11. STATE DETAIL 39	18. SOLID 12" YELLOW	25. GREEN PAVEMENT ENHANCEMENT
5. STATE DETAIL 25	12. STATE DETAIL 39A	19. SOLID 24" WHITE	26. RESERVED FOR FUTURE USE
6. STATE DETAIL 27B	13. STATE DETAIL 40A	20. STATE DETAIL 26 (MODIFIED)	27. SOLID 24" YELLOW
7. STATE DETAIL 29	14. ARROW / MESSAGES	21. STATE DETAIL 40	28. STATE DETAIL 41

	REVISIONS	DATE
6		
5		
4		
3		
2		
1		

HMH
Land Planning
Landscape Architecture
Civil Engineering
Utility Design
Land Surveying
Stormwater Compliance
1570 Oakland Road
San Jose, CA 95131
(408) 487-2200
www.HMHca.com

REGISTERED PROFESSIONAL ENGINEER — JON CACCIOTTI — No. 82825 — CIVIL — STATE OF CALIFORNIA

NOTES, LEGEND AND BIKE LANE MARKING DETAILS
SIGNING AND STRIPING PLAN

CITY OF SAN JOSE — CAPITAL OF SILICON VALLEY

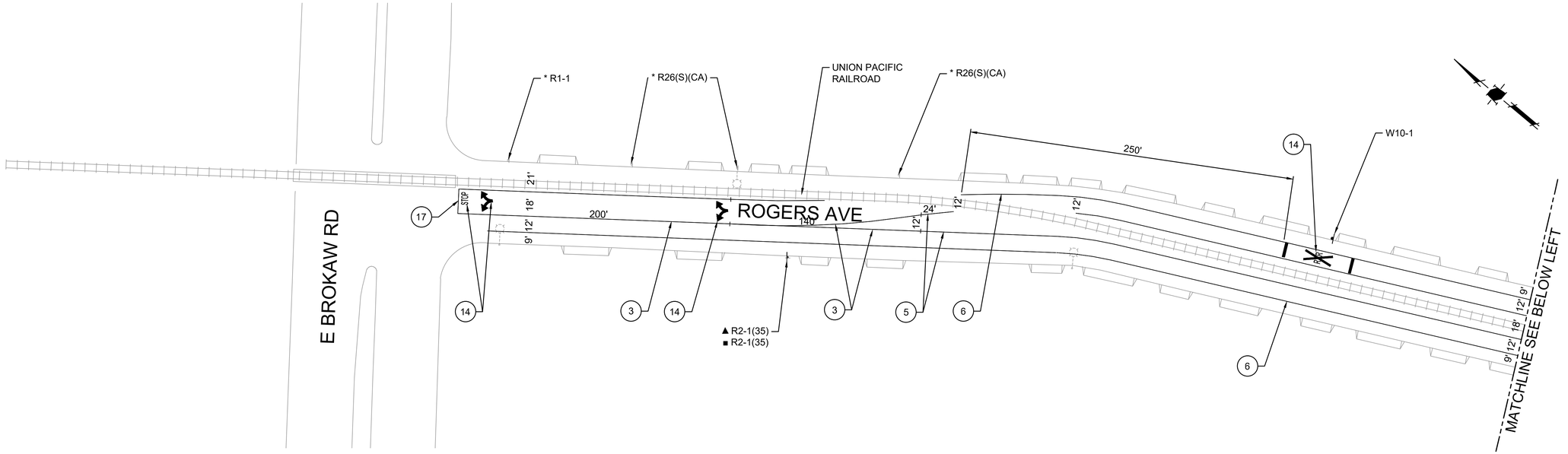
DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

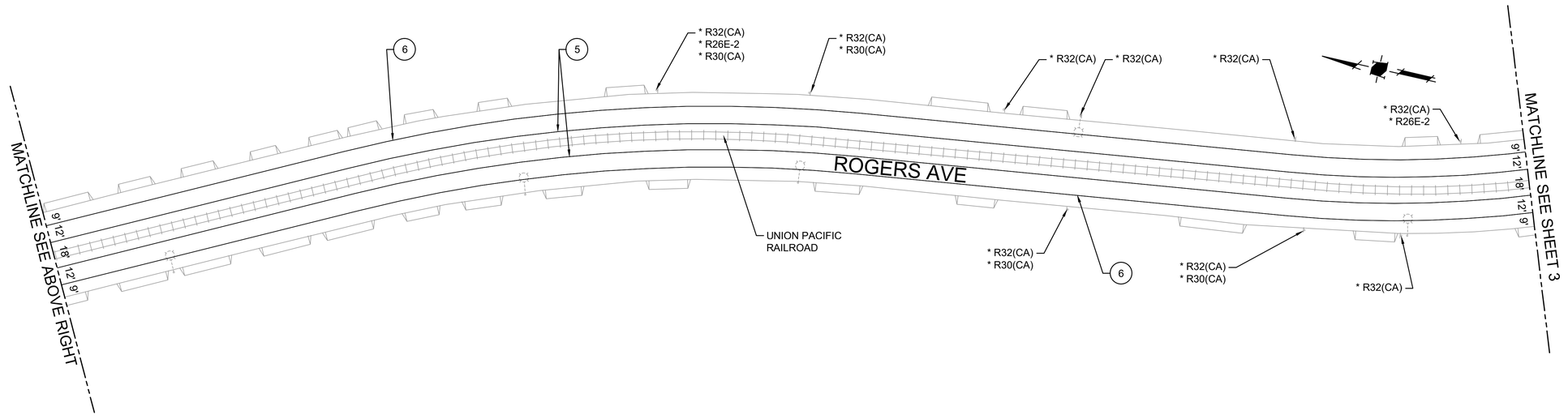
DRAWN BY:
CHECKED BY:
PROJ MGR:
DATE: 08-11-17
SCALE: 1" = 40'
SHEET NO. 1 OF 3

JIM ORTBAL
DIRECTOR

FILE NO.

S:\PROJECTS\44540\1PWP\LOT DRAWINGS\PAKAGE 1\LOCATIONS 1,2,3\44540-TITLE SHEET-FOR-ALL-SEG.DWG





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1. STATE DETAIL 9 (MODIFIED)	8. STATE DETAIL 32	15. CHATTER BARS	22. BIKE LOOP DETECTOR SYMBOL
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	REVISIONS	DATE
6		
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3		
2		
1		

REGISTERED PROFESSIONAL ENGINEER
JON CACCIOTTI
No. 82825
CIVIL
STATE OF CALIFORNIA

ROGERS AVENUE
E BROKAW ROAD TO QUEENS LANE
SIGNING AND STRIPING PLAN

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

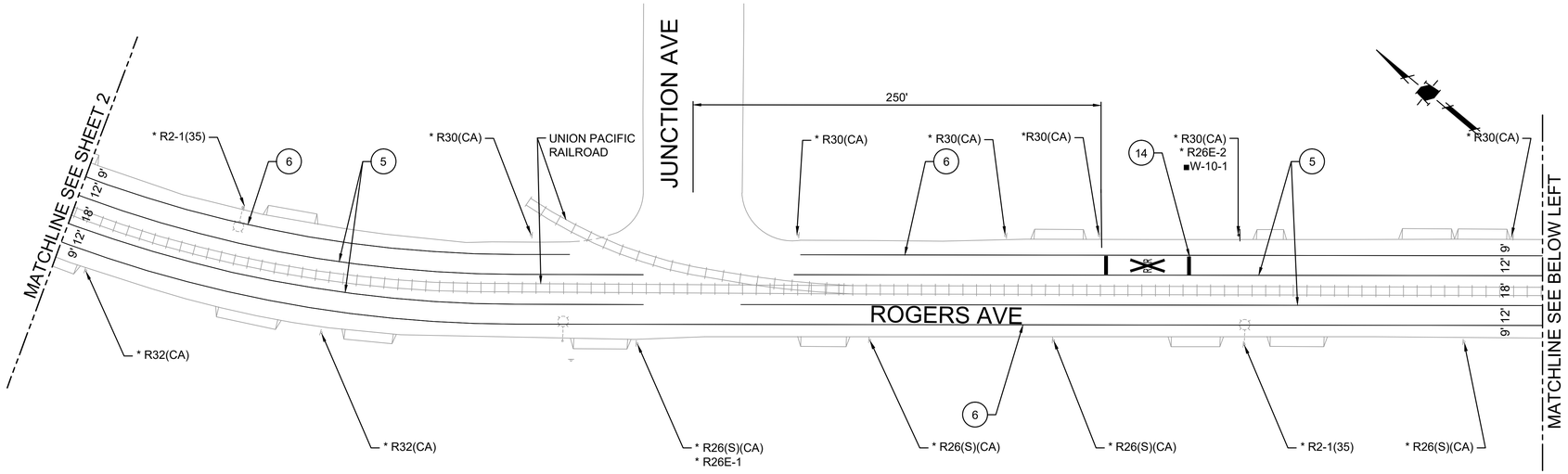
DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

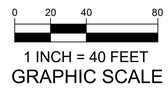
DRAWN BY:
CHECKED BY:
PROJ MGR:
DATE: 08-11-17
SCALE: 1" = 40'
SHEET NO. 2 OF 3

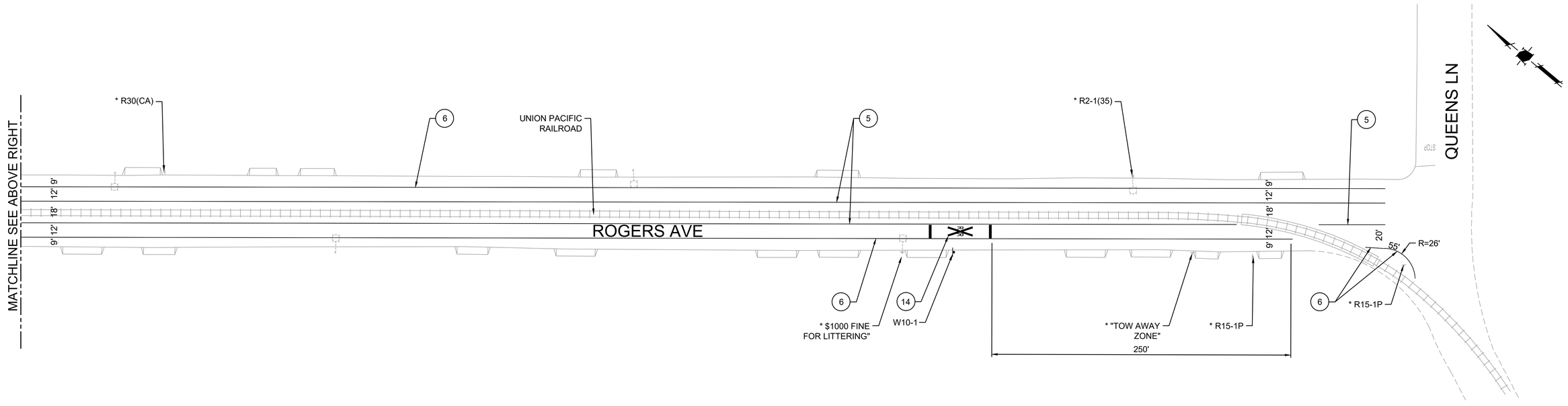
JIM ORTBAL
DIRECTOR

FILE NO.

S:\PROJECTS\445401\PW\PLOT DRAWINGS\PAKAGE 2 (LOCATIONS 4,5,6,7,8)\007-ROGERS AVE-IP01.DWG







HMH
Land Planning
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1570 Oakland Road
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(408) 487-2200
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1. STATE DETAIL 9 (MODIFIED)	8. STATE DETAIL 32	15. CHATTER BARS	22. BIKE LOOP DETECTOR SYMBOL
2. STATE DETAIL 12 (MODIFIED)	9. STATE DETAIL 37B	16. TYPE "AY" MARKER	23. STATE DETAIL 39A (MODIFIED)
3. STATE DETAIL 22	10. STATE DETAIL 38	17. SOLID 12" WHITE	24. YIELD LINE
4. STATE DETAIL 23	11. STATE DETAIL 39	18. SOLID 12" YELLOW	25. GREEN PAVEMENT ENHANCEMENT
5. STATE DETAIL 25	12. STATE DETAIL 39A	19. SOLID 24" WHITE	26. RESERVED FOR FUTURE USE
6. STATE DETAIL 27B	13. STATE DETAIL 40A	20. STATE DETAIL 26 (MODIFIED)	27. SOLID 24" YELLOW
7. STATE DETAIL 29	14. ARROW / MESSAGES	21. STATE DETAIL 40	28. STATE DETAIL 41

	REVISIONS	DATE
6		
5		
4		
3		
2		
1		

REGISTERED PROFESSIONAL ENGINEER
JON CACCIOTTI
No. 82825
CIVIL
STATE OF CALIFORNIA

ROGERS AVENUE
E BROKAW ROAD TO QUEENS LANE
SIGNING AND STRIPING PLAN

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DRAWN BY:
CHECKED BY:
PROJ MGR:
DATE: 08-11-17
SCALE: 1" = 40'
SHEET NO. 3 OF 3

JIM ORTBAL
DIRECTOR

FILE NO.

S:\PROJECTS\445401\PW\PLOT DRAWINGS\PAKAGE 2 (LOCATIONS 4,5,6,7,8)\007-ROGERS AVE-IP01.DWG