

ARCO Redevelopment Project – 2375 Quimby Road

File No. CP17-028

Initial Study/Mitigated Negative Declaration

RESPONSES TO PUBLIC COMMENTS AND TEXT CHANGES

December 10, 2019

CEQA Lead Agency:



City of San José

Department of Planning, Building and Code Enforcement
200 East Santa Clara Street
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Phone: (408) 535-3555

In Consultation with:

Antea Group

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Table of Contents

SECTION 1	SUMMARY OF COMMENTS	3
SECTION 2	AGENCIES AND PERSONS COMMENTING ON THE IS/MND	4
SECTION 3	RESPONSE TO COMMENTS.....	5
	A. RESPONSE TO A	5
	B. RESPONSE TO B.....	7
SECTION 4	TEXT CHANGES TO THE IS/MND.....	9
SECTION 5	SUPPLEMENTAL REPORTS AND MEMORANDUMS.....	11
SECTION 6	PUBLIC COMMENTS ATTACHMENTS	12

Attachments

Attachment A: All Public Comments to IS/MND During Public Review Period

Attachment B: Traffic Counts

Attachment C: Truck Turning Exhibit

SECTION 1 SUMMARY OF COMMENTS

The ARCO Redevelopment Project – 2375 Quimby Road Initial Study/Mitigation Negative Declaration (IS/MND) was circulated for public review for a 30-day review period, from November 8, 2019 to December 2, 2019. During the circulation period, the City of San José received two comments via email from Valerie Herrera Negrete and from Santa Clara County Roads and Airports.

In summary, the comments received on the draft IS/MND did not raise any new issues about the project’s environmental impacts or provide information indicating the project would result in new environmental impacts or impacts substantially greater in severity than disclosed in the IS/MND. California Environmental Quality Act (CEQA) does not require formal responses to comments on an IS/MND, only that the lead agency consider the comments received (CEQA Guidelines § 15074(b)).

Nevertheless, responses to the comments are included in this document to provide a complete environmental record.

The following pages contain a list of the agencies and persons that submitted comments on the IS/MND and the City’s responses to comments received on the IS/MND. The specific comments have been excerpted from the emails and are presented as “Comment” with each response directly following as “Response.” Copies of the actual emails submitted to the City of San José are attached to this document (Attachment A).

SECTION 2 AGENCIES AND PERSONS COMMENTING ON THE IS/MND

Comment Received From	Date of Letter	Response on Page
A. Valerie Herrera Negrete	November 21, 2019	5
B. County of Santa Clara: Roads and Airports	November 26, 2019	7

SECTION 3 RESPONSE TO COMMENTS

This memo responds to comments on the IS/MND as they relate to the potential environmental impacts of the project under CEQA Guidelines. Numbered responses correspond to comments in each comment letter. Copies of the comment letters are attached.

A. RESPONSE TO A

Comment A1: Why was the CEQA guideline checklist not followed? There seems to be items missing.

Response A1: As a draft version of the 2019 checklist available at the time was followed, some minor word changes have occurred. These wording changes have been noted in Section 4. However, please note that the updated checklist items do not affect the conclusions and impact analysis.

Comment A2: For traffic, as a person who was born and raised down the street from this site I am surprised that this operation is allowed to expand given the operational deficiencies it has now. No plans to change the ingress/egress are part of this project. Where are the traffic counts? Was there any taken? Why not? How about the signal light? Cars already spill into the intersection trying to make this dangerous curve with competing vehicles turning in from Capitol at the gas station entrance? Does this driveway meet city standards for viewing distance between a turn and a driveway? How, what is the standard? Queing - how will this project improve queing or reduce it? What is the LOS? Will this make the intersection worse? How or how not? This intersection gets backed up bad and traffic spills back into the incoming lanes. Chaos at best at times, none of these conditions came through in the analysis. The CEQA checklist was not fully addressed and the items for Traffic were not completely analyzed. This is an unsafe intersection and will result in dangerous turns and maneuvers. At best when delivery trucks (not discussed in their frequency here) come to the site they will block incoming vehicles even more. The description in the Traffic section only states the route of a garbage truck without any specificity as to their exact definitive maneuver or route. In order to assess impacts these routes and turning tables, and queing impacts should be known now.

Response A2: The Traffic Analysis (Appendix F of the Initial Study) reviewed the project operations including consistency with the City Council Policy 6-10 for Drive-through uses. Regarding ingress and egress, please note that the east driveway will be removed as part of this project and all traffic along Quimby Road will access the site through the existing west driveway. This driveway does meet the City requirements.

Traffic counts were conducted at the project driveways along Quimby Road March 2017 and at the Capitol Expressway / Quimby Road intersection in May 2017 and formed the basis for the traffic analysis presented in Appendix F of the IS/MND. For reference the traffic count data is attached to this document (See Exhibit B).

As noted above, the east driveway adjacent to the free right turn for southbound Capitol Expressway to westbound Quimby Road will be closed. This will extend the sight distance between turning

vehicles and vehicles entering the site at the west driveway. The west driveway is located 155 feet from the intersection.

The removal of the east driveway will lengthen the distance between the Capitol Expressway / Quimby Road intersection and provide additional clear distance between the driveway ingress and westbound Quimby Road traffic departing the intersection. The proposed site layout with a single driveway on the west side of the site will improve ingress as inbound vehicles will not be entering the site just west of the Capitol Expressway / Quimby Road intersection. Additionally, the fueling positions will be re-oriented north -south and shifted north of the right-of-way to allow inbound vehicles to enter the site more efficiently. This will allow more vehicles to queue on the site.

The LOS at the driveway intersection was not analyzed. LOS for the driveway access is based on the delay along the driveway and would have no effect on Quimby Road traffic.

Fuel trucks were analyzed by the design engineering firm; the truck template is shown in a screened condition in the overlay attached to this document, demonstrating that fuel trucks can access and make turning movements given the site configuration. Garbage trucks, which have a smaller turning radius than fuel trucks, will be able to enter the site via the west driveway and will be able to access the trash enclosure. Delivery trucks are also smaller than dual tanker fuel trucks and can transit the site without causing undue delays at the driveway. Turning and circulation movements will therefore be possible given the smaller sizes of these respective vehicles.

Although a single word was missing from Item (a) in the CEQA checklist, the analysis performed was complete and appropriate.

Comment A3: The report is not adequate to address impacts to traffic and it seems the checklist was not followed which lends us to believe there may be impacts not disclosed. Why is there no site plan online or site plan in the CEQA document for reference? No vicinity map? No identifying map within the entire document. Why?

Response A3: The various maps were previously included in an appendix to the document. They have now been inserted into the document adjacent to the paragraphs in which they are discussed, and were available for review online during the public comment period. All potential impacts required to be analyzed under CEQA have been reviewed.

B. RESPONSE TO B

Comment B1: The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the Draft Mitigated Negative Declaration: Arco Redevelopment Project (CP17-028) and submits the following comments:

Response B1: This comment does not specifically relate to the analysis in the IS/MND. No further comment is necessary.

Comment B2: Based on the Initial Study, it appears the proposed redevelopment of ARCO with a carwash facility does not fully satisfy Policy 6-10 of the City Council. Does the proposed carwash meet all ingress and egress requirements of Section I, Traffic Conditional Use Permit of the City of San Jose? Was a traffic analysis submitted demonstrating vehicles entering or leaving the facility that does not impair the efficiency of traffic operation of Capitol Expressway and Quimby?

Response B2:

The San Jose Public Works Department has reviewed the proposed for compliance with Council Policy 6-10. In a memo date December 18, 2018, the Public Works Department concluded that the project is consistent with the City's Drive-Through Policy (City Council Policy 6-10). The City of San Jose Drive Through Policy lists criteria for private development projects with drive-through facilities. The results of the analysis indicate that, based on the evaluation of the proposed site plan, the project is consistent with the City of San Jose's Drive-through Policy (Policy 6-10) criteria A, B, C and E. Criteria D, G, and F are not met, however, City Staff has concluded that the carwash drive-through operations are consistent with the goals of the policy as described below.

Criteria D and G. The project is closing the east driveway and orienting the gas pumps north-south which is projected to reduce vehicles accessing the site to spill out into Quimby Road. The analysis indicates that the closure of the existing east driveway along Quimby Road project frontage will not worsen the intersection operation.

Criteria F. The project is proposing a pedestrian crosswalk at the beginning of the automated car wash drive through. The crosswalk will provide direct connection to and from the Capitol Expressway sidewalk and the convenience store, thus reducing pedestrian walking in the fueling area to access the convenience store. In addition, vehicle speeds at the beginning of the automated car wash are low.

The project is part of the Evergreen-East Hills Specific Plan. As such, the City has indicated that there are available trips within the specific plan to account for the new trips created by the project; therefore, a traffic impact analysis was not required as the Specific Plan accounts for this traffic. Instead, the City required a traffic operations analysis of the site. The east driveway will be removed as part of this project and all traffic along Quimby Road will access the site through the existing west driveway. Traffic Operations will be improved as the easterly driveway adjacent to the Capitol Expressway / Quimby Road intersection will be removed.

Comment B3: Please submit a proposed traffic circulation plan and truck turning radius to accommodate the additional gas pumps, convenience store, carwash, and other proposed improvements on site.

Response B3: This plan has now been supplied to the City of San José and is attached to this document (See Exhibit C).

Comment B4: Please provide a TIA with LOS analysis at Capitol/Quimby, Capitol/Eastridge, Capitol/Aborn, and Capitol/Tully intersections.

Response B4: See response to Comment B2 above. The City's General Plan allows for the adoption of Special Area development policies, which establish a specific transportation standard for certain areas. In this case, the City Council adopted the Evergreen East Hills Development Policy (EEHDP) which applies to this project, and this project is consistent with the EEHDP. The EIR for the EEHDP provides project-level environmental review for the Revised Evergreen Development Policy components of the Evergreen-East Hills Vision Strategy (EEHVS). The approved development for the EEHVS area includes 500,000 square feet of commercial space and 75,000 square feet of office space. The project did not require a full Traffic Impact Analysis (TIA) because it is covered under the Evergreen East Hills Development Policy (EEHDP) so only an operational analysis is required. In order to guarantee traffic capacity and be included in the current allocation, this project would need to pay the Traffic Impact Fee (TIF) as soon as the Planning Permit is approved. The City has indicated that the project would be consistent with development levels evaluated by the EIR for the EEHDP and a determination of less than significant can be made with respect to traffic impacts. The project would be required to pay the current fee rate in effect at the time the Public Works Clearance is issued. Therefore, impacts related to conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system considering all modes of transportation would be less than significant.

SECTION 4 TEXT CHANGES TO THE IS/MND

The changes outlined below is not significant and recirculation is not required per CEQA Guidelines Section 15073.5. In conformance with Section 15074 of the CEQA Guidelines, the MND, Initial Study, technical appendices and reports, together with this Response to Comments and attachments are intended to serve as documents that will inform the decision-makers and the public of the environmental effects of this project.

Page Number	Description of Change
4	<p>Change text under surrounding land uses/General Plan/Zoning to: <i>North: <u>Medical Center/Combined Industrial Commercial (CIC)/Planned Development (A[PD])</u></i> <i>South: <u>Self-Storage/Industrial Park (IP)/Planned Development (A[PD])</u></i> <i>East: <u>Thompson Creek / Open Space, Parkland and Habitat (OSPH)/Agriculture All-Uses (A)</u></i> <i>West: <u>Supermarket/ Regional Commercial (RC)/ Commercial General (CG)</u></i></p> <p><u><i>The nearest sensitive receptors include the medical center the adjacent property to the north of the project site and residential properties, approximately 500 feet east of Capitol Expressway and Thompson Creek.</i></u></p> <p>The text changes clarify the surrounding land use, general plan designation, and Zoning Districts. No additional text changes are required nor is the analysis affected.</p>
10	<p>Change text in Item (e) to: <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural <u>use or conversion of forest land to non-forest use?</u></i></p> <p>The response remains the same. No additional text changes are required nor is the analysis affected.</p>
27	<p>Change text in Item (c) to: <i>Disturb any human remains, including those interred outside of formal <u>dedicated</u> cemeteries?</i></p> <p>The response remains the same. No additional text changes are required nor is the analysis affected.</p>
53	<p>Change text for (a) to (c) to: <i>(a) Induce substantial population growth <u>unplanned population growth</u> in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i> <i>(b) Displace substantial numbers of <u>existing people or existing housing</u>, necessitating the construction of replacement housing elsewhere? e) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</i></p> <p>The response remains the same. No additional text changes are required nor is the analysis affected.</p>

76	<p>Change text for (a) to: <i>Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and <u>or</u> pedestrian facilities?</i></p> <p>The response remains the same. No additional text changes are required nor is the analysis affected.</p>
90	<p>Change to Conclusion Statement: <i>Conformance with the above General Plan Policies and mitigation measure outlined below <u>in this initial study</u> will ensure that impacts would be reduced to a less than significant level at the time of development of the site.</i></p> <p>Text change to clarify location of mitigation measures in Initial Study.</p>

SECTION 5 SUPPLEMENTAL REPORTS AND MEMORANDUMS

No supplemental reports or memorandums accompany this Response to Comments on the IS/MND.

SECTION 6 PUBLIC COMMENTS ATTACHMENTS

Please see copies of the original comments in Attachment A.

**Attachment A:
All Public Comments to IS/MND During Public Review Period**

Comment A

From: Valerie HerreraNegrete
Sent: Thursday, November 21, 2019 7:23 PM
To: adam.peterson@sanjoseca.gov <adam.peterson@sanjoseca.gov>
Subject: IS/MND: 2375 Quimby Road Arco Redevelopment comment

Hello, I reviewed the initial Study and do not believe the traffic impacts were adequately assessed or addressed. I am writing on behalf of my parents whom live in the area.

Why was the CEQA guideline checklist not followed? There seems to be items missing.

For traffic, as a person who was born and raised down the street from this site I am surprised that this operation is allowed to expand given the operational deficiencies it has now. No plans to change the ingress/egress are part of this project. Where are the traffic counts? Was there any taken? Why not? How about the signal light? Cars already spill into the intersection trying to make this dangerous curve with competing vehicles turning in from Capitol at the gas station entrance? Does this driveway meet city standards for viewing distance between a turn and a driveway? How, what is the standard? Queing - how will this project improve queing or reduce it? ? What is the LOS? Will this make the intersection worse? How or how not? This intersection gets backed up bad and traffic spills back into the incoming lanes. Chaos at best at times, none of these conditions came through in the analysis. The CEQA checklist was not fully addressed and the items for Traffic were not completely analyzed. This is an unsafe intersection and will result in dangerous turns and maneuvers. At best when delivery trucks (not discussed in their frequency here) come to the site they will block incoming vehicles even more. The description in the Traffic section only states the route of a garbage truck without any specificity as to their exact definitive maneuver or route. In order to asses impacts these routes and turning tables, and queing impacts should be known now.

The report is not adequate to address impacts to traffic and it seems the checklist was not followed which lends us to believe there may be impacts not disclosed. Why is there no site plan online or site plan in the CEQA document for reference? No vicinity map? No identifying map within the entire document. Why?

Respectfully,
Valerie

Comment B

[External Email]

11/26/2019

Adam Petersen

City of San Jose Planning, Building
and Code Enforcement Department
200 East Santa Clara Street, Room 300
San Jose, CA 95113

SUBJECT: Draft Mitigated Negative Declaration: Arco Redevelopment Project (CP17-028)

Dear Adam Petersen,

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the Draft Mitigated Negative Declaration: Arco Redevelopment Project (CP17-028) and submits the following comments:

1. Based on the Initial Study, it appears the proposed redevelopment of ARCO with a carwash facility does not fully satisfy Policy 6-10 of the City Council. Does the proposed carwash meet all ingress and egress requirements of Section I, Traffic Conditional Use Permit of the City of San Jose? Was a traffic analysis submitted demonstrating vehicles entering or leaving the facility that does not impair the efficiency of traffic operation of Capitol Expressway and Quimby?
2. Please submit a proposed traffic circulation plan and truck turning radius to accommodate the additional gas pumps, convenience store, carwash, and other proposed improvements on site.
3. Please provide a TIA with LOS analysis at Capitol/Quimby, Capitol/Eastridge, Capitol/Aborn, and Capitol/Tully intersections.

Thank you for the opportunity to comment on the MND. If you have any questions about these comments, please feel free to contact me at (408) 573-2462 or ben.aghegnehu@rda.sccgov.org.

Thank you,

Ben Aghegnehu

Associate Transportation Planner
County of Santa Clara | Roads & Airports
101 Skyport Rd | San Jose, CA, 95110
408-573-2462 (o)

From: Petersen, Adam <Adam.Petersen@sanjoseca.gov>
Sent: Friday, November 8, 2019 4:47 PM
To: Petersen, Adam <Adam.Petersen@sanjoseca.gov>
Subject: [EXTERNAL] Public Review Draft Mitigated Negative Declaration: Arco Redevelopment Project (CP17-028)

**PUBLIC NOTICE
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN JOSE, CALIFORNIA**

Project Name: ARCO Redevelopment Project

File No.: CP17-028

Description: Conditional Use Permit to allow the demolition of an existing 1,647-square foot convenience store, pump island canopy, pump islands, and the removal of underground storage tanks and the construction of a 3,054-square foot, 24-hour convenience store with off-sale of alcohol, a 792-square foot, roll-over car wash, and a 4,860 square foot fueling canopy over eight (8) multi-product dual fuel dispensers on an approximately 0.75-gross acre site.

Location: At the northwest corner of Quimby Road and Capitol Expressway at 2375 Quimby Road in San José, California
Assessor's Parcel Nos.: 491-48-009 **Council District:** 8

Applicant Contact Information: Ed Hale, Barghausen Consulting Engineers, Inc., 18215 72nd Avenue South, Kent WA 98032

The City has performed an environmental review of the project. The environmental review examines the nature and extent of any adverse effects on the environment that could occur if the project is approved and implemented. Based on the review, the City has prepared a Draft Mitigated Negative Declaration (MND) for this project. An MND is a statement by the City that the project will not have a significant effect on the environment because the project will

include mitigation measures that will reduce identified project impacts to a less than significant level. The project site is not present on any list pursuant to Section 65962.5 of the California Government Code.

The public is welcome to review and comment on the Draft MND. The public comment period for this Draft MND begins on **Friday, November 8, 2019, and ends on Monday December 2, 2019.**

The Draft MND, Initial Study, and reference documents are available online at:

<http://www.sanjoseca.gov/negativedeclarations>. The documents are also available for review from 9:00 a.m. to 5:00 p.m. Monday through Friday at the City of San José Department of Planning, Building and Code Enforcement, located at City Hall, 200 East Santa Clara Street; and at the Dr. Martin Luther King, Jr. Main Library, located at 150 E. San Fernando Street.

For additional information, please contact Adam Petersen at (408) 535-1241, or by e-mail at Adam.Petersen@sanjoseca.gov.

Sincerely,

Adam Petersen

Contract Environmental Team
City of San Jose Planning, Building
and Code Enforcement Department
200 East Santa Clara Street, Room 300
San Jose, CA 95113
408.535.1241

adam.petersen@sanjoseca.gov
<http://www.sanjoseca.gov/>

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Exhibit B: Traffic Counts



DRIVEWAY #1

- INBOUND/OUTBOUND CAN GO TO 3 LOCATIONS AS SHOWN
- NEED TO CAPTURE ALL 3 IF POSSIBLE; OTHERWISE CAPTURE ① & ②+③

STREET LIGHT POLES

NEED: AM/PM PEAK HOURS (7-9 AM/4-6 PM)
 AT BOTH DRIVEWAYS (#1 & #2)
 (ALL TRAFFIC IS RIGHT-IN, RIGHT-OUT)

National Data and Surveying Services

City of San Jose
 All Vehicles & Uturns On Unshifted
 Nothing On Bank 1
 Nothing On Bank 2

(323) 782-0090

info@ndsdata.com

File Name : 17-7200-001 Arco Dwy 1 & Quimby Rd

Date : 3/14/2017

Unshifted Count = All Vehicles & Uturns

START TIME	Arco Dwy 1 Southbound					Quimby Rd Westbound					Arco Dwy 1 Northbound					Quimby Rd Eastbound					Total	Utums Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3	0
7:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0
7:30	0	0	0	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	5	0
7:45	0	0	0	0	0	2	0	0	0	2	0	1	1	0	2	0	0	0	0	0	4	0
Total	0	0	0	0	0	2	0	0	0	2	4	6	2	0	12	0	0	0	0	0	14	0
8:00	0	1	0	0	1	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	6	0
8:15	0	1	0	0	1	2	0	0	0	2	6	4	2	0	12	0	0	1	0	1	16	0
8:30	0	1	0	0	1	3	0	0	0	3	4	7	1	0	12	0	0	0	0	0	16	0
8:45	0	0	0	0	0	2	0	0	0	2	6	3	2	0	11	0	0	0	0	0	13	0
Total	0	3	0	0	3	7	0	0	0	7	18	16	6	0	40	0	0	1	0	1	51	0
16:00	0	0	0	0	0	0	0	0	0	0	6	4	5	0	15	0	0	6	0	6	21	0
16:15	0	1	0	0	1	6	0	0	0	6	6	3	0	0	9	0	0	6	0	6	22	0
16:30	0	1	0	0	1	2	0	0	0	2	11	6	4	0	21	0	0	7	0	7	31	0
16:45	0	1	0	0	1	3	0	0	0	3	7	7	3	0	17	0	0	5	0	5	26	0
Total	0	3	0	0	3	11	0	0	0	11	30	20	12	0	62	0	0	24	0	24	100	0
17:00	0	0	0	0	0	7	0	0	0	7	6	2	4	0	12	0	0	9	0	9	28	0
17:15	0	2	0	0	2	2	0	0	0	2	10	3	9	0	22	0	0	5	0	5	31	0
17:30	0	0	0	0	0	1	0	0	0	1	9	3	6	0	18	0	0	5	0	5	24	0
17:45	0	1	0	0	1	1	0	0	0	1	3	3	6	0	12	0	0	6	0	6	20	0
Total	0	3	0	0	3	11	0	0	0	11	28	11	25	0	64	0	0	25	0	25	103	0
Grand Total	0	9	0	0	9	31	0	0	0	31	80	53	45	0	178	0	0	50	0	50	268	0
Apprch %	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	44.9%	29.8%	25.3%	0.0%	66.4%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%
Total %	0.0%	3.4%	0.0%	0.0%	3.4%	11.6%	0.0%	0.0%	0.0%	11.6%	29.9%	19.8%	16.8%	0.0%	66.4%	0.0%	0.0%	18.7%	0.0%	18.7%	100.0%	0.0%

AM PEAK HOUR	Arco Dwy 1 Southbound					Quimby Rd Westbound					Arco Dwy 1 Northbound					Quimby Rd Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	1	0	0	1	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	6
8:15	0	1	0	0	1	2	0	0	0	2	6	4	2	0	12	0	0	1	0	1	16
8:30	0	1	0	0	1	3	0	0	0	3	4	7	1	0	12	0	0	0	0	0	16
8:45	0	0	0	0	0	2	0	0	0	2	6	3	2	0	11	0	0	0	0	0	13
Total Volume	0	3	0	0	3	7	0	0	0	7	18	16	6	0	40	0	0	1	0	1	51
% App Total	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	45.0%	40.0%	15.0%	0.0%	66.4%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
PHF	.000	.750	.000	.000	.750	.583	.000	.000	.000	.583	.750	.571	.750	.000	.833	.000	.000	.250	.000	.250	.797

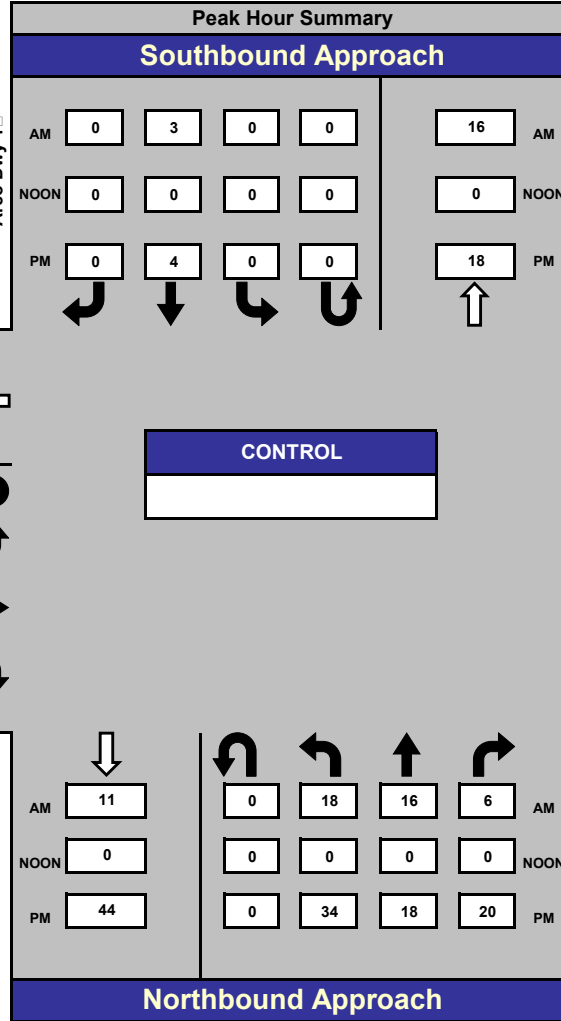
PM PEAK HOUR	Arco Dwy 1 Southbound					Quimby Rd Westbound					Arco Dwy 1 Northbound					Quimby Rd Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	0	1	0	0	1	2	0	0	0	2	11	6	4	0	21	0	0	7	0	7	31
16:45	0	1	0	0	1	3	0	0	0	3	7	7	3	0	17	0	0	5	0	5	26
17:00	0	0	0	0	0	7	0	0	0	7	6	2	4	0	12	0	0	9	0	9	28
17:15	0	2	0	0	2	2	0	0	0	2	10	3	9	0	22	0	0	5	0	5	31
Total Volume	0	4	0	0	4	14	0	0	0	14	34	18	20	0	72	0	0	26	0	26	116
% App Total	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	47.2%	25.0%	27.8%	0.0%	66.4%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
PHF	.000	.500	.000	.000	.500	.500	.000	.000	.000	.500	.773	.643	.556	.000	.818	.000	.000	.722	.000	.722	.935

Arco Dwy 1 & Quimby Rd

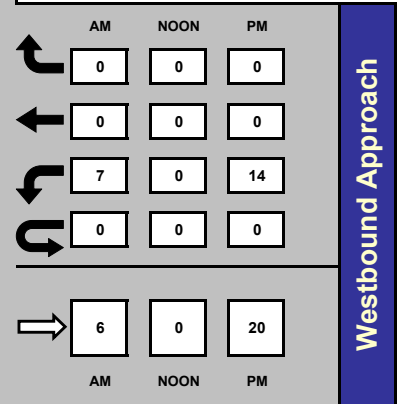
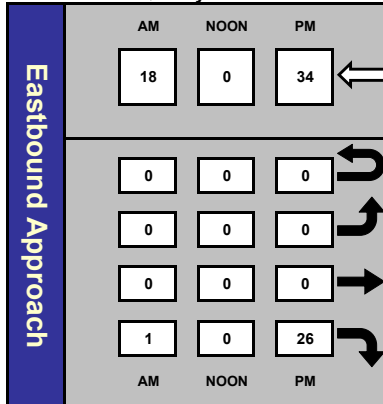
Date: 3/14/2017

Day: Tuesday

Project #: 17-7200-001

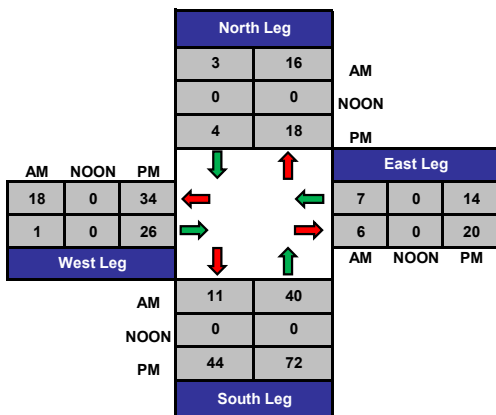


AM Peak Hour	08:00 - 09:00
NOON Peak Hour	
PM Peak Hour	16:30 - 17:30

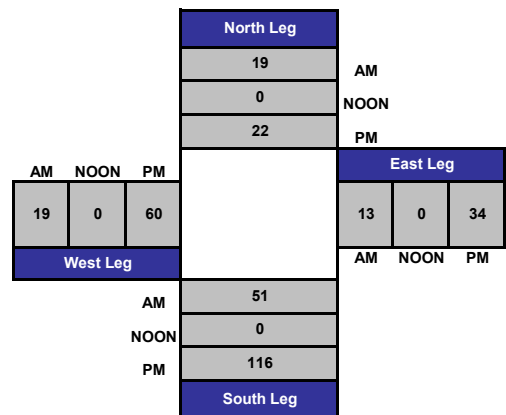


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



National Data and Surveying Services

City of San Jose
 All Vehicles & Uturns On Unshifted
 Nothing On Bank 1
 Nothing On Bank 2

(323) 782-0090

info@ndsdata.com

File Name : 17-7200-002 Arco Dwy 2 & Quimby Rd

Date : 3/14/2017

Unshifted Count = All Vehicles & Uturns

START TIME	Arco Dwy 2 Southbound					Quimby Rd Westbound					Arco Dwy 2 Northbound					Quimby Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	0	2	0	0	2	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	13	0
7:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5	0
7:30	0	2	0	0	2	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	20	0
7:45	0	1	0	0	1	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	15	0
Total	0	5	0	0	5	0	0	0	0	0	0	48	0	0	48	0	0	0	0	0	53	0
8:00	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	13	0
8:15	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15	0
8:30	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	25	0
8:45	0	2	0	0	2	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	22	0
Total	0	6	0	0	6	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	75	0
16:00	0	1	0	0	1	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	14	0
16:15	0	1	0	0	1	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	17	0
16:30	0	1	0	0	1	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	14	0
16:45	0	2	0	0	2	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	17	0
Total	0	5	0	0	5	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	62	0
17:00	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	17	0
17:15	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	9	0
17:30	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	13	0
17:45	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	11	0
Total	0	4	0	0	4	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	50	0
Grand Total	0	20	0	0	20	0	0	0	0	0	0	220	0	0	220	0	0	0	0	0	240	0
Apprch %	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%		
Total %	0.0%	8.3%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	91.7%	0.0%	0.0%	91.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	

AM PEAK HOUR	Arco Dwy 2 Southbound					Quimby Rd Westbound					Arco Dwy 2 Northbound					Quimby Rd Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 08:00 to 09:00																					
Peak Hour For Entire Intersection Begins at 08:00																					
8:00	0	1	0	0	1	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	13
8:15	0	3	0	0	3	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	15
8:30	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	25
8:45	0	2	0	0	2	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	22
Total Volume	0	6	0	0	6	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	75
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.690	.000	.000	.690	.000	.000	.000	.000	.000	.750

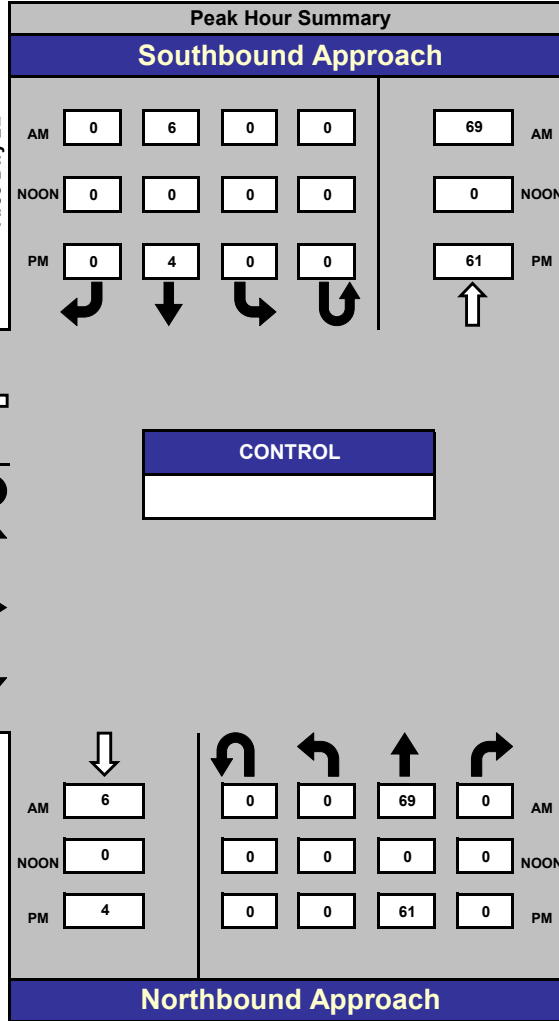
PM PEAK HOUR	Arco Dwy 2 Southbound					Quimby Rd Westbound					Arco Dwy 2 Northbound					Quimby Rd Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 16:15 to 17:15																					
Peak Hour For Entire Intersection Begins at 16:15																					
16:15	0	1	0	0	1	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	17
16:30	0	1	0	0	1	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	14
16:45	0	2	0	0	2	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	17
17:00	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	17
Total Volume	0	4	0	0	4	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	65
% App Total	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.897	.000	.000	.897	.000	.000	.000	.000	.000	.956

Arco Dwy 2 & Quimby Rd

Date: 3/14/2017

Day: Tuesday

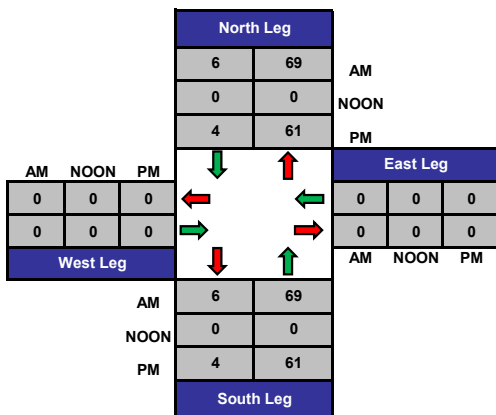
Project #: 17-7200-002



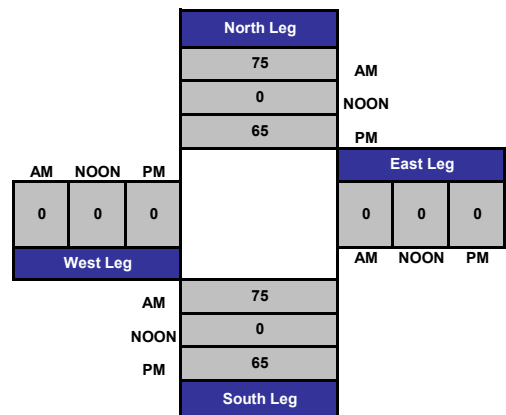
AM Peak Hour	08:00 - 09:00
NOON Peak Hour	
PM Peak Hour	16:15 - 17:15

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg

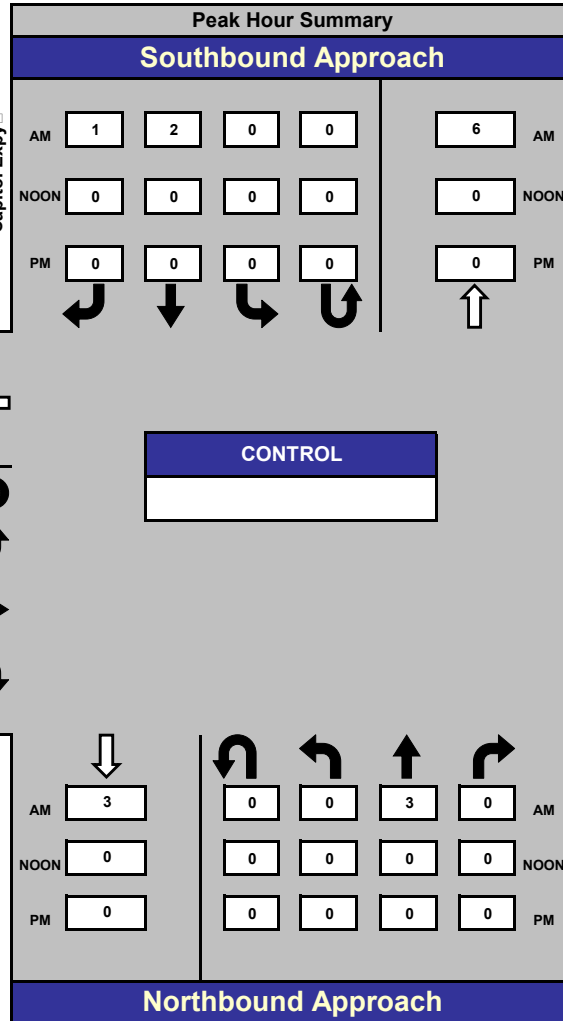


Capitol Expy & Quimby Rd

Date: 5/11/2017

Day: Thursday

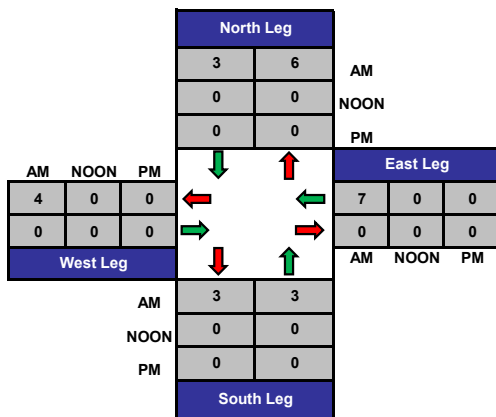
Project #: 17-7414-001



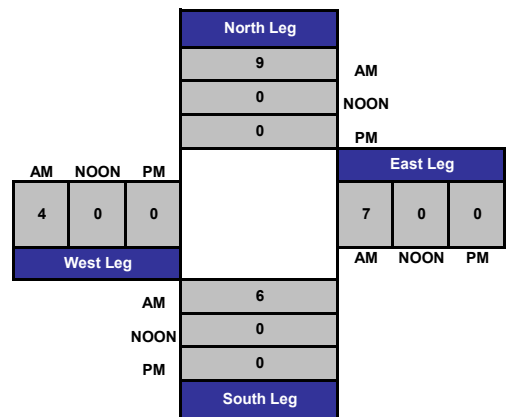
AM Peak Hour	07:30 - 08:30
NOON Peak Hour	
PM Peak Hour	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg



National Data and Surveying Services

City of San Jose
 All Vehicles & Uturns On Unshifted
 Bikes & Peds On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7414-001 Capitol Expy & Quimby Rd
 Date : 5/11/2017

Unshifted Count = All Vehicles & Uturns

START TIME	Capitol Expy Southbound					Quimby Rd Westbound					Capitol Expy Northbound					Quimby Rd Eastbound					Total	Uturns Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL		
7:00	31	156	5	0	192	106	128	134	0	368	38	341	61	15	455	4	48	27	2	81	1096	17
7:15	44	207	8	0	259	98	147	151	0	396	54	438	98	11	601	7	62	39	0	108	1364	11
7:30	66	266	14	0	346	100	140	106	0	346	49	370	121	13	553	8	85	46	1	140	1385	14
7:45	61	255	8	0	324	140	161	130	0	431	47	342	145	22	556	7	75	83	1	166	1477	23
Total	202	884	35	0	1121	444	576	521	0	1541	188	1491	425	61	2165	26	270	195	4	495	5322	65
8:00	46	211	14	1	272	73	165	140	1	379	50	377	116	7	550	7	92	49	1	149	1350	10
8:15	38	215	17	0	270	109	154	152	0	415	83	497	117	4	701	12	64	39	1	116	1502	5
8:30	54	223	15	0	292	109	153	125	0	387	60	322	61	10	453	5	56	37	2	100	1232	12
8:45	29	188	12	1	230	99	145	109	0	353	49	303	55	10	417	9	44	45	1	99	1099	12
Total	167	837	58	2	1064	390	617	526	1	1534	242	1499	349	31	2121	33	256	170	5	464	5183	39
Grand Total	369	1721	93	2	2185	834	1193	1047	1	3075	430	2990	774	92	4286	59	526	365	9	959	10505	104
Apprch %	16.9%	78.8%	4.3%	0.1%		27.1%	38.8%	34.0%	0.0%		10.0%	69.8%	18.1%	2.1%		6.2%	54.8%	38.1%	0.9%			
Total %	3.5%	16.4%	0.9%	0.0%	20.8%	7.9%	11.4%	10.0%	0.0%	29.3%	4.1%	28.5%	7.4%	0.9%	40.8%	0.6%	5.0%	3.5%	0.1%	9.1%	100.0%	

AM PEAK HOUR	Capitol Expy Southbound					Quimby Rd Westbound					Capitol Expy Northbound					Quimby Rd Eastbound					Total
	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	66	266	14	0	346	100	140	106	0	346	49	370	121	13	553	8	85	46	1	140	1385
7:45	61	255	8	0	324	140	161	130	0	431	47	342	145	22	556	7	75	83	1	166	1477
8:00	46	211	14	1	272	73	165	140	1	379	50	377	116	7	550	7	92	49	1	149	1350
8:15	38	215	17	0	270	109	154	152	0	415	83	497	117	4	701	12	64	39	1	116	1502
Total Volume	211	947	53	1	1212	422	620	528	1	1571	229	1586	499	46	2360	34	316	217	4	571	5714
% App Total	17.4%	78.1%	4.4%	0.1%		26.9%	39.5%	33.6%	0.1%		9.7%	67.2%	21.1%	1.9%		6.0%	55.3%	38.0%	0.7%		
PHF	.799	.890	.779	.250	.876	.754	.939	.868	.250	.911	.690	.798	.860	.523	.842	.708	.859	.654	1.000	.860	.951

National Data and Surveying Services

City of San Jose
 All Vehicles & Uturns On Unshifted
 Bikes & Peds On Bank 1
 Nothing On Bank 2

(323) 782-0090
info@ndsdata.com

File Name : 17-7414-001 Capitol Expy & Quimby Rd
 Date : 5/11/2017

Bank 1 Count = Bikes & Peds

START TIME	Capitol Expy Southbound					Quimby Rd Westbound					Capitol Expy Northbound					Quimby Rd Eastbound					Total	Peds Total					
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL							
7:00	0	0	0	0	0	0	1	0	0	1	0	2	0	1	2	0	1	0	1	1	0	0	0	0	0	4	2
7:15	0	0	0	0	0	2	1	0	0	3	0	1	2	1	3	0	0	0	0	0	0	0	0	0	0	6	1
7:30	0	1	1	0	2	0	0	1	2	1	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	4	4
7:45	0	0	0	0	0	1	1	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	2	4
Total	0	1	1	0	2	3	3	1	2	7	0	4	2	5	6	0	1	0	4	1	0	0	0	2	0	16	11
8:00	0	0	0	1	0	0	1	0	1	1	0	2	0	4	2	0	0	0	2	0	0	0	0	2	0	3	8
8:15	0	1	0	3	1	0	1	2	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4	5
8:30	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
8:45	0	0	0	3	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	1	0	0	0	0	1	2	4
Total	0	1	0	9	1	0	3	2	2	5	0	3	0	5	3	0	1	0	3	1	0	0	0	2	1	10	19
Grand Total	0	2	1	9	3	3	6	3	4	12	0	7	2	10	9	0	2	0	7	2	0	0	0	2	0	26	30
Apprch %	0.0%	66.7%	33.3%			25.0%	50.0%	25.0%			0.0%	77.8%	22.2%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%				
Total %	0.0%	7.7%	3.8%		11.5%	11.5%	23.1%	11.5%		46.2%	0.0%	26.9%	7.7%		34.6%	0.0%	7.7%	0.0%		7.7%					100.0%		

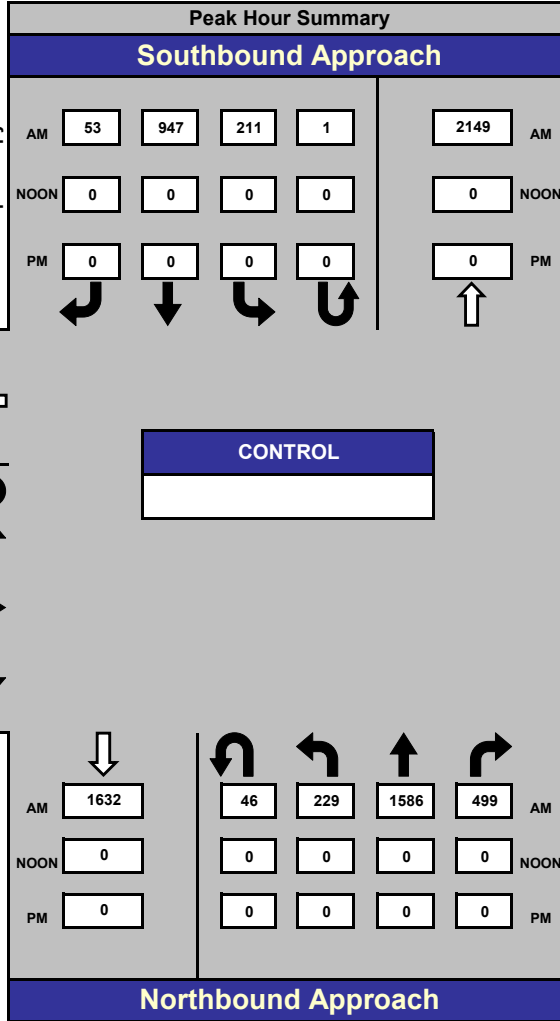
AM PEAK HOUR	Capitol Expy Southbound					Quimby Rd Westbound					Capitol Expy Northbound					Quimby Rd Eastbound					Total						
	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL	LEFT	THRU	RIGHT	PEDS	APP.TOTAL							
Peak Hour Analysis From 07:30 to 08:30																											
Peak Hour For Entire Intersection Begins at 07:30																											
7:30	0	1	1	0	2	0	0	1	2	1	0	1	0	1	1	0	0	0	1	0	0	0	0	1	0	4	
7:45	0	0	0	0	0	1	1	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	0	2	0	2	
8:00	0	0	0	1	0	0	1	0	1	1	0	2	0	4	2	0	0	0	2	0	0	0	0	2	0	3	
8:15	0	1	0	3	1	0	1	2	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4	
Total Volume	0	2	1	4	3	1	3	3	4	7	0	3	0	7	3	0	0	0	6	0	0	0	0	6	0	13	
% App Total	0.0%	66.7%	33.3%			14.3%	42.9%	42.9%			0.0%	100.0%	0.0%			0.0%	0.0%	0.0%			0.0%	0.0%	0.0%				
PHF	.000	.500	.250		.375	.250	.750	.375		.583	.000	.375	.000		.375	.000	.000	.000		.000					.813		

Capitol Expy & Quimby Rd

Date: 5/11/2017

Day: Thursday

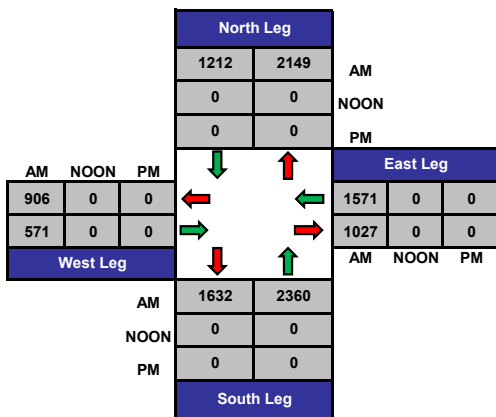
Project #: 17-7414-001



AM Peak Hour	07:30 - 08:30
NOON Peak Hour	
PM Peak Hour	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Total Ins & Outs



Total Volume Per Leg

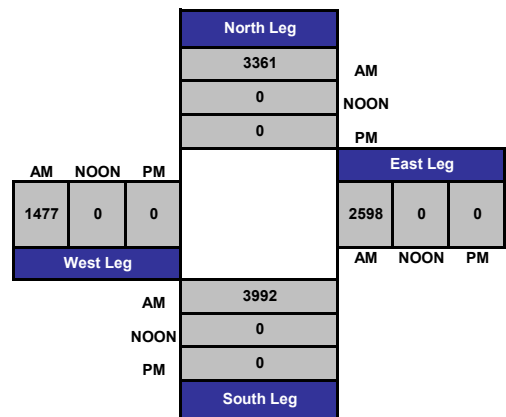
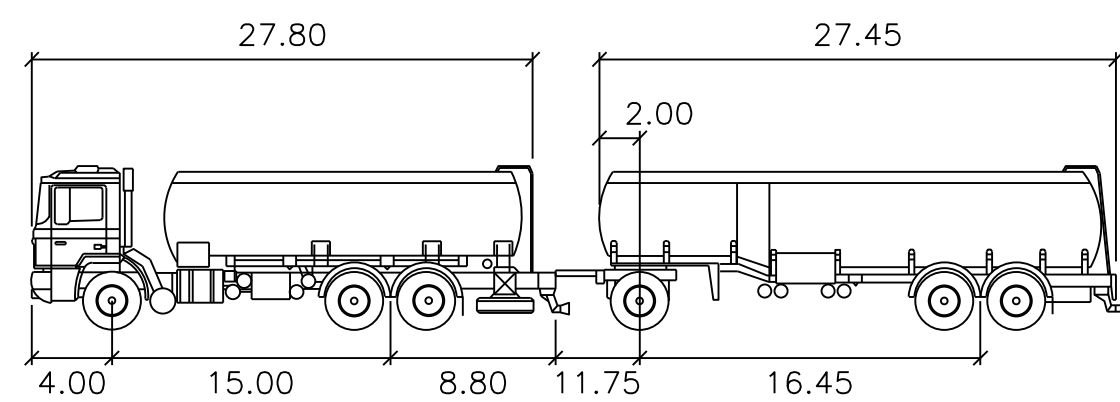
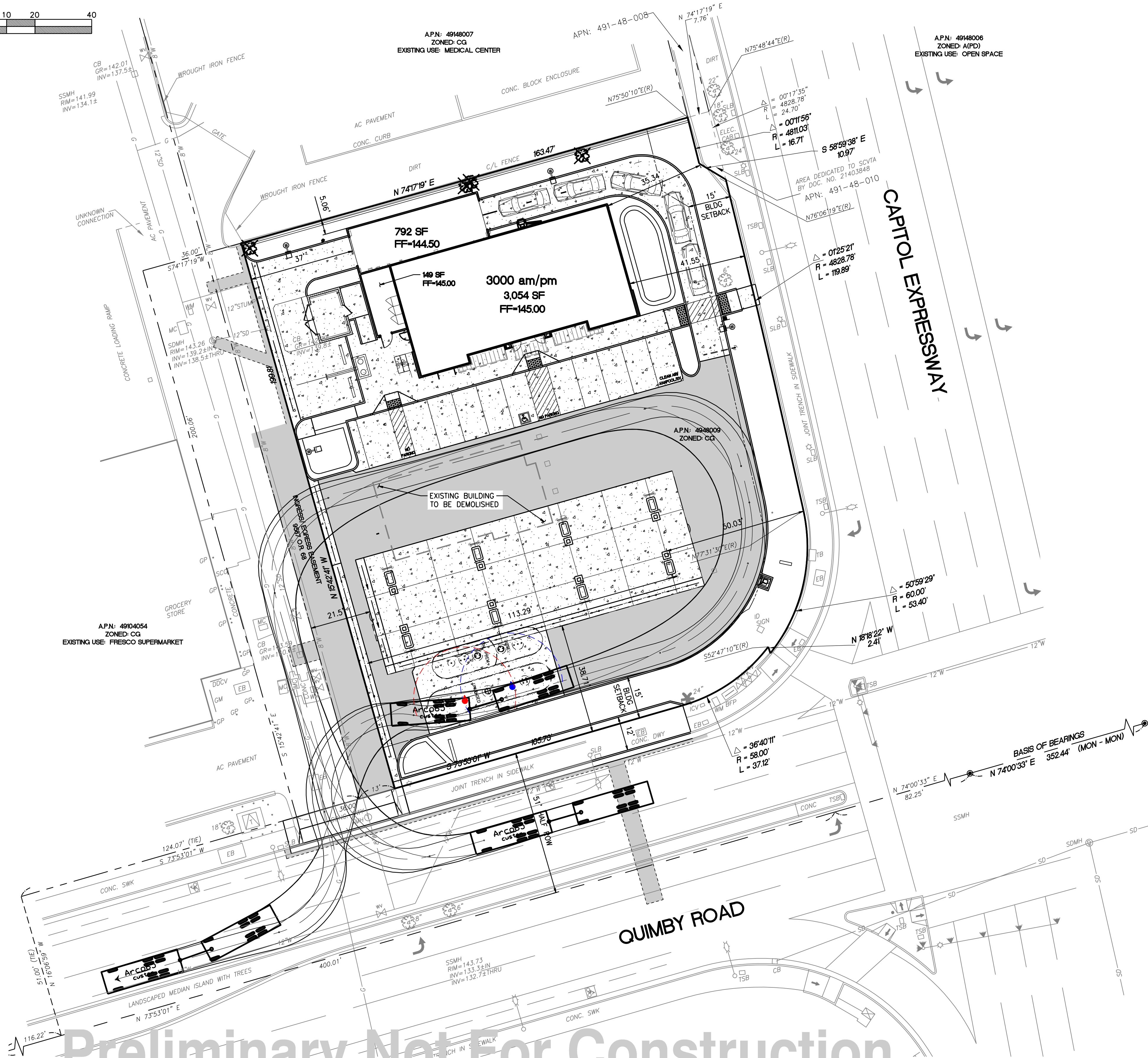
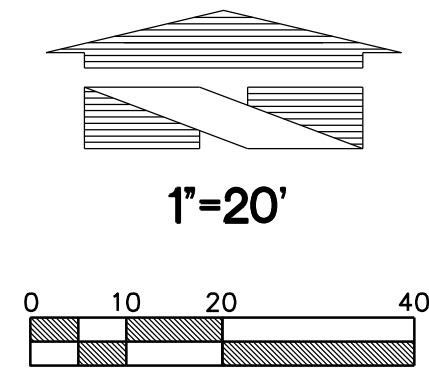


Exhibit C: Truck Turning Exhibit

SITE PLAN
FOR
SAN JOSE ARCO am/pm
 SECTION 24, TOWNSHIP 7 SOUTH, RANGE 2 WEST M.D.M.
 CITY OF SAN JOSE, SANTA CLARA COUNTY, CALIFORNIA

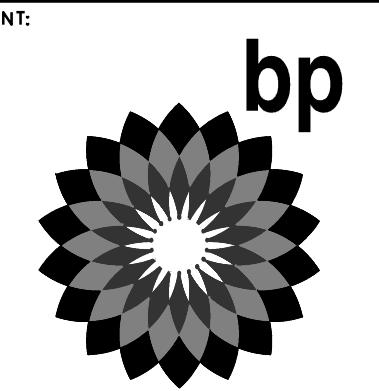


Arco65' feet			
First Part Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 35.0
First Part Track	: 7.70	Articulating Angle	: 70.0
Trailer Track	: 7.70		

Preliminary Not For Construction

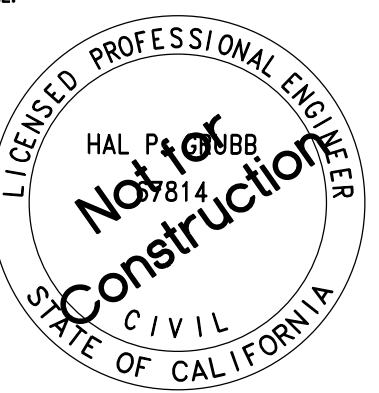


Know what's below.
 Call before you dig.
 Dial 811



18215 72ND AVENUE SOUTH
 KENT, WA 98032
 (425)251-6222
 (425)251-8782 FAX

NO.	DATE	REVISION DESCRIPTION



DEVELOPMENT INFORMATION:
ARCO NTI
 3000 am/pm
 FUEL CANOPY w/ 8 MPD's
 24'x48' CAR WASH

SITE ADDRESS:
 2375 QUIMBY ROAD
 SAN JOSE, CALIFORNIA

FACILITY # TBD
 DESIGNED BY: ALLIANCE ZBOM
 CHECKED BY: JC BP REPM
 DRAWN BY: ZL ALLIANCE PM
 VERSION: PROJECT NO: 18024

DRAWING TITLE:
SITE PLAN

SHEET NO:
C1.1

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