Oakland Road Industrial Project

File No. H20-018

Initial Study / Mitigated Negative Declaration

RESPONSES TO PUBLIC COMMENTS AND TEXT CHANGES

October 2021

CEQA Lead Agency:

City of San José
Department of Planning, Building and Code Enforcement
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In Consultation with:

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ENVIRONMENTAL CONSULTANTS & PLANNERS

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Attachments

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

Attachment B - Revised Transportation Analysis (Hexagon Consultants, 2020).

Attachment C – Email Correspondence Between the City of San José and VTA

SECTION 1 SUMMARY OF PUBLIC REVIEW

The Oakland Road Industrial Project Initial Study /Mitigation Negative Declaration (IS/MND) was circulated for public review for a 20-day review period, from June 22, 2021, to July 12, 2021. The City undertook the following actions to inform the public of the availability of the IS/MND:

- A public Notice of Intent (NOI) to adopt an IS/MND was emailed to members of the public who had indicated interest in the project as well as agencies and organizations listed below on June 22, 2021;
- A public Notice of Intent to adopt an IS/MND was posted with the Santa Clara County Recorder's Office on June 22, 2021;
- A newsflash of the NOI was created on the City of San Jose's website at https://www.sanjoseca.gov/news-stories/news-stories; and
- A copy of the IS/MND and associated technical reports were made available on the City's website at https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/negative-declaration-initial-studies/oakland-road-industrial-project-h20-018

NOI Recipients

- Association of Bay Area Governments
- Bay Area Air Quality Management District
- California Air Resource Board
- California Department of Fish and Wildlife
- California Department of Transportation
- California Energy Commission
- California Environmental Protection Agency
- Metropolitan Transportation Commission
- Santa Clara County Roads and Airport
- Santa Clara Valley Open Space Authority
- Santa Clara Valley Transportation Authority
- Santa Clara Valley Water District
- United States Fish and Wildlife Service
- Santa Clara Valley Audubon Society
- Preservation Action Council of San José
- SPUR
- Greenbelt Alliance
- San José Downtown Association
- Sierra Club Loma Prieta Chapter
- Pacific Gas & Electric

- San José Water Company
- The Office of Mayor Sam Liccardo
- Council Districts 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10
- City of San José Planning Commission
- Christopher Burton, Director of Planning, Building and Code Enforcement
- Tribal Contacts from the Native American Heritage Commission:
  jakkikehl@gmail.com; amahmutsuntribal@gmail.com; huskanam@gmail.com; canutes@verizon.net; rumsenama@gmail.com; rumsien123@yahoo.com; ams@indiancanyon.org; kanyon@kanyonkonsulting.com; indiancanyon.kanyon@gmail.com; vlopez@amahmutsun.org; muwekma@muwekma.org; aerieways@aol.com; chochenyo@aol.com; soaprootmo@comcast.net; alan.leventhal@sjsu.edu; marellano@muwekma.org; cnijmeh@muwekma.org; qgeary@tamien.org; admin@kanyonkonsulting.com
- Ada Marquez
- Kathy Sutherland
- Robert Hencken
- Erik Schoennauer
- Law Firms:
  Adams Broadwell, Joseph and Cardozo PC
  Lozeau Drury LLP
- Other Interested Parties:
  Jbhlaw@pacbell.net; 'wtbrooks@brookshess.com'; 'conservation@lomaprieta.sierraclub.org'; 'jeanann2@aol.com'; 'lames@aol.com';

SECTION 2 SUMMARY OF COMMENTS

During the 20-day circulation period, the City of San José received four comment letters from two organizations, one agency, and one individual.

In summary, the comments received on the 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. 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 letter and are presented as "Comment" with each response directly following ("Response"). Copies of the actual letters and email submitted to the City of San José are attached to this document.

The original public comment letters are included in Attachment A.

SECTION 3 AGENCIES AND PERSONS COMMENTING ON THE IS/MND

	Comment Received From	Date of Letter	Response on Page
A.	**Pacific Gas and Electric Company (PG&E)**	June 23, 2021	7
B.	**Robin Roemer**	July 9, 2021	8
C.	**Tamien Nation of the Greater Santa Clara County**	June 28, 2021	17
D.	**Santa Clara Valley Transportation Authority (VTA)**	July 12, 2021	21

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. Numbered responses correspond to comments in each comment letter. Copies of the comment letters are attached, see Attachment A.

A. RESPONSE TO PG&E

Comment A1: PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.

If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

> **Response A1:** The applicant will comply with all applicable permit application requirements, as described by PG&E in the comment above. The project's estimated PG&E needs have been identified in the IS/MND. The applicant will coordinate with PG&E on any plan review or CPUS Section 851 filing. This comment does not provide new information that would change the project's impact, provide new information that would require additional analysis or result in new significant impacts or mitigation measures beyond those already analyzed and disclosed in the IS/MND and associated appendices. The comment does not present new information that would require recirculation of the IS/MND pursuant of CEQA Guidelines Section 15073.5.

B. RESPONSE TO ROBIN ROEMER

Comment B1: The traffic analysis by Robert Del Rio, Hexagon Transportation Consultants, prepared for OOL, LLC contains a number of mistakes, important omissions, unclear statements and unsubstantiated claims that require responses, corrections, and/or amendments. Particular the VMT analysis and the suggested mitigation is problematic and partly without substantial evidence.

It is also in parts inconsistent with the traffic analysis done by Robert Del Rio, Hexagon Transportation Consultants, for the Charcot Extension project, which itself has been deeply flawed (see Santa Clara County Superior Court Case No. 20CV370153).

The analysis consistently refers to the City of San Jose's "Transportation Analysis Handbook, 2018" The handbook has been updated in April 2020. The analysis needs to be updated to ensure consistency with the 2020 guidelines.

> **Response B1:** The comment above is vague about what is wrong with the Transportation Analysis. No specific CEQA issues are identified. The court case noted in the comment has yet to be decided. The Transportation Analysis prepared for the Oakland Road Industrial project was prepared separately from the Charcot Extension project's Transportation Analysis, therefore, further discussion of the Charcot Extension Transportation Analysis is not necessary. Appendix F, the Oakland Road Office and R&D Development Transportation Analysis prepared by Hexagon Transportation Consultants, Inc. is consistent with the City's April 2020 Transportation Analysis Handbook (see page iii of Appendix B). The Transportation Analysis was prepared consistently with the 2020 Transportation Analysis Handbook, though the 2018 date was incorrectly noted in the report. The date has been corrected in the report to reflect the current 2020 guidelines that were applied. Please see Section 4 of this document which identifies the text changes.

Comment B2: The analysis falsely claims that the 24,100 s.f. of industrial space are screened from CEQA- and VMT-analysis. The handbook clearly states:

"In no case should a small infill project be screened out if it is a part of a larger project or "site".

> **Response B2:**As stated on page 154 of the IS/MND, the project meets the City's 2020 Transportation Analysis Handbook industrial land use screening criteria (30,000 square feet of total gross floor area or less); however, the office component of the project does not meet the screening criterion for small infill office projects and a CEQA transportation analysis was required to address potential significant VMT impacts. The Transportation Analysis analyzed the project description and did not anticipate or speculate any future developments. For these reasons, the industrial portion of the project was appropriately screened per Council Policy 5-1, and its VMT impacts are considered less than significant by policy. The VMT impact for the proposed warehouse/office use has been addressed with mitigation measures TR-1.1-1.4, which include development of a Transportation Demand Management (TDM) Plan, installation of a raised median island on Oakland Road, an employee commute trip reduction education program, and implementation of a ride-sharing program.

Comment B3: The analysis recommends:

"Provide a standard 12-foot wide sidewalk with tree wells along the project frontage on Oakland Road."

The site plan does not show such a sidewalk configuration. The analysis further recommends:

"Provide a new solar powered Braco shelter at the existing bus stop located 500 feet south of the project site on southbound Oakland Road. The City of San Jose and Santa Clara VTA are in support of these bus stop improvements."

It is unclear what a "Braco" shelter is. Presumably, this refers to a shelter made by the company "Brasco". It is unclear, why the shelter has be from a specific brand. The claim that City and VTA are in support of the bus stop improvement is unsubstantiated.

> **Response B3:** As described in the IS/MND, the project will be subject to standard sidewalk conditions as part of the development permit. VTA has verified the bus stop improvement and recommended the installation of a Brasco shelter. Brasco is a brand name for a type of shelter. While this is the preferred brand identified by VTA, the project is not conditioned to any specific brand as long as it complies with VTA's needs. This comment does not require new analysis or result in any new impacts or mitigation measures that would require the recirculation of the IS/MND.

Comment B4: The analysis inconsistently uses "Old Oakland" and "Oakland" as name for the same roadway.

> **Response B4:** The Transportation Analysis has been revised to be consistent throughout to refer to the roadway as Oakland Road (see Attachment B). The use of the two roadway names does not require new analysis or result in any new impacts or mitigation measures that would require the recirculation of the IS/MND.

Comment B5: The analysis cites General Plan policy TR-2.1.:

"Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);

According to the City's Bike Plan, the installation of protected bike lanes on Oakland Road is a priority project for the City. The analysis fails to mention or considers this at all and provides no indication how the proposed development would be coordinated with the implementation of these bike facilities.

Instead it simply and boldly states: "The project would not […] conflict with any adopted plans or policies for new bicycle facilities."

The analysis further cites General Plan policy TR-8.4.

"Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);"

According to the analysis itself, the project will provide significantly more parking space than required (21 spaces above requirement/~20%). The analysis provides no discussion of how this substantial violation of TR-8.4. will be addressed.

The analysis further cites General Plan policy LU-9.1.:

"Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas"

Yet, the project and analysis fail policy LU-9.1. as the project does not provide a pedestrian-friendly environment as it is not providing convenient pedestrian connections to the immediately adjacent shopping center. The analysis fails to address the violation of policy LU-9.1.

> **Response B5:** Class II bike lanes exist along Oakland Road in the project vicinity. Any further bike improvements along Oakland Road would be carried out as a separate project by the City. As stated in the Section 4.17 of the IS/MND, the proposed project would not impede or impair the existing bicycle lanes. Existing pedestrian sidewalks along Oakland Road connect the project site to the adjacent shopping center and would not include any new curb cuts to create new vehicle and pedestrian/bicyclists conflict areas. The statement in the IS/MND that the project would not conflict with any adopted plans or policies for new bicycle facilities is correct, as nothing about the project on private property would inhibit the City's ability to implement any plans for new bicycle facilities in the area. Additionally, the project includes mitigation measure MM TR-1.2 which enhances pedestrian and bicycle safety along the project frontage by removing the ability to make vehicle left turns from the project driveway. The minimum required vehicle parking for the project is 125 vehicle parking spaces and the project would provide 128 parking spaces. The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant to CEQA Guidelines Section 15073.5.

Comment B6: Figure 3 clearly shows the project site to be in an area declared "Immitigable VMT Area" by the City of San Jose. Yet in the further analysis the project is shown to be able to sufficiently mitigate VMT. Either the VMT heat map provided by the City is wrong or the VMT mitigation analysis is wrong. Which one is it? The analysis fails to address and solve this contradiction.

> **Response B6:** Figure 3 in the Transportation Analysis has been revised to show the correct project location. The project site is in a "Mitigable VMT Area". The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

Comment B7: The analysis claims to incorporate background conditions from "approved but not yet completed developments". The analysis however fails to incorporate changes in traffic patterns from the approved but not yet completed Charcot Extension project. The analysis should have worked with the City to ensure that this obviously missing data in the Approved Trips Inventory (ATI) is provided. Especially since the author of this traffic analysis was also the lead traffic consultant for the Charcot Extension.

Response B7: Although the Charcot Avenue Extension is an approved project, it is not known at this time whether the extension will be built. Due to the uncertainty of the roadway extension, it was not assumed under background conditions.

Comment B8: According to General Plan Policy TR-2.22 pedestrian and bicyclist counts should be collected in addition to traffic counts. The analysis provides no pedestrian and bicyclist counts and therefore fails to adequately assess the impact on pedestrian and bicyclists.

Response B8: Pedestrian and bicycle counts are typically included with new intersection turning movement counts. However, no new traffic counts were collected for this project. Due to the current COVID-19 pandemic situation, the City of San José is requiring that all new traffic counts for study intersections be put on hold until further notice when conditions return to more normal levels. Instead of conducting new counts, the City's Department of Transportation (DOT) is requesting that an annual growth factor of one percent (1%) be applied to historical count data. Accordingly, a one percent annual growth factor was applied to the turning movement counts provided by DOT staff, which was included in the analysis to assess project impacts on pedestrians and bicyclists. The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

Comment B9: The intersection analysis is incurably flawed as it use unsubstantiated vehicle flow conditions in its modelling, specifically for the eastbound left turn lane from Oakland into Brokaw/Murphy. The model assumes a maximum capacity of 3150 cars/h for the two left lanes combined. Adjusted for a green time of 31.4 seconds per cycle this suggests that the model believes that ~26.25 cars are able to make a left turn per cycle. This is empirically wrong. Based on actual observations on January 29, 2019, a maximum of 16 cars is able to make a left-turn at the intersection per cycle during congested PM peak hour conditions. That means that the model is significantly underestimating the current and future delay at the intersection.

Similar to how the church rejected empirical claims by Galileo and Copernicus because they conflicted with beliefs and previous writings and teachings, it seems likely that the applicant and their traffic consultant will argue that their theoretical modelling based on historic manuals should take precedence over clearly observable empirical fact. This is nonsense.

This commentator is willing to wager $200 made payable to a non-profit of the City's choosing, if the applicant, traffic consultant or the City is able to practically demonstrate that 25 or more drivers are able to safely make a left-turn from Oakland Road into eastbound Murphy at this intersection during a 31.4 second green time.

Response B9: The intersection level of service analysis discussed in the IS/MND followed the City of San José procedures as outlined in the Transportation Analysis Handbook, 2020. All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the Congestion Management Plan (CMP)-designated intersection level of service methodology; thus, the City of San José employs the CMP default values for the analysis parameters. The analysis of intersection operations is outside the bounds of CEQA, with passage of SB 743 requiring evaluation of projects using VMT

and the City's adoption of City Council Policy 5-1 in 2018 establishing the metrics by which CEQA transportation impacts will be evaluated using VMT. The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

Comment B10: The analysis describes Brokaw Road as having "standard bike lanes". But, the analysis provides no definition of what a standard bike lane is. The City's Bike Plan 2025 defines separated bike lanes as the intended standard for San Jose. Brokaw currently does not have separated bike lanes.

Response B10: The term, "Standard bike lanes," refers to Class II bike lanes which are dedicated on-street space for bicyclists in the roadway, delineated with painted pavement stripes and symbols on the roadway surface. This definition can be found on page 15 of the Transportation Analysis. Class II bicycle lanes are usually provided in each direction on two-way streets and on one side of one-way streets according to the San Jose Better Bike Plan 2025." The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

Comment B11: The analysis shows that the intersection of Ridder Park Drive and Brokaw Road causes back ups to the I-880 off-ramp in PM peak hours. Further, it states

"Currently, there are no queuing issues along Brokaw Road at the I-880 freeway ramps. During both the AM and PM peak periods, the westbound left-turn movement at the I-880 Northbound Ramps/Brokaw Road intersection is heavy, but no queuing issues occur and the queues clear in one signal cycle."

Both is inconsistent with the arguments made by Robert Del Rio in the Charcot Extension traffic analysis that blamed the Brokaw/I-880 interchange itself for causing congestion in the area.

The statements are even more surprising given the fact that this traffic analysis shows much higher traffic counts along Brokaw Road than the Charcot EIR did.

The TA further writes: Overall, the network of sidewalks and bike lanes exhibits good connectivity and would provide employees of the project with safe routes to transit stops and other points of interest in the area. This seems highly inconsistent with the Charcot EIR which claims there is limited connectivity especially for pedestrians and bicyclists in the area. It is baffling that a licensed engineer could come to such two widely differing conclusions about the same area in the timeframe of about 12 months.

Response B11: The comment above pertains to a separate project that is not a part of the proposed project, the Oakland Road Industrial Project, and is therefore not a comment on the proposed project's environmental effects. Nonetheless, for the sake of correcting the record, the Charcot Avenue Extension EIR (Appendix K, page 5) states the Charcot extension would relieve general congestion along multiple roadways, including Brokaw Road as follows: "The proposed Charcot Avenue extension will provide an additional east-west connection between First Street and Oakland Road and relieve traffic congestion during peak commute periods on Brokaw Road, Trimble Road, and Montague Expressway

that currently serve as the primary east-west roadways and run parallel to the Charcot Avenue extension." The Transportation Analysis prepared for the Oakland Road Industrial project by Hexagon Transportation Consultants and dated May 10, 2021, does not state that there is no congestion in the area. On page 19 of the Transportation Analysis prepared by Hexagon, it states that while traffic volumes along Brokaw Road at the I-880 ramps and Ridder Park are heavy, and that some queuing issues do occur as a result, no significant operational issues were observed in the field. Note that field observations for the Oakland Road study were conducted in September of 2020 during the COVID-19 pandemic, while the Charcot report was completed in April of 2019 during pre-pandemic conditions. The Oakland Road report includes the following language: "Due to the current COVID-19 pandemic situation, traffic volumes are generally lower than under "normal" conditions. However, it is still valuable to observe traffic conditions in the field to identify any existing operational deficiencies." The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

Comment B12: The analysis suggests that as the project will pay the NSJADP impact fee and since those fees could go toward pedestrian facility improvements, that the project is providing pedestrian improvements outside of the project area. This is wrong. There is no substantial evidence that significant amounts of the NSJADP impact fees will actually go towards pedestrian facility improvements. Quite contrary, even City staff as argued that the NSJADP is heavily car centric and too little focused on active transportation modes. Further, the City is planning to retire the NSJADP and the associated impact fee in the near future. Depending on the project approval process that might mean that the project will not be required to pay those impact fees anymore. It would therefore cease to be a mitigation measure and would need to be replaced with a different mitigation measure.

Response B12: The project does not have impacts to on-site or off-site pedestrian facilities that warrant mitigation. The North San Jose Area Development Policy (NSJADP) impact fees are applied to all projects in the North San José Area. The fees collected fund a program to alleviate automobile congestion, including intersection improvements, new streets, extension and/or widening of existing streets, as well as regional improvements to Santa Clara County expressways and State highway facilities. The plan also includes multimodal improvements consisting of enhanced bus services, shuttle services, light rail improvements, new grid streets, and continuous bicycle connections on major streets and trails, in line with the City's NSJADP. The NSJADP impact fee imposed on this project could help fund planned pedestrian improvements in the area; however, it is not being relied upon to reduce any significant impacts from the Oakland Road Industrial project. As discussed in Section 4.17 of the IS/MND, the project would not inhibit pedestrian flow through the area by reducing sidewalk width or eliminating pedestrian connections. The project proposes new sidewalks throughout the site to ensure connections from the right-of-way to the project site. The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

Comment B13: The analysis further recommends that the project installs a raised median on Oakland Road to prevent left turns into and out of the project driveway as a traffic calming measure. The analysis further argues that this would improve pedestrian and bicycle safety. This claim is

unsubstantiated. Installing a median would not eliminate any turn-movements that conflict with pedestrian movements.

Furthermore, median islands are typically installed to facilitate pedestrian crossing. Oakland Road is a fast-moving 6-lane arterial road. Installing a median island would likely encourage additional pedestrian crossings of this arterial road mid-block without any marked crosswalk. It is completely unsubstantiated how this would increase pedestrian safety. In fact, it would likely lead to more and importantly, preventable traffic deaths.

It is also unsubstantiated how this would lead to calmer and slower traffic on Oakland Road. It is also inconsistent with a later statement in the TA.

It is more than disappointing that the analysis completely fails to mention anywhere that in December 2019 a pedestrian died in this section of Oakland Road. The analysis is also superficial in its general assessment of the pedestrian infrastructure and activity in the project area. The analysis should have noted that the Oakland/McKay intersection is missing a crosswalk on its south leg, limiting easy access to the northbound VTA bus stop across the street from the project.

The analysis claims that the existing pedestrian facilities provide good connectivity between the site and the surrounding land uses and transit stops in the study area. This is unsubstantiated and "good connectivity" is undefined. It is surprising given the missing crosswalks at intersections, pedestrian-unfriendly slip lanes, limited sidewalks on Oakland Road towards Fox Lane, and limited pedestrian connectivity to the adjacent shopping center.

> **Response B13:** As described in the Transportation Analysis, a median island already exists at this location. The existing median island is painted (double yellow lines) and includes raised pavement markings (chatter bars). The project would add a raised curb design to the existing median island to create a more substantial physical barrier. A raised median island would prevent illegal left turns to and from the project driveway, thereby eliminating the potential for vehicle-pedestrian conflicts at the project driveway due to illegal left turns. Furthermore, signalized crosswalks exist on Oakland Road at Brokaw Road and McKay Drive and currently provide safe pedestrian crossings. As described in the IS/MND and the Transportation Analysis, pedestrian and bike facilities in the immediate vicinity of the Oakland Road Office project site are continuous and adequate. Sidewalks are provided along both sides of Oakland Road and extend north towards Fox Lane and south towards Brokaw Road. The existing sidewalk along the project frontage on Oakland Road provides a direct connection to the adjacent shopping center and an existing bus stop. The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

Comment B14: There is no substantial discussion or evidence of why the southbound bus stop is in "much need" of improvement, while the northbound bus stop isn't.

> **Response B14:** The VTA has indicated that the bus stops along the project frontage have been removed by VTA and consolidated to the bus stop at Oakland Road/Brokaw Road (approximately 600 feet south of the project site in front of Chase Bank). This bus stop has no shelter. For this reason, the VTA have asked for a new solar powered bus shelter at the southbound location. The IS/MND states that the project would include such as shelter (page 152).Therefore, this comment does not provide new information that would require

additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

Comment B15: The analysis further recommends that the project "should" implement TDM program. There is no substantial evidence that a) such TDM program would lead to the necessary reductions in VMT, b) the City of San Jose will enforce the TDM mitigation as there is no publicly available information on any past enforcement and c) could enforce the TDM mitigation even if the City were to try to do so as there are no penalties for failing to implement and maintain a TDM program. For these reason, implementing a TDM program is not an allowable mitigation measure and should not count towards VMT reduction goals.

Response B15: As stated in the Transportation Analysis and IS/MND, the City's VMT Evaluation Tool showed that the proposed mitigation measures would reduce the project's VMT impact by approximately 20 percent. City monitoring/enforcement would occur through City review and approval of the TDM Plan and annual monitoring reports for three years and then upon request of the Zoning Administrator for the life of the project.

Comment B16: The analysis is inconsistent in describing where U-turns would happen for vehicles wanting to go north on Oakland Road. It is sometimes described as Oakland/Brokaw and sometimes as Oakland/N. Front Way.

Response B16: The Transportation Analysis prepared by Hexagon Consultants (2020) has been revised to describe the U-turns as Oakland Road/N. Front Way, see Attachment B. The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

Comment B17: The analysis provides traffic data for I-280 Ramps & Brokaw Road. This is impossible.

Response B17: This typographical error has been corrected to I-680 in the Transportation Analysis prepared by Hexagon Consultants (2020). The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

Comment B18: The intersection analysis results on page 34 seem inconsistent with the 2018 VTA CMP report observations. There is no substantial evidence that the traffic model used is sufficiently accurate in describing reality in San Jose.

Response B18: As shown in the table below from the Transportation Analysis, the existing PM peak hour intersection level of service analysis prepared for the proposed project very closely matches the 2018 VTA CMP intersection level of service results for two of the three CMP intersections. The level of service analysis in the Transportation Analysis shows that one of the three CMP intersections is currently operating at LOS C during the PM peak hour, while the CMP 2018 reports the intersection as operating at LOS B during the PM. LOS is a qualitative description of operating conditions ranging from LOS A, or free-flow

conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The City of San José level of service standard for intersections is LOS D or better. As previously stated in Response B9, the analysis of intersection level of service is no longer a CEQA issue with passage of SB 743 requiring evaluation of projects to use the vehicle miles traveled (VMT) metric. The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

CMP Intersection	Source	Existing PM Peak Hour	
		Avg. Delay (sec)	LOS
I-880 SB Ramps & Brokaw Rd	July 27, 2021 TA	40.1	D
	2018 CMP	39.5	D
I-880 NB Ramps & Brokaw Rd	July 27, 2021 TA	31.2	C
	2018 CMP	11.2	B
Oakland Rd & Brokaw Rd	July 27, 2021 TA	50.0	D
	2018 CMP	49.7	D

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Comment B19: Although outside of the scope of the project, it should be noted that the analysis describes Oakland Road as having a design speed of 45 mph despite its posted speed limit of 40mph. This implies that SJ DOT road design entices drivers to go five miles above the speed limit at all times.

Even worse, according to the City of San José Complete Streets Design Standards & Guidelines, Oakland Road as a City Collector road should have a design and target speed of not higher than 30mph, not 40mph and most definitely not 45mph.

This is unacceptable for a "Vision Zero" City.

Response B19: This comment is outside the scope of this project because it pertains to a design issue beyond what is required for development of the proposed building, and thus, is not an indication of any environmental impact that would result from the project. The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

C. RESPONSE TO TAMIEN NATION OF THE GREATER SANTA CLARA COUNTY

Comment C1: This letter constitutes a formal request for tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)) for the mitigation of potential project impacts to tribal cultural resource for the above referenced project. Tamien Nation requested formal notice and information for all projects within your agency's geographical jurisdiction and received notification on June 9, 2021, regarding the above referenced project.

Tamien Nation requests consultation on the following topics checked below, which shall be included in consultation if requested (Public Resources Code section 21080.3.2, subd. (a):

___ Alternatives to the project

_X_ Recommended mitigation measures

_X_ Significant effects of the project

Tamien Nation also requests consultation on the following discretionary topics checked below (Public Resources Code section 21080.3.2(, subd. (a):

_X_ Type of environmental review necessary

_X_ Significance of tribal cultural resources, including any regulations, policies or standards used by your agency to determine significance of tribal cultural resources

_X _Significance of the project's impacts on tribal cultural resources

_X_ Project alternatives and/or appropriate measures for preservation or mitigation that we may recommend, including, but not limited to:

(1) Avoidance and preservation of the resources in place, pursuant to Public Resources Code section 21084.3, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks or other open space, to incorporate the resources with culturally appropriate protection and management criteria;

(2) Treating the resources with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resources, including but not limited to the following:
   a. Protecting the cultural character and integrity of the resource;
   b. Protection the traditional use of the resource; and
   c. Protecting the confidentiality of the resource.

(2) Permanent conservation easements or other interests in real property, with culturally

appropriate management criteria for the purposes of preserving or utilizing the resources or places.

(4) Protecting the resource.

Additionally, Tamien Nation would like to receive any cultural resources assessments or other assessments that have been completed on all or part of the project's potential "area of project effect" (APE), including, but not limited to:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

■ A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;

■ Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;

■ If the probability is low, moderate, or high that cultural resources are located in the APE.

■ Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and

■ If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

■ Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. The request form can be found at http://www.nahc.ca.gov/slf_request.html. USGS 7.5-minute quadrangle name, township, range, and section required for the search.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

We would like to remind your agency that CEQA Guidelines section 15126.4, subdivision (b)(3) states that preservation in place is the preferred manner of mitigating impacts to archaeological sites. Section 15126.4, subd. (b)(3) of the CEQA Guidelines has been interpreted by the California Court of Appeal to mean that "feasible preservation in place must be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of impacts." Madera Oversight Coalition v. County of Madera (2011) 199 Cal.App.4th 48, disapproved on other grounds, Neighbors for Smart Rail v. Exposition Metro Line Construction Authority (2013) 57 Cal.4th 439.

Tamien Nation expects to begin consultation within 30 days of your receipt of this letter. Please contact Tamien Nation's lead contact person identified in the attached request for notification.

Response C1: The Oakland Road Industrial Project IS/MND was circulated for public review for a 20-day review period, from June 22, 2021 to July 12, 2021. The City did not receive Tamien Nation's request for notification of all AB 52 projects until June 28th, after the start of the public review period. Under AB 52, a tribe must request notification and consultation prior to release of the Notice of Intent (NOI) for an IS/MND.

Per AB 52, the City emailed Mr. Galvan (Ohlone Tribe) in January of this year regarding the subject project, as the Ohlone Tribe has previously requested notification under AB 52. No response was received from the Ohlone Tribe within the 30 days mandated by AB52. It is the City's understanding that the Tamien Nation was not on the NAHC list until March 2021, which is why they would not have received earlier notification.

At the time of preparation of this IS/MND in early 2021, Tamien Nation's June 28, 2021 request for notification of all projects with an IS/MND was not in effect, and the Tamien Nation had not been identified yet as a tribal contact by the Native American Heritage Commission. However, the City's Department of Planning, Building and Code Enforcement (PBCE) responded to the request for consultation on the project during the public review period of the IS/MND. Although the tribe was consulted in good faith by the City during the CEQA commenting period, such consultation was not mandated by AB52 because the tribe was not recognized at the time of commencement of the CEQA review process, nor had the tribe requested AB52 notification prior to the City's release of the NOI.

City staff from PBCE met with Chairwoman Geary via Zoom on August 5, 2021 to discuss the project . The City followed up on August 18, 2021 via email to formally close the consultation process.

Given the concerns expressed by the Tamien Nation, the following mitigation measures were clarified (revised language underlined):

i. **MM CUL-1.1: Preliminary Investigation.** The proposed project shall conduct presence/absence exploration for all areas that would be impacted by the project. Subsurface exploration shall be completed prior to any ground disturbing activities including grading, potholing for utilities, and building foundation removal. If these activities or similar ground-disturbing activities need to be completed prior to presence/absence work, then an archaeological monitor shall be required. As part of this effort, at least one trench shall be mechanically excavated below existing stratigraphic layers to eliminate the potential for Native American deposits and provide a better understanding for potential historic-era soil surfaces. Both the project archaeologist and a Native American representative registered with the Native American

Heritage Commission from the City of San Jose and that is traditionally and culturally affiliated with the geographic area, as described in Public Resources Code Section 21080.3, shall be present during the preliminary investigation involving subsurface exploration.

ii. **MM CUL-1.2: Research Design and Work Plan.** If archaeological deposits or features that appear eligible to the California Register are identified during any stage of exploration, and if the project cannot be redesigned to avoid the cultural resource, an archaeological research design and work plan shall be prepared by a qualified archaeologist in consultation with a Native American Representative registered with the Native American Heritage Commission from the City of San José and that is traditionally and culturally affiliated with the geographic area, as described in Public Resources Code Section 21080.3. The plan shall be designed to facilitate archaeological excavation and evaluate any cultural resources discovered by the California Register eligibility criteria to assess if any qualify as historical resources. Should the plan be required, it shall be submitted to the Director of Planning, Building and Code Enforcement or Director's designee.

iii. **MM CUL-1.4:** In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Planning, Building and Code Enforcement or Director's designee and Historic Preservation Officer of the Department of Planning, Building and Code Enforcement will be notified, and a qualified archaeologist in consultation with a Native American representative registered with the Native American Heritage Commission from the City of San Jose and that is traditionally and culturally affiliated with the geographic area, as described in Public Resources Code Section 21080.3 will examine the find. The archaeologist and Native American representative will 1) evaluate the find(s) to determine if they meet the definition of a historical or archaeological resource; and (2) make appropriate recommendations regarding the disposition of such finds prior to issuance of building permits. If the finds do not meet the definition of a historical or archaeological resource, no further study or protection is necessary prior to project implementation. If the find(s) does meet the definition of a historical or archaeological resource, then it should be avoided by project activities. Project personnel should not collect or move any cultural material. Fill soils that may be used for construction purposes should not contain archaeological materials.

In addition, the project applicant has agreed to a voluntary permit condition further expanding Native American participation via a cultural sensitivity training to be conducted prior to construction activities.

The revised mitigation measure language (also shown in Section 4 of this memo) enhances the previous mitigation and no further CEQA analysis is required. The comment does not result in new or more significant impacts or additional mitigation and therefore, the IS/MND does not require recirculation.

D. RESPONSE TO VTA

Comment D1: Local transit services are provided by VTA Route 66 along Oakland Road with a nearside northbound stop at the corner of Oakland Road and McKay Drive, and a southbound stop approximately 500 feet south of the development and by VTA Route 60 along Brokaw Road/Murphy Avenue with farside east/westbound stops in the intersection with Oakland Road. The northbound Route 66 bus stop currently is a pole with no amenities and there is no crosswalk in the southside of the intersection. In the plan set, there is a recommendation to upgrade stop amenities but there are no specifics given. We recommend to either install a south signalized crosswalk or to move the bus stop to the farside with a concrete landing for ADA ramp deployment through the landscaping and sidewalk tree removal to prevent jaywalking, and that any amenities added does not impede on pedestrian circulation, ADA accessibility, or fall within the bus's dynamic envelope. Southbound Route 66 bus stop currently has a bench and is planned to have a solar powered shelter installed. Similar considerations should apply to prevent any negative impacts.

During the construction, we recommend ensuring that provisions be made to minimize impact to the flow of traffic and preserve pedestrian and bike ROW. For construction VTA has a Bus Stop Placement, Closures and Relocations Policy (https://www.vta.org/sites/default/files/documents/busstoppolicy.pdf). Prior to any construction or bus stop impact, please contact bus.stop@vta.org.

> **Response D2:** As described in Section 4.17 of the IS/MND, the project will include the addition of a brasco shelter, or equivalent product, at the bus stop on Brokaw Road, as was agreed upon by the applicant and VTA in March 2021. The comment does not provide new information that would require additional analysis or result in new significant impacts or mitigation measures than those analyzed and disclosed in the IS/MND and associated appendices, or present new information that would require recirculation of the IS/MND pursuant of CEQA Guideline Section 15073.5.

SECTION 4 REVISED TEXT TO THE IS/MND

Page 63, paragraph 1, line 7: "As part of this effort, at least one trench shall be mechanically excavated below existing stratigraphic layers to eliminate the potential for Native American deposits and provide a better understanding for potential historic-era soil surfaces. Both the project archaeologist and a Native American representative registered with the Native American Heritage Commission from the City of San Jose and that is traditionally and culturally affiliated with the geographic area, as described in Public Resources Code Section 21080.3, shall be present during the preliminary investigation involving subsurface exploration."

Page 63, paragraph 2, line 4: "… an archaeological research design and work plan shall be prepared by a qualified archaeologist in consultation with a Native American Representative registered with the Native American Heritage Commission from the City of San José and that is traditionally and culturally affiliated with the geographic area, as described in Public Resources Code Section 21080.3. The plan shall be designed to facilitate…"

Page 63, paragraph 4, line 3: "…the Director of Planning, Building and Code Enforcement or Director's designee and Historic Preservation Officer of the Department of Planning, Building and Code Enforcement will be notified, and a qualified archaeologist in consultation with a Native American representative registered with the Native American Heritage Commission from the City of San Jose and that is traditionally and culturally affiliated with the geographic area, as described in Public Resources Code Section 21080.3 will examine the find. The archaeologist and Native American representative will…"

Page 154, paragraph 2, line 1: "The City of San José's ~~2018~~ 2020 Transportation Analysis Handbook…"

Page 157, paragraph 4, line 1: "…City of San José's Transportation Analysis Handbook (April-~~2018~~, 2020, Section 4.8, "Intersection Operations Analysis")…"

Page 158, Table 4.17-2, under Signalized Intersection column: "~~I-280~~ I-880 SB Ramps & Brokaw Rd"

Page 158, Table 4.17-2, under Signalized Intersection column: "~~I-280~~ I-880 NB Ramps & Brokaw Rd"

ATTACHMENT A ALL PUBLIC COMMENTS TO IS/MND DURING PUBLIC REVIEW PERIOD

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

6111 Bollinger Canyon Road 3370A
San Ramon, CA 94583

June 23, 2021

Maira Blanco
City of San Jose
200 E Santa Clara St
San Jose, CA 95113

Ref: Gas and Electric Transmission and Distribution

Dear Maira Blanco,

Thank you for submitting the Oakland Road Industrial Project plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.

2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line ‘kicker blocks’, storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E’s ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4’) in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING."**

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

The traffic analysis by Robert Del Rio, Hexagon Transportation Consultants, prepared for OOL, LLC contains a number of mistakes, important omissions, unclear statements and unsubstantiated claims that require responses, corrections, and/or amendments. Particular the VMT analysis and the suggested mitigation is problematic and partly without substantial evidence.

It is also in parts inconsistent with the traffic analysis done by Robert Del Rio, Hexagon Transportation Consultants, for the Charcot Extension project, which itself has been deeply flawed (see Santa Clara County Superior Court Case No. 20CV370153).

SJ TA handbook edition

The analysis consistently refers to the City of San Jose's "Transportation Analysis Handbook, 2018"[1] The handbook has been updated in April 2020[2]. The analysis needs to be updated to ensure consistency with the 2020 guidelines.

Screening criteria

The analysis falsely claims that the 24,100 s.f. of industrial space are screened from CEQA- and VMT-analysis.[3] The handbook clearly states:

> "In no case should a small infill project be screened out if it is a part of a larger project or "site".[4]

Recommendations

The analysis recommends:

> "Provide a standard 12-foot wide sidewalk with tree wells along the project frontage on Oakland Road."[5]

The site plan[6] does not show such a sidewalk configuration.

The analysis further recommends:

> "Provide a new solar powered Braco shelter at the existing bus stop located 500 feet south of the project site on southbound Oakland Road. The City of San Jose and Santa Clara VTA are in support of these bus stop improvements."[7]

It is unclear what a "Braco" shelter is. Presumably, this refers to a shelter made by the company "Brasco". It is unclear, why the shelter has be from a specific brand. The claim that City and VTA are in support of the bus stop improvement is unsubstantiated.

"Oakland Road" name

The analysis inconsistently uses "Old Oakland" and "Oakland" as name for the same roadway.

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[1] E.g. page iii
[2] Can be found at https://www.sanjoseca.gov/home/showdocument?id=28461
[3] E.g. page iii.
[4] Transporation Analysis Handbook, p. 10
[5] Page vi
[6] Figure 2
[7] Page vi

Discussion of General Plan policies

The analysis cites General Plan policy TR-2.1.:

> "Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);[8]

According to the City's Bike Plan, the installation of protected bike lanes on Oakland Road is a priority project for the City. The analysis fails to mention or considers this at all and provides no indication how the proposed development would be coordinated with the implementation of these bike facilities.

Instead it simply and boldly states: "The project would not […] conflict with any adopted plans or policies for new bicycle facilities."

The analysis further cites General Plan policy TR-8.4.

> "Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);"[9]

According to the analysis itself, the project will provide significantly more parking space than required (21 spaces above requirement/~20%).[10] The analysis provides no discussion of how this substantial violation TR-8.4. will be addressed.

The analysis further cites General Plan policy LU-9.1.:

> "Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas"[11]

Yet, the project and analysis fail policy LU-9.1. as the project does not provide a pedestrian-friendly environment as it is not providing convenient pedestrian connections to the immediately adjacent shopping center. The analysis fails to address the violation of policy LU-9.1.

Inconsistency in CSJ VMT map and tool

Figure 3[12] clearly shows the project site to be in an area declared "Immitigable VMT Area" by the City of San Jose. Yet in the further analysis the project is shown to be able to sufficiently mitigate VMT. Either the VMT heat map provided by the City is wrong or the VMT mitigation analysis is wrong. Which one is it? The analysis fails to address and solve this contradiction.

[8] Page 4
[9] Page 5
[10] Page 40
[11] Page 5
[12] Page 7

Background conditions

The analysis claims to incorporate background conditions from "approved but not yet completed developments".[13] The analysis however fails to incorporate changes in traffic patterns from the approved but not yet completed Charcot Extension project. The analysis should have worked with the City to ensure that this obviously missing data in the Approved Trips Inventory (ATI) is provided. Especially since the author of this traffic analysis was also the lead traffic consultant for the Charcot Extension.

Non-vehicle counts

According to General Plan Policy TR-2.22 pedestrian and bicyclist counts should be collected in addition to traffic counts. The analysis provides no pedestrian and bicyclist counts and therefore fails to adequately assess the impact on pedestrian and bicyclists.

Intersection analysis Oakland/Brokaw

The intersection analysis is incurably flawed as it use unsubstantiated vehicle flow conditions in its modelling, specifically for the eastbound left turn lane from Oakland into Brokaw/Murphy. The model assumes a maximum capacity of 3150 cars/h for the two left lanes combined. Adjusted for a green time of 31.4 seconds per cycle this suggests that the model believes that ~26.25 cars are able to make a left turn per cycle. This is empirically wrong. Based on actual observations on January 29, 2019, a maximum of 16 cars is able to make a left-turn at the intersection per cycle during congested PM peak hour conditions. That means that the model is significantly underestimating the current and future delay at the intersection.

Similar to how the church rejected empirical claims by Galileo and Copernicus because they conflicted with beliefs and previous writings and teachings, it seems likely that the applicant and their traffic consultant will argue that their theoretical modelling based on historic manuals should take precedence over clearly observable empirical fact. This is nonsense.

This commentator is willing to wager $200 made payable to a non-profit of the City's choosing, if the applicant, traffic consultant or the City is able to practically demonstrate that 25 or more drivers are able to safely make a left-turn from Oakland Road into eastbound Murphy at this intersection during a 31.4 second green time.

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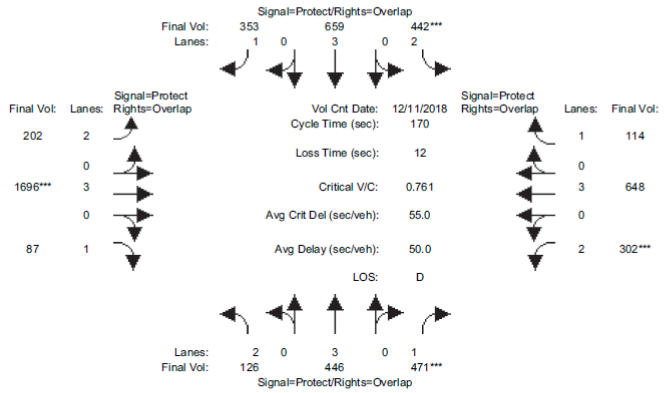
Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3084: BROKAW/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:15-6:15												
Base Vol:	126	446	471	442	659	353	202	1696	87	302	648	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	446	471	442	659	353	202	1696	87	302	648	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	446	471	442	659	353	202	1696	87	302	648	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	446	471	442	659	353	202	1696	87	302	648	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	446	471	442	659	353	202	1696	87	302	648	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	446	471	442	659	353	202	1696	87	302	648	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.27	0.14	0.12	0.20	0.06	0.30	0.05	0.10	0.11	0.07
Crit Moves:			****	****				****		****		
Green Time:	16.1	38.7	60.1	31.4	53.9	85.6	31.7	66.5	82.6	21.4	56.2	87.6
Volume/Cap:	0.42	0.34	0.76	0.76	0.36	0.40	0.34	0.76	0.10	0.76	0.34	0.13
Delay/Veh:	73.5	55.2	54.1	71.6	44.9	26.5	60.5	46.4	23.7	80.2	43.1	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	55.2	54.1	71.6	44.9	26.5	60.5	46.4	23.7	80.2	43.1	21.4
LOS by Move:	E	E	D	E	D	C	E	D	C	F	D	C
HCM2k95thQ:	8	12	40	26	16	22	10	41	5	20	15	6

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

"Standard bike lanes"

The analysis describes Brokaw Road as having "standard bike lanes".[14] But, the analysis provides no definition of what a standard bike lane is. The City's Bike Plan 2025 defines separated bike lanes as the intended standard for San Jose. Brokaw currently does not have separated bike lanes.

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Inconsistency with statements made by Robert Del Rio in Charcot EIR

The analysis shows that the intersection of Ridder Park Drive and Brokaw Road causes back ups to the I-880 off-ramp in PM peak hours. Further, it states

> "Currently, there are no queuing issues along Brokaw Road at the I-880 freeway ramps. During both the AM and PM peak periods, the westbound left-turn movement at the I-880 Northbound Ramps/Brokaw Road intersection is heavy, but no queuing issues occur and the queues clear in one signal cycle."

Both is inconsistent with the arguments made by Robert Del Rio in the Charcot Extension traffic analysis that blamed the Brokaw/I-880 interchange itself for causing congestion in the area.

The statements are even more surprising given the fact that this traffic analysis shows much higher traffic counts along Brokaw Road than the Charcot EIR did.

The TA further writes: Overall, the network of sidewalks and bike lanes exhibits good connectivity and would provide employees of the project with safe routes to transit stops and other points of interest in the area.[15] This seems highly inconsistent with the Charcot EIR which claims there is limited connectivity especially for pedestrians and bicyclists in the area. It is baffling that a licensed engineer could come to such two widely differing conclusions about the same area in the timeframe of about 12 months.

NSJADP fee as mitigation measure

The analysis suggests that as the project will pay the NSJADP impact fee and since those fees **could** go toward pedestrian facility improvements, that the project is providing pedestrian improvements outside of the project area. This is wrong. There is no substantial evidence that significant amounts of the NSJADP impact fees will actually go towards pedestrian facility improvements. Quite contrary, even City staff as argued that the NSJADP is heavily car centric and too little focused on active transportation modes. Further, the City is planning to retire the NSJADP and the associated impact fee in the near future. Depending on the project approval process that might mean that the project will not be required to pay those impact fees anymore. It would therefore cease to be a mitigation measure and would need to be replaced with a different mitigation measure.

Raised median as pedestrian improvement and assessment of pedestrian facilities

The analysis further recommends that the project installs a raised median on Oakland Road to prevent left turns into and out of the project driveway as a traffic calming measure. The analysis further argues that this would improve pedestrian and bicycle safety. This claim is unsubstantiated. Installing a median would not eliminate any turn-movements that conflict with pedestrian movements.

Furthermore, median islands are typically installed to facilitate pedestrian crossing. Oakland Road is a fast-moving 6-lane arterial road. Installing a median island would likely encourage additional pedestrian crossings of this arterial road mid-block without any marked crosswalk. It is completely unsubstantiated

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how this would increase pedestrian safety. In fact, it would likely lead to more and importantly, preventable traffic deaths.

It is also unsubstantiated how this would lead to calmer and slower traffic on Oakland Road. It is also inconsistent with a later statement in the TA.[16]

It is more than disappointing that the analysis completely fails to mention anywhere that in December 2019 a pedestrian died in this section of Oakland Road. The analysis is also superficial in its general assessment of the pedestrian infrastructure and activity in the project area. The analysis should have noted that the Oakland/McKay intersection is missing a crosswalk on its south leg, limiting easy access to the northbound VTA bus stop across the street from the project.

The analysis claims that the existing pedestrian facilities provide good connectivity between the site and the surrounding land uses and transit stops in the study area.[17] This is unsubstantiated and "good connectivity" is undefined. It is surprising given the missing crosswalks at intersections,[18] pedestrian-unfriendly slip lanes,[19] limited sidewalks on Oakland Road towards Fox Lane, and limited pedestrian connectivity to the adjacent shopping center.

Bus stop improvement

There is no substantial discussion or evidence of why the southbound bus stop is in "much need" of improvement, while the northbound bus stop isn't.

TDM as mitigation measure

The analysis further recommends that the project "should" implement TDM program. There is no substantial evidence that a) such TDM program would lead to the necessary reductions in VMT, b) the City of San Jose will enforce the TDM mitigation as there is no publicly available information on any past enforcement and c) could enforce the TDM mitigation even if the City were to try to do so as there are no penalties for failing to implement and maintain a TDM program. For these reason, implementing a TDM program is not an allowable mitigation measure and should not count towards VMT reduction goals.

U-turn inconsistencies

The analysis is inconsistent in describing where U-turns would happen for vehicles wanting to go north on Oakland Road. It is sometimes described as Oakland/Brokaw and sometimes as Oakland/N. Front Way

280 & Brokaw Road

The analysis provides traffic data for I-280 Ramps & Brokaw Road.[20] This is impossible.

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[16] Page 29: "Note that since the project driveway would be restricted to right turns in and out due to the center median (i.e., striped median with chatter bars) along Oakland Road, some U-turns would occur at the study intersections of Oakland Road/McKay Drive and Oakland Road/Brokaw Road.

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[18] Oakland/Fox and Oakland/McKay

[19] Oakland/Brokaw

[20] Page 34

Intersection traffic operations LOS

The intersection analysis results on page 34 seem inconsistent with the 2018 VTA CMP report observations. There is no substantial evidence that the traffic model used is sufficiently accurate in describing reality in San Jose.

Design speed / stopping sight distance

Although outside of the scope of the project, it should be noted that the analysis describes Oakland Road as having a design speed of 45 mph despite its posted speed limit of 40mph.[21] This implies that SJ DOT road design entices drivers to go five miles above the speed limit at all times.

Even worse, according to the City of San José Complete Streets Design Standards & Guidelines, Oakland Road as a City Collector road should have a design and target speed of not higher than 30mph, not 40mph and most definitely not 45mph.

This is unacceptable for a “Vision Zero” City.

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TAMIEN NATION
of the Greater Santa Clara County
P.O. Box 8053, San Jose, California 95155
(707) 295-4011 tamien@tamien.org

June 28, 2021

Maira Blanco, Planner II
City of San Jose
Sent Via Email: maira.blanco@sanjoseca.gov

RE: Formal Request for Tribal Consultation Pursuant to the California Environmental Quality Act (CEQA), Public Resources Code section 21080.3.1, subds. (b),(d) and (e) INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION, Oakland Road Industrial Project File No.: H20-018

Dear Ms. Blanco,

This letter constitutes a formal request for tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)) for the mitigation of potential project impacts to tribal cultural resource for the above referenced project. Tamien Nation requested formal notice and information for all projects within your agency's geographical jurisdiction and received notification on June 9, 2021, regarding the above referenced project.

Tamien Nation requests consultation on the following topics checked below, which shall be included in consultation if requested (Public Resources Code section 21080.3.2, subd. (a):

_____ Alternatives to the project

__X__ Recommended mitigation measures

__X___Significant effects of the project

Tamien Nation also requests consultation on the following discretionary topics checked below (Public Resources Code section 21080.3.2(, subd. (a):

_X_ Type of environmental review necessary

_X___ Significance of tribal cultural resources, including any regulations, policies or standards used by your agency to determine significance of tribal cultural resources

_X___ Significance of the project's impacts on tribal cultural resources

__X_ Project alternatives and/or appropriate measures for preservation or mitigationthat we may recommend, including, but not limited to:

(1) Avoidance and preservation of the resources in place, pursuant to Public Resources Code section 21084.3, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks or other open space, to incorporate the resources with culturally appropriate protection and management criteria;
(2) Treating the resources with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resources, including but not limited to the following:
    a. Protecting the cultural character and integrity of the resource;
    b. Protection the traditional use of the resource; and
    c. Protecting the confidentiality of the resource.
(3) Permanent conservation easements or other interests in real property,with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
(4) Protecting the resource.

Additionally, Tamien Nation would like to receive any cultural resources assessments or other assessments that have been completed on all or part of the project's potential "area of project effect" (APE), including, but not limited to:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System(CHRIS), including, but not limited to:

    - A listing of any and all known cultural resources have already been recordedon or adjacent to the APE;

    - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records searchresponse;

    - If the probability is low, moderate, or high that cultural resources are locatedin the APE.

    - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and

    - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

    - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. The request form can be found at http://www.nahc.ca.gov/slf_request.html. USGS 7.5-minute quadrangle name, township, range, and section required for the search.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

We would like to remind your agency that CEQA Guidelines section 15126.4, subdivision (b)(3) states that preservation in place is the preferred manner of mitigating impacts to archaeological sites. Section 15126.4, subd. (b)(3) of the CEQA Guidelines has been interpreted by the California Court of Appeal to mean that "feasible preservation in place must be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of impacts." *Madera Oversight Coalition v. County of Madera* (2011) 199 Cal.App.4th 48, disapproved on other grounds, *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439.

Tamien Nation expects to begin consultation within 30 days of your receipt of this letter. Please contact Tamien Nation's lead contact person identified in the attached request for notification.

Quirina Geary
Chairwoman
PO Box 8053
San Jose, CA 95155
(707) 295-4011
qgeary@tamien.org

Please refer to identification number TN-20210622-01 in any correspondence concerning this project. Thank you for providing us with this notice and the opportunity to comment.

Sincerely,

Quirina Geary
Chairwoman

cc: Native American Heritage Commission

Connor Tutino

From: Torney, Lola <lola.torney@vta.org>
Sent: Monday, July 12, 2021 11:44 AM
To: Blanco, Maira
Cc: plan.review
Subject: VTA Comments on Oakland Road Industrial Project (H20-018)

[External Email]

Hi Maira,
Below are VTA's comments on the Oakland Road Industrial project. Please let me know if you have any questions. Thanks!

Bus Stop Impacts and Pedestrian Access
Local transit services are provided by VTA Route 66 along Oakland Road with a nearside northbound stop at the corner of Oakland Road and McKay Drive, and a southbound stop approximately 500 feet south of the development and by VTA Route 60 along Brokaw Road/Murphy Avenue with farside east/westbound stops in the intersection with Oakland Road. The northbound Route 66 bus stop currently is a pole with no amenities and there is no crosswalk in the southside of the intersection. In the plan set, there is a recommendation to upgrade stop amenities but there are no specifics given. We recommend to either install a south signalized crosswalk or to move the bus stop to the farside with a concrete landing for ADA ramp deployment through the landscaping and sidewalk tree removal to prevent jaywalking, and that any amenities added does not impede on pedestrian circulation, ADA accessibility, or fall within the bus's dynamic envelope. Southbound Route 66 bus stop currently has a bench and is planned to have a solar powered shelter installed. Similar considerations should apply to prevent any negative impacts.

During the construction, we recommend ensuring that provisions be made to minimize impact to the flow of traffic and preserve pedestrian and bike ROW. For construction VTA has a Bus Stop Placement, Closures and Relocations Policy (https://www.vta.org/sites/default/files/documents/busstoppolicy.pdf). Prior to any construction or bus stop impact, please contact bus.stop@vta.org.

~Lola Torney

Lola Torney | She/Her
Transportation Planner III
Bicycle and Pedestrian Program

Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San José, CA 95134-1927
Phone **408-321-5830**

ATTACHMENT B REVISED TRANSPORTATION ANALYSIS (HEXAGON CONSULTANTS, 2020)

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Oakland Road Office and R&D Development

Transportation Analysis

Prepared for:

OOL, LLC

July 27, 2021

Hexagon Transportation Consultants, Inc.
Hexagon Office: 4 North Second Street, Suite 400
San Jose, CA 95113
Hexagon Job Number: 20BJ10
Phone: 408.971.6100
Client Name: OOL, LLC

Table of Contents

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Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for a proposed research and development (R&D) and office development on Oakland Road in San Jose, California. The vacant two-acre project site is located within the North San Jose Area Development Policy (NSJADP) boundary per the Envision San Jose 2040 General Plan. As proposed, the project would construct two buildings totaling 39,100 square feet (s.f.). Building 1 would consist of 21,900 s.f. of research and development (R&D) space and 2,200 s.f. of warehouse space. Building 2 would consist of 15,000 s.f. of office space. The project site is located on the west side of Oakland Road, approximately 1,000 feet north of Brokaw Road. Access to the site would be provided via one right-in/right-out driveway on Oakland Road. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development.

The potential transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* 2020. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook,* the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT). The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak hour traffic conditions for intersections. The LTA also includes an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. The screening criteria set forth in the *Transportation Analysis Handbook* for small infill industrial and office projects are described below.

Screening Criteria for Small Infill Projects

- Industrial of 30,000 square feet of total gross floor area or less
- Office of 10,000 square feet of total gross floor area or less

The project is proposing to construct 21,900 s.f. of R&D space and 2,200 s.f. of warehouse space for a total of 24,100 s.f. of industrial space. Since the industrial component of the project meets the screening criterion (i.e., totals less than 30,000 s.f.), the industrial component of the project is expected to result in a less-than-significant VMT impact and no CEQA transportation analysis is required.

Since the project is proposing to construct 15,000 s.f. of office space (i.e., more than 10,000 s.f.), the office component of the project does not meet the screening criterion for small infill office projects and a CEQA transportation analysis is required to address potential significant VMT impacts.

The project VMT estimated by the City's VMT Evaluation Tool is 15.18 per employee. The project VMT, therefore, exceeds the threshold of 12.22 VMT per employee. According to the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold (such as the project study area) are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

Project Impact

Since the VMT generated by the office component of the project would exceed the threshold of significance for general employment uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Project Mitigation

The following recommended multi-modal improvements and Transportation Demand Management (TDM) measures, as described in detail in Chapter 3, should be implemented to mitigate the significant VMT impact:

1. **Pedestrian Network Improvements**
2. **Traffic Calming Measures**
3. **Increase Transit Accessibility**
4. **End of Trip Bicycle Facilities**
5. **Commute Trip Reduction Marketing and Education**
6. **Telecommuting and Alternative Work Schedule Program**
7. **Ride-Sharing Program**

Based on the City's VMT Evaluation Tool, implementing the recommended mitigation measures would lower the project VMT to 12.17 per employee (a reduction of about 20%), which would reduce the project impact to a less-than-significant level (below the threshold of 12.22 VMT per employee).

Local Transportation Analysis

Project Trip Generation

After applying the ITE trip rates to the proposed project and applying the appropriate trip adjustments, the project would be expected to generate 365 new daily vehicle trips, with 24 new trips occurring during the AM peak hour and 26 new trips occurring during the PM peak hour. Using the inbound/ outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 20 new inbound trips and 4 new outbound trips during the AM peak hour, and 5 new inbound trips and 21 new outbound trips during the PM peak hour.

Intersection Traffic Operations

The results of the intersection level of service analysis show that the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions. Thus, the signalized study intersections would not be adversely affected by the project.

North San Jose Area Development Policy

The project site is located within the North San Jose Area Development Policy (NSJADP) boundary. All new development projects located within the NSJADP boundary are required to pay the NSJADP traffic impact fee. The fee, which is calculated based on the type and size of the development, is intended to fund planned transportation improvements that are necessary to support new development in the North San Jose area.

The initial NSJADP traffic impact fee (TIF) established back in 2005 for industrial/office/R&D development was $10.44 per square foot (s.f.). Based on a 3.3% annual fee escalation that was established as part of the NSJADP, the 2020 TIF is $16.45 per s.f. of industrial/office/R&D development. The project would be required to pay the NSJADP traffic impact fee based on the amount of office, R&D and warehouse space being proposed. The next fee increase will take place on July 1, 2021.

Based on this fee amount, the project, which would consist of 21,900 s.f. of R&D, 2,200 s.f. of warehouse, and 15,000 s.f. of office uses would be required to pay a NSJADP impact fee of $643,195 as calculated below.

NSJADP Traffic Impact Fee: 39,100 s.f. x $16.45/s.f. = $643,195

US 101/Oakland/Mabury Transportation Development Policy

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. As a result, the City has identified vital interchange improvements. To fund the improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP). As part of the Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange.

The current TDP traffic impact fee (as of January 2021) is $41,499 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. This fee is subject to an annual escalation on January 1st per the Engineering News-Record Construction Cost Index for San Francisco. Based on the site location and estimated project trip distribution pattern, the office/R&D project would be expected to add 4 new PM peak hour vehicle trips to the US 101/Oakland Road interchange. Therefore, the project would be required to pay $165,996 to help fund the planned intersection improvements as calculated below.

US 101/Oakland/Mabury TDP Impact Fee: $41,499 x 4 PM peak hour trips = $165,996

Other Transportation Items

In general, the proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area. Below are recommendations resulting from the site plan review.

Recommendations

- Install a raised median island on Oakland Road to prevent left turns into and out of the project driveway.
- Provide one off-street loading zone for each building in order to meet the City of San Jose's Zoning Code requirements.

- Provide a standard 12-foot wide sidewalk with tree wells along the project frontage on Oakland Road.
- Provide a new solar powered Braco shelter at the existing bus stop located 500 feet south of the project site on southbound Oakland Road. The City of San Jose and Santa Clara VTA are in support of these bus stop improvements.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for a proposed research and development (R&D) and office development on Oakland Road in San Jose, California (see Figure 1). The vacant two-acre project site is located within the North San Jose Area Development Policy (NSJADP) boundary per the Envision San Jose 2040 General Plan. As proposed, the project would construct two buildings totaling 39,100 square feet (s.f.). Building 1 would consist of 21,900 s.f. of research and development (R&D) space and 2,200 s.f. of warehouse space. Building 2 would consist of 15,000 s.f. of office space. The project site is located on the west side of Oakland Road, approximately 1,000 feet north of Brokaw Road. Access to the site would be provided via one right-in/right-out driveway on Oakland Road. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development. The project site plan is shown on Figure 2.

The potential transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* 2020. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook,* the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA).

Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Council Policy 5-3) and establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. All new projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1. The new Transportation Analysis Policy took effect on March 29, 2018.

The new Transportation Analysis Policy 5-1 aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

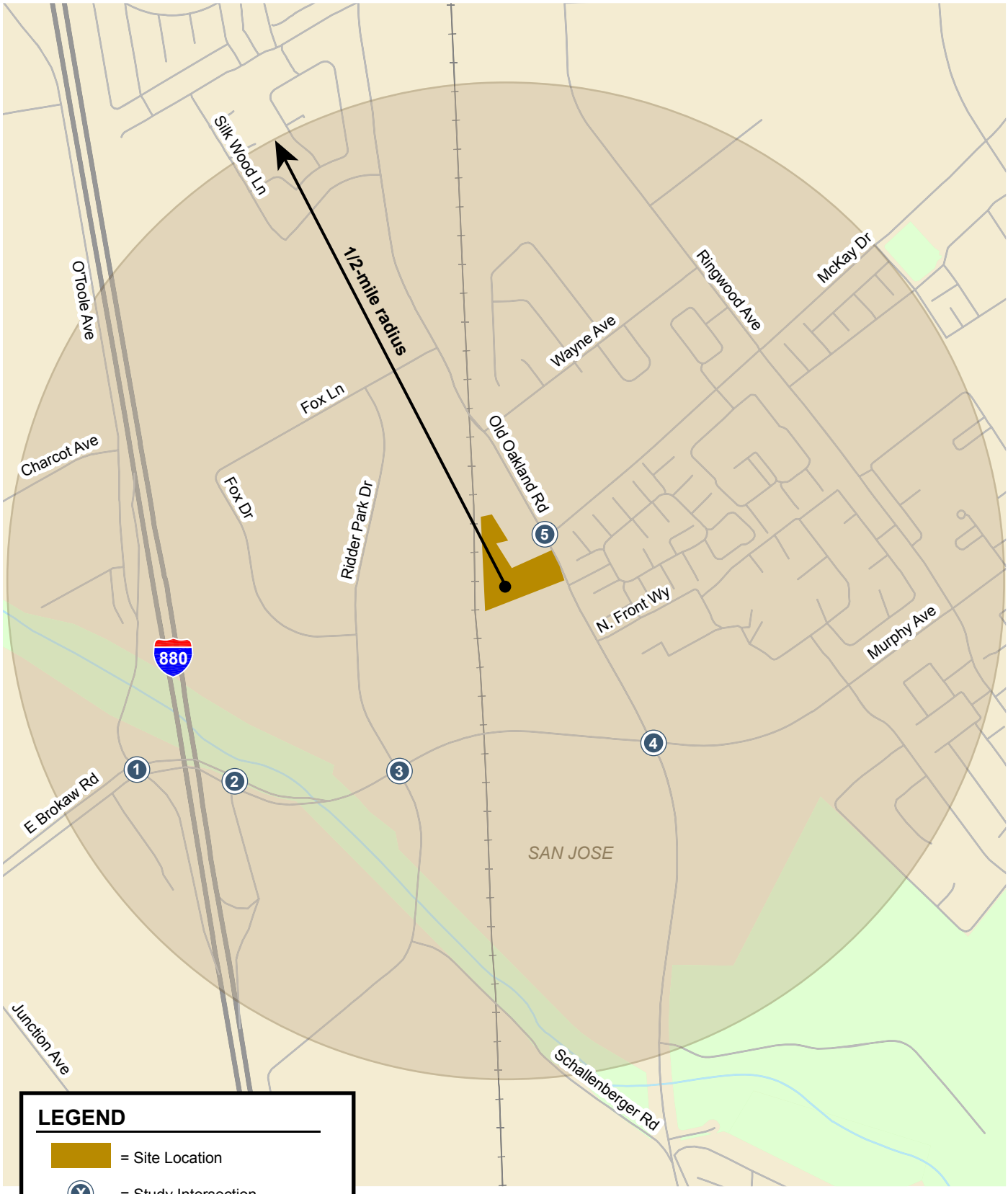


Figure 1
Site Location and Study Intersections

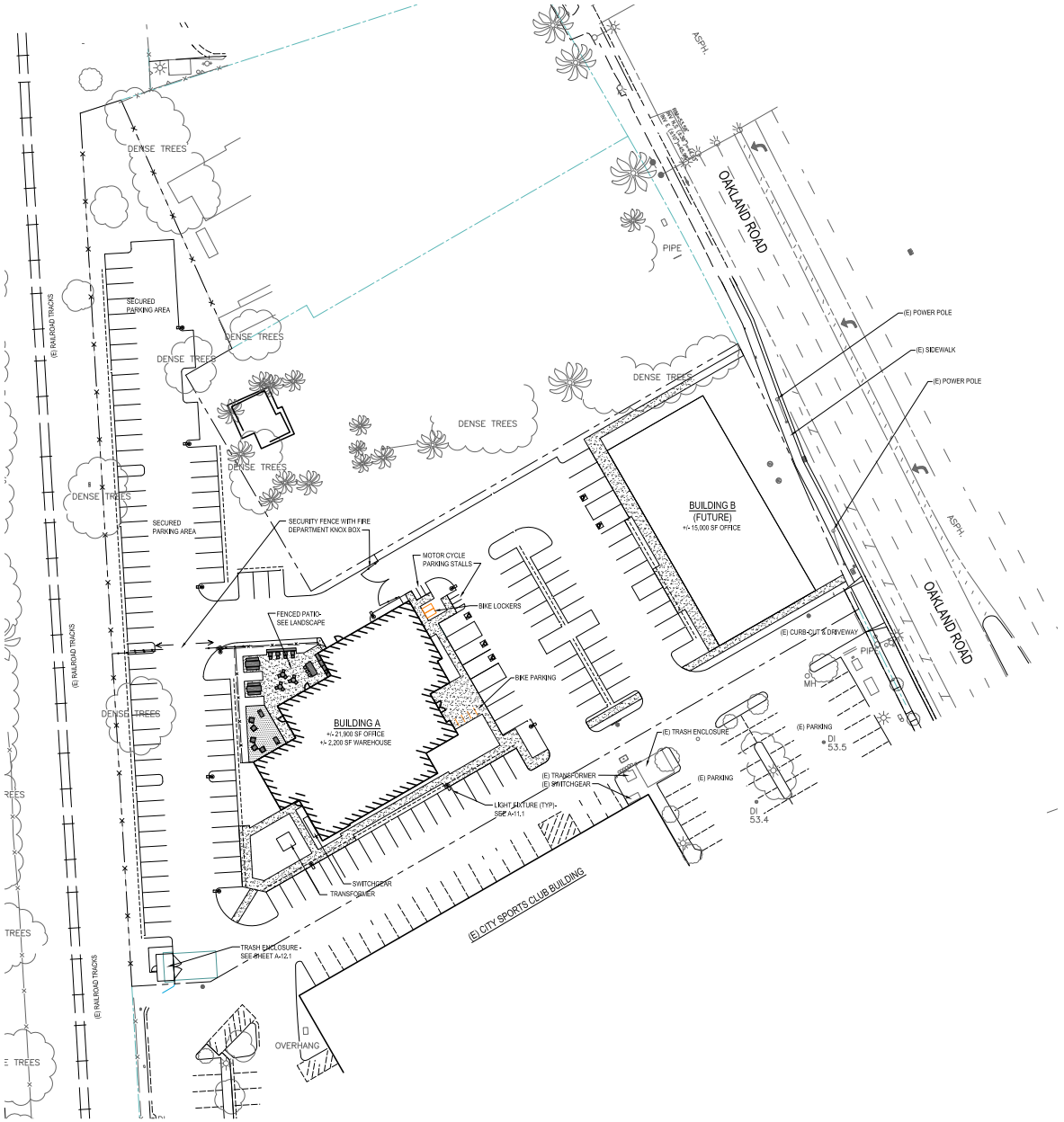


Figure 2
Site Plan

NORTH
Not to Scale

The Envision San Jose 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);

- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees (TR-7.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages auto use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on Vehicle Miles Traveled (VMT) based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore,

developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have the project VMT lower than the average area VMT, while a project located in a suburban area is expected to generate project VMT higher than the average area VMT.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, industrial, and retail projects with local traffic. The tool calculates a project's VMT and compares it to the appropriate thresholds of significance based on the project location (i.e., assessor's parcel number) and type of development. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible. For non-residential or non-office projects, very large projects or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting Model can be used to determine project VMT.

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. The screening criteria set forth in the *Transportation Analysis Handbook* for small infill projects are described below.

Screening Criterion for Small Infill Industrial Projects

- 30,000 square feet of total gross floor area or less

Screening Criterion for Small Infill Office Projects

- 10,000 square feet of total gross floor area or less

The project is proposing to construct 21,900 s.f. of R&D space and 2,200 s.f. of warehouse space for a total of 24,100 s.f. of industrial space. Since the industrial component of the project meets the screening criterion (i.e., totals less than 30,000 s.f.), the industrial component of the project is expected to result in a less-than-significant VMT impact and no CEQA transportation analysis is required.

The project is proposing to construct 15,000 s.f. of office space. Therefore, the office component of the project does not meet the screening criterion for small infill office projects, and a CEQA transportation analysis is required to address potential significant VMT impacts.

Figure 3 shows the current VMT levels estimated by the City for workers based on the locations of jobs. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance.

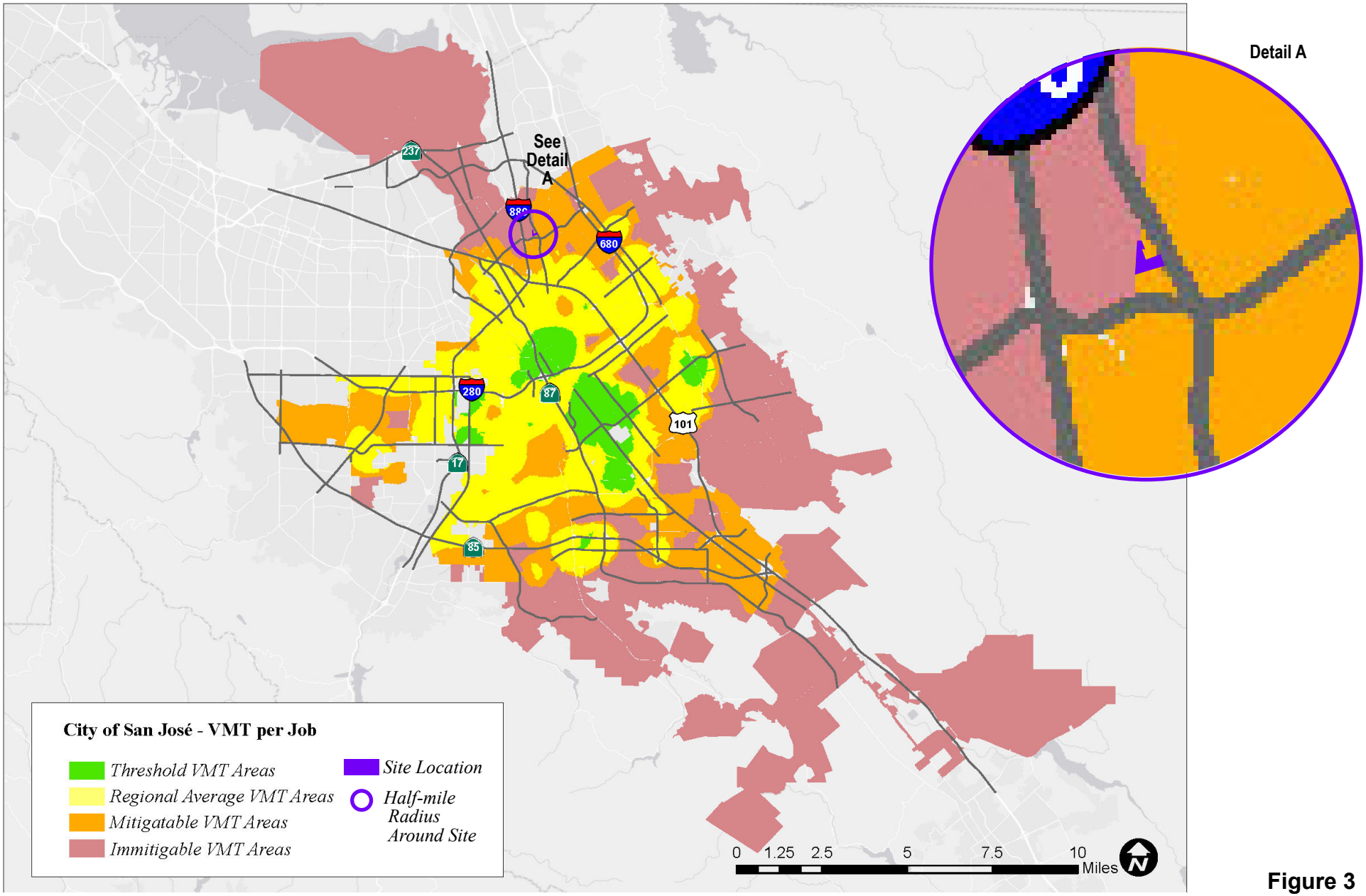


Figure 3
VMT Heat Map for Workers in San Jose

The CEQA transportation analysis of the project includes a project-level VMT impact analysis using the City's VMT Evaluation Tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

Local Transportation Analysis Scope

The Local Transportation Analysis (LTA) supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, circulation, and other safety-related elements in the proximate area of the project.

As part of the LTA, a project is generally required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site and is currently operating at LOS D or worse. Based on these criteria, as outlined in the City's *Transportation Analysis Handbook,* a list of study intersections is developed. Note, however, that signalized intersections that do not meet all the criteria may be added to the list of study intersections at the City's discretion. Unsignalized intersections may also be added; though, unlike signalized intersections, unsignalized intersections typically are not evaluated for level of service.

The LTA comprises an analysis of AM and PM peak hour traffic conditions for the following five intersections:

Study Intersections:

1. I-880 Southbound Ramps & Brokaw Road
2. I-880 Northbound Ramps & Brokaw Road
3. Ridder Park Drive & Brokaw Road
4. Oakland Road & Brokaw Road
5. Oakland Road & McKay Drive

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday.

Traffic conditions were evaluated for the following scenarios: existing conditions, background conditions, and background plus project conditions. Traffic volumes for all scenarios are tabulated in Appendix A. The traffic scenarios are described in detail below.

- ***Existing Conditions.*** Due the current COVID-19 pandemic situation, the City of San Jose is requiring that all new traffic counts for study intersections be put on hold until further notice. Instead of conducting new 2020 counts, City staff are requesting that an annual growth factor of 1% be applied to historical count data. Accordingly, a 1% annual growth factor was applied to the turning movement counts provided by City staff for this project.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project. The ATI sheets are contained in Appendix B.

- ***Background Plus Project Conditions.*** Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background plus project traffic volumes were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes an analysis of site access, on-site circulation, vehicle queuing, parking, and effects on transit, bicycle, and pedestrian facilities.

VMT Analysis Methodology

Methodology

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, industrial, and retail projects with local traffic. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Model can be used to determine project VMT. The City's VMT Evaluation Tool calculates VMT and compares it to the appropriate thresholds of significance based on the project location and type of development.

Based on the assessor's parcel number (APN) of a project, the VMT Evaluation Tool identifies the existing average VMT per capita and VMT per employee for the area. Based on the project location, type of development, project description, and proposed trip reduction measures, the evaluation tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

The VMT Evaluation Tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the evaluation tool:

1. Project characteristics (e.g., density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses;
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians;
3. Parking measures that discourage personal motorized vehicle-trips; and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Thresholds of Significance

Table 1 shows the VMT thresholds of significance for development projects, as established in the City's Transportation Analysis Policy. The VMT impact thresholds are 15 percent below the regional average for office developments and 15 percent below the citywide average for residential developments. Thus, projects that include general employment uses (such as the proposed office project) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee minus 15 percent. Currently, the reported regional average is 14.37 VMT per employee. This equates to a significant impact threshold of 12.21 VMT per employee.

Projects that trigger a significant VMT impact can assess a variety of the four strategies described above to reduce the impact. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

Table 1
VMT Thresholds of Significance for Development Projects (March 2018)

Project Types	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed-Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use / Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San Jose, *2018 Transportation Analysis Handbook* , Table 2.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations. The study intersections are located within the City of San Jose and were evaluated according to the City of San Jose level of service (LOS) standards.

Data Requirements

The data required for the analysis were obtained from the City of San Jose, previous traffic studies, and field observations. The following data were collected from these sources:

- existing traffic volumes
- intersection lane configurations
- signal timing and phasing

Analysis Methodologies and Level of Service Standard

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Signalized Intersections

The signalized study intersections are subject to the City of San Jose's level of service standards. The City of San Jose level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations on the basis of average delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersections level of service methodology, the City of San Jose methodology employs the CMP defaults values for the analysis parameters. The City of San Jose level of service standard for intersections is LOS D or better. The correlation between average delay and level of service is shown in Table 2.

Table 2
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, *2010 Highway Capacity Manual,* (Washington, D.C., 2010).

Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook, 2020*, an adverse effect on signalized intersection operations would occur if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct improvements to the subject intersection or other roadway segments of the citywide transportation system to increase overall capacity, or
- Reduce project-generated vehicle trips (e.g., implement a "trip cap") to eliminate the adverse operational effects and restore intersection operations to background conditions. The extent of trip reduction should be set at a level that is realistically attainable through proven methods of reducing trips.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the project would add a noteworthy number of trips to the left-turn movements. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5

percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced at the specific turn movement being evaluated.

North San Jose Area Development Policy Traffic Impact Fee

The project site is located within the North San Jose Area Development Policy (NSJADP) boundary. The NSJADP establishes a policy framework to guide the ongoing development of the North San Jose area as an important employment center for San Jose. The Policy provides for full development of the previously adopted base Floor Area Ratio (FAR) caps but also provides additional industrial development capacity for 20 million square feet of transferable floor area credits that can be allocated to specific properties within the Policy area. In addition, the Policy identifies necessary transportation improvements to support new development and establishes an equitable funding mechanism for new development to share the cost of those improvements. The initial NSJADP traffic impact fee (TIF) established back in 2005 for industrial/office/R&D development was $10.44 per square foot (s.f.). Based on a 3.3% annual fee escalation that was established as part of the NSJADP, the 2020 TIF is $16.45 per s.f. of industrial/office/R&D development. The project would be required to pay the NSJADP traffic impact fee based on the amount of office, R&D and warehouse space being proposed. The next fee increase will take place on July 1, 2021.

US 101/Oakland/Mabury Transportation Development Policy

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101/Oakland Road interchange, including improvements to the Oakland Road/Commercial Street intersection, and 2) construction of a new US 101/Mabury Road interchange. To fund these interchange improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP).

As part of the Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange. The current TDP traffic impact fee (as of January 2021) is $41,499 per each new PM peak hour vehicle trip that would be added to the interchange. This fee is subject to an annual escalation on January 1st per the Engineering News-Record Construction Cost Index for San Francisco. Note that the signalized intersections of Oakland Road/US 101 Ramps (South), Oakland Road/US 101 Ramps (North), and Oakland Road/Commercial Street make up the interchange.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis and cumulative transportation impact assessment (i.e., conformance with the General Plan). Chapter 4 describes the local transportation analysis including operations of study intersections, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, transit services, and bicycle and pedestrian facilities. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (see Chapter 4).

VMT of Existing Land Uses

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, and industrial projects. Based on the evaluation tool and the project's APN, the existing area VMT for office and industrial uses in the project vicinity is 15.19 per employee. The current regional average VMT for employment uses is 14.37 per employee (see Table 1 in Chapter 1). Thus, the VMT levels of existing employment uses in the project vicinity are higher than the regional average VMT levels. The VMT Evaluation Tool summary report for the project is included in Chapter 3.

Existing Roadway Network

Regional access to the project site is provided via I-880 and US 101. Local access to the site is provided via Oakland Road and Brokaw Road. These facilities are described below.

I-880 is a six-lane north/south freeway in the vicinity of the site. It extends northeast to Oakland and south to I-280 in San Jose, at which point it transitions into SR 17 to Santa Cruz. Access to the project site is provided via a full interchange at Brokaw Road.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. Access to the project site is provided via full interchanges at I-880 and Oakland Road.

Oakland Road is a north-south arterial that begins at Hedding Street in the south as a transition from N. 13th Street and continues to Montague Expressway where it becomes S. Main Street in the north. North of US 101, Oakland Road is primarily a six-lane roadway with a two-way center left-turn lane. South of US 101, Oakland Road is a four-lane arterial until its intersection with Hedding Street. Oakland Road has a posted speed limit is 40 mph and provides direct access to the project site. Oakland Road has buffered bike lanes and sidewalks on both sides of the street.

Brokaw Road is an east/west oriented six-lane arterial that provides access to the project site via Oakland Road. Brokaw Road provides access to I-880. The posted speed limit is 40 mph. Brokaw Road has standard bike lanes and sidewalks on both sides of the street.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were provided by City of San Jose staff and confirmed in the field (see Figure 4).

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, economically, and environmentally-sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of cars and trucks. The existing bicycle, pedestrian and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities in the project area consist of sidewalks along the public streets and crosswalks with pedestrian signal heads at intersections. A continuous network of sidewalks is found along the previously described streets in the immediate vicinity (approximately ½-mile radius) of the project site. Note that the sidewalk along the north side of Brokaw Road west of I-880 (approximately 1-mile walking distance from the project site) is discontinuous. The signalized intersections in the vicinity of the site have crosswalks on all or most legs, combined with pedestrian push button actuators and pedestrian signal heads. ADA compliant curb ramps are provided at all the signalized intersections in the study area. The existing pedestrian facilities provide good connectivity between the site and the surrounding land uses and transit stops in the study area.

Existing Bicycle Facilities

Bicycle facilities in the study area include Class II bike lanes and Class III bike routes, as shown on Figure 5. Bike lanes are lanes on roadways designated for use by bicycles with special lane markings/striping, pavement legends, and signage. Bike routes are existing streets that accommodate bicycles but are not separate from the existing travel lanes. Bike routes are typically designated only with signage or with painted shared lane markings (Sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane. The following roadways contain bicycle facilities in the study area:

- Oakland Road – buffered bike lanes
- Brokaw Road – standard bike lanes
- McKay Drive – bike route with Sharrows between Oakland Road and Ringwood Avenue and standard bike lanes east of Ringwood Avenue
- Ridder Park Drive – standard bike lanes between Brokaw Road and Fox Lane
- Ringwood Avenue – standard bike lanes north of Murphy Avenue and bike route with Sharrows south of Murphy Avenue

Existing Transit Services

Existing transit service near the project site is provided by the Santa Clara Valley Transportation Authority (VTA). Local bus routes 60 and 66 operate along Brokaw Road and Oakland Road, respectively (see Figure 6). The existing bus stops on Oakland Road consist of a standard bus stop sign and pole. No bench or shelter is provided at the northbound stop. The southbound stop, located approximately 500 feet south of the project site, has a bench only. Route 60 provides service between the Winchester Transit Center and the Milpitas Transit Center. Route 66 provides service between Dixon Road in Milpitas and Kaiser San Jose Medical Center. Both local bus routes operate with 15-minute headways during the weekday AM and PM peak commute hours. Buses can carry bicycles.

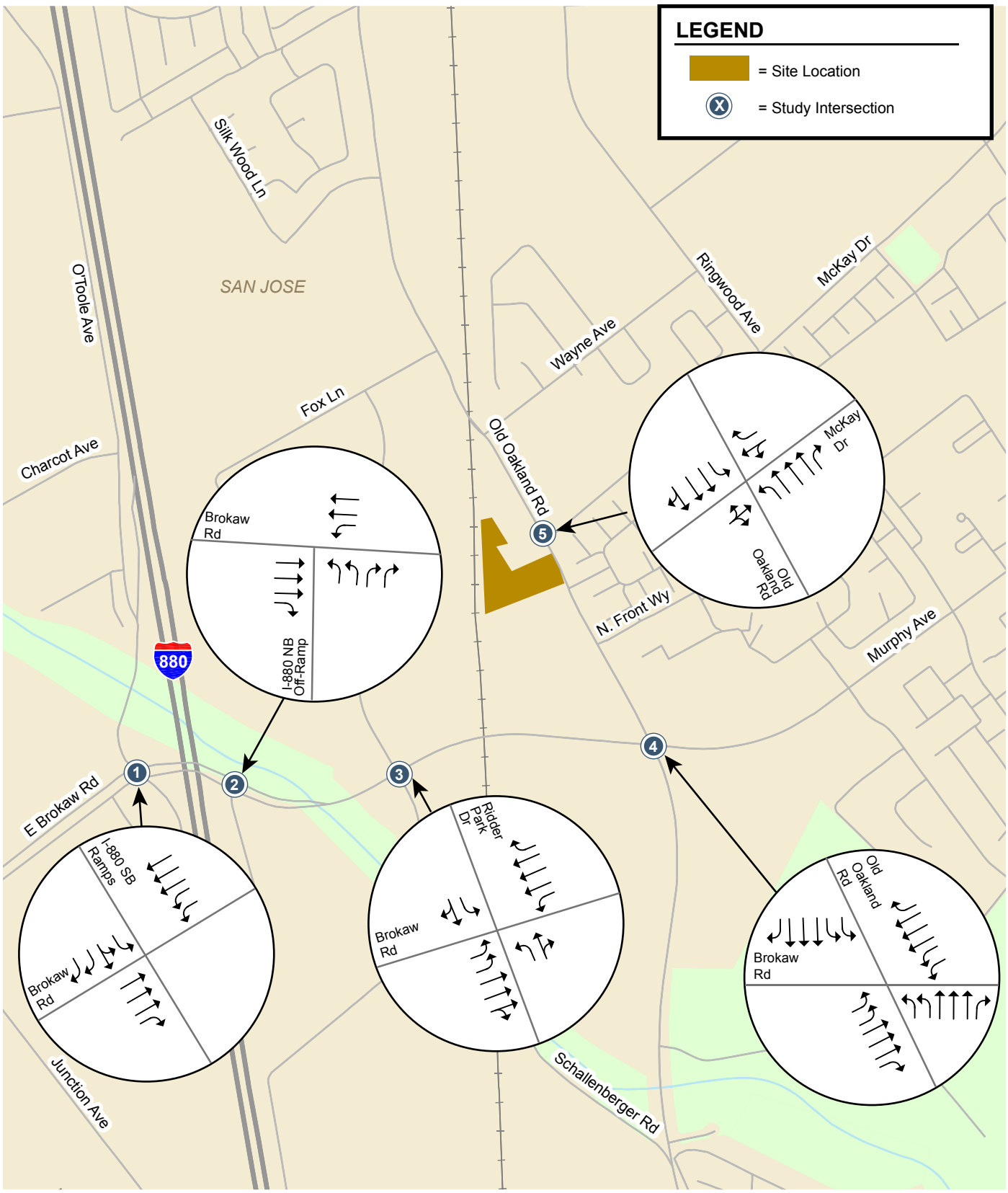


Figure 4
Existing Intersection Lane Configurations

Figure 5
Existing Bicycle Facilities

Figure 6
Existing Transit Service

Observed Existing Traffic Conditions

Due the current COVID-19 pandemic situation, traffic volumes are generally lower than under “normal” conditions. However, it is still valuable to observe traffic conditions in the field to identify any existing operational deficiencies. Accordingly, traffic conditions in the study area were observed during the weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak traffic periods. Field observations revealed the following operational issues:

I-880 Freeway Ramps and Brokaw Road

Currently, there are no queuing issues along Brokaw Road at the I-880 freeway ramps. During both the AM and PM peak periods, the westbound left-turn movement at the I-880 Northbound Ramps/Brokaw Road intersection is heavy, but no queuing issues occur and the queues clear in one signal cycle.

Ridder Park Drive and Brokaw Road

Based on field observations, the eastbound vehicle queue that develops at the Ridder Park Drive/ Brokaw Road intersection during the PM peak hour backs up to the I-880 northbound off-ramp due to the heavy eastbound traffic volume on Brokaw Road and the close spacing of these intersections. Although this interrupts the flow of traffic on eastbound Brokaw Road at the interchange, it does not result in any significant operational issues. The eastbound vehicle queue on Brokaw Road also blocks access to the eastbound dual left-turn pocket at Ridder Park Drive during the PM peak hour, in large part because the left-turn pocket is short.

All other study intersections were observed to operate without any noteworthy operational issues during both the AM and PM peak hours.

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the project-level VMT impact analysis results, mitigation measures to reduce a VMT impact, and the cumulative transportation impact analysis used to determine consistency with the City's General Plan.

Project-Level VMT Impact Analysis

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Transportation Analysis Policy. The San Jose VMT Evaluation Tool is used to estimate the project VMT based on the project location (APN), type of development, project description, and proposed trip reduction measures. The threshold of significance for general employment uses (see Table 1 in Ch. 1) was used for the VMT analysis. The VMT threshold for general employment uses is the existing regional average VMT level (14.37 per capita) minus 15 percent, which is 12.22 VMT per employee.

Screening Criteria for VMT Analysis Exemption

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. The screening criteria set forth in the *Transportation Analysis Handbook* for small infill industrial and office projects are described below.

Screening Criteria for Small Infill Projects

- Industrial of 30,000 square feet of total gross floor area or less
- Office of 10,000 square feet of total gross floor area or less

The project is proposing to construct 21,900 s.f. of R&D space and 2,200 s.f. of warehouse space for a total of 24,100 s.f. of industrial space. Since the industrial component of the project meets the screening criterion (i.e., totals less than 30,000 s.f.), the industrial component of the project is expected to result in a less-than-significant VMT impact and no CEQA transportation analysis is required.

The project is proposing to construct 15,000 s.f. of office space. Therefore, the office component of the project does not meet the screening criterion for small infill office projects, and a CEQA transportation analysis is required to address potential significant VMT impacts.

Project VMT Impact Analysis Results

The project VMT estimated by the City's VMT Evaluation Tool is 15.18 per employee. The project VMT, therefore, exceeds the threshold of 12.22 VMT per employee. According to the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold (such as the study area) are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include VMT reduction measures that would reduce the project VMT to the extent possible.

Project Impact

Since the VMT generated by the office component of the project would exceed the threshold of significance for general employment uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Project Mitigation

The following recommended multi-modal improvements and Transportation Demand Management (TDM) measures should be implemented to mitigate the significant VMT impact:

1. **Pedestrian Network Improvements** – As described in Chapters 1 and 4, The project site is located within the North San Jose Area Development Policy (NSJADP) boundary. The Policy identifies necessary transportation improvements to support new development and establishes an equitable funding mechanism (i.e., NSJADP traffic impact fee) for new development to share the cost of those improvements. Some of the planned improvements include pedestrian related improvements. The project would be required to pay the NSJADP impact fee (calculated in Chapter 4), which could go toward funding pedestrian facility improvements that are planned in the north San Jose area. Improving/enhancing pedestrian connections encourages people to walk instead of drive. Thus, this multi-modal improvement would reduce drive-alone commute trips, thereby reducing VMT.
2. **Traffic Calming Measures** – The project should install a raised median island on Oakland Road to prevent left turns into and out of the project driveway. This would improve pedestrian and bicycle safety along the project frontage by eliminating dangerous illegal left turns at the project driveway. Providing traffic safety measures promotes walking and biking as an alternative to driving. Accordingly, this multi-modal improvement would reduce drive-alone commute trips, thereby reducing VMT.
3. **Increase Transit Accessibility** – The project should provide a new solar powered Braco shelter at the existing bus stop located 500 feet south of the project site on Oakland Road. This bus stop currently has a bench only. The City of San Jose and Santa Clara VTA are in support of the proposed bus stop improvements. Providing much needed improvements to a bus stop with convenient access to and from the project site would facilitate the use of transit by workers traveling to and from the site, resulting in a mode shift and reduced VMT.
4. **End of Trip Bicycle Facilities** – The project would provide 8 short-term (bike racks) and 2 long-term (bike lockers) bicycle parking spaces. Providing adequate and convenient on-site bike parking would help to create a bicycle-friendly environment and encourage bicycling by employees of the project. As a result, this multi-modal improvement would reduce drive-alone commute trips, thereby reducing VMT.
5. **Commute Trip Reduction Marketing and Education** – The project should implement a marketing campaign targeting all employees and visitors that encourages the use of transit, shared rides, and active modes of transportation. Marketing strategies may include new employee orientation on alternative commute options, event promotions, and publications. The project should provide information and encouragement to use transit, shared ride modes, and active modes to reduce drive-alone trips and, thus, VMT. It is assumed that 100% of the employees would participate in the commute trip reduction education program.
6. **Telecommuting and Alternative Work Schedule Program** – The project should allow and encourage employees to telecommute from home when possible, or to shift work schedules such that travel occurs outside of the weekday peak congestion periods. Employees should also be allowed to work an alternative workweek. An alternative workweek is a week consisting of shifts lasting no longer than 10 hours per day within a 40-hour workweek, without payment of an

overtime premium. According to the United States Bureau of Labor Statistics, in 2017-18 about 36 million wage and salary workers (25%) worked at home at least occasionally, and 15% of wage and salary workers had days they only worked at home. Additionally, 57% of workers had a flexible schedule in which they could vary the times they began and stopped working. Thus, based on historical data, 25% employee participation in an alternative work schedule program is a reasonable target for the project. This TDM strategy would reduce drive-alone commute trips, thereby reducing VMT.

7. **Ride-Sharing Program** – The project should implement a ride-sharing program that is available for 100% of employees. The goal of a ride-sharing program is to match individuals interested in carpooling who have similar commute patterns. This TDM strategy encourages the use of carpooling, thereby reducing the number of single-occupant vehicle (SOV) trips and associated VMT. Employee benefits from carpooling include cost sharing, less wear-and-tear on vehicles, time savings in areas with high-occupancy vehicle (HOV) lanes, and the ability to talk, eat, sleep, or read while commuting. Carpooling can also lead to less employee stress and improved productivity. This TDM strategy encourages the use of carpooling, which would reduce the number of drive-along commute trips and reduce VMT.

Based on the City's VMT Evaluation Tool, implementing the recommended mitigation measures would lower the project VMT to 12.17 per employee (a reduction of about 20%), which would reduce the project impact to a less-than-significant level (below the threshold of 12.22 VMT per employee).

Figures 7A and 7B show the VMT summary reports generated by the City of San Jose's VMT Evaluation Tool without and with implementation of the recommended mitigation measures, respectively.

Implementation, Monitoring and Reporting

The TDM Plan would require coordination with City of San Jose staff. The project applicant should submit the TDM Plan to the City of San Jose for approval. The project applicant would also be responsible for ensuring that the TDM strategies are incorporated into the project. After the project is constructed and occupied, the project applicant should identify a TDM Coordinator. The TDM Coordinator would be responsible for implementing the ongoing TDM program. Having a main contact person would help ensure that transportation-related questions from employees are responded to promptly. If the TDM Coordinator changes for any reason, City staff and all employees shall be notified of the name and contact information of the newly designated TDM Coordinator.

Figure 7A
San Jose VMT Evaluation Tool Summary Report – No Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Oakland Road Office Building - No Mitigation
Location: W. Side of Oakland Rd, 1,000 ft N. of Brokaw Rd
Parcel: 23703044 Parcel Type: Suburb with Multifamily Housing
Proposed Parking Spaces Vehicles: 128 Bicycles: 10

Tool Version: 2/29/2019
Date: 12/1/2020

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	15 KSF		
Retail:	0 KSF		
Industrial:	24.1 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 15
- With Project Density (DU/Residential Acres in half-mile buffer) 15

Increase Development Diversity
- Existing Activity Mix Index 0.89
- With Project Activity Mix Index 0.89

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units ..... 0 %
- Very Low Income BMR units ..... 0 %
- Low Income BMR units ..... 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 24
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 25

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT and per industrial worker VMT above the City's threshold.

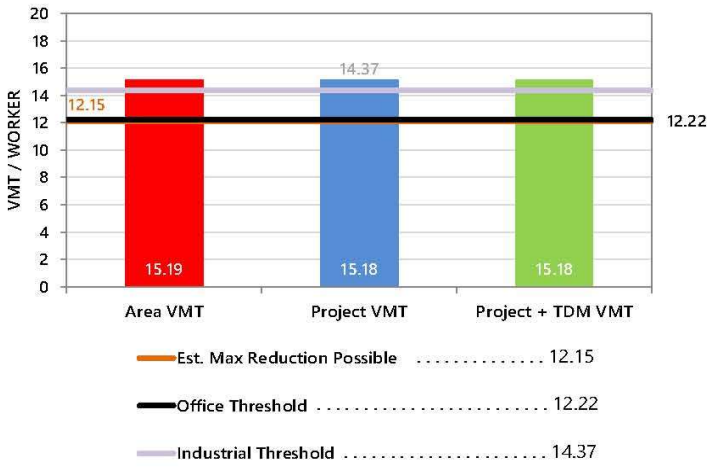


Figure 7B
San Jose VMT Evaluation Tool Summary Report – With Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name:	Oakland Road Office Building - With Mitigation	Tool Version:	2/29/2019
Location:	W. Side of Oakland Rd, 1,000 ft N. of Brokaw Rd	Date:	3/24/2021
Parcel:	23703044 Parcel Type: Suburb with Multifamily Housing		

Proposed Parking Spaces Vehicles: 128 Bicycles: 10

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	15 KSF		
Retail:	0 KSF		
Industrial:	24.1 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	15
With Project Density (DU/Residential Acres in half-mile buffer)	15
Increase Development Diversity	
Existing Activity Mix Index	0.89
With Project Activity Mix Index	0.89
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	24
With Project Density (Jobs/Commercial Acres in half-mile buffer)	25

Tier 2 - Multimodal Infrastructure

Increase Transit Accessibility *(In Coordination with SJ)*	
Distance to Closest Transit Stop Without Project	440 feet
Distance to Closest Transit Stop With Project	370 feet
Traffic Calming Measures *(In Coordination with SJ)*	
Are improvements provided beyond the development frontage?	Yes
Pedestrian Network Improvements *(In Coordination with SJ)*	
Are pedestrian improvements provided beyond the development frontage?	Yes

Tier 3 - Parking

End of Trip Bike Facilities	
Bicycle Parking Spaces Provided by Project	10 spaces
Project Provides Additional End-of-Trip Facilities Beyond Parking?	No

Figure 7B (Continued)
San Jose VMT Evaluation Tool Summary Report – With Mitigation

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

Tier 4 - TDM Programs

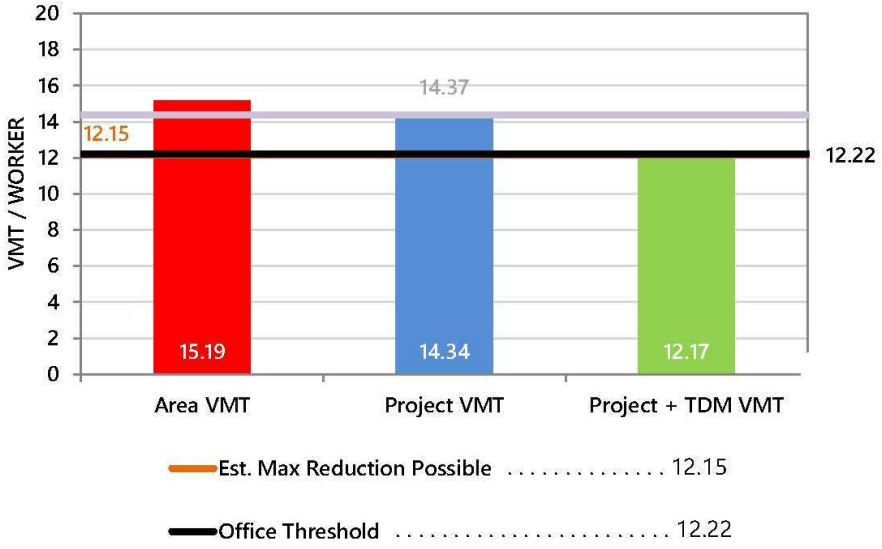
Commute Trip Reduction Marketing/ Education
Percent of Eligible Employees ..... 100 %

Telecommuting and Alternative Work Schedule Program
Alternative Work Schedule ..... 4/40 Schedule
Percent of Eligible Eemployees ..... 25 %

Ride-Sharing Programs
Percent of Eligible Eemployees ..... 15 %

EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



The TDM Plan would need to be re-evaluated annually for the life of the project. It is recommended that the designated TDM Coordinator consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring should include the following components:

- Annual Vehicle Trip Generation Counts (conducted by a third party). It is assumed that every percent reduction in peak-hour vehicle trips generated by the project is equivalent to a one percent reduction in per-employee VMT. If the counts show the project trip generation is higher than expected, then the TDM Plan may need to be altered or enhanced.
- Annual Mode Share Surveys. A survey to be administered to all employees would provide qualitative data regarding employee perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The survey also would provide quantitative data regarding the number of employees who utilize alternative modes of transportation (e.g., bike-to-work, carpool, or use public transit) to commute to work, including the frequency of use. The mode share survey results should measure the relative effectiveness of individual TDM program components and facilitate the design of possible program enhancements in order to reduce single-occupant vehicle trips.
- Annual Monitoring Report. The TDM Coordinator would be responsible for submitting the monitoring reports to the City of San Jose (Department of Building and Code Enforcement's Environmental Review) annually for three years, and then upon request of the Zoning Administrator for the life of the project.

Cumulative Impact Analysis

Projects must demonstrate consistency with the Envision San Jose 2040 General Plan to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the City's Transportation Analysis Handbook.

According to the Envision San Jose 2040 General Plan, the project site is designated as *Industrial Park* (IP). This land use designation is an exclusive designation intended for a wide variety of industrial users such as research and development (R&D), manufacturing, assembly, testing, and office uses. Industrial uses are consistent with this designation insofar as any functional or operational characteristics of a hazardous or nuisance nature can be mitigated through design controls. Areas exclusively for industrial uses may contain a very limited amount of supportive commercial uses, in addition to industrial uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. These commercial uses should be located within a larger industrially utilized building to protect the character of the area and maintain land use compatibility. In addition, warehouse retail uses are allowed where they are compatible with adjacent industrial uses and will not constrain future use of the subject site for industrial purposes.

Since the *Industrial Park* designation allows for office and R&D uses, the proposed project is consistent with the Envision San Jose 2040 General Plan and would not require a General Plan Amendment (GPA). The project would be considered part of the cumulative solution to meet the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

4. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including existing traffic conditions, the method by which project traffic is estimated, intersection operations analysis for existing, background and background plus project scenarios, any adverse effects to intersection level of service caused by the project, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking supply. The transportation network under background and background plus project conditions would be the same as the existing transportation network.

Existing Traffic Conditions

Traffic conditions were observed in the field to identify any existing operational deficiencies. The study intersections operated adequately during both the weekday AM and PM peak hours of traffic and no significant operational issues were observed.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of San Jose intersections and to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections are located in the City of San Jose and are evaluated based on the City of San Jose's intersection analysis methodology and standards in determining potential adverse operational effects due to the project, as described in Chapter 1.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. This research is compiled in the *Trip Generation Manual, 10th Edition* (2017) published by the Institute of Transportation Engineers (ITE). The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trips that would be generated by the proposed project were estimated using the ITE trip rates for Research and Development Center (ITE Land Use 760),

Warehousing (ITE Land Use 150), and General Office Building (ITE Land Use 710) located in a general urban/suburban setting.

Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2020, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline trip generation. Based on the 2020 San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the "place type" in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the San Jose VMT Evaluation Tool. Based on the evaluation tool, the project site is located within a *Suburban with Multifamily Homes* place type. Therefore, the baseline project trips were adjusted to reflect the mode share associated with this place type.

Office and Industrial developments located within areas designated *Suburban with Multifamily Homes* have a vehicle mode share of 92 percent (according to Table 6 of the City's *Transportation Analysis Handbook*). Thus, an 8 percent reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model.

Net Project Trips

After applying the ITE trip rates to the proposed project and applying the appropriate trip adjustments, the project would be expected to generate 365 new daily vehicle trips, with 24 new trips occurring during the AM peak hour and 26 new trips occurring during the PM peak hour. Using the inbound/ outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 20 new inbound trips and 4 new outbound trips during the AM peak hour, and 5 new inbound trips and 21 new outbound trips during the PM peak hour (see Table 3).

Table 3
Project Trip Generation Estimates

				AM Peak Hour				PM Peak Hour			
Land Use	Size	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
R&D[1]	21,900 s.f.	11.26	247	0.42	7	2	9	0.49	2	9	11
Warehouse[2]	2,200 s.f.	1.74	4	0.17	0	0	0	0.19	0	0	0
Office[3]	15,000 s.f.	9.74	146	1.16	15	2	17	1.15	3	14	17
Location-Based Vehicle Mode Share (8%)[4]			*(32)*		*(2)*	*0*	*(2)*		*0*	*(2)*	*(2)*
Net New Trips:			**365**		**20**	**4**	**24**		**5**	**21**	**26**

Notes:
[1] Trip generation based on average rates contained in the ITE Trip Generation Manual, 10th Edition, for Research and Development Center (Land Use 760). Rates are expressed in trips per 1,000 square feet (s.f.).
[2] Trip generation based on average rates contained in the ITE Trip Generation Manual, 10th Edition, for Warehousing (Land Use 150). Rates are expressed in trips per 1,000 square feet (s.f.).
[3] Trip generation based on average rates contained in the *ITE Trip Generation Manual, 10th Edition*, for General Office Building (Land Use 710). Rates are expressed in trips per 1,000 square feet (s.f.).
[4] An 8% reduction was applied based on the location-based vehicle mode share percentage outputs (Table 6 of TA Handbook) produced from the San Jose Travel Demand Model for the place type Suburban with Multifamily Homes.

Trip Distribution and Assignment

The project trip distribution pattern was estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the locations of complementary land uses, and freeway access points. The net peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. Note that since the project driveway would be restricted to right turns in and out due to the center median (i.e., striped median with chatter bars) along Oakland Road, some U-turns would occur at the signalized study intersection of Oakland Road/McKay Drive and at the unsignalized intersection of Oakland Road/N. Front Way. The project trip distribution pattern and trip assignment are shown on Figure 8.

Traffic Volumes Under All Scenarios

Existing Traffic Volumes

Since the institution of shelter-in-place orders due to the COVID-19 pandemic, most businesses and schools are closed, and people are working at home to the extent possible. As a result, existing traffic volume is a fraction of what it was prior to the virus outbreak. It is not known when traffic levels will return to pre-virus conditions, since many people may be unemployed for an extended period of time. Even though many businesses have reopened, people with health concerns may be reluctant to venture outside their homes. As a result, traffic volume is expected to remain reduced for many months.

In response to the current situation, the City of San Jose is requiring that all new traffic counts for study intersections be put on hold until further notice. Instead of conducting new 2020 counts, City staff are requesting that an annual growth factor of 1% be applied to historical count data (i.e., counts that are more than one year old). In Hexagon's experience, this is a typical annual growth factor. Accordingly, a 1% annual growth factor was applied to the turning movement counts provided by City staff for this project. This approach allows transportation studies such as this to move forward without waiting for conditions to return to "normal". The existing AM and PM peak hour traffic volumes are shown on Figure 9.

Background Traffic Volumes

Background AM and PM peak hour traffic volumes were estimated by adding to existing traffic volumes the trips generated by nearby approved but not yet completed or occupied projects (see Figure 10). The approved projects are listed as part of the Approved Trips Inventory (ATI) contained in Appendix B.

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 11).

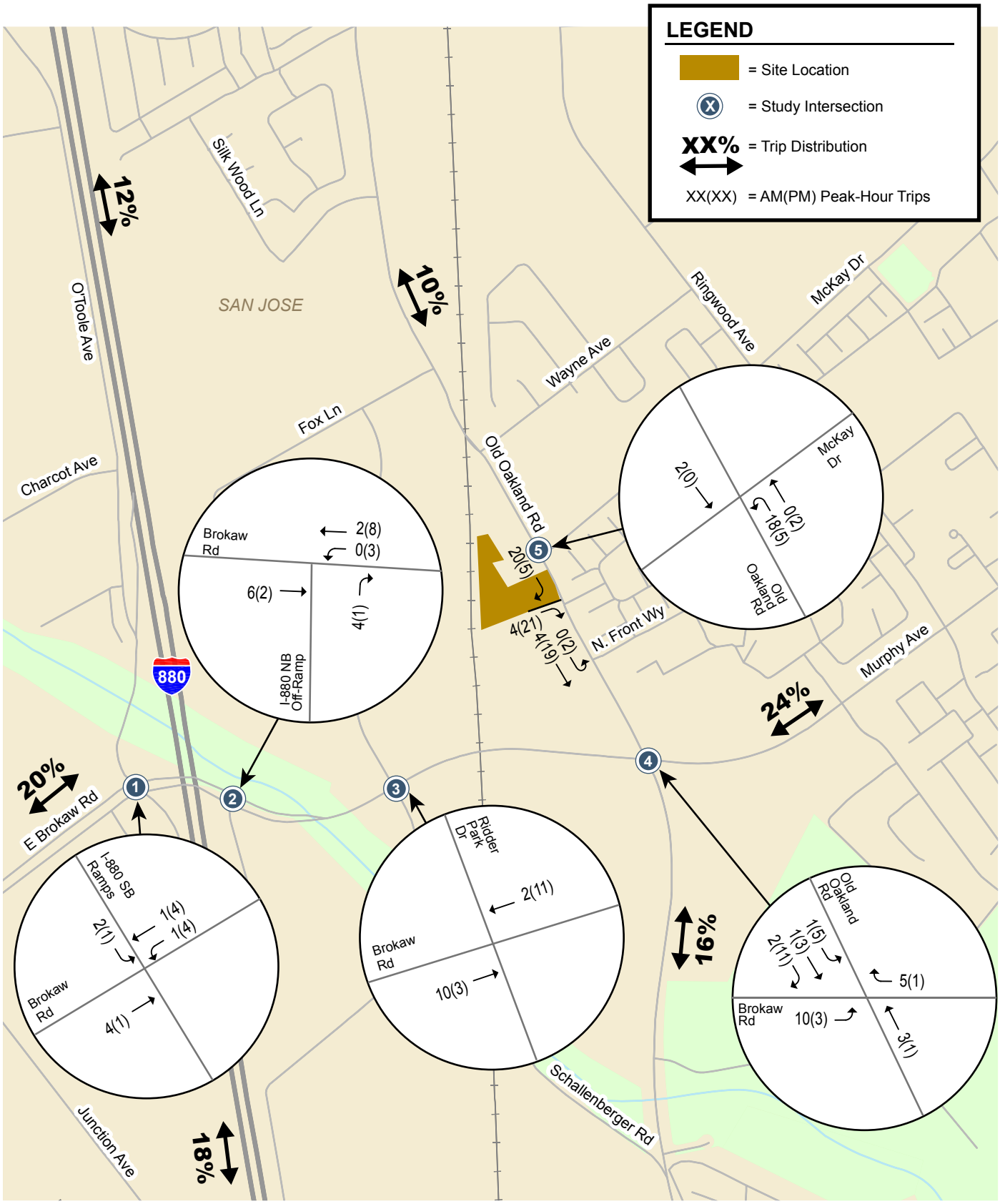


Figure 8
Project Trip Distribution Pattern and Trip Assignment

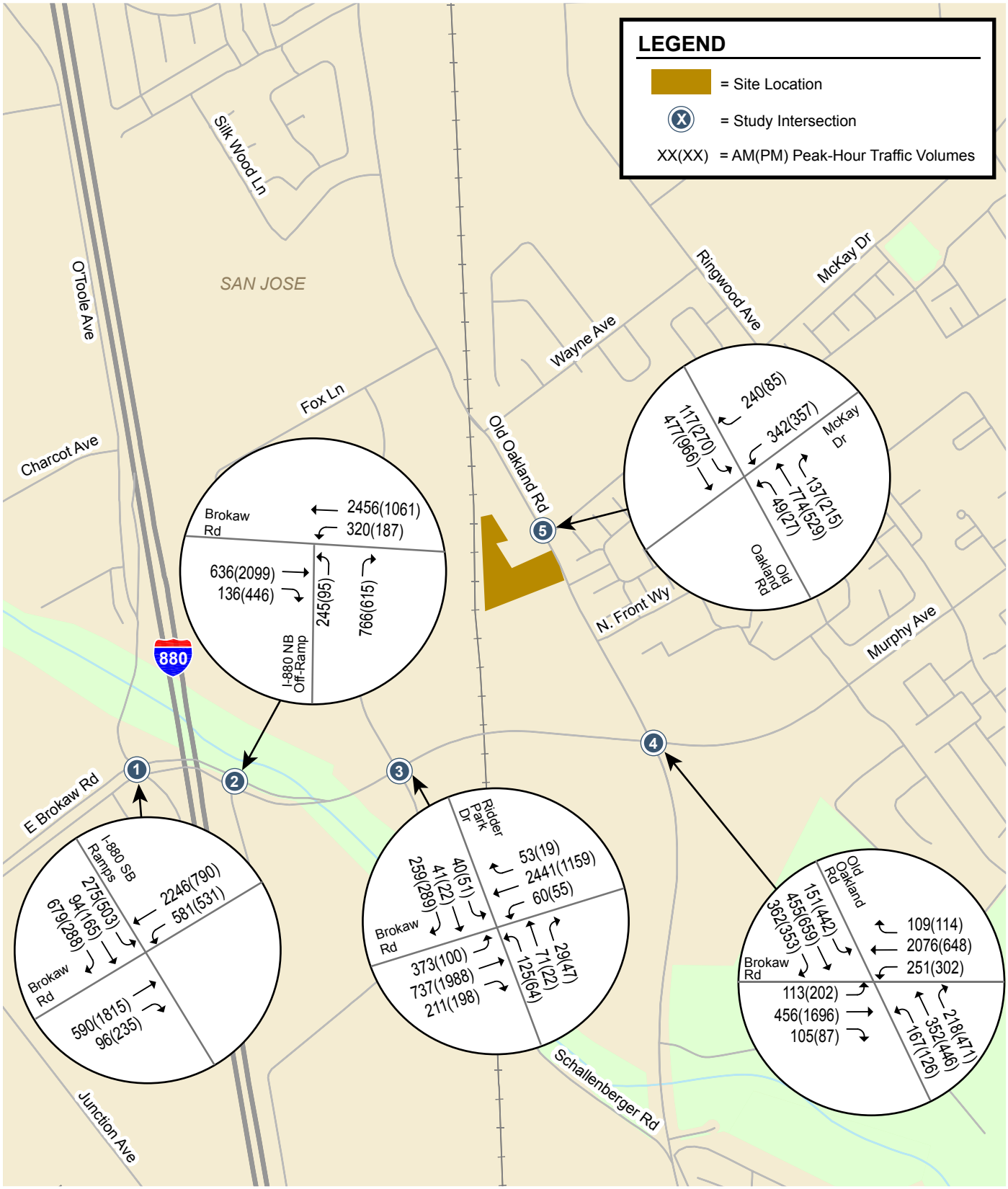


Figure 9
Existing Traffic Volumes

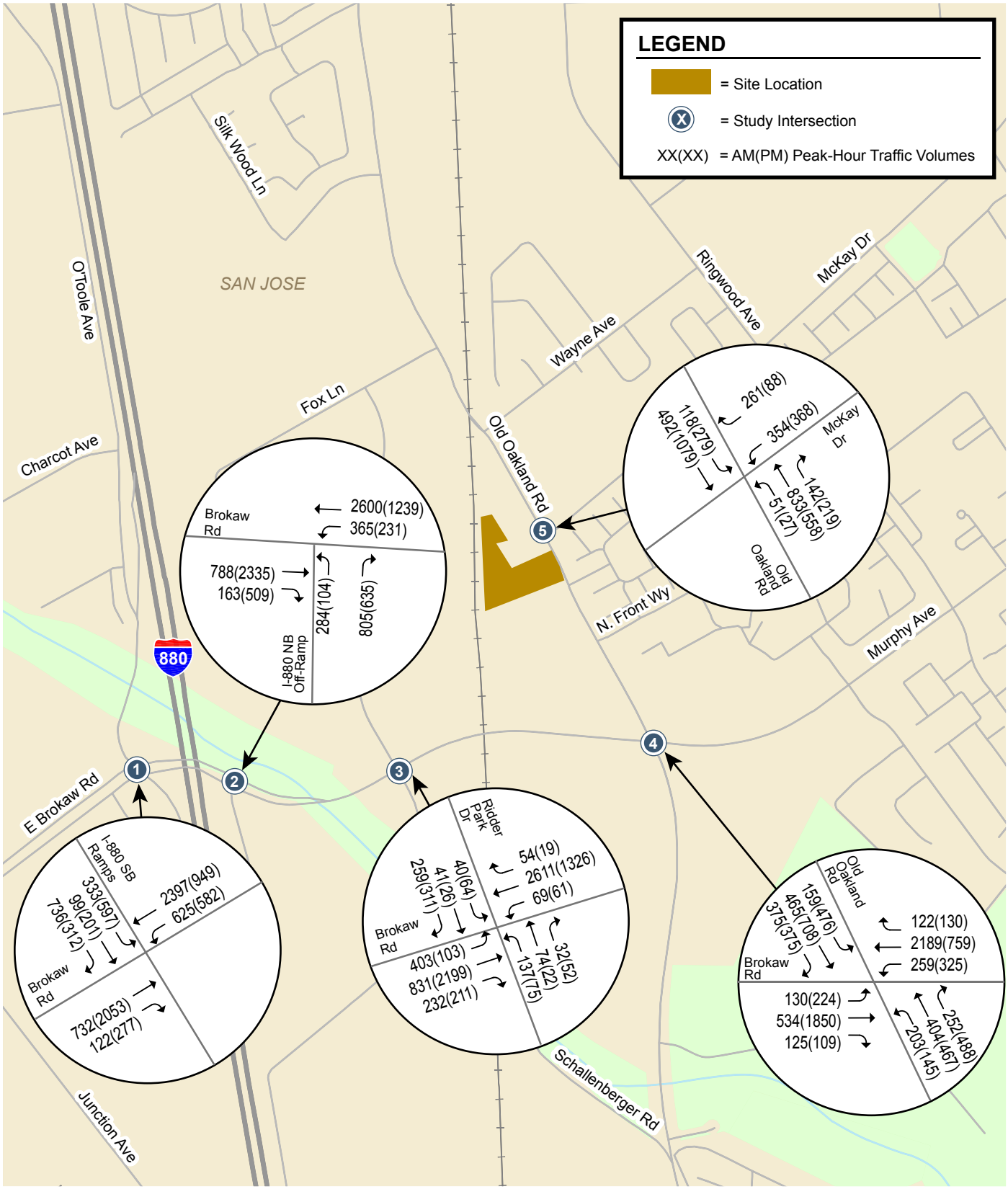


Figure 10
Background Traffic Volumes

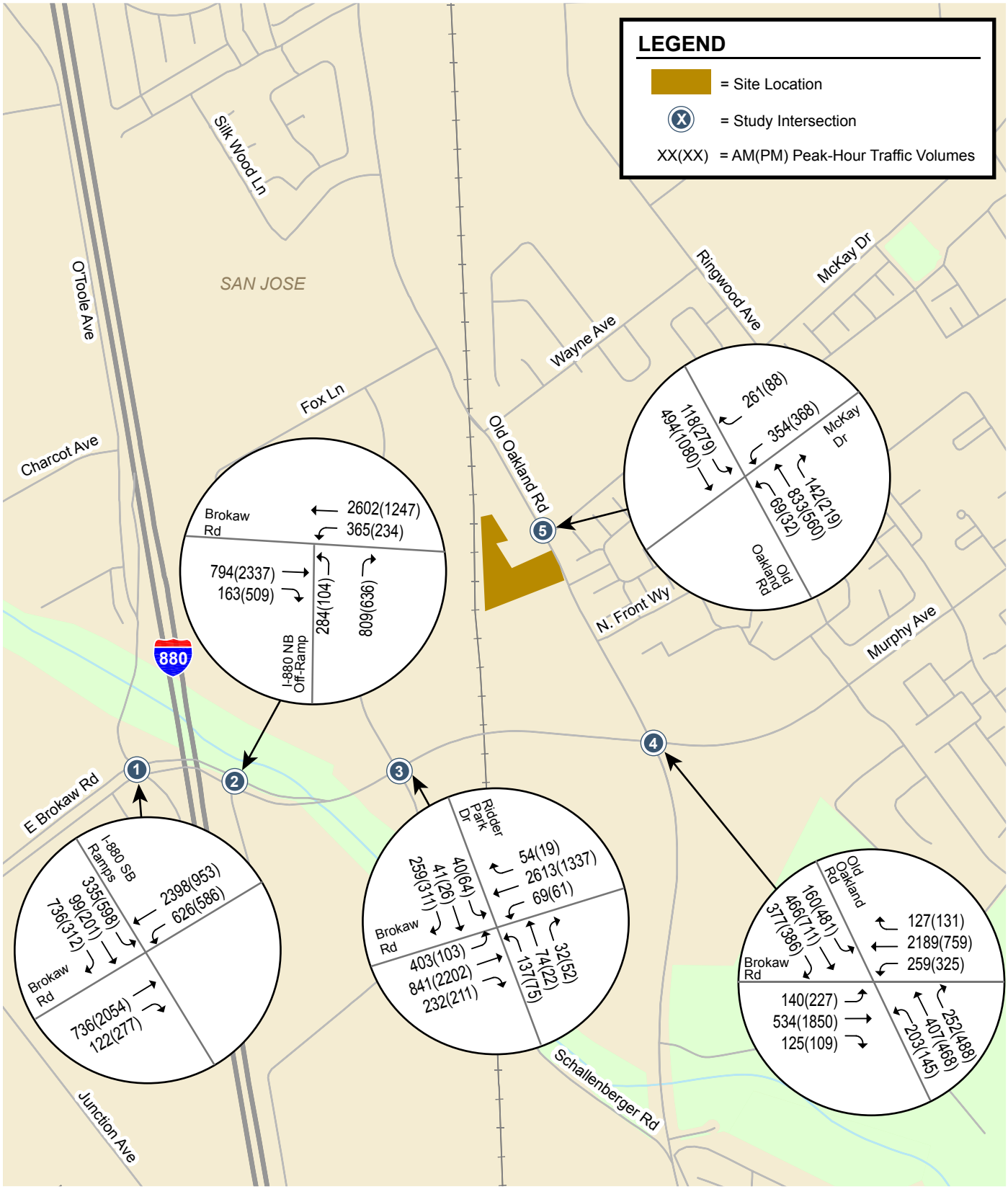


Figure 11
Background Plus Project Traffic Volumes

Intersection Traffic Operations

Signalized Intersection Analysis

Intersection levels of service were evaluated against the standards of the City of San Jose. The results of the analysis show that the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions (see Table 4).

The detailed signalized intersection level of service calculation sheets are included in Appendix C.

Table 4
Intersection Level of Service Summary

ID	Signalized Intersection	Peak Hour	Existing Avg. Delay (sec)	Existing LOS	Background Avg. Delay (sec)	Background LOS	Background Plus Project Avg. Delay (sec)	Background Plus Project LOS	Incr. In Crit. Delay (sec)	Incr. In Crit. V/C
1	I-880 SB Ramps & Brokaw Rd *	AM	36.8	D	38.7	D	38.7	D	0.0	0.000
		PM	40.1	D	43.0	D	43.1	D	0.2	0.002
2	I-880 NB Ramps & Brokaw Rd *	AM	20.6	C	23.2	C	23.2	C	0.0	0.001
		PM	31.2	C	31.8	C	31.8	C	0.1	0.001
3	Ridder Park Dr & Brokaw Rd	AM	47.2	D	49.6	D	49.5	D	0.0	0.000
		PM	32.9	C	34.4	C	34.4	C	0.0	0.001
4	Oakland Rd & Brokaw Rd *	AM	43.9	D	45.1	D	45.3	D	0.2	0.001
		PM	50.0	D	51.6	D	51.6	D	0.2	0.002
5	Oakland Rd & McKay Dr	AM	28.5	C	28.4	C	28.4	C	0.0	0.000
		PM	27.4	C	27.4	C	27.4	C	0.0	0.000

Notes:
* Denotes a CMP intersection

Intersection Queuing and U-Turn Analysis

The operations analysis is based on vehicle queuing for high demand turn movements at intersections. Based on the project trip generation and trip distribution pattern, the following left-turn/U-Turn movements were examined as part of the queuing and storage analysis for this project:

- Eastbound left-turn movement at Oakland Road and Brokaw Road
- Northbound left-turn/U-Turn movement at Oakland Road and McKay Drive

The project would add 10 new AM peak hour trips and 3 new PM peak hour trips to the eastbound left-turn movement at the Oakland Road/Brokaw Road intersection. The project would add 18 new AM peak hour trips and 5 new PM peak hour trips to the northbound left-turn/U-Turn movement at the Oakland Road/McKay Drive intersection. The project would not add a noteworthy number of trips to any other left-turn movement at a study intersection.

The queuing analysis (see Table 5) indicates that the 95th percentile vehicle queue for the eastbound left-turn movement at the Oakland Road/Brokaw Road intersection would increase by two vehicles per lane during the AM peak hour as a result of the project. However, the dual eastbound left-turn pocket

would continue to provide adequate vehicle storage with the addition of project traffic. The project would not increase the eastbound left-turn vehicle queue during the PM peak hour.

The queuing analysis also indicates that the project would not increase the northbound left-turn/U-turn vehicle queue during either the AM or PM peak hour at the Oakland Road/McKay Drive intersection. The northbound left-turn pocket would continue to provide adequate vehicle storage with the project.

Therefore, it can be concluded that the project would not be expected to create any queuing issues associated with the left-turn movements that were evaluated.

Table 5
Intersection Queuing Analysis

	Oakland Rd & Brokaw Rd		Oakland Rd & McKay Dr	
	EBL		NBL	
Peak Hour:	**AM**	**PM**	**AM**	**PM**
Existing				
Cycle/Delay[1] (sec)	180	170	110	100
Volume (vphpl)	57	101	49	27
Avg. Queue (veh/ln.)	3.0	5.0	2.0	1.0
Avg. Queue[2] (ft./ln)	75	125	50	25
95th %. Queue (veh/ln.)	6	9	5	3
95th %. Queue (ft./ln)	150	225	125	75
Storage (ft./ ln.)	250	250	275	275
Adequate (Y/N)	Y	Y	Y	Y
Background				
Cycle/Delay[1] (sec)	180	170	110	100
Volume (vphpl)	65	112	51	27
Avg. Queue (veh/ln.)	3.0	5.0	2.0	1.0
Avg. Queue[2] (ft./ln)	75	125	50	25
95th %. Queue (veh/ln.)	6	9	5	3
95th %. Queue (ft./ln)	150	225	125	75
Storage (ft./ ln.)	250	250	275	275
Adequate (Y/N)	Y	Y	Y	Y
Background Plus Project				
Cycle/Delay[1] (sec)	180	170	110	100
Volume (vphpl)	70	114	69	32
Avg. Queue (veh/ln.)	4.0	5.0	2.0	1.0
Avg. Queue[2] (ft./ln)	100	125	50	25
95th %. Queue (veh/ln.)	8	9	5	3
95th %. Queue (ft./ln)	200	225	125	75
Storage (ft./ ln.)	250	250	275	275
Adequate (Y/N)	Y	Y	Y	Y

Notes:
[1] Vehicle queues based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.

North San Jose Area Development Policy

The project site is located within the North San Jose Area Development Policy (NSJADP) boundary. The NSJADP establishes a policy framework to guide the ongoing development of the North San Jose area as an important employment center for San Jose. The Policy provides for full development of the previously adopted base Floor Area Ratio (FAR) caps but also provides additional industrial development capacity for 20 million square feet of transferable floor area credits that can be allocated to specific properties within the Policy area. In addition, the Policy identifies necessary transportation improvements to support new development and establishes an equitable funding mechanism (i.e., NSJADP traffic impact fee) for new development to share the cost of those improvements.

The 2020 NSJADP traffic impact fee (TIF) for industrial/office/R&D development is $16.45 per square foot (s.f.). Based on this fee amount, the project, which would consist of 21,900 s.f. of R&D, 2,200 s.f. of warehouse, and 15,000 s.f. of office uses would be required to pay a NSJADP impact fee of $643,195 as calculated below.

NSJADP Traffic Impact Fee: 39,100 s.f. x $16.45/s.f. = $643,195

US 101/Oakland/Mabury Transportation Development Policy

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101/Oakland Road interchange, including improvements to the Oakland Road/Commercial Street intersection, and 2) construction of a new US 101/Mabury Road interchange. To fund these interchange improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP).

As part of the Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange. The current TDP traffic impact fee (as of January 2021) is $41,499 per each new PM peak hour vehicle trip that would be added to the interchange. This fee is subject to an annual escalation on January 1st per the Engineering News-Record Construction Cost Index for San Francisco. Note that the signalized intersections of Oakland Road/US 101 Ramps (South), Oakland Road/US 101 Ramps (North), and Oakland Road/Commercial Street make up the interchange.

Based on the site location and estimated project trip distribution pattern (see Figure 8), the office/R&D project would be expected to add 4 new PM peak hour vehicle trips to the US 101/Oakland Road interchange. Therefore, the project would be required to pay $165,996 to help fund the intersection improvements discussed in the US 101/Oakland/Mabury TDP as calculated below.

US 101/Oakland/Mabury TDP Impact Fee: $41,499 x 4 PM peak hour trips = $165,996

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the site plan prepared by McKim Design Group (see Figure 2 in Chapter 1) and submitted to the City of San Jose as part of the June 16, 2020 Site Development Permit submittal. Site access was evaluated to determine the adequacy of the site's driveway with regard to the following: traffic volume, vehicle queuing, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway

As proposed, the project would share an existing driveway with the adjacent shopping center to the south. This right-turn only two-way driveway is 26 feet wide, measured at the throat, and meets the City's standard width requirement for a two-way driveway according to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines. The driveway primarily serves uses on the north end of the shopping center and is a minor driveway. The main driveways serving the shopping center are located on Oakland Road and Brokaw Road closer to the intersection.

The shared driveway would provide access to 128 surface parking spaces serving the project: 89 open spaces and 39 secured spaces. The driveway is restricted to right-turn in/right-turn out movements due to the double yellow lines with raised pavement markings (i.e., chatter bars) along Oakland Road. Note that although left turns in and out of this driveway are illegal, there is no effective physical barrier (i.e., raised median island) to prevent these left-turn movements from occurring. As a result, some left turns to and from this driveway currently occur and would continue to occur with the project. Based on observations conducted on September 28, 2020, 4 vehicles turned left from the driveway during the AM peak hour (8:00 - 9:00 AM) and 6 vehicles turned left from the driveway during the PM peak hour (5:00 - 6:00 PM). One vehicle turned left into the driveway during the AM peak hour only.

Recommendation: Install a raised median island on Oakland Road to prevent illegal left turns into and out of the project driveway. This improvement is also recommended as a project mitigation measure.

The project-generated trips that are estimated to occur at the project driveway are 20 inbound trips and 4 outbound trips during the AM peak hour, and 5 inbound trips and 21 outbound trips during the PM peak hour. All vehicles would be turning right in and out of the project driveway due to the raised median island along Oakland Road. Accordingly, U-turns would occur at the signalized study intersection of Oakland Road/McKay Drive and at the unsignalized intersection of Oakland Road/N. Front Way (see Figure 8). Due to the relatively low number of project-generated trips, operational issues related to vehicle queueing and/or delay are not expected to occur at the project driveway or at the two intersections where U-Turns would occur.

The City typically requires developments to provide adequate on-site stacking space for two inbound vehicles (approximately 50 feet) between the sidewalk and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the sidewalk or the street. Fifty feet of vehicle stacking space is currently provided between the sidewalk along Oakland Road and the first drive aisle serving the existing shopping center parking lot. According to the site plan, the project would not add parking, a drive aisle, or an entry gate within 50 feet of the sidewalk. Thus, adequate on-site stacking space would be provided at the project driveway.

Sight Distance at the Driveway

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Oakland Road. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. For driveways on Oakland Road, which has a posted speed limit of 40 mph, the Caltrans stopping sight distance is 360 feet (based on a design speed of 45 mph). Accordingly, a driver must be able to see 360 feet along Oakland Road in order to stop and avoid a collision.

The site plan shows the office building (Building B) that would front Oakland Road would be set back approximately 17.5 feet from the sidewalk at the south end of the building and 30 feet from the sidewalk at the north end of the building, providing adequate sight distance triangles for exiting vehicles. The project driveway would meet the Caltrans stopping sight distance standard.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed for the project in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. The City's standard minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of the parking stalls. According to the site plan, all the drive aisles are shown to be 26 feet wide and would provide access to 90-degree parking stalls throughout the site. The site plan shows one dead-end drive aisle at the northernmost point of the site within the secured parking area. An adequate turnaround is provided at this location.

Parking Stall Dimensions

The City's off-street parking design standard for 90-degree uniform parking stalls is 8.5 feet wide by 17 feet long. All the uniform parking stalls shown on the site plan measure 8.5 feet wide by 15 feet long with a two-foot overhang (total length of 17 feet), which meets the City's design standard. The accessible ADA stalls all measure 9 feet wide by 18 feet long and include access aisles of 5 feet or more for van accessibility. The stall dimensions would meet ADA standards.

Truck Access and Circulation

The project site plan was reviewed for truck access using truck turning-movement templates for a SU-30 truck type (single unit trucks), which represents small to medium emergency and delivery vehicles and standard garbage trucks. Based on the site plan configuration adequate access would be provided for SU-30 type trucks.

General Loading Operations

According to the City of San Jose Zoning Code (Section 20.90.410), each building would require one off-street loading space. According to the City's zoning regulations, off-street loading spaces must be no less than 10 feet wide by 30 feet long and provide at least 15 feet of vertical clearance, exclusive of driveways for ingress and egress and maneuvering areas. No loading spaces are shown on the site plan. Therefore, the project would not meet the City's freight loading requirements.

Recommendation: Provide one off-street loading zone for each building in order to meet the City of San Jose's Zoning Code requirements.

Garbage Collection

The site plan shows the trash bins would be located outside the building at the southwest corner of the site within a standard trash enclosure. Thus, adequate clearance would be provided for garbage trucks to empty the bins over the truck. Since garbage collection would occur on-site, traffic operations along Oakland Road would not be affected during garbage collection activities.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum 6 feet of clearance from the property line along all sides of the buildings. According to the project site plan, all areas of the proposed buildings would be within 150 feet of a fire access road, and at least 6 feet of clearance would be provided around the

perimeter of both buildings. The width of the project driveway would be adequate to accommodate emergency vehicles. Adequate vertical clearance also would be provided throughout the site for emergency vehicles.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

Pedestrian, Bicycle, and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals and policies of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian and Bicycle Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. Many roadways in the study area have bicycle lanes, including Oakland Road and Brokaw Road. Overall, the network of sidewalks and bike lanes exhibits good connectivity and would provide employees of the project with safe routes to transit stops and other points of interest in the area.

According to the site plan, the project is not proposing to reconstruct the existing 6-foot wide sidewalk along the project frontage on Oakland Road. The existing sidewalk to the south along the shopping center frontage is 12 feet wide. It is recommended that the project widen the 6-foot sidewalk to be consistent with the standard 12-foot sidewalk to the south.

Recommendation: Provide a standard 12-foot wide sidewalk with tree wells along the project frontage on Oakland Road.

The project would construct new sidewalks throughout the site to provide adequate access to the office buildings. The new sidewalks would connect to the sidewalk along Oakland Road.

The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. The site plan shows 8 short-term (bike racks) and 2 long-term (bike lockers) bicycle parking spaces adjacent to Building A. Providing adequate and convenient on-site bike parking would help to create a bicycle-friendly environment and encourage bicycling by employees of the project.

Transit Facilities

The VTA's local bus routes 60 and 66 operate along Brokaw Road and Oakland Road, respectively. Both routes operate with 15-minute headways during the weekday AM and PM peak commute hours. Due to the project site's proximity to two bus routes with frequent service, it is reasonable to assume that some future employees would utilize the bus service. It is estimated that the small increase in transit demand generated by the proposed project could be accommodated by the current available ridership capacity of the VTA bus service in the study area.

The existing bus stops on Oakland Road consist of a standard bus stop sign and pole. No bench or shelter is provided at the northbound stop. The southbound stop, located approximately 500 feet south of the project site, has a bench only. It would be appropriate for the project to provide some bus stop improvements.

Recommendation: The project should provide a new solar powered Braco shelter at the existing bus stop located 500 feet south of the project site on southbound Oakland Road. The City of San Jose and Santa Clara VTA are in support of these transit improvements.

Parking

Vehicular Parking

According to the City of San Jose's off-street parking requirements (Chapter 20.90, Table 20-190 of the City's Zoning Code), the vehicle parking requirements for the office, R&D, and warehouse components of the project are as follows:

- Office: 1 space per 250 s.f. of floor area, where floor area = 85% of gross floor area;
- R&D: 1 space per 350 s.f. of floor area, where floor area = 85% of gross floor area; and
- Warehouse: at least 2 spaces for warehouses with a total gross floor area under 5,000 s.f.

Based on the proposed size of the project, the project would be required to provide a total of 107 vehicle parking spaces as follows:

- Office: (15,000 s.f. x 0.85) / 250 s.f. = 51 parking spaces
- R&D: (21,900 s.f. x 0.85) / 350 s.f. = 54 parking spaces
- Warehouse: 2,200 s.f. = 2 parking spaces

The site plan shows a total of 128 vehicle parking spaces, consisting of 89 open spaces and 39 secured spaces, which would exceed the City's vehicle parking requirements by 21 parking spaces.

Motorcycle Parking

According to the City of San Jose's off-street parking requirements (Chapter 20.90, Table 20-250 of the City's Zoning Code), the motorcycle parking requirement for office and R&D uses is one motorcycle space for every 50 code-required auto parking spaces. The motorcycle parking requirement for warehouse uses is one motorcycle space for every 10 code-required auto parking spaces. Accordingly, the project is required to provide 2 motorcycle parking spaces.

The site plan shows 6 motorcycle parking spaces located adjacent to Building A, which would exceed the City's motorcycle parking requirements.

Bicycle Parking

According to the City of San Jose's off-street parking requirements (Chapter 20.90, Table 20-190 of the City's Zoning Code), the bicycle parking requirements for the office, R&D, and warehouse components of the project are as follows:

- Office: 1 bicycle space per 4,000 s.f. of office space;
- R&D: 1 bicycle space per 5,000 s.f. of R&D space; and
- Warehouse: 1 bicycle space per 10 full-time employees.

Based on the proposed size of the project, the project would be required to provide a total of 10 bicycle parking spaces as follows:

- Office: 15,000 s.f. / 4,000 s.f. = 4 bicycle parking spaces
- R&D: 21,900 s.f. / 5,000 s.f. = 5 bicycle parking spaces
- Warehouse: 1 bicycle parking space (assuming no more than 10 warehouse employees)

The site plan shows a total of 10 bicycle parking spaces, consisting of 8 short-term spaces (bike racks) and 2 long-term spaces (bike lockers), which would meet the City's bicycle parking requirements.

5. Conclusions

This report presents the results of the Transportation Analysis (TA) conducted for a proposed research and development (R&D) and office development on Oakland Road in San Jose, California. The vacant two-acre project site is located within the North San Jose Area Development Policy (NSJADP) boundary per the Envision San Jose 2040 General Plan. As proposed, the project would construct two buildings totaling 39,100 square feet (s.f.). Building 1 would consist of 21,900 s.f. of research and development (R&D) space and 2,200 s.f. of warehouse space. Building 2 would consist of 15,000 s.f. of office space. The project site is located on the west side of Oakland Road, approximately 1,000 feet north of Brokaw Road. Access to the site would be provided via one right-in/right-out driveway on Oakland Road. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development.

The potential transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook,* 2020. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook,* the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of Vehicle Miles Traveled (VMT). The LTA supplements the CEQA transportation analysis by identifying transportation operational issues via an evaluation of weekday AM and PM peak hour traffic conditions for intersections. The LTA also includes an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

The City of San Jose's *Transportation Analysis Handbook, 2020* includes screening criteria for projects that are expected to result in a less-than-significant VMT impact based on the project description, characteristics and/or location. The screening criteria set forth in the *Transportation Analysis Handbook* for small infill industrial and office projects are described below.

Screening Criteria for Small Infill Projects

- Industrial of 30,000 square feet of total gross floor area or less
- Office of 10,000 square feet of total gross floor area or less

The project is proposing to construct 21,900 s.f. of R&D space and 2,200 s.f. of warehouse space for a total of 24,100 s.f. of industrial space. Since the industrial component of the project meets the screening criterion (i.e., totals less than 30,000 s.f.), the industrial component of the project is expected to result in a less-than-significant VMT impact and no CEQA transportation analysis is required.

Since the project is proposing to construct 15,000 s.f. of office space (i.e., more than 10,000 s.f.), the office component of the project does not meet the screening criterion for small infill office projects and a CEQA transportation analysis is required to address potential significant VMT impacts.

The project VMT estimated by the City's VMT Evaluation Tool is 15.18 per employee. The project VMT, therefore, exceeds the threshold of 12.22 VMT per employee. According to the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold (such as the project study area) are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

Project Impact

Since the VMT generated by the office component of the project would exceed the threshold of significance for general employment uses in the area, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

Project Mitigation

The following recommended multi-modal improvements and Transportation Demand Management (TDM) measures, as described in detail in Chapter 3, should be implemented to mitigate the significant VMT impact:

1. **Pedestrian Network Improvements**
2. **Traffic Calming Measures**
3. **Increase Transit Accessibility**
4. **End of Trip Bicycle Facilities**
5. **Commute Trip Reduction Marketing and Education**
6. **Telecommuting and Alternative Work Schedule Program**
7. **Ride-Sharing Program**

Based on the City's VMT Evaluation Tool, implementing the recommended mitigation measures would lower the project VMT to 12.17 per employee (a reduction of about 20%), which would reduce the project impact to a less-than-significant level (below the threshold of 12.22 VMT per employee).

Local Transportation Analysis

Project Trip Generation

After applying the ITE trip rates to the proposed project and applying the appropriate trip adjustments, the project would be expected to generate 365 new daily vehicle trips, with 24 new trips occurring during the AM peak hour and 26 new trips occurring during the PM peak hour. Using the inbound/ outbound splits contained in the ITE *Trip Generation Manual*, the project would produce 20 new inbound trips and 4 new outbound trips during the AM peak hour, and 5 new inbound trips and 21 new outbound trips during the PM peak hour.

Intersection Traffic Operations

The results of the intersection level of service analysis show that the signalized study intersections are currently operating at acceptable levels of service during the AM and PM peak hours of traffic and would continue to operate acceptably under background and background plus project conditions. Thus, the signalized study intersections would not be adversely affected by the project.

North San Jose Area Development Policy

The project site is located within the North San Jose Area Development Policy (NSJADP) boundary. All new development projects located within the NSJADP boundary are required to pay the NSJADP traffic impact fee. The fee, which is calculated based on the type and size of the development, is intended to fund planned transportation improvements that are necessary to support new development in the North San Jose area.

The initial NSJADP traffic impact fee (TIF) established back in 2005 for industrial/office/R&D development was $10.44 per square foot (s.f.). Based on a 3.3% annual fee escalation that was established as part of the NSJADP, the 2020 TIF is $16.45 per s.f. of industrial/office/R&D development. The project would be required to pay the NSJADP traffic impact fee based on the amount of office, R&D and warehouse space being proposed. The next fee increase will take place on July 1, 2021.

Based on this fee amount, the project, which would consist of 21,900 s.f. of R&D, 2,200 s.f. of warehouse, and 15,000 s.f. of office uses would be required to pay a NSJADP impact fee of $643,195 as calculated below.

NSJADP Traffic Impact Fee: 39,100 s.f. x $16.45/s.f. = $643,195

US 101/Oakland/Mabury Transportation Development Policy

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. As a result, the City has identified vital interchange improvements. To fund the improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP). As part of the Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the interchange.

The current TDP traffic impact fee (as of January 2021) is $41,499 per each new PM peak hour vehicle trip that would be added to the US 101/Oakland Road interchange. This fee is subject to an annual escalation on January 1st per the Engineering News-Record Construction Cost Index for San Francisco. Based on the site location and estimated project trip distribution pattern, the office/R&D project would be expected to add 4 new PM peak hour vehicle trips to the US 101/Oakland Road interchange. Therefore, the project would be required to pay $165,996 to help fund the planned intersection improvements as calculated below.

US 101/Oakland/Mabury TDP Impact Fee: $41,499 x 4 PM peak hour trips = $165,996

Other Transportation Items

In general, the proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian, bicycle or transit facilities in the study area. Below are recommendations resulting from the site plan review.

Recommendations

- Install a raised median island on Oakland Road to prevent left turns into and out of the project driveway.
- Provide one off-street loading zone for each building in order to meet the City of San Jose's Zoning Code requirements.

- Provide a standard 12-foot wide sidewalk with tree wells along the project frontage on Oakland Road.
- Provide a new solar powered Braco shelter at the existing bus stop located 500 feet south of the project site on southbound Oakland Road. The City of San Jose and Santa Clara VTA are in support of these bus stop improvements.

Oakland Road Office and R&D Development TA

Technical Appendices

Appendix A
Traffic Volumes

Intersection Number: 1
Traffix Node Number: 3051
Intersection Name: I-880 SB Ramps & Brokaw Road
Peak Hour: **AM** Date of Analysis: 08/25/20
Count Date: 10/12/16
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **3.83**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2016)	654	91	265	0	2163	560	0	0	0	92	568	0	4393
1% Annual Growth (SJ Count Adjustment)	*25*	*3*	*10*	*0*	*83*	*21*	*0*	*0*	*0*	*4*	*22*	*0*	168
Existing Conditions (August 2020)	679	94	275	0	2246	581	0	0	0	96	590	0	4561
Approved Project Trips													
San Jose ATI	57	5	58	0	151	44	0	0	0	26	142	0	483
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	57	5	58	0	151	44	0	0	0	26	142	0	483
Background Conditions	736	99	333	0	2397	625	0	0	0	122	732	0	5044
Bkgrd check	736	99	333	0	2397	625	0	0	0	122	732	0	
Project Trips													
Office Project Trips	0	0	2	0	1	1	0	0	0	0	4	0	8
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	2	0	1	1	0	0	0	0	4	0	8
Background + Project Conditions	736	99	335	0	2398	626	0	0	0	122	736	0	5052
Bkgrd+Proj check	736	99	335	0	2398	626	0	0	0	122	736	0	

Intersection Number: 2
Traffix Node Number: 3050
Intersection Name: I-880 NB Ramps & Brokaw Road
Peak Hour: **AM** Date of Analysis: 08/25/20
Count Date: 10/03/19
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.83**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2019)	0	0	0	0	2436	317	760	0	243	135	631	0	4522
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*20*	*3*	*6*	*0*	*2*	*1*	*5*	*0*	38
Existing Conditions (August 2020)	0	0	0	0	2456	320	766	0	245	136	636	0	4560
Approved Project Trips													
San Jose ATI	0	0	0	0	144	45	39	0	39	27	152	0	446
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	144	45	39	0	39	27	152	0	446
Background Conditions	0	0	0	0	2600	365	805	0	284	163	788	0	5006
Bkgrd check	0	0	0	0	2600	365	805	0	284	163	788	0	
Project Trips													
Office Project Trips	0	0	0	0	2	0	4	0	0	0	6	0	12
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	2	0	4	0	0	0	6	0	12
Background + Project Conditions	0	0	0	0	2602	365	809	0	284	163	794	0	5018
Bkgrd+Proj check	0	0	0	0	2602	365	809	0	284	163	794	0	

Intersection Number: 3
Traffix Node Number: 3357
Intersection Name: Ridder Park Drive & Brokaw Road
Peak Hour: **AM** Date of Analysis: 08/25/20
Count Date: 10/28/15
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **4.83**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2015)	247	39	38	51	2328	57	28	68	119	201	703	356	4235
1% Annual Growth (SJ Count Adjustment)	*12*	*2*	*2*	*2*	*113*	*3*	*1*	*3*	*6*	*10*	*34*	*17*	205
Existing Conditions (August 2020)	259	41	40	53	2441	60	29	71	125	211	737	373	4440
Approved Project Trips													
San Jose ATI	0	0	0	1	170	9	3	3	12	21	94	30	343
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	1	170	9	3	3	12	21	94	30	343
Background Conditions	259	41	40	54	2611	69	32	74	137	232	831	403	4783
Bkgrd check	259	41	40	54	2611	69	32	74	137	232	831	403	
Project Trips													
Office Project Trips	0	0	0	0	2	0	0	0	0	0	10	0	12
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	2	0	0	0	0	0	10	0	12
Background + Project Conditions	259	41	40	54	2613	69	32	74	137	232	841	403	4795
Bkgrd+Proj check	259	41	40	54	2613	69	32	74	137	232	841	403	

Intersection Number: 4
Traffix Node Number: 3084
Intersection Name: Oakland Road & Brokaw Road
Peak Hour: **AM** Date of Analysis: 08/25/20
Count Date: 09/25/18
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **1.92**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Sept 2018)	355	446	148	107	2037	246	214	345	164	103	447	111	4723
1% Annual Growth (SJ Count Adjustment)	*7*	*9*	*3*	*2*	*39*	*5*	*4*	*7*	*3*	*2*	*9*	*2*	91
Existing Conditions (August 2020)	362	455	151	109	2076	251	218	352	167	105	456	113	4814
Approved Project Trips													
San Jose ATI	13	10	8	13	113	8	34	52	36	20	78	17	402
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	13	10	8	13	113	8	34	52	36	20	78	17	402
Background Conditions	375	465	159	122	2189	259	252	404	203	125	534	130	5216
Bkgrd check	375	465	159	122	2189	259	252	404	203	125	534	130	
Project Trips													
Office Project Trips	2	1	1	5	0	0	0	3	0	0	0	10	22
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	2	1	1	5	0	0	0	3	0	0	0	10	22
Background + Project Conditions	377	466	160	127	2189	259	252	407	203	125	534	140	5238
Bkgrd+Proj check	377	466	160	127	2189	259	252	407	203	125	534	140	

Intersection Number: 5
Traffix Node Number: 3676
Intersection Name: Oakland Road & McKay Drive
Peak Hour: **AM** Date of Analysis: 08/25/20
Count Date: 03/17/16
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **4.42**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Mar 2016)	0	457	112	230	0	328	131	741	47	0	0	0	2046
1% Annual Growth (SJ Count Adjustment)	*0*	*20*	*5*	*10*	*0*	*14*	*6*	*33*	*2*	*0*	*0*	*0*	90
Existing Conditions (August 2020)	0	477	117	240	0	342	137	774	49	0	0	0	2136
Approved Project Trips													
San Jose ATI	0	15	1	21	0	12	5	59	2	0	0	0	115
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	15	1	21	0	12	5	59	2	0	0	0	115
Background Conditions	0	492	118	261	0	354	142	833	51	0	0	0	2251
Bkgrd check	0	492	118	261	0	354	142	833	51	0	0	0	
Project Trips													
Office Project Trips	0	2	0	0	0	0	0	0	18	0	0	0	20
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	2	0	0	0	0	0	0	18	0	0	0	20
Background + Project Conditions	0	494	118	261	0	354	142	833	69	0	0	0	2271
Bkgrd+Proj check	0	494	118	261	0	354	142	833	69	0	0	0	

Intersection Number: 6
Traffix Node Number: 5000
Intersection Name: Oakland Road & Project DW (unsignalized)
Peak Hour: **AM** Date of Analysis: 08/25/20
Count Date: NA
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	819	0	0	0	0	0	960	0	0	0	0	1779
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions (August 2020)	0	819	0	0	0	0	0	960	0	0	0	0	1779
Approved Project Trips													
San Jose ATI	0	27	0	0	0	0	0	66	0	0	0	0	93
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	27	0	0	0	0	0	66	0	0	0	0	93
Background Conditions	0	846	0	0	0	0	0	1026	0	0	0	0	1872
Bkgrd check	0	846	0	0	0	0	0	1026	0	0	0	0	
Project Trips													
Office Project Trips	20	0	0	0	0	0	0	18	0	4	0	0	42
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	20	0	0	0	0	0	0	18	0	4	0	0	42
Background + Project Conditions	20	846	0	0	0	0	0	1044	0	4	0	0	1914
Bkgrd+Proj check	20	846	0	0	0	0	0	1044	0	4	0	0	

Intersection Number: 1
Traffix Node Number: 3051
Intersection Name: I-880 SB Ramps & Brokaw Road
Peak Hour: **PM** Date of Analysis: 08/25/20
Count Date: 10/12/16
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **3.83**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2016)	277	159	484	0	761	511	0	0	0	226	1748	0	4166
1% Annual Growth (SJ Count Adjustment)	*11*	*6*	*19*	*0*	*29*	*20*	*0*	*0*	*0*	*9*	*67*	*0*	160
Existing Conditions (August 2020)	288	165	503	0	790	531	0	0	0	235	1815	0	4326
Approved Project Trips													
San Jose ATI	24	36	94	0	159	51	0	0	0	42	238	0	644
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	24	36	94	0	159	51	0	0	0	42	238	0	644
Background Conditions	312	201	597	0	949	582	0	0	0	277	2053	0	4970
Bkgrd check	312	201	597	0	949	582	0	0	0	277	2053	0	
Project Trips													
Office Project Trips	0	0	1	0	4	4	0	0	0	0	1	0	10
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	1	0	4	4	0	0	0	0	1	0	10
Background + Project Conditions	312	201	598	0	953	586	0	0	0	277	2054	0	4980
Bkgrd+Proj check	312	201	598	0	953	586	0	0	0	277	2054	0	

Intersection Number: 2
Traffix Node Number: 3050
Intersection Name: I-880 NB Ramps & Brokaw Road
Peak Hour: **PM** Date of Analysis: 08/25/20
Count Date: 10/03/19
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.83**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2019)	0	0	0	0	1052	185	610	0	94	442	2082	0	4465
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*9*	*2*	*5*	*0*	*1*	*4*	*17*	*0*	37
Existing Conditions (August 2020)	0	0	0	0	1061	187	615	0	95	446	2099	0	4502
Approved Project Trips													
San Jose ATI	0	0	0	0	178	44	20	0	9	63	236	0	550
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	178	44	20	0	9	63	236	0	550
Background Conditions	0	0	0	0	1239	231	635	0	104	509	2335	0	5052
Bkgrd check	0	0	0	0	1239	231	635	0	104	509	2335	0	
Project Trips													
Office Project Trips	0	0	0	0	8	3	1	0	0	0	2	0	14
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	8	3	1	0	0	0	2	0	14
Background + Project Conditions	0	0	0	0	1247	234	636	0	104	509	2337	0	5066
Bkgrd+Proj check	0	0	0	0	1247	234	636	0	104	509	2337	0	

Intersection Number: 3
Traffix Node Number: 3357
Intersection Name: Ridder Park Drive & Brokaw Road
Peak Hour: **PM** Date of Analysis: 08/25/20
Count Date: 10/28/15
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **4.83**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Oct 2015)	276	21	49	18	1106	52	45	21	61	189	1896	95	3829
1% Annual Growth (SJ Count Adjustment)	*13*	*1*	*2*	*1*	*53*	*3*	*2*	*1*	*3*	*9*	*92*	*5*	185
Existing Conditions (August 2020)	289	22	51	19	1159	55	47	22	64	198	1988	100	4014
Approved Project Trips													
San Jose ATI	22	4	13	0	167	6	5	0	11	13	211	3	455
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	22	4	13	0	167	6	5	0	11	13	211	3	455
Background Conditions	311	26	64	19	1326	61	52	22	75	211	2199	103	4469
Bkgrd check	311	26	64	19	1326	61	52	22	75	211	2199	103	
Project Trips													
Office Project Trips	0	0	0	0	11	0	0	0	0	0	3	0	14
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	11	0	0	0	0	0	3	0	14
Background + Project Conditions	311	26	64	19	1337	61	52	22	75	211	2202	103	4483
Bkgrd+Proj check	311	26	64	19	1337	61	52	22	75	211	2202	103	

Intersection Number: 4
Traffix Node Number: 3084
Intersection Name: Oakland Road & Brokaw Road
Peak Hour: **PM** Date of Analysis: 08/25/20
Count Date: 09/25/18
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **1.92**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Sept 2018)	346	647	434	112	636	296	462	438	124	85	1664	198	5442
1% Annual Growth (SJ Count Adjustment)	*7*	*12*	*8*	*2*	*12*	*6*	*9*	*8*	*2*	*2*	*32*	*4*	104
Existing Conditions (August 2020)	353	659	442	114	648	302	471	446	126	87	1696	202	5546
Approved Project Trips													
San Jose ATI	22	49	34	16	111	23	17	21	19	22	154	22	510
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	22	49	34	16	111	23	17	21	19	22	154	22	510
Background Conditions	375	708	476	130	759	325	488	467	145	109	1850	224	6056
Bkgrd check	375	708	476	130	759	325	488	467	145	109	1850	224	
Project Trips													
Office Project Trips	11	3	5	1	0	0	0	1	0	0	0	3	24
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	3	5	1	0	0	0	1	0	0	0	3	24
Background + Project Conditions	386	711	481	131	759	325	488	468	145	109	1850	227	6080
Bkgrd+Proj check	386	711	481	131	759	325	488	468	145	109	1850	227	

Intersection Number: 5
Traffix Node Number: 3676
Intersection Name: Oakland Road & McKay Drive
Peak Hour: **PM** Date of Analysis: 08/25/20
Count Date: 03/17/16
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **4.42**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count (Mar 2016)	0	925	259	81	0	342	206	507	26	0	0	0	2346
1% Annual Growth (SJ Count Adjustment)	*0*	*41*	*11*	*4*	*0*	*15*	*9*	*22*	*1*	*0*	*0*	*0*	104
Existing Conditions (August 2020)	0	966	270	85	0	357	215	529	27	0	0	0	2450
Approved Project Trips													
San Jose ATI	0	113	9	3	0	11	4	29	0	0	0	0	169
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	113	9	3	0	11	4	29	0	0	0	0	169
Background Conditions	0	1079	279	88	0	368	219	558	27	0	0	0	2619
Bkgrd check	0	1079	279	88	0	368	219	558	27	0	0	0	
Project Trips													
Office Project Trips	0	0	0	0	0	0	0	2	5	0	0	0	7
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	0	0	2	5	0	0	0	7
Background + Project Conditions	0	1079	279	88	0	368	219	560	32	0	0	0	2626
Bkgrd+Proj check	0	1080	279	88	0	368	219	560	32	0	0	0	

Intersection Number: 6
Traffix Node Number: 5000
Intersection Name: Oakland Road & Project DW (unsignalized)
Peak Hour: **PM** Date of Analysis: 08/25/20
Count Date: NA
Scenario: 21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

SJ Growth Factor (% Per Year): **0.01**
Number of Years: **0.00**

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Count	0	1323	0	0	0	0	0	771	0	0	0	0	2094
1% Annual Growth (SJ Count Adjustment)	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	0
Existing Conditions (August 2020)	0	1323	0	0	0	0	0	771	0	0	0	0	2094
Approved Project Trips													
San Jose ATI	0	124	0	0	0	0	0	33	0	0	0	0	157
Approved 2	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved 3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	124	0	0	0	0	0	33	0	0	0	0	157
Background Conditions	0	1447	0	0	0	0	0	804	0	0	0	0	2251
Bkgrd check	0	1447	0	0	0	0	0	804	0	0	0	0	
Project Trips													
Office Project Trips	5	0	0	0	0	0	0	7	0	21	0	0	33
Retail Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Trip Credits	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	5	0	0	0	0	0	0	7	0	21	0	0	33
Background + Project Conditions	5	1447	0	0	0	0	0	811	0	21	0	0	2284
Bkgrd+Proj check	5	1447	0	0	0	0	0	811	0	21	0	0	

Appendix B
Approved Trips Inventory (ATI)

AM PROJECT TRIPS

07/20/2020

Intersection of : E Brokaw Rd & NB 880 From Brokaw Rp

Traffix Node Number : 3050

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	1	8	1	0	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	15	0	3	1	0
NSJ LEGACY NORTH SAN JOSE	34	0	39	0	0	0	0	99	19	7	129	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	12	0	1	1	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	5	0	0	0	0	0	0	25	0	33	13	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**39**	**0**	**39**	**0**	**0**	**0**	**0**	**152**	**27**	**45**	**144**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	45	144	0
SOUTH	39	0	39
WEST	0	152	27

PM PROJECT TRIPS

07/20/2020

Intersection of : E Brokaw Rd & NB 880 From Brokaw Rp

Traffix Node Number : 3050

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	0	0	1	9	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	0	0	8	0	7	2	0
NSJ LEGACY NORTH SAN JOSE	5	0	20	0	0	0	0	180	54	13	165	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	1	0	0	0	0	0	0	2	0	7	3	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	3	0	0	0	0	0	0	45	0	17	7	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**9**	**0**	**20**	**0**	**0**	**0**	**0**	**236**	**63**	**44**	**178**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	44	178	0
SOUTH	9	0	20
WEST	0	236	63

AM PROJECT TRIPS

07/20/2020

Intersection of : E Brokaw Rd & O Toole Av / SB 880 From Brokaw Rp

Traffix Node Number : 3051

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	7	0	10	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	10	0	0	0	6	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	22	5	50	0	115	22	44	129	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	8	0	0	0	4	1	0	1	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	18	0	0	0	7	3	0	19	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**0**	**0**	**0**	**58**	**5**	**57**	**0**	**142**	**26**	**44**	**151**	**0**

	LEFT	**THRU**	**RIGHT**
NORTH	58	5	57
EAST	44	151	0
SOUTH	0	0	0
WEST	0	142	26

PM PROJECT TRIPS

07/20/2020

Intersection of : E Brokaw Rd & O Toole Av / SB 880 From Brokaw Rp

Traffix Node Number : 3051

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
AIRPORT Retail/Commercial SAN JOSE INTL AIRPORT EXPANSION OF AIRPORT	0	0	0	0	0	9	0	11	0	0	1	0
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	5	0	0	0	3	0	0	2	0
NSJ LEGACY NORTH SAN JOSE	0	0	0	45	36	15	0	210	37	51	142	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	1	0	0	0	1	0	0	4	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	33	0	0	0	13	5	0	10	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	10	0	0	0	0	0	0	0	9

TOTAL:	**0**	**0**	**0**	**94**	**36**	**24**	**0**	**238**	**42**	**51**	**159**	**9**

	LEFT	THRU	RIGHT
NORTH	94	36	24
EAST	51	159	9
SOUTH	0	0	0
WEST	0	238	42

AM PROJECT TRIPS

07/20/2020

Intersection of : E Brokaw Rd & Murphy Av & Old Oakland Rd

Traffix Node Number : 3084

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	6	2	0	0	0	2	0
NSJ LEGACY NORTH SAN JOSE	18	46	34	2	5	7	15	54	7	8	81	6
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	1	0	0	2	2	0	0	8	4	0	1	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	17	6	0	4	3	0	0	16	9	0	29	7
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**36**	**52**	**34**	**8**	**10**	**13**	**17**	**78**	**20**	**8**	**113**	**13**

	LEFT	**THRU**	**RIGHT**
NORTH	8	10	13
EAST	8	113	13
SOUTH	36	52	34
WEST	17	78	20

PM PROJECT TRIPS

07/20/2020

Intersection of : E Brokaw Rd & Murphy Av & Old Oakland Rd

Traffix Node Number : 3084

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	0	0	0	0	0	3	4	1	0	0	1	0
NSJ LEGACY NORTH SAN JOSE	6	16	17	27	43	19	18	123	4	23	88	11
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	4	2	0	0	0	0	0	1	1	0	7	2
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	9	3	0	7	6	0	0	29	17	0	15	3
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
PRE05-430 COMM (3-12552) Retail/Commercial PEPPER LANE	0	0	0	0	0	0	0	0	0	0	0	0

TOTAL:	**19**	**21**	**17**	**34**	**49**	**22**	**22**	**154**	**22**	**23**	**111**	**16**

	LEFT	THRU	RIGHT
NORTH	34	49	22
EAST	23	111	16
SOUTH	19	21	17
WEST	22	154	22

AM PROJECT TRIPS

07/20/2020

Intersection of : E Brokaw Rd & Ridder Park Dr

Traffix Node Number : 3357

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	4	0	3	0	0	0	0	0	15	8	0	0
NSJ LEGACY NORTH SAN JOSE	8	3	0	0	0	0	30	57	6	1	121	1
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	12	0	0	2	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	0	25	0	0	47	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**12**	**3**	**3**	**0**	**0**	**0**	**30**	**94**	**21**	**9**	**170**	**1**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	9	170	1
SOUTH	12	3	3
WEST	30	94	21

PM PROJECT TRIPS

07/20/2020

Intersection of : E Brokaw Rd & Ridder Park Dr

Traffix Node Number : 3357

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
H14-020 (3-04341) Office/Industrial 750 RIDDER PARK DRIVE SUPERMICRO	9	0	5	0	0	0	0	0	8	4	0	0
NSJ LEGACY NORTH SAN JOSE	2	0	0	13	4	22	3	164	5	2	132	0
PDC03-108 OFF (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA RD WEST OF UNION PACIFI BERRYESSA FLEA MKT (OFFICE)	0	0	0	0	0	0	0	2	0	0	11	0
PDC03-108 RES (3-16680) Residential BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RESIDENTIAL)	0	0	0	0	0	0	0	45	0	0	24	0
PDC03-108 RET (3-16680) Retail/Commercial BOTH SIDES OF BERRYESSA, WEST OF UNION PACIFIC BERRYESSA FLEA MKT (RETAIL)	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**11**	**0**	**5**	**13**	**4**	**22**	**3**	**211**	**13**	**6**	**167**	**0**

	LEFT	THRU	RIGHT
NORTH	13	4	22
EAST	6	167	0
SOUTH	11	0	5
WEST	3	211	13

AM PROJECT TRIPS

07/20/2020

Intersection of : N McKay Dr & Old Oakland Rd

Traffix Node Number : 3676

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	2	59	5	1	15	0	0	0	0	12	0	21
TOTAL:	**2**	**59**	**5**	**1**	**15**	**0**	**0**	**0**	**0**	**12**	**0**	**21**

	LEFT	THRU	RIGHT
NORTH	1	15	0
EAST	12	0	21
SOUTH	2	59	5
WEST	0	0	0

PM PROJECT TRIPS

07/20/2020

Intersection of : N McKay Dr & Old Oakland Rd

Traffix Node Number : 3676

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
NSJ LEGACY NORTH SAN JOSE	0	29	4	9	113	0	0	0	0	11	0	3
TOTAL:	**0**	**29**	**4**	**9**	**113**	**0**	**0**	**0**	**0**	**11**	**0**	**3**

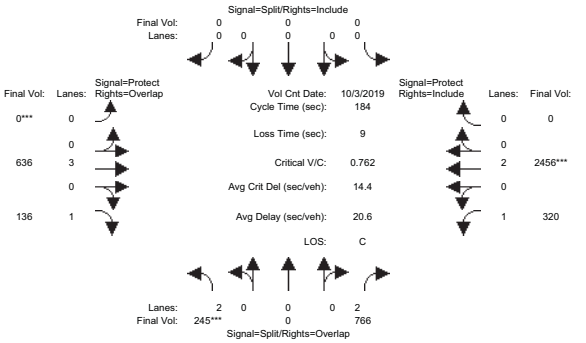
	LEFT	THRU	RIGHT
NORTH	9	113	0
EAST	11	0	3
SOUTH	0	29	4
WEST	0	0	0

Appendix C
Intersection Level of Service Calculations

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3050: 880/BROKAW (E)



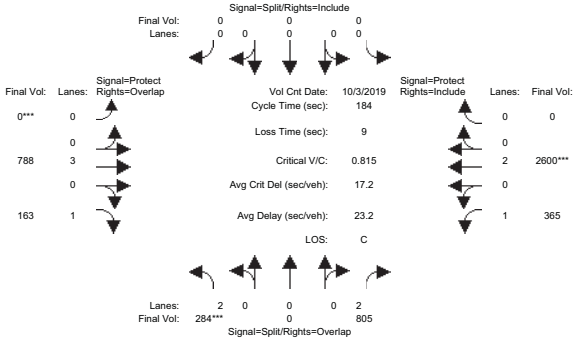
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2019 << 7:50-8:50												
Base Vol:	245	0	766	0	0	0	0	636	136	320	2456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	0	766	0	0	0	0	636	136	320	2456	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	0	766	0	0	0	0	636	136	320	2456	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	0	766	0	0	0	0	636	136	320	2456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	0	766	0	0	0	0	636	136	320	2456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	0	766	0	0	0	0	636	136	320	2456	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.24	0.00	0.00	0.00	0.00	0.11	0.08	0.18	0.65	0.00
Crit Moves:	****						****				****	
Green Time:	18.8	0.0	115.7	0.0	0.0	0.0	0.0	59.1	77.9	96.9	156	0.0
Volume/Cap:	0.76	0.00	0.39	0.00	0.00	0.00	0.00	0.35	0.18	0.35	0.76	0.00
Delay/Veh:	89.0	0.0	16.5	0.0	0.0	0.0	0.0	46.8	32.6	24.9	7.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	0.0	16.5	0.0	0.0	0.0	0.0	46.8	32.6	24.9	7.0	0.0
LOS by Move:	F	A	B	A	A	A	A	D	C	C	A	A
HCM2k95thQ:	18	0	22	0	0	0	0	16	9	19	46	0

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3050: 880/BROKAW (E)



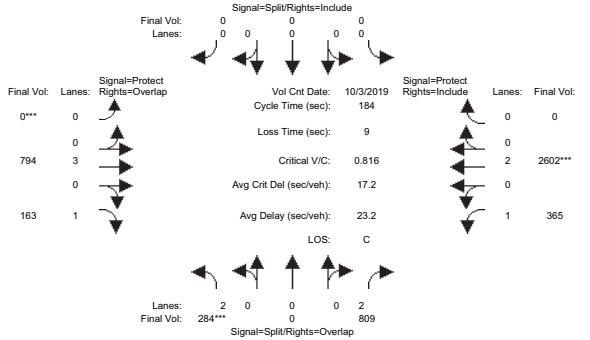
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2019 << 7:50-8:50												
Base Vol:	245	0	766	0	0	0	0	636	136	320	2456	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	245	0	766	0	0	0	0	636	136	320	2456	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	39	0	39	0	0	0	0	152	27	45	144	0
Initial Fut:	284	0	805	0	0	0	0	788	163	365	2600	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	0	805	0	0	0	0	788	163	365	2600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	0	805	0	0	0	0	788	163	365	2600	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	0	805	0	0	0	0	788	163	365	2600	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.26	0.00	0.00	0.00	0.00	0.14	0.09	0.21	0.68	0.00
Crit Moves:	****						****				****	
Green Time:	20.4	0.0	113.2	0.0	0.0	0.0	0.0	61.6	81.9	92.9	154	0.0
Volume/Cap:	0.82	0.00	0.42	0.00	0.00	0.00	0.00	0.41	0.21	0.41	0.82	0.00
Delay/Veh:	92.0	0.0	18.0	0.0	0.0	0.0	0.0	46.4	30.7	28.2	9.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.0	0.0	18.0	0.0	0.0	0.0	0.0	46.4	30.7	28.2	9.1	0.0
LOS by Move:	F	A	B	A	A	A	A	D	C	C	A	A
HCM2k95thQ:	20	0	24	0	0	0	0	19	11	23	55	0

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3050: 880/BROKAW (E)



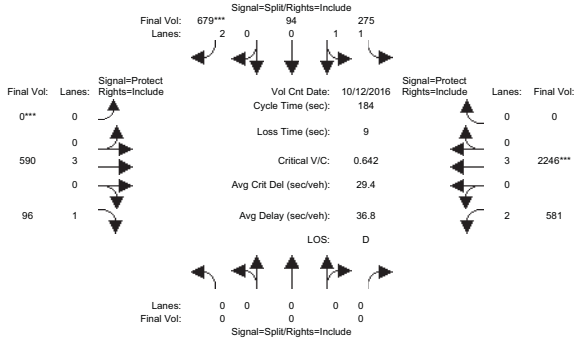
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	0	0	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2019 << 7:50-8:50																
Base Vol:	245	0	766	0	0	0	0	636	136	320	2456	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	245	0	766	0	0	0	0	636	136	320	2456	0				
Added Vol:	0	0	4	0	0	0	0	6	0	0	2	0				
ATI:	39	0	39	0	0	0	0	152	27	45	144	0				
Initial Fut:	284	0	809	0	0	0	0	794	163	365	2602	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	284	0	809	0	0	0	0	794	163	365	2602	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	284	0	809	0	0	0	0	794	163	365	2602	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	284	0	809	0	0	0	0	794	163	365	2602	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	2.00	0.00				
Final Sat.:	3150	0	3150	0	0	0	0	5700	1750	1750	3800	0				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.26	0.00	0.00	0.00	0.00	0.14	0.09	0.21	0.68	0.00				
Crit Moves:	****						****				****					
Green Time:	20.3	0.0	112.9	0.0	0.0	0.0	0.0	61.9	82.2	92.6	154	0.0				
Volume/Cap:	0.82	0.00	0.42	0.00	0.00	0.00	0.00	0.41	0.21	0.41	0.82	0.00				
Delay/Veh:	92.1	0.0	18.2	0.0	0.0	0.0	0.0	46.2	30.5	28.4	9.1	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	92.1	0.0	18.2	0.0	0.0	0.0	0.0	46.2	30.5	28.4	9.1	0.0				
LOS by Move:	F	A	B	A	A	A	A	D	C	C	A	A				
HCM2k95thQ:	20	0	24	0	0	0	0	20	11	23	56	0				

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3051: 880/BROKAW (W)



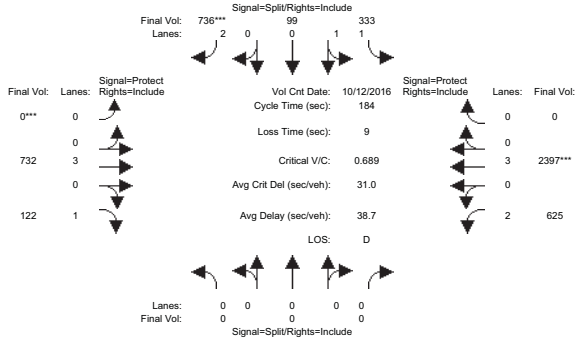
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	10	10	10	0	10	10	0	0	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:40-8:40																
Base Vol:	0	0	0	275	94	679	0	590	96	581	2246	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	275	94	679	0	590	96	581	2246	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	275	94	679	0	590	96	581	2246	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	275	94	679	0	590	96	581	2246	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	275	94	679	0	590	96	581	2246	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	275	94	679	0	590	96	581	2246	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92				
Lanes:	0.00	0.00	0.00	1.50	0.50	2.00	0.00	3.00	1.00	2.00	3.00	0.00				
Final Sat.:	0	0	0	2645	904	3150	0	5700	1750	3150	5700	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.22	0.00	0.10	0.05	0.18	0.39	0.00				
Crit Moves:						****	****				****					
Green Time:	0.0	0.0	0.0	61.8	61.8	61.8	0.0	40.6	40.6	72.4	113	0.0				
Volume/Cap:	0.00	0.00	0.00	0.31	0.31	0.64	0.00	0.47	0.25	0.47	0.64	0.00				
Delay/Veh:	0.0	0.0	0.0	44.4	44.4	51.9	0.0	61.2	58.2	40.9	22.5	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	0.0	0.0	0.0	44.4	44.4	51.9	0.0	61.2	58.2	40.9	22.5	0.0				
LOS by Move:	A	A	A	D	D	D	A	E	E	D	C	A				
HCM2k95thQ:	0	0	0	15	15	33	0	17	9	24	41	0				

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3051: 880/BROKAW (W)



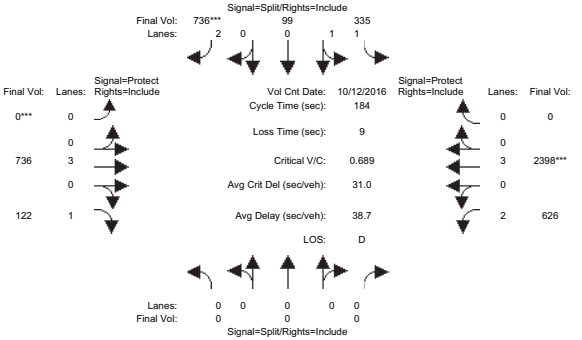
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:40-8:40												
Base Vol:	0	0	0	275	94	679	0	590	96	581	2246	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	94	679	0	590	96	581	2246	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	58	5	57	0	142	26	44	151	0
Initial Fut:	0	0	0	333	99	736	0	732	122	625	2397	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	333	99	736	0	732	122	625	2397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	333	99	736	0	732	122	625	2397	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	333	99	736	0	732	122	625	2397	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.55	0.45	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2736	813	3150	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.23	0.00	0.13	0.07	0.20	0.42	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	62.4	62.4	62.4	0.0	44.2	44.2	68.2	112	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.69	0.00	0.54	0.29	0.54	0.69	0.00
Delay/Veh:	0.0	0.0	0.0	44.9	44.9	53.2	0.0	60.1	56.3	44.9	24.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	44.9	44.9	53.2	0.0	60.1	56.3	44.9	24.1	0.0
LOS by Move:	A	A	A	D	D	D	A	E	E	D	C	A
HCM2k95thQ:	0	0	0	17	17	36	0	21	11	27	46	0

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3051: 880/BROKAW (W)



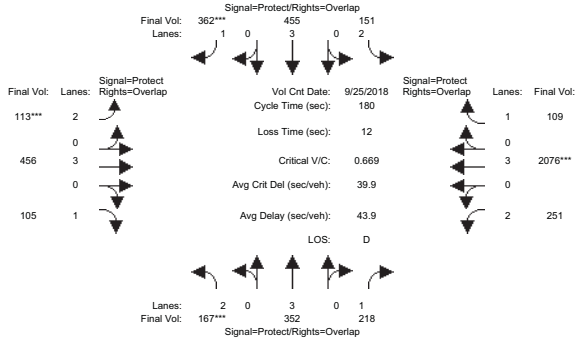
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Oct 2016 << 7:40-8:40												
Base Vol:	0	0	0	275	94	679	0	590	96	581	2246	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	275	94	679	0	590	96	581	2246	0
Added Vol:	0	0	0	2	0	0	0	4	0	1	1	0
ATI:	0	0	0	58	5	57	0	142	26	44	151	0
Initial Fut:	0	0	0	335	99	736	0	736	122	626	2398	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	335	99	736	0	736	122	626	2398	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	335	99	736	0	736	122	626	2398	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	335	99	736	0	736	122	626	2398	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.55	0.45	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2740	810	3150	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.23	0.00	0.13	0.07	0.20	0.42	0.00
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	62.4	62.4	62.4	0.0	44.3	44.3	68.1	112	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.69	0.00	0.54	0.29	0.54	0.69	0.00
Delay/Veh:	0.0	0.0	0.0	45.0	45.0	53.2	0.0	60.0	56.2	45.0	24.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.0	45.0	53.2	0.0	60.0	56.2	45.0	24.1	0.0
LOS by Move:	A	A	A	D	D	D	A	E	E	D	C	A
HCM2k95thQ:	0	0	0	17	17	36	0	21	11	27	46	0

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3084: BROKAW/OAKLAND



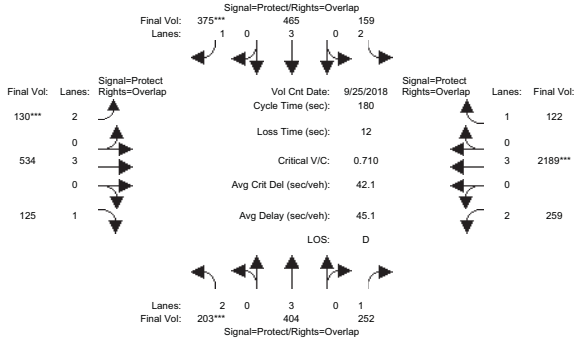
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2018 << 7:30-8:30												
Base Vol:	167	352	218	151	455	362	113	456	105	251	2076	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	352	218	151	455	362	113	456	105	251	2076	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	352	218	151	455	362	113	456	105	251	2076	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	352	218	151	455	362	113	456	105	251	2076	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	352	218	151	455	362	113	456	105	251	2076	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	352	218	151	455	362	113	456	105	251	2076	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.12	0.05	0.08	0.21	0.04	0.08	0.06	0.08	0.36	0.06
Crit Moves:	****					****	****				****	
Green Time:	14.3	33.5	87.2	26.0	45.2	54.9	9.7	54.0	68.2	53.7	98.0	124.0
Volume/Cap:	0.67	0.33	0.26	0.33	0.32	0.68	0.67	0.27	0.16	0.27	0.67	0.09
Delay/Veh:	87.4	63.7	27.5	69.6	55.0	58.3	93.5	48.1	37.0	48.3	29.9	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	63.7	27.5	69.6	55.0	58.3	93.5	48.1	37.0	48.3	29.9	9.3
LOS by Move:	F	E	C	E	D	E	F	D	D	D	C	A
HCM2k95thQ:	12	11	14	9	13	33	8	12	8	12	44	4

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3084: BROKAW/OAKLAND



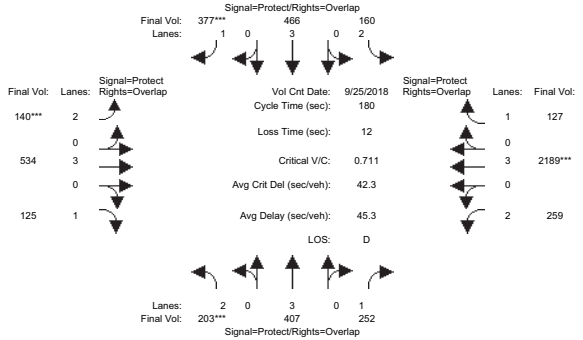
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2018 << 7:30-8:30												
Base Vol:	167	352	218	151	455	362	113	456	105	251	2076	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	352	218	151	455	362	113	456	105	251	2076	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	36	52	34	8	10	13	17	78	20	8	113	13
Initial Fut:	203	404	252	159	465	375	130	534	125	259	2189	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	404	252	159	465	375	130	534	125	259	2189	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	404	252	159	465	375	130	534	125	259	2189	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	404	252	159	465	375	130	534	125	259	2189	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.14	0.05	0.08	0.21	0.04	0.09	0.07	0.08	0.38	0.07
Crit Moves:	****					****	****				****	
Green Time:	16.3	35.2	85.5	25.0	43.9	54.3	10.5	57.4	73.8	50.4	97.3	122.4
Volume/Cap:	0.71	0.36	0.30	0.36	0.33	0.71	0.71	0.29	0.17	0.29	0.71	0.10
Delay/Veh:	87.6	62.9	29.2	70.8	56.2	60.3	95.5	46.1	33.9	51.0	31.6	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	62.9	29.2	70.8	56.2	60.3	95.5	46.1	33.9	51.0	31.6	10.0
LOS by Move:	F	E	C	E	E	E	F	D	C	D	C	A
HCM2k95thQ:	15	12	16	10	13	34	9	13	9	13	48	5

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3084: BROKAW/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Sep 2018 << 7:30-8:30												
Base Vol:	167	352	218	151	455	362	113	456	105	251	2076	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	352	218	151	455	362	113	456	105	251	2076	109
Added Vol:	0	3	0	1	1	2	10	0	0	0	0	5
ATI:	36	52	34	8	10	13	17	78	20	8	113	13
Initial Fut:	203	407	252	160	466	377	140	534	125	259	2189	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	407	252	160	466	377	140	534	125	259	2189	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	407	252	160	466	377	140	534	125	259	2189	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	203	407	252	160	466	377	140	534	125	259	2189	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.14	0.05	0.08	0.22	0.04	0.09	0.07	0.08	0.38	0.07
Crit Moves:	****					****	****				****	
Green Time:	16.3	34.8	85.5	24.8	43.3	54.5	11.2	57.7	74.1	50.7	97.2	121.9
Volume/Cap:	0.71	0.37	0.30	0.37	0.34	0.71	0.71	0.29	0.17	0.29	0.71	0.11
Delay/Veh:	87.7	63.3	29.2	71.1	56.7	60.2	94.3	45.9	33.7	50.8	31.7	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	63.3	29.2	71.1	56.7	60.2	94.3	45.9	33.7	50.8	31.7	10.1
LOS by Move:	F	E	C	E	E	E	F	D	C	D	C	B
HCM2k95thQ:	15	12	16	10	13	35	9	13	9	13	48	5

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

Oakland Road Office
North San Jose Area Development Policy Area
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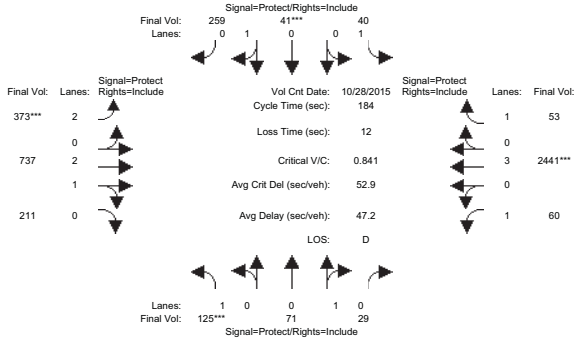
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #3357: BROKAW/RIDDER PARK



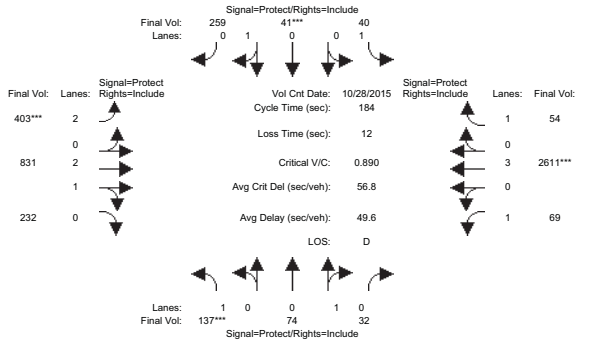
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 << 8:00-9:00												
Base Vol:	125	71	29	40	41	259	373	737	211	60	2441	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	71	29	40	41	259	373	737	211	60	2441	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	71	29	40	41	259	373	737	211	60	2441	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	71	29	40	41	259	373	737	211	60	2441	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	71	29	40	41	259	373	737	211	60	2441	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	71	29	40	41	259	373	737	211	60	2441	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.71	0.29	1.00	0.14	0.86	2.00	2.31	0.69	1.00	3.00	1.00
Final Sat.:	1750	1278	522	1750	246	1554	3150	4352	1246	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.06	0.02	0.17	0.17	0.12	0.17	0.17	0.03	0.43	0.03
Crit Moves:	****				****		****				****	
Green Time:	15.6	26.1	26.1	26.1	36.5	36.5	25.9	97.3	97.3	22.3	93.7	93.7
Volume/Cap:	0.84	0.39	0.39	0.16	0.84	0.84	0.84	0.32	0.32	0.28	0.84	0.06
Delay/Veh:	113.9	71.2	71.2	68.2	85.6	85.6	88.8	24.1	24.1	72.7	40.3	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.9	71.2	71.2	68.2	85.6	85.6	88.8	24.1	24.1	72.7	40.3	22.4
LOS by Move:	F	E	E	E	F	F	F	C	C	E	D	C
HCM2k95thQ:	18	11	11	4	32	32	23	18	18	6	60	3

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3357: BROKAW/RIDDER PARK



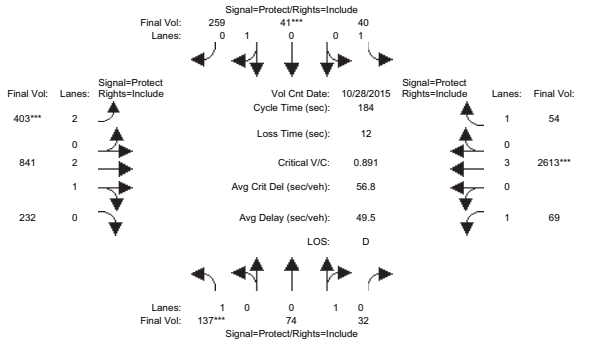
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 << 8:00-9:00												
Base Vol:	125	71	29	40	41	259	373	737	211	60	2441	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	71	29	40	41	259	373	737	211	60	2441	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	12	3	3	0	0	0	30	94	21	9	170	1
Initial Fut:	137	74	32	40	41	259	403	831	232	69	2611	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	74	32	40	41	259	403	831	232	69	2611	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	74	32	40	41	259	403	831	232	69	2611	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	74	32	40	41	259	403	831	232	69	2611	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.70	0.30	1.00	0.14	0.86	2.00	2.32	0.68	1.00	3.00	1.00
Final Sat.:	1750	1257	543	1750	246	1554	3150	4376	1222	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.02	0.17	0.17	0.13	0.19	0.19	0.04	0.46	0.03
Crit Moves:	****				****		****				****	
Green Time:	16.2	26.0	26.0	24.6	34.4	34.4	26.4	100	100.3	20.8	94.7	94.7
Volume/Cap:	0.89	0.42	0.42	0.17	0.89	0.89	0.89	0.35	0.35	0.35	0.89	0.06
Delay/Veh:	123.4	71.6	71.6	69.5	95.4	95.4	94.8	23.1	23.1	74.8	43.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.4	71.6	71.6	69.5	95.4	95.4	94.8	23.1	23.1	74.8	43.0	21.9
LOS by Move:	F	E	E	E	F	F	F	C	C	E	D	C
HCM2k95thQ:	20	11	11	4	34	34	25	20	20	7	67	3

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3357: BROKAW/RIDDER PARK



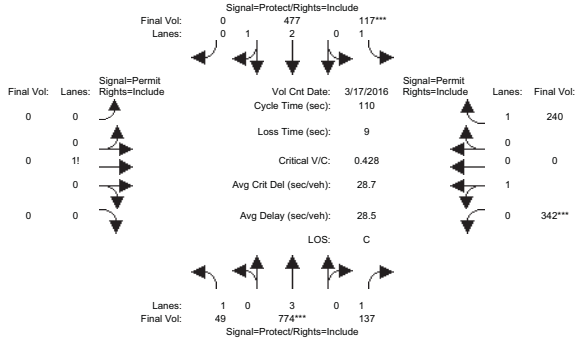
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 << 8:00-9:00												
Base Vol:	125	71	29	40	41	259	373	737	211	60	2441	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	71	29	40	41	259	373	737	211	60	2441	53
Added Vol:	0	0	0	0	0	0	0	10	0	0	2	0
ATI:	12	3	3	0	0	0	30	94	21	9	170	1
Initial Fut:	137	74	32	40	41	259	403	841	232	69	2613	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	74	32	40	41	259	403	841	232	69	2613	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	74	32	40	41	259	403	841	232	69	2613	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	74	32	40	41	259	403	841	232	69	2613	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.70	0.30	1.00	0.14	0.86	2.00	2.33	0.67	1.00	3.00	1.00
Final Sat.:	1750	1257	543	1750	246	1554	3150	4388	1210	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.02	0.17	0.17	0.13	0.19	0.19	0.04	0.46	0.03
Crit Moves:	****				****		****				****	
Green Time:	16.2	26.0	26.0	24.6	34.4	34.4	26.4	100	100.5	20.7	94.7	94.7
Volume/Cap:	0.89	0.42	0.42	0.17	0.89	0.89	0.89	0.35	0.35	0.35	0.89	0.06
Delay/Veh:	123.5	71.6	71.6	69.5	95.5	95.5	94.9	23.0	23.0	74.9	43.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.5	71.6	71.6	69.5	95.5	95.5	94.9	23.0	23.0	74.9	43.0	21.9
LOS by Move:	F	E	E	E	F	F	F	C	C	E	D	C
HCM2k95thQ:	20	11	11	4	34	34	25	20	20	7	67	3

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3676: McKAY/OAKLAND



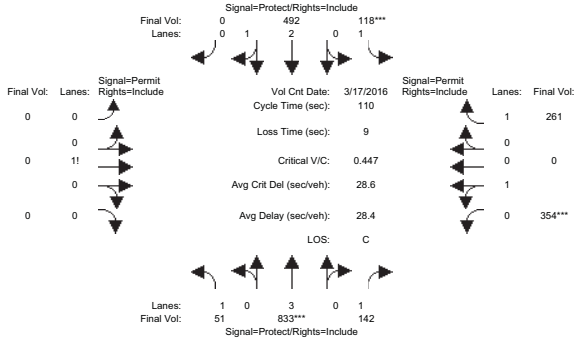
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 17 Mar 2016 << 7:45-8:45																
Base Vol:	49	774	137		117	477	0		0	0	0		342	0	240	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	49	774	137		117	477	0		0	0	0		342	0	240	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	49	774	137		117	477	0		0	0	0		342	0	240	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	49	774	137		117	477	0		0	0	0		342	0	240	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	774	137		117	477	0		0	0	0		342	0	240	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	49	774	137		117	477	0		0	0	0		342	0	240	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.92		0.92	0.92	0.92		0.95	0.95	0.92	
Lanes:	1.00	3.00	1.00		1.00	3.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00	
Final Sat.:	1750	5700	1750		1750	5600	0		0	1750	0		1800	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.14	0.08		0.07	0.09	0.00		0.00	0.00	0.00		0.19	0.00	0.14	
Crit Moves:		****			****								****			
Green Time:	21.5	34.9	34.9		17.2	30.7	0.0		0.0	0.0	0.0		48.9	0.0	48.9	
Volume/Cap:	0.14	0.43	0.25		0.43	0.31	0.00		0.00	0.00	0.00		0.43	0.00	0.31	
Delay/Veh:	36.9	29.8	28.0		43.0	31.4	0.0		0.0	0.0	0.0		21.3	0.0	19.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.9	29.8	28.0		43.0	31.4	0.0		0.0	0.0	0.0		21.3	0.0	19.9	
LOS by Move:	D	C	C		D	C	A		A	A	A		C	A	B	
HCM2k95thQ:	3	13	7		8	9	0		0	0	0		16	0	11	

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3676: McKAY/OAKLAND



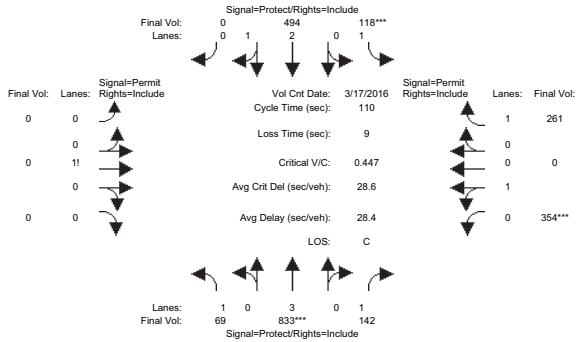
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 17 Mar 2016 << 7:45-8:45																
Base Vol:	49	774	137		117	477	0		0	0	0		342	0	240	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	49	774	137		117	477	0		0	0	0		342	0	240	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	2	59	5		1	15	0		0	0	0		12	0	21	
Initial Fut:	51	833	142		118	492	0		0	0	0		354	0	261	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	51	833	142		118	492	0		0	0	0		354	0	261	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	833	142		118	492	0		0	0	0		354	0	261	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	833	142		118	492	0		0	0	0		354	0	261	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.92		0.92	0.92	0.92		0.95	0.95	0.92	
Lanes:	1.00	3.00	1.00		1.00	3.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00	
Final Sat.:	1750	5700	1750		1750	5600	0		0	1750	0		1800	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.15	0.08		0.07	0.09	0.00		0.00	0.00	0.00		0.20	0.00	0.15	
Crit Moves:		****			****								****			
Green Time:	21.7	36.0	36.0		16.6	30.9	0.0		0.0	0.0	0.0		48.4	0.0	48.4	
Volume/Cap:	0.15	0.45	0.25		0.45	0.31	0.00		0.00	0.00	0.00		0.45	0.00	0.34	
Delay/Veh:	36.7	29.3	27.3		43.7	31.3	0.0		0.0	0.0	0.0		21.9	0.0	20.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.7	29.3	27.3		43.7	31.3	0.0		0.0	0.0	0.0		21.9	0.0	20.5	
LOS by Move:	D	C	C		D	C	A		A	A	A		C	A	C	
HCM2k95thQ:	3	14	8		9	9	0		0	0	0		16	0	12	

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3676: McKAY/OAKLAND



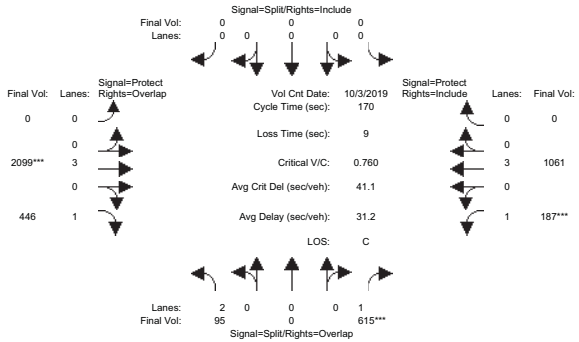
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Mar 2016 << 7:45-8:45												
Base Vol:	49	774	137	117	477	0	0	0	0	342	0	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	774	137	117	477	0	0	0	0	342	0	240
Added Vol:	18	0	0	0	2	0	0	0	0	0	0	0
ATI:	2	59	5	1	15	0	0	0	0	12	0	21
Initial Fut:	69	833	142	118	494	0	0	0	0	354	0	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	833	142	118	494	0	0	0	0	354	0	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	833	142	118	494	0	0	0	0	354	0	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	833	142	118	494	0	0	0	0	354	0	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5600	0	0	1750	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.08	0.07	0.09	0.00	0.00	0.00	0.00	0.20	0.00	0.15
Crit Moves:		****		****						****		
Green Time:	21.7	36.0	36.0	16.6	30.9	0.0	0.0	0.0	0.0	48.4	0.0	48.4
Volume/Cap:	0.20	0.45	0.25	0.45	0.31	0.00	0.00	0.00	0.00	0.45	0.00	0.34
Delay/Veh:	37.2	29.3	27.3	43.7	31.3	0.0	0.0	0.0	0.0	21.9	0.0	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	29.3	27.3	43.7	31.3	0.0	0.0	0.0	0.0	21.9	0.0	20.5
LOS by Move:	D	C	C	D	C	A	A	A	A	C	A	C
HCM2k95thQ:	4	14	8	9	9	0	0	0	0	16	0	12

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3050: 880/BROKAW (E)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 3 Oct 2019 << 4:45-5:45												
Base Vol:	95	0	615	0	0	0	0	2099	446	187	1061	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	0	615	0	0	0	0	2099	446	187	1061	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	0	615	0	0	0	0	2099	446	187	1061	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	0	615	0	0	0	0	2099	446	187	1061	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	0	615	0	0	0	0	2099	446	187	1061	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	0	615	0	0	0	0	2099	446	187	1061	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.35	0.00	0.00	0.00	0.00	0.37	0.25	0.11	0.19	0.00
Crit Moves:			****					****		****		
Green Time:	54.7	0.0	78.6	0.0	0.0	0.0	0.0	82.4	137.1	23.9	106	0.0
Volume/Cap:	0.09	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.32	0.76	0.30	0.00
Delay/Veh:	40.3	0.0	42.1	0.0	0.0	0.0	0.0	37.0	4.4	83.2	14.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	0.0	42.1	0.0	0.0	0.0	0.0	37.0	4.4	83.2	14.7	0.0
LOS by Move:	D	A	D	A	A	A	A	D	A	F	B	A
HCM2k95thQ:	4	0	47	0	0	0	0	47	12	19	15	0

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

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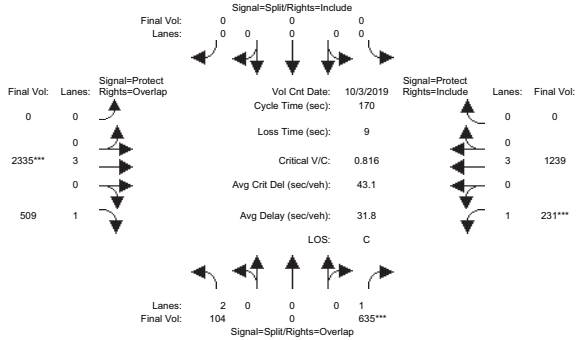
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3050: 880/BROKAW (E)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >> Count Date: 3 Oct 2019 << 4:45-5:45																
Base Vol:	95	0	615	0	0	0	0	2099	446	187	1061	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	95	0	615	0	0	0	0	2099	446	187	1061	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	9	0	20	0	0	0	0	236	63	44	178	0				
Initial Fut:	104	0	635	0	0	0	0	2335	509	231	1239	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	104	0	635	0	0	0	0	2335	509	231	1239	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	104	0	635	0	0	0	0	2335	509	231	1239	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	104	0	635	0	0	0	0	2335	509	231	1239	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00				
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.36	0.00	0.00	0.00	0.00	0.41	0.29	0.13	0.22	0.00				
Crit Moves:			****					****		****						
Green Time:	48.1	0.0	75.6	0.0	0.0	0.0	0.0	85.4	133.5	27.5	113	0.0				
Volume/Cap:	0.12	0.00	0.82	0.00	0.00	0.00	0.00	0.82	0.37	0.82	0.33	0.00				
Delay/Veh:	45.2	0.0	47.8	0.0	0.0	0.0	0.0	37.6	5.7	85.3	12.3	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	45.2	0.0	47.8	0.0	0.0	0.0	0.0	37.6	5.7	85.3	12.3	0.0				
LOS by Move:	D	A	D	A	A	A	A	D	A	F	B	A				
HCM2k95thQ:	5	0	51	0	0	0	0	53	16	23	17	0				

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

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2000 HCM Operations (Future Volume Alternative)
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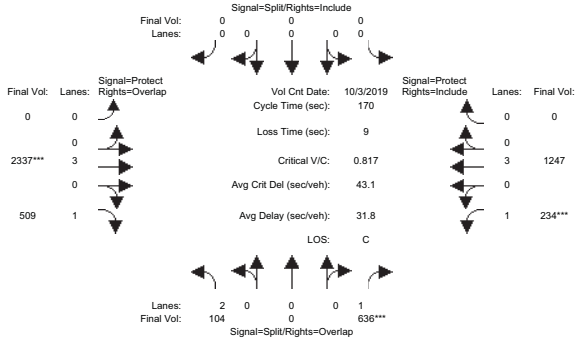
Intersection #3050: 880/BROKAW (E)



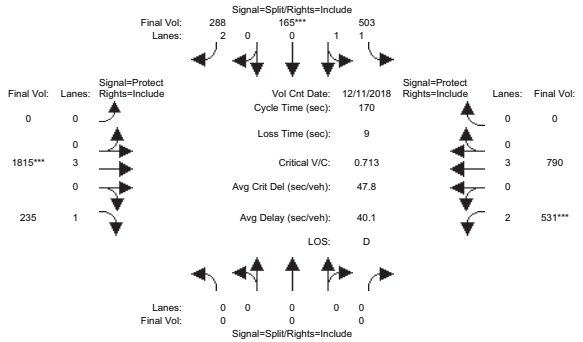
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10	0	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module: >> Count Date: 3 Oct 2019 << 4:45-5:45																
Base Vol:	95	0	615	0	0	0	0	2099	446	187	1061	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	95	0	615	0	0	0	0	2099	446	187	1061	0				
Added Vol:	0	0	1	0	0	0	0	2	0	3	8	0				
ATI:	9	0	20	0	0	0	0	236	63	44	178	0				
Initial Fut:	104	0	636	0	0	0	0	2337	509	234	1247	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	104	0	636	0	0	0	0	2337	509	234	1247	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	104	0	636	0	0	0	0	2337	509	234	1247	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	104	0	636	0	0	0	0	2337	509	234	1247	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00				
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	1750	5700	0				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.36	0.00	0.00	0.00	0.00	0.41	0.29	0.13	0.22	0.00				
Crit Moves:			****					****		****						
Green Time:	47.8	0.0	75.7	0.0	0.0	0.0	0.0	85.3	133.2	27.8	113	0.0				
Volume/Cap:	0.12	0.00	0.82	0.00	0.00	0.00	0.00	0.82	0.37	0.82	0.33	0.00				
Delay/Veh:	45.5	0.0	47.9	0.0	0.0	0.0	0.0	37.7	5.8	85.1	12.2	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	45.5	0.0	47.9	0.0	0.0	0.0	0.0	37.7	5.8	85.1	12.2	0.0				
LOS by Move:	D	A	D	A	A	A	A	D	A	F	B	A				
HCM2k95thQ:	5	0	51	0	0	0	0	53	16	24	17	0				

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3051: 880/BROKAW (W)



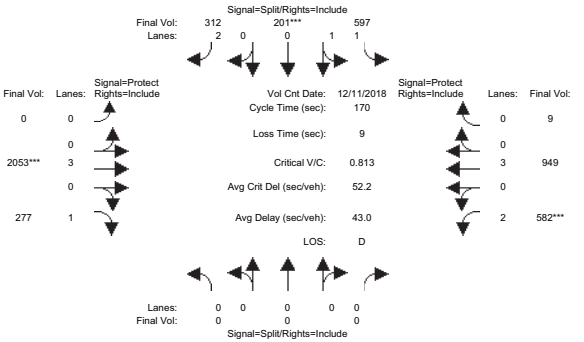
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30-5:30												
Base Vol:	0	0	0	503	165	288	0	1815	235	531	790	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	503	165	288	0	1815	235	531	790	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	503	165	288	0	1815	235	531	790	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	503	165	288	0	1815	235	531	790	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	503	165	288	0	1815	235	531	790	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	503	165	288	0	1815	235	531	790	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	1.51	0.49	2.00	0.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	2673	877	3150	0	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.09	0.00	0.32	0.13	0.17	0.14	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	44.9	44.9	44.9	0.0	75.9	75.9	40.2	116	0.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.35	0.00	0.71	0.30	0.71	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	59.3	59.3	50.9	0.0	39.2	30.3	62.9	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	59.3	59.3	50.9	0.0	39.2	30.3	62.9	9.9	0.0
LOS by Move:	A	A	A	E	E	D	A	D	C	E	A	A
HCM2k95thQ:	0	0	0	30	30	14	0	42	15	27	10	0

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3051: 880/BROKAW (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30-5:30												
Base Vol:	0	0	0	503	165	288	0	1815	235	531	790	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	503	165	288	0	1815	235	531	790	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	94	36	24	0	238	42	51	159	9
Initial Fut:	0	0	0	597	201	312	0	2053	277	582	949	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	597	201	312	0	2053	277	582	949	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	597	201	312	0	2053	277	582	949	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	597	201	312	0	2053	277	582	949	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	0.00	0.00	0.00	1.50	0.50	2.00	0.00	3.00	1.00	2.00	2.97	0.03
Final Sat.:	0	0	0	2656	894	3150	0	5700	1750	3150	5547	53
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.10	0.00	0.36	0.16	0.18	0.17	0.17
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	47.0	47.0	47.0	0.0	75.3	75.3	38.6	114	114.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.81	0.36	0.00	0.81	0.36	0.81	0.26	0.26
Delay/Veh:	0.0	0.0	0.0	62.6	62.6	49.6	0.0	43.3	31.6	69.3	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.6	62.6	49.6	0.0	43.3	31.6	69.3	11.2	11.2
LOS by Move:	A	A	A	E	E	D	A	D	C	E	B	B
HCM2k95thQ:	0	0	0	37	37	15	0	51	18	31	12	12

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

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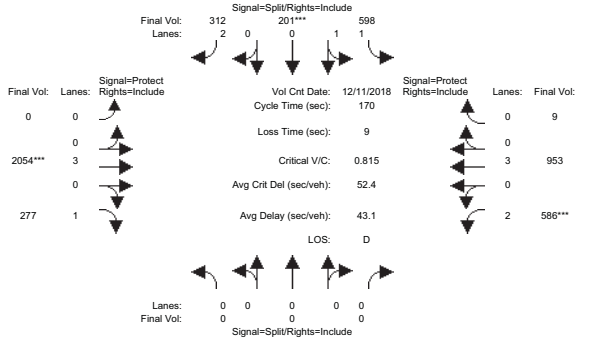
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrd+Project PM

Intersection #3051: 880/BROKAW (W)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 4:30-5:30												
Base Vol:	0	0	0	503	165	288	0	1815	235	531	790	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	503	165	288	0	1815	235	531	790	0
Added Vol:	0	0	0	1	0	0	0	1	0	4	4	0
ATI:	0	0	0	94	36	24	0	238	42	51	159	9
Initial Fut:	0	0	0	598	201	312	0	2054	277	586	953	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	598	201	312	0	2054	277	586	953	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	598	201	312	0	2054	277	586	953	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	598	201	312	0	2054	277	586	953	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.93	0.95	0.83	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	0.00	0.00	0.00	1.50	0.50	2.00	0.00	3.00	1.00	2.00	2.97	0.03
Final Sat.:	0	0	0	2657	893	3150	0	5700	1750	3150	5548	52
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.10	0.00	0.36	0.16	0.19	0.17	0.17
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	47.0	47.0	47.0	0.0	75.2	75.2	38.8	114	114.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.81	0.36	0.00	0.81	0.36	0.81	0.26	0.26
Delay/Veh:	0.0	0.0	0.0	62.8	62.8	49.7	0.0	43.5	31.7	69.3	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.8	62.8	49.7	0.0	43.5	31.7	69.3	11.2	11.2
LOS by Move:	A	A	A	E	E	D	A	D	C	E	B	B
HCM2k95thQ:	0	0	0	37	37	15	0	51	18	31	12	12

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

Oakland Road Office
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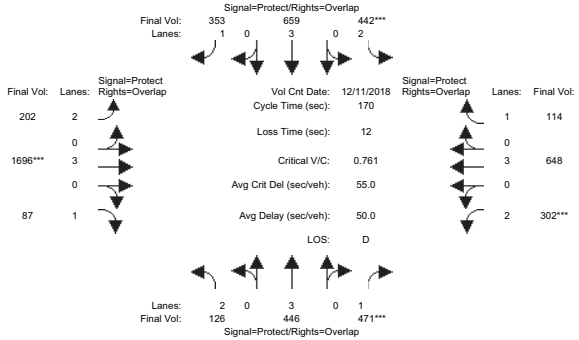
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3084: BROKAW/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:15-6:15												
Base Vol:	126	446	471	442	659	353	202	1696	87	302	648	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	446	471	442	659	353	202	1696	87	302	648	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	446	471	442	659	353	202	1696	87	302	648	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	446	471	442	659	353	202	1696	87	302	648	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	446	471	442	659	353	202	1696	87	302	648	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	446	471	442	659	353	202	1696	87	302	648	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.27	0.14	0.12	0.20	0.06	0.30	0.05	0.10	0.11	0.07
Crit Moves:			****	****				****			****	
Green Time:	16.1	38.7	60.1	31.4	53.9	85.6	31.7	66.5	82.6	21.4	56.2	87.6
Volume/Cap:	0.42	0.34	0.76	0.76	0.36	0.40	0.34	0.76	0.10	0.76	0.34	0.13
Delay/Veh:	73.5	55.2	54.1	71.6	44.9	26.5	60.5	46.4	23.7	80.2	43.1	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	55.2	54.1	71.6	44.9	26.5	60.5	46.4	23.7	80.2	43.1	21.4
LOS by Move:	E	E	D	E	D	C	E	D	C	F	D	C
HCM2k95thQ:	8	12	40	26	16	22	10	41	5	20	15	6

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

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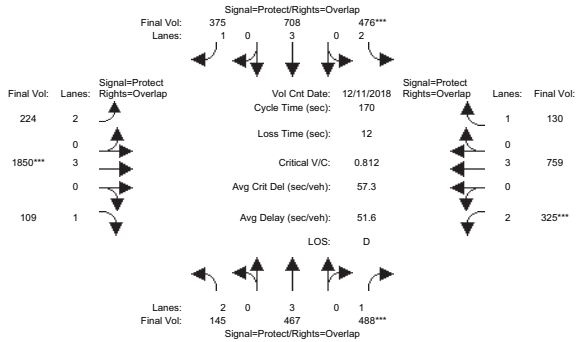
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3084: BROKAW/OAKLAND



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:15-6:15												
Base Vol:	126	446	471	442	659	353	202	1696	87	302	648	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	446	471	442	659	353	202	1696	87	302	648	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	19	21	17	34	49	22	22	154	22	23	111	16
Initial Fut:	145	467	488	476	708	375	224	1850	109	325	759	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	467	488	476	708	375	224	1850	109	325	759	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	467	488	476	708	375	224	1850	109	325	759	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	467	488	476	708	375	224	1850	109	325	759	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.28	0.15	0.12	0.21	0.07	0.32	0.06	0.10	0.13	0.07
Crit Moves:			****	****				****		****		
Green Time:	16.6	36.8	58.4	31.6	51.8	83.0	31.2	68.0	84.6	21.6	58.4	90.0
Volume/Cap:	0.47	0.38	0.81	0.81	0.41	0.44	0.39	0.81	0.13	0.81	0.39	0.14
Delay/Veh:	73.6	57.0	59.0	74.7	47.1	28.7	61.5	47.7	22.9	84.1	42.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.6	57.0	59.0	74.7	47.1	28.7	61.5	47.7	22.9	84.1	42.4	20.4
LOS by Move:	E	E	E	E	D	C	E	D	C	F	D	C
HCM2k95thQ:	9	13	43	28	18	24	11	45	6	21	18	7

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

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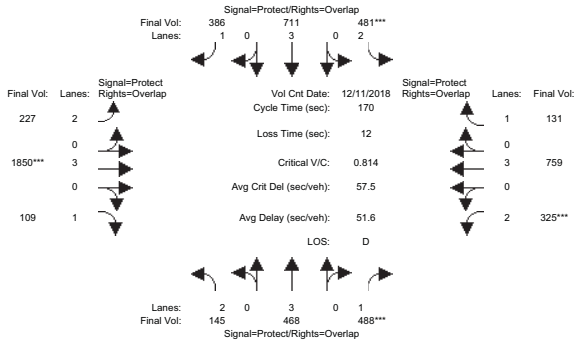
Intersection #3084: BROKAW/OAKLAND



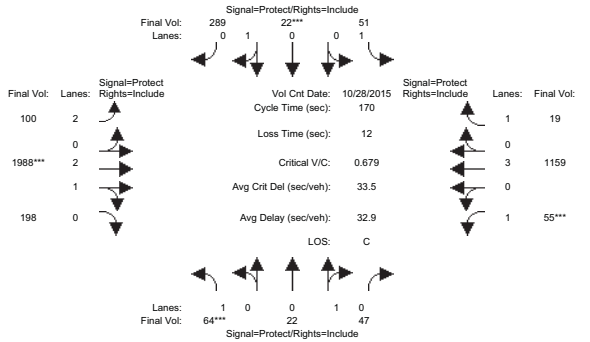
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 11 Dec 2018 << 5:15-6:15												
Base Vol:	126	446	471	442	659	353	202	1696	87	302	648	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	446	471	442	659	353	202	1696	87	302	648	114
Added Vol:	0	1	0	5	3	11	3	0	0	0	0	1
ATI:	19	21	17	34	49	22	22	154	22	23	111	16
Initial Fut:	145	468	488	481	711	386	227	1850	109	325	759	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	468	488	481	711	386	227	1850	109	325	759	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	468	488	481	711	386	227	1850	109	325	759	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	468	488	481	711	386	227	1850	109	325	759	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.28	0.15	0.12	0.22	0.07	0.32	0.06	0.10	0.13	0.07
Crit Moves:			****	****				****		****		
Green Time:	16.2	36.7	58.3	31.9	52.4	83.8	31.4	67.8	84.1	21.6	58.0	89.9
Volume/Cap:	0.48	0.38	0.81	0.81	0.40	0.45	0.39	0.81	0.13	0.81	0.39	0.14
Delay/Veh:	74.1	57.1	59.3	74.7	46.6	28.4	61.3	47.8	23.2	84.3	42.7	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	57.1	59.3	74.7	46.6	28.4	61.3	47.8	23.2	84.3	42.7	20.5
LOS by Move:	E	E	E	E	D	C	E	D	C	F	D	C
HCM2k95thQ:	9	13	43	28	18	24	11	45	6	22	18	7

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3357: BROKAW/RIDDER PARK



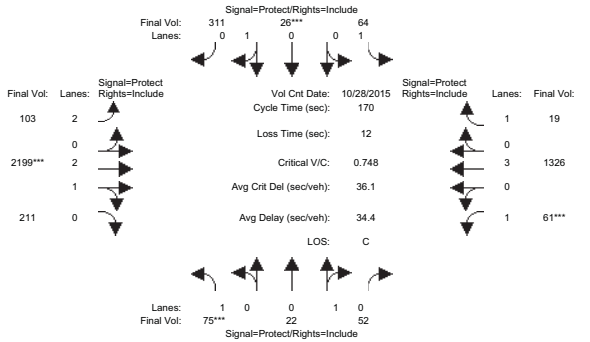
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 << 4:45-5:45												
Base Vol:	64	22	47	51	22	289	100	1988	198	55	1159	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	22	47	51	22	289	100	1988	198	55	1159	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	22	47	51	22	289	100	1988	198	55	1159	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	22	47	51	22	289	100	1988	198	55	1159	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	22	47	51	22	289	100	1988	198	55	1159	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	22	47	51	22	289	100	1988	198	55	1159	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.32	0.68	1.00	0.07	0.93	2.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	1750	574	1226	1750	127	1673	3150	5092	507	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.17	0.17	0.03	0.39	0.39	0.03	0.20	0.01
Crit Moves:	****				****			****			****	
Green Time:	10.0	26.5	26.5	26.5	43.0	43.0	17.7	97.2	97.2	7.8	87.3	87.3
Volume/Cap:	0.62	0.25	0.25	0.19	0.68	0.68	0.31	0.68	0.68	0.68	0.40	0.02
Delay/Veh:	89.3	63.4	63.4	62.7	61.6	61.6	71.0	26.2	26.2	101.3	25.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.3	63.4	63.4	62.7	61.6	61.6	71.0	26.2	26.2	101.3	25.3	20.3
LOS by Move:	F	E	E	E	E	E	E	C	C	F	C	C
HCM2k95thQ:	9	7	7	5	28	28	6	42	42	6	21	1

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3357: BROKAW/RIDDER PARK



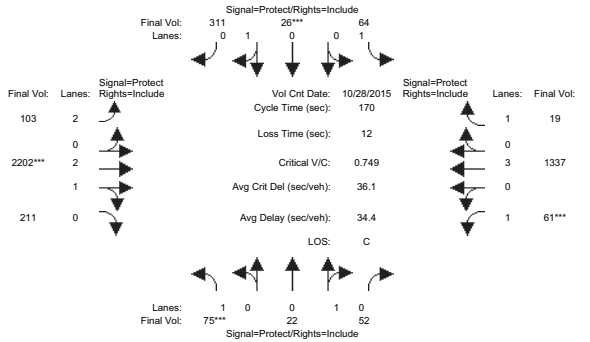
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 << 4:45-5:45												
Base Vol:	64	22	47	51	22	289	100	1988	198	55	1159	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	22	47	51	22	289	100	1988	198	55	1159	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	0	5	13	4	22	3	211	13	6	167	0
Initial Fut:	75	22	52	64	26	311	103	2199	211	61	1326	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	22	52	64	26	311	103	2199	211	61	1326	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	22	52	64	26	311	103	2199	211	61	1326	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	22	52	64	26	311	103	2199	211	61	1326	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.30	0.70	1.00	0.08	0.92	2.00	2.73	0.27	1.00	3.00	1.00
Final Sat.:	1750	535	1265	1750	139	1661	3150	5109	490	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.04	0.19	0.19	0.03	0.43	0.43	0.03	0.23	0.01
Crit Moves:	****				****			****			****	
Green Time:	10.0	26.2	26.2	26.2	42.5	42.5	15.9	97.6	97.6	7.9	89.7	89.7
Volume/Cap:	0.73	0.27	0.27	0.24	0.75	0.75	0.35	0.75	0.75	0.75	0.44	0.02
Delay/Veh:	101.6	63.9	63.9	63.6	65.7	65.7	73.0	28.1	28.1	111.6	24.8	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.6	63.9	63.9	63.6	65.7	65.7	73.0	28.1	28.1	111.6	24.8	19.2
LOS by Move:	F	E	E	E	E	E	E	C	C	F	C	B
HCM2k95thQ:	11	7	7	6	31	31	6	49	49	7	24	1

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3357: BROKAW/RIDDER PARK



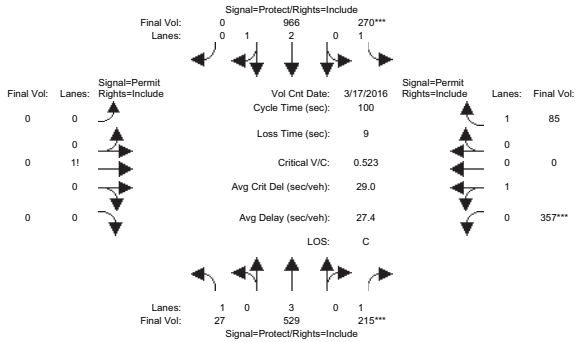
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 << 4:45-5:45												
Base Vol:	64	22	47	51	22	289	100	1988	198	55	1159	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	22	47	51	22	289	100	1988	198	55	1159	19
Added Vol:	0	0	0	0	0	0	0	3	0	0	11	0
ATI:	11	0	5	13	4	22	3	211	13	6	167	0
Initial Fut:	75	22	52	64	26	311	103	2202	211	61	1337	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	22	52	64	26	311	103	2202	211	61	1337	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	22	52	64	26	311	103	2202	211	61	1337	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	22	52	64	26	311	103	2202	211	61	1337	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.83	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	0.30	0.70	1.00	0.08	0.92	2.00	2.73	0.27	1.00	3.00	1.00
Final Sat.:	1750	535	1265	1750	139	1661	3150	5110	490	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.04	0.19	0.19	0.03	0.43	0.43	0.03	0.23	0.01
Crit Moves:	****				****			****			****	
Green Time:	10.0	26.2	26.2	26.2	42.4	42.4	15.8	97.7	97.7	7.9	89.8	89.8
Volume/Cap:	0.73	0.27	0.27	0.24	0.75	0.75	0.35	0.75	0.75	0.75	0.44	0.02
Delay/Veh:	101.6	63.9	63.9	63.6	65.8	65.8	73.1	28.1	28.1	111.7	24.8	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.6	63.9	63.9	63.6	65.8	65.8	73.1	28.1	28.1	111.7	24.8	19.1
LOS by Move:	F	E	E	E	E	E	E	C	C	F	C	B
HCM2k95thQ:	11	7	7	6	31	31	6	49	49	7	24	1

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3676: McKAY/OAKLAND



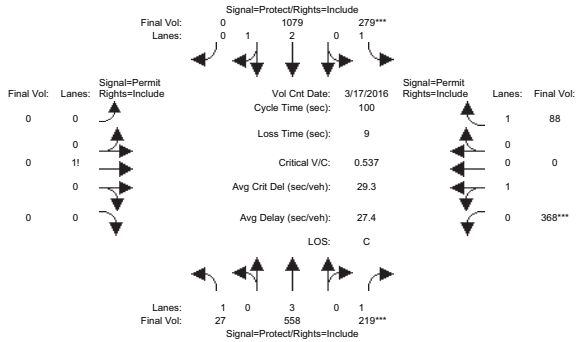
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Mar 2016 << 5:00-6:00												
Base Vol:	27	529	215	270	966	0	0	0	0	357	0	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	529	215	270	966	0	0	0	0	357	0	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	529	215	270	966	0	0	0	0	357	0	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	529	215	270	966	0	0	0	0	357	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	529	215	270	966	0	0	0	0	357	0	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	529	215	270	966	0	0	0	0	357	0	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.92	0.92	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	5700	1750	1750	5600	0	0	1750	0	1800	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.12	0.15	0.17	0.00	0.00	0.00	0.00	0.20	0.00	0.05
Crit Moves:			****	****						****		
Green Time:	15.3	23.5	23.5	29.5	37.7	0.0	0.0	0.0	0.0	38.0	0.0	38.0
Volume/Cap:	0.10	0.39	0.52	0.52	0.46	0.00	0.00	0.00	0.00	0.52	0.00	0.13
Delay/Veh:	36.6	32.4	34.6	30.3	23.6	0.0	0.0	0.0	0.0	24.7	0.0	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	32.4	34.6	30.3	23.6	0.0	0.0	0.0	0.0	24.7	0.0	20.3
LOS by Move:	D	C	C	C	C	A	A	A	A	C	A	C
HCM2k95thQ:	2	9	13	15	15	0	0	0	0	17	0	4

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3676: McKAY/OAKLAND



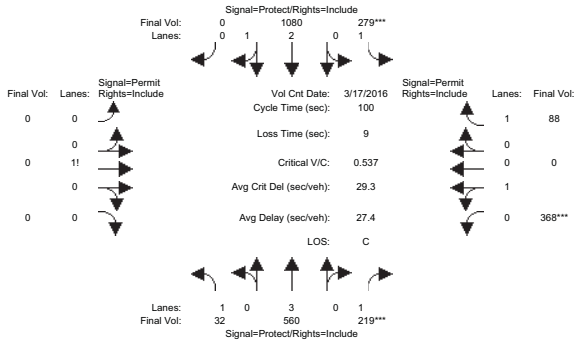
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 17 Mar 2016 << 5:00-6:00																
Base Vol:	27	529	215		270	966	0		0	0	0		357	0	85	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	529	215		270	966	0		0	0	0		357	0	85	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	29	4		9	113	0		0	0	0		11	0	3	
Initial Fut:	27	558	219		279	1079	0		0	0	0		368	0	88	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	27	558	219		279	1079	0		0	0	0		368	0	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	558	219		279	1079	0		0	0	0		368	0	88	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	27	558	219		279	1079	0		0	0	0		368	0	88	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.92		0.92	0.92	0.92		0.95	0.95	0.92	
Lanes:	1.00	3.00	1.00		1.00	3.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00	
Final Sat.:	1750	5700	1750		1750	5600	0		0	1750	0		1800	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.10	0.13		0.16	0.19	0.00		0.00	0.00	0.00		0.20	0.00	0.05	
Crit Moves:			****		****								****			
Green Time:	14.1	23.3	23.3		29.7	38.8	0.0		0.0	0.0	0.0		38.0	0.0	38.0	
Volume/Cap:	0.11	0.42	0.54		0.54	0.50	0.00		0.00	0.00	0.00		0.54	0.00	0.13	
Delay/Veh:	37.7	32.8	35.1		30.5	23.3	0.0		0.0	0.0	0.0		25.0	0.0	20.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.7	32.8	35.1		30.5	23.3	0.0		0.0	0.0	0.0		25.0	0.0	20.3	
LOS by Move:	D		C	D		C	C	A		A	A	A	C	A	C	
HCM2k95thQ:	2		10	13		15	16	0		0	0	0	18	0	4	

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

Oakland Road Office
North San Jose Area Development Policy Area
21,900 SF R&D + 2,200 SF Warehouse + 15,000 SF Office

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

Intersection #3676: McKAY/OAKLAND



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 17 Mar 2016 << 5:00-6:00																
Base Vol:	27	529	215		270	966	0		0	0	0		357	0	85	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	529	215		270	966	0		0	0	0		357	0	85	
Added Vol:	5	2	0		0	1	0		0	0	0		0	0	0	
ATI:	0	29	4		9	113	0		0	0	0		11	0	3	
Initial Fut:	32	560	219		279	1080	0		0	0	0		368	0	88	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	560	219		279	1080	0		0	0	0		368	0	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	560	219		279	1080	0		0	0	0		368	0	88	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	560	219		279	1080	0		0	0	0		368	0	88	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	1.00	0.92		0.92	0.98	0.92		0.92	0.92	0.92		0.95	0.95	0.92	
Lanes:	1.00	3.00	1.00		1.00	3.00	0.00		0.00	1.00	0.00		1.00	0.00	1.00	
Final Sat.:	1750	5700	1750		1750	5600	0		0	1750	0		1800	0	1750	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.10	0.13		0.16	0.19	0.00		0.00	0.00	0.00		0.20	0.00	0.05	
Crit Moves:			****		****								****			
Green Time:	14.1	23.3	23.3		29.7	38.9	0.0		0.0	0.0	0.0		38.0	0.0	38.0	
Volume/Cap:	0.13	0.42	0.54		0.54	0.50	0.00		0.00	0.00	0.00		0.54	0.00	0.13	
Delay/Veh:	37.8	32.8	35.1		30.5	23.3	0.0		0.0	0.0	0.0		25.0	0.0	20.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	37.8	32.8	35.1		30.5	23.3	0.0		0.0	0.0	0.0		25.0	0.0	20.3	
LOS by Move:	D		C	D		C	C	A		A	A	A	C	A	C	
HCM2k95thQ:	2		10	13		15	16	0		0	0	0	18	0	4	

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

ATTACHMENT C EMAIL CORRESPONDENCE BETWEEN THE CITY OF SAN JOSÉ AND VTA

From: Torney, Lola
To: Banwait, Manjit; Catangay, Michael
Cc: Lapustea, Florin; Cheung, Christy; Trejo, Liana; Forster, Steven; Provenzano, Joe
Subject: RE: VTA Comments on TA Scope of Work for 3-14721 1717 Oakland Road Office Project [SJ2023]
Attachments: image001.png

Np! I had to ask my bus stop guru to confirm:

- Solar shelters are ~$15K
- Regular, non-ad shelters are ~$12K

These prices may rise over time as the cost of materials change, but these are the numbers we've been using.
Now we have it in writing and can refer back to this if needed!
~Lola

From: Banwait, Manjit <Manjit.Banwait@sanjoseca.gov>
Sent: Thursday, March 18, 2021 4:10 PM
To: Torney, Lola <Lola.Torney@vta.org>; Catangay, Michael <Michael.Catangay@vta.org>
Cc: Lapustea, Florin <Florin.Lapustea@sanjoseca.gov>; Cheung, Christy <Christy.Cheung@sanjoseca.gov>; Trejo, Liana <liana.trejo@sanjoseca.gov>; Forster, Steven <Steven.Forster@sanjoseca.gov>; Provenzano, Joe <Joe.Provenzano@sanjoseca.gov>
Subject: RE: VTA Comments on TA Scope of Work for 3-14721 1717 Oakland Road Office Project [SJ2023]

Thank you so much for the quick reply Lola. I know we have asked this before but I am getting old and don't remember, do you have a guesstimate of how much the Braco shelter costs?

From: Torney, Lola <Lola.Torney@vta.org>
Sent: Thursday, March 18, 2021 3:49 PM
To: Banwait, Manjit <Manjit.Banwait@sanjoseca.gov>; Catangay, Michael <Michael.Catangay@vta.org>
Cc: Lapustea, Florin <Florin.Lapustea@sanjoseca.gov>; Cheung, Christy <Christy.Cheung@sanjoseca.gov>; Trejo, Liana <liana.trejo@sanjoseca.gov>; Forster, Steven <Steven.Forster@sanjoseca.gov>; Provenzano, Joe <Joe.Provenzano@sanjoseca.gov>
Subject: RE: VTA Comments on TA Scope of Work for 3-14721 1717 Oakland Road Office Project [SJ2023]

> [External Email]

Hi Manjit,
Those stops were recently removed as part of our bus stop balancing program. Instead, if the development could contribute to improving the one on Brokaw (where the old stop was consolidated to), it would be great to get a Brasco shelter there! Please see below and attached for our new comment on this site.

New VTA Comment on Bus Stops

VTA recently evaluated Frequent Route 66 that runs along the project frontage. The stop in front of the site was consolidated to an existing bus stop 600 feet south of the proposed development. VTA requests that the nearby stop located at soutbound Oakland north of Brokaw Road (next to Chase Bank) have a new 13' Brasco solar ad shelter at the back of sidewalk. For purchasing a new shelter, the contact information for Brasco is on the specs (attached). When placing the order for the Brasco shelter, request for VTA standard with logo plate and locks (not pictured on specs). Additionally, when the installation of the shelter is complete, VTA inspects the shelter installation at no additional cost. Contact permits@vta.org to schedule inspection.

VTA has a Bus Stop Placement, Closures and Relocations Policy (https://www.vta.org/sites/default/files/documents/busstoppolicy.pdf). Prior to any construction or bus stop impact, please contact bus.stop@vta.org.
Let me know if you have any follow up questions!
~Lola

From: Banwait, Manjit <Manjit.Banwait@sanjoseca.gov>
Sent: Thursday, March 18, 2021 3:07 PM
To: Torney, Lola <Lola.Torney@vta.org>; Catangay, Michael <Michael.Catangay@vta.org>
Cc: Lapustea, Florin <Florin.Lapustea@sanjoseca.gov>; Cheung, Christy <Christy.Cheung@sanjoseca.gov>; Trejo, Liana <liana.trejo@sanjoseca.gov>; Forster, Steven <Steven.Forster@sanjoseca.gov>; Provenzano, Joe <Joe.Provenzano@sanjoseca.gov>
Subject: RE: VTA Comments on TA Scope of Work for 3-14721 1717 Oakland Road Office Project [SJ2023]

Hi Michael and Lola,

Please confirm if for the subject project and if for the bus stop northbound on Oakland Road we would require the following:

1. Relocation to north of the intersection of Oakland and McKay
2. Installation of a bus pad?
3. Installation of a bench or shelter? If shelter, please confirm if it would be solar powered (the project won't be able to pull electrical).

I recall we briefly spoke about this one but just wanted to confirm again.

Thanks,

Manjit K. Banwait
Senior Transportation Specialist
Development Services Division
Department of Public Works
City of San Jose
200 East Santa Clara Street
San Jose CA 95112

From: Torney, Lola <Lola.Torney@vta.org>
Sent: Friday, July 31, 2020 10:50 AM
To: Banwait, Manjit <Manjit.Banwait@sanjoseca.gov>
Subject: VTA Comments on TA Scope of Work for 3-14721 1717 Oakland Road Office Project [SJ2023]

> [External Email]

Hi Manjit,
Thank you for sharing the TA scope of work for the 1717 Oakland Road Office Development Project. VTA has the following comments:
VTA Transit Service:
VTA currently runs Frequent Route 66 along the project frontage of the Oakland Road office development. Frequent Route 66 connects North Milpitas, Milpitas BART, Downtown San Jose, Snell Light Rail Station, and Kaiser San Jose. There is one existing bus stop on southbound Oakland Road south of McKay Drive. VTA would like the opportunity to review updated site plans to ensure the placement of driveways, landscaping, and any other features do not conflict with bus operations. VTA's Transit Passenger Environment Plan provides design guidelines for bus stops. This document can be downloaded at https://www.vta.org/projects/transit-passenger-environment-plan.
VTA appreciates that the scope of work includes an evaluation of the project's ability to support

transit ridership and an assessment of transit facilities and service, including access to transit and transit operations in the study area. VTA notes that a quantitative analysis of congestion effects on transit delay is required for CMP purposes per VTA's TIA Guidelines.
Thanks again and please let me know if you have any questions.
~Lola

Lola Torney | She/Her
Transportation Planner III
Bicycle and Pedestrian Program
Santa Clara Valley Transportation Authority
3331 North First Street, Building B
San José, CA 95134-1927
Phone **408-321-5830**

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