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APPENDIX L

Noise and Vibration Assessment

CHARCOT AVENUE DATA CENTER NOISE AND VIBRATION ASSESSMENT

San José, California

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INTRODUCTION

The Charcot Avenue Data Center (Project) is proposed at 326 Charcot Avenue, in San José, California. The Project consists of a three-story data center building, emergency backup generators, an on-site substation, storm water retention ponds, associated parking, and landscaping. The maximum electrical load of the Project would be 99 megawatts (MW). To provide service to the Project, Pacific Gas & Electric (PG&E) would construct off-site facilities (PG&E Facilities), including a switching station and transmission line towers, which are to be evaluated separately.

This report evaluates the Project's potential to result in significant impacts with respect to applicable California Environmental Quality Act (CEQA) guidelines. The report is divided into two sections: 1) the Setting Section provides a brief description of the fundamentals of environmental noise and groundborne vibration, summarizes applicable regulatory criteria, and discusses ambient noise conditions in the project vicinity; and 2) the Impacts and Mitigation Measures Section describes the significance criteria used to evaluate project impacts, provides a discussion of each project impact, and presents mitigation measures, where necessary, to mitigate project impacts to a less-than-significant level.

SETTING

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher-pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is the intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales that are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement that indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a tenfold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA).* This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period, a method for

TABLE 1 Definition of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound and a reference sound pressure (e.g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sounds are below 20 Hz, and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after the addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after the addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content, as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

TABLE 2 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
		Broadcast/recording studio
	10 dBA	
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level* (*CNEL*) is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 p.m. to 10:00 p.m.) and a 10 dB penalty added to nocturnal (10:00 p.m. to 7:00 a.m.) noise levels. The *Day/Night Average Sound Level* (*DNL* or L_{dn}) is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors, the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA DNL. Typically, the highest steady traffic noise level during the daytime is about equal to the DNL, and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection, and most jurisdictions apply the same criterion for all residential uses.

Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling.[1] Sleep and speech interference are therefore possible when exterior noise levels are about 57 to 62 dBA DNL with open windows and 65 to 70 dBA DNL if the windows are closed. Levels of 55 to 60 dBA are common along collector streets and secondary arterials, while 65 to 70 dBA is a typical value for a primary/major arterial. Levels of 75 to 80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed; those facing major roadways and freeways typically need special glass windows.

[1] Based on the U.S. Department of Transportation Federal Highway Administration document "Highway Traffic Noise: Analysis and Abatement Guidance" (2010) and data from Illingworth & Rodkin, Inc. noise monitoring projects.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community from noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio, and television, house vibrations, and interference with sleep and rest. The DNL, as a measure of noise, has been found to provide a valid correlation between noise level and the percentage of people who are annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA DNL. At a DNL of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the DNL increases to 70 dBA, the percentage of the population highly annoyed increases to about 25 to 30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a DNL of 60 and 70 dBA. Between a DNL of 70 to 80 dBA, each additional decibel increases the percentage of the population highly annoyed by about 3 percent. People appear to respond more adversely to aircraft noise. When the DNL is 60 dBA, approximately 30 to 35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.[2]

Fundamentals of Groundborne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction-generated vibration for building damage and human complaints. Table 3 displays the reactions of people and the effects on buildings that continuous or frequent intermittent vibration levels produce. The guidelines in Table 3 represent syntheses of vibration criteria for human response and potential damage to buildings resulting from construction vibration.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction-related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration, and almost exclusively to assess the potential of vibration to cause damage and the degree of annoyance for humans.

[2] Kryter, Karl D. The Effects of Noise on Man. Menlo Park, Academic Press, Inc., 1985.

TABLE 3 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Threshold at which there is a risk of damage to fragile buildings with no risk of damage to most buildings
0.25	Strongly perceptible to severe	Threshold at which there is a risk of damage to historic and some old buildings.
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential structures
0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to new residential and modern commercial/industrial structures

Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, April 2020.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception of vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; minor, including limited surface cracking; or major, which may threaten the structural integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher. The damage criteria presented in Table 3 include several categories for ancient, fragile, and historic structures, the types of structures most at risk of damage. Most buildings are included within the categories ranging from “Historic and some old buildings” to “Modern industrial/commercial buildings”. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

The annoyance levels shown in Table 3 should be interpreted with care since vibration may be found to be annoying at lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibrations, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

Regulatory Background – Noise

This section describes the relevant guidelines, policies, and standards established by Federal Agencies, State Agencies, Santa Clara County, and the City of San José. The State CEQA Guidelines, Appendix G, are used to assess the potential significance of impacts pursuant to local General Plan policies or the applicable standards of other agencies. A summary of the applicable regulatory criteria follows.

Federal Government

Federal Transit Administration. The Federal Transit Administration (FTA) has identified construction noise thresholds in the *Transit Noise and Vibration Impact Assessment Manual*,[3] which limits construction noise to 80 dBA L_{eq} at residential land uses, 85 dBA L_{eq} at commercial and office uses, and to 90 dBA L_{eq} at industrial land uses.

State of California

State CEQA Guidelines. The California Environmental Quality Act (CEQA) contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. Under CEQA, noise impacts would be considered significant if the project would result in:

(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

(b) Generation of excessive groundborne vibration or groundborne noise levels;

(c) For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

City of San José

City of San José General Plan. The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies with the goal of minimizing the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies in the City of San José. The following policies are applicable to the proposed project:

EC-1.2 Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

3 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, FTA Report No. 0123, September 2018.

- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain "Normally Acceptable;" or

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

EC-1.3 Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.

EC-1.6 Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City's Municipal Code.

EC-1.7 Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

City of San José Municipal Code. The City's Municipal Code contains a Zoning Ordinance that limits noise levels at adjacent properties. Chapter 20.50.300 states that sound pressure levels generated by any use or combination of uses on a property zoned for industrial use shall not exceed 55 dBA at any property line shared with land zoned for residential purposes, 60 dBA at any property line shared with land zoned for commercial purposes, and 70 dBA at any property line shared with land zoned for industrial or use other than commercial or residential purposes, except upon issuance and in compliance with a Conditional Use Permit. The code is not explicit in terms of the acoustical descriptor associated with the noise level limit.

Chapter 20.100.450 of the Municipal Code establishes allowable hours of construction within 500 feet of a residential unit between 7:00 a.m. and 7:00 p.m. Monday through Friday unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence.

Chapter 20.80.2030 limits testing of generators to the hours of 7 a.m. to 7 p.m., Monday through Friday.

Regulatory Background – Vibration

City of San José

City of San José General Plan. The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies to achieve the goal of minimizing vibration impacts on people, residences, and business operations in the City of San José. The following policies are applicable to the proposed project:

EC-2.3 Require new development to minimize continuous vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, including ruins and ancient monuments or building that are documented to be structurally weakened, a continuous vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A continuous vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction. Equipment or activities typical of generating continuous vibration include but are not limited to: excavation equipment; static compaction equipment; vibratory pile drivers; pile-extraction equipment; and vibratory compaction equipment. Avoid use of impact pile drivers within 125 feet of any buildings, and within 300 feet of historical buildings, or buildings in poor condition. On a project-specific basis, this distance of 300 feet may be reduced where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction. Transient vibration impacts may exceed a vibration limit of 0.08 in/sec PPV only when and where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction.

Existing Noise Environment

The project site is located at 326 Charcot Avenue in the City of San José. The project site is bound by Charcot Avenue to the north, Zanker Road to the west, the Union Pacific Railroad (UPRR) to the east, and existing light industrial and office uses to the south. Additional light industrial and office uses are located opposite Charcot Avenue, Zanker Road, and the UPRR railroad tracks.

The noise environment at the site and in the surrounding area results primarily from local traffic on Zanker Road, Charcot Avenue, and East Brokaw Road, and distant traffic noise generated by Interstate 880 (I-880). Operational noise from the surrounding light industrial and office uses would contribute to the noise environment, as would aircraft noise associated with San José Mineta International Airport. Based on our review of the U.S. Department of Transportation Crossing Inventory Form for the UPRR railroad track, the available information suggests that the railroad

spur is infrequently used. A noise monitoring survey consisting of three long-term (LT-1 through LT-3) and three short-term (ST-1 through ST-3) noise measurements was conducted near the project site between Thursday, April 2, 2026, and Tuesday, April 7, 2026. All measurement locations are shown in Figure 1.

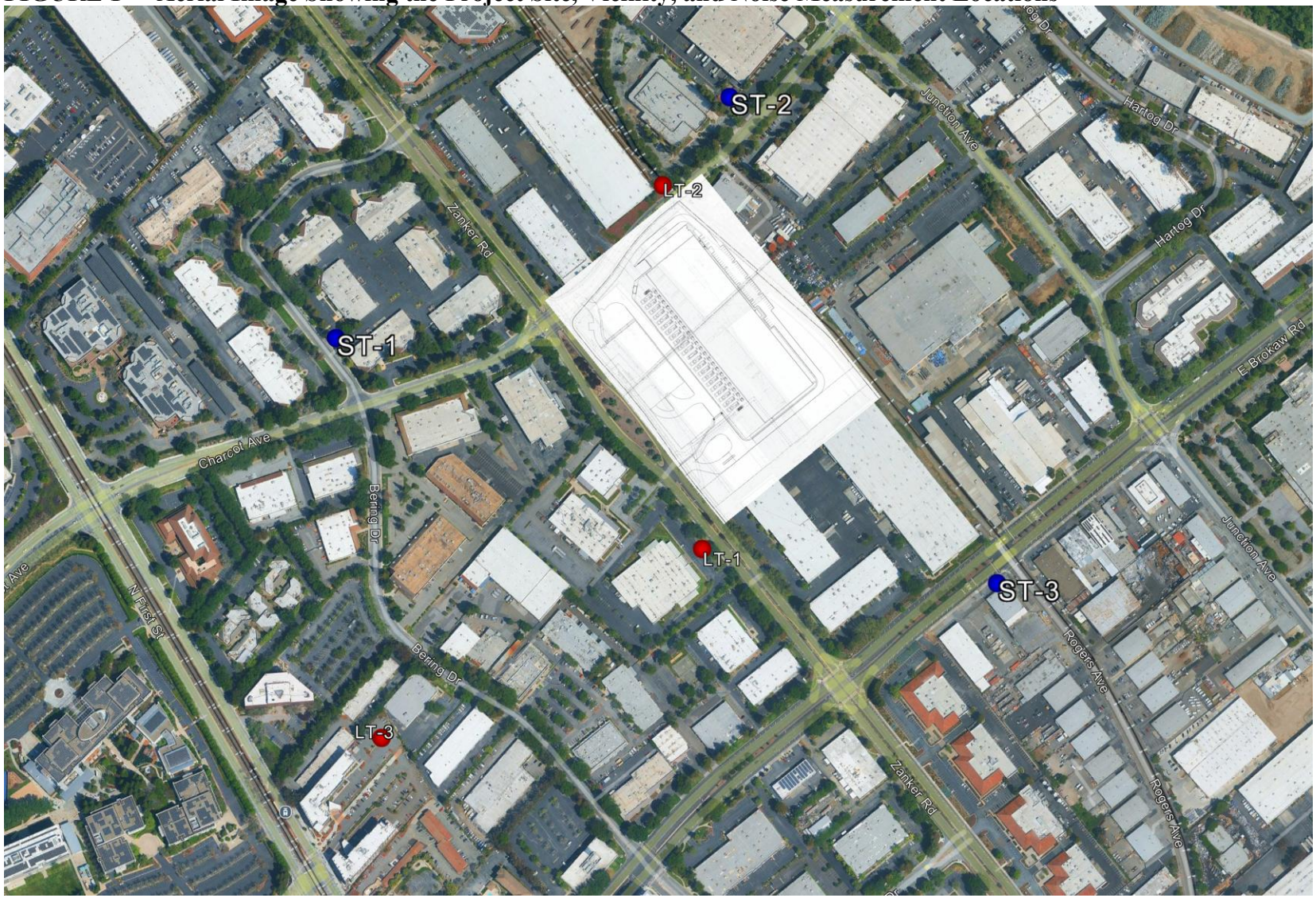
Long-term noise measurement LT-1 was made in front of the office building at 2085 Zanker Road, approximately 85 feet from the centerline. Hourly average noise levels at LT-1 typically ranged from 58 to 67 dBA L_{eq} during daytime hours (7:00 a.m. and 10:00 p.m.) and from 52 to 63 dBA L_{eq} during nighttime hours (10:00 p.m. and 7:00 a.m.) on weekdays. On weekends, hourly average noise levels typically ranged from 57 to 63 dBA L_{eq} during daytime hours and from 53 to 60 dBA L_{eq} during nighttime hours. The day-night average noise level ranged from 65 to 66 dBA DNL on weekdays and from 62 to 64 dBA DNL over the weekend. The daily trend in noise levels at LT-1 is shown in Figures A1 through A6 of Appendix A.

LT-2 was made outside of 2250 Zanker Road, approximately 10 feet from the UPRR railroad tracks and approximately 60 feet from the centerline of Charcot Avenue. Hourly average noise levels at LT-2 typically ranged from 56 to 66 dBA L_{eq} during daytime hours and from 48 to 65 dBA L_{eq} during nighttime hours on weekdays. On weekends, hourly average noise levels typically ranged from 55 to 61 dBA L_{eq} during daytime hours and from 50 to 60 dBA L_{eq} during nighttime hours. Two noisy events occurred during the weekend (at 11:00 a.m. on Saturday and 9:00 p.m. on Sunday), generating noise levels of 68 to 76 dBA L_{eq}, which were unusual for the LT-2 location. The day-night average noise level ranged from 65 to 66 dBA DNL on weekdays and from 61 to 63 dBA DNL on the weekend. The daily trend in noise levels at LT-2 is shown in Figures A7 through A12 of Appendix A.

LT-3 was made in the rear parking lot of the Hampton Inn & Suites San José Airport. Hourly average noise levels at LT-3 typically ranged from 52 to 57 dBA L_{eq} during daytime hours and from 44 to 56 dBA L_{eq} during nighttime hours on weekdays. On weekends, hourly average noise levels typically ranged from 49 to 56 dBA L_{eq} during daytime and nighttime hours. The first two hours on Thursday, the 4:00 a.m. hour on Tuesday, and 2:00 p.m. on Saturday were unusually loud. The day-night average noise level ranged from 57 to 59 dBA DNL on weekdays and from 59 to 60 dBA DNL on the weekend. The daily trend in noise levels at LT-3 is shown in Figures A13 through A18 of Appendix A.

Short-term noise measurements ST-1 through ST-3 were made on Thursday, April 2, 2026, between 2:30 p.m. and 3:20 p.m. Table 4 summarizes the noise measurement results at each site.

FIGURE 1 Aerial Image Showing the Project Site, Vicinity, and Noise Measurement Locations



Source: Google Earth, 2026.

TABLE 4 Summary of Short-Term Noise Measurements

Noise Measurement Location	Date, Time	Measured Noise Level, dBA					
		L_{max}	$L_{(1)}$	$L_{(10)}$	$L_{(50)}$	$L_{(90)}$	L_{eq}
ST-1: ~55 feet from the Bering Drive centerline	4/2/2026, 14:30-14:40	70	68	62	56	52	59
ST-2: ~125 feet from the Charcot Avenue centerline	4/2/2026, 14:50-15:00	70	68	62	56	52	59
ST-3: ~80 feet from the East Brokaw Road centerline	4/2/2026, 15:10-15:20	82	75	70	65	59	67

ST-1 was made from the sidewalk at 2340 Bering Drive, approximately 55 feet from the centerline of Bering Drive. The dominant noise source at ST-1 was traffic noise along Charcot Avenue, which included 124 passenger cars (60 to 65 dBA), four medium trucks (about 60 dBA), and one heavy truck (70 dBA). Traffic noise along Bering Drive contributed to the noise environment, with three passenger cars (65 to 68 dBA) and one medium truck (70 dBA). In the absence of traffic noise, the background ambient noise levels ranged from 52 to 53 dBA. Additionally, two jet flyovers produced noise levels of 62 to 63 dBA at ST-1. The 10-minute L_{eq} measured at ST-1 was 59 dBA.

ST-2 was made from the parking lot at 521 Charcot Avenue, approximately 125 feet from the roadway centerline. Local traffic dominated the noise environment at ST-2, with 65 passenger cars (58 to 67 dBA), three medium trucks (about 64 dBA), and two heavy trucks (about 70 dBA). In the absence of traffic noise, the ambient noise level was about 50 dBA. Additionally, four jet flyovers produced noise levels of 59 to 62 dBA at ST-2. Wind gusts generated noise levels up to 62 dBA at ST-2, and trash pickup from a nearby dumpster generated noise levels up to 70 dBA. The 10-minute L_{eq} measured at ST-2 was 59 dBA.

ST-3 was made at the southwestern corner of the East Brokaw Road/Rogers Avenue intersection, with setbacks of approximately 80 feet from the centerline of East Brokaw Road and approximately 85 feet from the centerline of Rogers Avenue. Traffic noise along East Brokaw Road dominated the noise environment at ST-3, consisting of 349 passenger cars (63 to 69 dBA), two medium trucks (65 to 70 dBA), three heavy trucks (65 to 82 dBA), and one bus (64 dBA). In the absence of traffic noise, the background ambient noise level was about 57 dBA. Additionally, jet aircraft produced noise levels of about 62 dBA at ST-3. The 10-minute L_{eq} measured at ST-3 was 67 dBA.

NOISE IMPACTS AND MITIGATION MEASURES

This section describes the significance criteria used to evaluate project impacts under CEQA, discusses each project impact, and where necessary, provides mitigation measures to reduce project impacts to less-than-significant levels.

Significance Criteria

The following criteria were used to evaluate the significance of environmental noise resulting from the project:

(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

(b) Generation of excessive groundborne vibration or groundborne noise levels;

(c) For a project located within the vicinity of a private airstrip or an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, if the project would expose people residing or working in the project area to excessive noise levels.

Impact 1a: **Temporary Construction Noise.** Construction of the project would expose existing non-residential land uses to a temporary increase in noise levels for 15 to 18 months. With the incorporation of the City's Standard Permit Condition as a project condition of approval, this would be a **less-than-significant** impact**.**

Construction of the data center is anticipated to start in early September 2027, with construction occurring Monday through Saturday (six days per week). Construction would either be completed in a single shift workday or a double shift workday. The single shift would consist of a 10-hour workday, with eight hours of active construction and two hours for breaks between 6:00 a.m. and 4:00 p.m. Assuming a single shift, the project would be completed in about 18 months. The double shift would consist of a 16-hour total workday, with 12 hours of active construction and four hours for breaks between 6:00 a.m. and 10:00 p.m. Shift #1 would occur between 6:00 a.m. and 2:00 p.m., and Shift #2 would occur between 2:00 p.m. and 10:00 p.m. Assuming a double shift, the project would be completed in about 15 months.

The anticipated construction phases include site cleanup/preparation, grading/trenching/foundation, building construction, paving sitework, and architectural coating. During each construction phase, different equipment will be in operation, and noise levels will vary depending on the phase, the equipment's location, and the amount of equipment in use.

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Policy EC-1.7 of the City's General Plan requires that all construction operations within the City use best available noise suppression devices and techniques and limit construction hours near

residential uses per the Municipal Code allowable hours, which are between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday when construction occurs within 500 feet of a residential land use. However, residential land uses are not located within 500 feet of the project site; therefore, the project would not be restricted to these hours.

Further, the City considers significant construction noise impacts to occur if a project that is located within 500 feet of residential uses or 200 feet of commercial or office uses would involve substantial noise-generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

While the City of San José does not establish noise level thresholds for construction activities, this analysis uses the noise limits established by the Federal Transit Administration (FTA) to quantify the level of significance due to substantial temporary construction noise. The FTA identifies construction noise limits in the *Transit Noise and Vibration Impact Assessment Manual*.[4] During daytime hours, an exterior threshold of 80 dBA L_{eq} shall be enforced at residential land uses, 85 dBA L_{eq} at office land uses, and 90 dBA L_{eq} shall be enforced at industrial land uses.

Construction activities generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used. The hauling of excavated materials and construction materials would generate truck trips on local roadways as well. For the proposed project, pile driving, which generates excessive noise levels, is not expected. The typical range of maximum instantaneous noise levels for the proposed project would be 70 to 90 dBA L_{max} at a distance of 50 feet (see Table 5) from the equipment.

Table 6 shows the hourly average noise level ranges, by construction phase, typical for various types of projects. Hourly average noise levels generated by construction are about 75 to 89 dBA L_{eq} for data centers and substations, measured at a distance of 50 feet from the center of a busy construction site. Construction-generated noise levels drop off at a rate of about 6 dBA per doubling of the distance between the source and receptor. Shielding by buildings or terrain often results in lower construction noise levels at distant receptors.

4 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, FTA Report No. 0123, September 2018.

TABLE 5 Construction Equipment 50-Foot Noise Emission Limits

Equipment Category	L_{max} Level (dBA)[1,2]	Impact/Continuous
Arc Welder	73	Continuous
Auger Drill Rig	85	Continuous
Backhoe	80	Continuous
Bar Bender	80	Continuous
Boring Jack Power Unit	80	Continuous
Chain Saw	85	Continuous
Compressor[3]	70	Continuous
Compressor (other)	80	Continuous
Concrete Mixer	85	Continuous
Concrete Pump	82	Continuous
Concrete Saw	90	Continuous
Concrete Vibrator	80	Continuous
Crane	85	Continuous
Dozer	85	Continuous
Excavator	85	Continuous
Front End Loader	80	Continuous
Generator	82	Continuous
Generator (25 KVA or less)	70	Continuous
Gradall	85	Continuous
Grader	85	Continuous
Grinder Saw	85	Continuous
Horizontal Boring Hydro Jack	80	Continuous
Hydra Break Ram	90	Impact
Impact Pile Driver	105	Impact
Insitu Soil Sampling Rig	84	Continuous
Jackhammer	85	Impact
Mounted Impact Hammer (hoe ram)	90	Impact
Paver	85	Continuous
Pneumatic Tools	85	Continuous
Pumps	77	Continuous
Rock Drill	85	Continuous
Scraper	85	Continuous
Slurry Trenching Machine	82	Continuous
Soil Mix Drill Rig	80	Continuous
Street Sweeper	80	Continuous
Tractor	84	Continuous
Truck (dump, delivery)	84	Continuous
Vacuum Excavator Truck (vac-truck)	85	Continuous
Vibratory Compactor	80	Continuous
Vibratory Pile Driver	95	Continuous
All other equipment with engines larger than 5 HP	85	Continuous

Notes:

[1] Measured at 50 feet from the construction equipment, with a "slow" (1 sec.) time constant.

[2] Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.

[3] Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

Source: U.S. Department of Transportation, Federal Highway Administration. 2017 (updated). FHWA Highway Construction Noise Handbook. Available: https://www.fhwa.dot.gov/ENVIRONMENT/noise/construction_noise/handbook/handbook00.cfm

TABLE 6 Typical Ranges of Construction Noise Levels at 50 Feet, L_{eq} (dBA)

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	**II**	**I**	**II**	**I**	**II**	**I**	**II**
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

I – All pertinent equipment present at site.
II – Minimum required equipment present at site.

Source: U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.

Equipment expected to be used in each construction phase for the 10- and 16-hour workdays is summarized in Tables 7 and 8, respectively, along with the quantity of each type of equipment and the reference noise level at 50 feet, assuming the operation of the two loudest pieces of construction equipment for each construction phase.

Federal Highway Administration's (FHWA's) Roadway Construction Noise Model (RCNM) was used to calculate the hourly average noise levels for each phase of construction, assuming the two loudest pieces of equipment would operate simultaneously, as recommended by the FTA for construction noise evaluations. This construction noise model includes representative sound levels for the most common types of construction equipment and the approximate usage factors of such equipment that were developed based on an extensive database of information gathered during the construction of the Central Artery/Tunnel Project in Boston, Massachusetts (CA/T Project or "Big Dig"). The usage factors represent the percentage of time that the equipment would be operating at full power.

TABLE 7 Construction Noise Source Levels at the Data Center Site – 10-hour Workday

Phase of Construction	Total Workdays	Construction Equipment (Quantity)	Construction Noise Level at 50 feet, dBA L_{eq}
Demolition	106	Concrete/Industrial Saw (6)[a] Excavator (2) Rubber-Tired Dozer (1) Tractor/Loader/Backhoe (2)[a] Rubber-Tired Loader (2) Water Truck (1)	85
Site Cleanup/Preparation	105	Graders (2)[a] Rubber-Tired Dozer (1) Tractor/Loader/Backhoe (3)[a] Rubber-Tired Loader (1) Water Truck (1)	84
Grading/ Trenching/Foundation	130	Crane (2) Scrapers (1) Rollers (1) Graders (2)[a] Rubber-Tired Loader (1) Tractor/Loader/Backhoe (8)[a] Sweepers/Scrubbers (1) Excavators (4) ACP Drill Rig (2) Concrete pump (2) Water Truck (2)	84
Building Construction (Exterior and Interior)	339	Crane (2) Forklift (6) Generator Set (3)[a] Welder (24)[b] Concrete Pump (2)[a] Excavator (1) Aerial Lift (8) Water Truck (1)	81
Paving Sitework	78	Surfacing Equipment (2)[a] Pavers (2) Paving Equipment (2)[a] Rollers (2)	83
Architectural Coating	78	Air Compressor (3)[a] Aerial Lift (1)[a]	75

[a] Denotes two loudest pieces of construction equipment per phase.
[b] Twenty-four welders are not likely to operate simultaneously. For modeling purposes, a maximum of six welders are assumed to operate simultaneously under worst-hour conditions.

TABLE 8 Construction Noise Source Levels at the Data Center Site – 16-hour Workday

Phase of Construction	Total Workdays	Construction Equipment (Quantity)	Construction Noise Level at 50 feet, dBA L_{eq}
Demolition	53	Concrete/Industrial Saw (6)[a] Excavator (2) Rubber-Tired Dozer (1) Tractor/Loader/Backhoe (2)[a] Rubber-Tired Loader (2) Water Truck (1)	85
Site Cleanup/Preparation	53	Graders (2)[a] Rubber-Tired Dozer (1) Tractor/Loader/Backhoe (3)[a] Rubber-Tired Loader (1) Water Truck (2)	84
Grading/ Trenching/Foundation	79	Crane (2) Scrapers (1) Rollers (1) Graders (2)[a] Rubber-Tired Loader (1) Tractor/Loader/Backhoe (8)[a] Sweepers/Scrubbers (1) Excavators (4) ACP Drill Rig (2) Concrete pump (2) Water Truck (2)	84
Building Construction (Exterior and Interior)	237	Crane (2) Forklift (6) Generator Set (3)[a] Welder (24)[b] Concrete Pump (2)[a] Excavator (1) Aerial Lift (8) Water Truck (1)	81
Paving Sitework	78	Surfacing Equipment (2)[a] Pavers (2) Paving Equipment (2)[a] Rollers (2)	83
Architectural Coating	78	Air Compressor (3)[a] Aerial Lift (1)[a]	75

[a] Denotes two loudest pieces of construction equipment per phase.
[b] Twenty-four welders are not likely to operate simultaneously. For modeling purposes, a maximum of six welders are assumed to operate simultaneously under worst-hour conditions.

To assess construction noise impacts at the receiving property lines of existing noise-sensitive receptors, the worst-case hourly average noise level, which is calculated by combining all pieces of equipment per phase, was propagated from the geometrical center of the project site to the nearest property lines of the surrounding land uses for both the 10- and 16-hour workday options. These noise level estimates for the 10-hour workday option are shown in Table 9, while the 16-hour workday option is summarized in Table 10. Noise levels in Tables 9 and 10 do not assume reductions due to intervening buildings or existing barriers.

As shown in Tables 7 and 8, construction noise levels would intermittently range from 75 to 84 dBA L_{eq} when activities occur 50 feet from the land uses immediately surrounding the project site during both 10- and 16-hour workday options, which include light industrial and office uses. When focused near the center of the project site (Tables 9 and 10), construction noise levels would be below 80 dBA L_{eq} at the surrounding light industrial and office uses and below 70 dBA L_{eq} at the nearest noise-sensitive uses, which include the nearby Nvidia University building and the nearest hotels.

TABLE 9 Construction Noise Levels at the Data Center Site Propagated to Nearby Property Lines – 10-hour Workday

Phase of Construction	Calculated Hourly Average Noise Levels, dBA L_{eq}					
	East Light Ind. & Off. (345ft)	South Light Ind. & Off. (465ft)	West Light Ind. & Off. (560ft)	North Light Ind. & Off. (520ft)	Nvidia University (930ft)	Nearest Hotels (2,025ft)
Demolition	75	73	71	72	66	50[a]
Site Cleanup/Preparation	71	69	67	68	63	46[a]
Grading/ Trenching/Foundation	76	73	71	72	67	50[a]
Building Construction (Exterior and Interior)	71	68	66	67	62	45[a]
Paving Sitework	70	68	66	67	62	45[a]
Architectural Coating	62	60	58	59	53	37[a]

[a] Conservative attenuation of 10 dBA is incorporated into the noise levels due to the intervening buildings located between the receptors and the project site.

TABLE 10 Construction Noise Levels at the Data Center Site Propagated to Nearby Property Lines – 16-hour Workday

Phase of Construction	Calculated Hourly Average Noise Levels, dBA L_{eq}					
	East Light Ind. & Off. (345ft)	South Light Ind. & Off. (465ft)	West Light Ind. & Off. (560ft)	North Light Ind. & Off. (520ft)	Nvidia University (930ft)	Nearest Hotels (2,025ft)
Demolition	75	73	71	72	66	50[a]
Site Cleanup/Preparation	71	69	67	68	63	46[a]
Grading/ Trenching/Foundation	76	73	71	72	67	50[a]
Building Construction (Exterior and Interior)	71	68	66	67	62	45[a]
Paving Sitework	70	68	66	67	62	45[a]
Architectural Coating	62	60	58	59	53	37[a]

[a] Conservative attenuation of 10 dBA is incorporated into the noise levels due to the intervening buildings located between the receptors and the project site.

Construction activities that occur prior to 7:00 a.m. would be considered nighttime construction work, as it would occur during sensitive time period in the early morning when people may still be sleeping. However, the surrounding land uses are commercial or industrial and would not be considered noise-sensitive, especially during these sensitive time periods. The nearest hotel would be over 2,000 feet from the center of the site and approximately 1,535 feet from the nearest project boundary. Construction work would not exceed 60 dBA L_{eq} at this sensitive use, even during early morning hours, with partial shielding from intervening buildings. Because these hotels are close to U.S. 101, temporary construction noise levels would be below existing ambient noise levels and would result in a **less-than-significant** impact.

In accordance with Policy EC 1.7, the City's Standard Permit Conditions – Construction Noise shall be incorporated into all project construction operations. The noise minimization measures applicable to this project would include, but are not limited to, the following:

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Prohibit unnecessary idling of internal combustion engines (no more than two minutes).

- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.

- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

- Notify all adjacent business uses of the construction schedule, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses.

- Designate a "disturbance coordinator" who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., beginning work too early, bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the noise disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

The implementation of the reasonable and feasible controls outlined above would reduce construction noise levels emanating from the site, minimizing disruption and annoyance. While construction would occur within 200 feet of commercial/office uses and is expected to occur for a period exceeding one year, construction noise levels would not exceed FTA construction noise limits at the surrounding receptors or the nearest noise-sensitive receptors. With the implementation of these controls, as well as General Plan Policy EC-1.7, disturbance due to the construction of the proposed project would be reduced as much as possible. Considering construction is temporary and would not expose noise-sensitive receptors to excessive temporary

noise, the impact would be reduced to a less-than-significant level with the above measures incorporated as a project condition of approval.

Mitigation Measure 1a: No further mitigation required.

Impact 1b: Permanent Noise Level Increase/Exceed Applicable Standards. Operational noise from onsite operations would exceed the City of San José General Plan Policy EC-1.3 noise threshold at nearby noise-sensitive receptors. With the implementation of mitigation measures, permanent operational noise impacts would be reduced to a less-than-significant level.

According to Policy EC-1.2 of the City's General Plan, a significant permanent noise increase would occur if the project substantially increased noise levels at existing sensitive receptors in the project vicinity. A substantial increase would occur if: a) the noise level increase is 5 dBA DNL or greater, with a future noise level of less than 60 dBA DNL at residences; or b) the noise level increase is 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater at residences. Noise levels around the project site exceed 60 dBA DNL; therefore, a significant impact would occur if traffic or operational noise from the proposed project permanently increases ambient levels by 3 dBA DNL.

General Plan Policy EC-1.3 requires new nonresidential land uses located adjacent to existing or planned noise-sensitive residential or public/quasi-public land uses to mitigate operational noise such that noise levels do not exceed 55 dBA DNL at the property line. Although the hotels to the southwest[5] are not directly adjacent to the project site, these receptors were evaluated in accordance with the policy's intent to protect nearby noise-sensitive uses from excessive operational noise.

Section 20.50.300 of the City's Municipal Code establishes noise level performance standards for sources of noise originating from land zoned for industrial use. Noise levels are not to exceed 55 dBA at receiving residential uses, 60 dBA at receiving office and commercial uses, and 70 dBA at receiving industrial uses.

Project Traffic Increase

The proposed data center would only have a few employees/maintenance staff. This building would not be a trip-generating use; therefore, a traffic study was not required for the proposed project. For all existing receptors in the project vicinity, the increase in noise level due to project traffic noise would not be measurable or detectable (0 dBA Ldn increase). This impact is a less-than-significant impact.

5 Hampton Inn & Suites San Jose Airport (2088 N First Street), Holiday Inn Express & Suites San Jose Airport (2080 N First Street), Extended Stay America Premier Suites (55 E Brokaw Road), Super 8 by Wyndham San Jose Airport (2050 N First Street).

Truck Loading and Unloading

A truck loading area would be located on the northwest side of the administrative office building. Noise generated by truck loading and unloading activities at the data center would be well shielded from the existing receptors to the south and east.

Truck maneuvering noise would include a combination of engine, exhaust, and tire noise, as well as intermittent sounds of backup alarms and the release of compressed air associated with truck/trailer air brakes. The noise level of backup alarms can vary depending on the type and directivity of the sound, but maximum levels are typically 65 to 75 dBA at 50 feet. Heavy-duty trucks are expected at the data center, generating noise levels of 70 to 75 dBA at 50 feet, with back alarms reaching 75 dBA at 50 feet. Assuming five to eight deliveries would occur in a day, the hourly average noise levels would range from 71 to 73 dBA L_{eq} at 50 feet.

The property line of the closest north industrial land uses across Charcot Avenue would be approximately 135 feet from the center of the loading zone. Assuming no attenuation, the hourly average noise levels would range from 62 to 64 dBA L_{eq} at the north industrial-use property line. The day-night average noise level at the closest receptor property line would range from 48 to 50 dBA DNL, assuming five to eight truck deliveries per day occurring between 7:00 a.m. and 10:00 p.m. Since the ambient existing noise level at this location ranged from 61 to 66 dBA DNL, noise from truck loading/unloading would not result in a measurable increase (0 dBA DNL).

All other receptors, both industrial and commercial uses, are located more than 200 feet away from the center of the loading zone. Noise level increases due to truck loading/unloading at these locations would not be measurable (0 dBA DNL). This is a less-than-significant impact.

Data Center and Substation Operations

A three-story, 514,000-square-foot data center is proposed for the site. This data center would include various mechanical equipment, such as 42 3-MW diesel-powered backup generators, 2 1.5-MW diesel-powered backup generators, 42 rooftop air-cooled chillers, along with dedicated outside air systems (DOAS) and exhaust fans. The backup generators for emergency power supply will be located at the site in a generation yard adjacent to the west side of the data center building. The manufacturer specifications for source levels of each piece of mechanical equipment were provided by the applicant and are summarized in Appendix B.

The Project also includes a new 100 MVA electrical substation north of the generator yard (towards the north side of the data center building). The two-bay substation (two 100 MVA 117 kV-34.5kV step-down transformers and primary distribution switchgear) will be designed to allow one of the two transformers to be taken out of service, effectively providing 100 MVA of total power (a 2-to-make-1 design). This substation would include various components such as transformers, gas-insulated circuit breakers, and switchgear. Among the substation components, the transformers are expected to be the dominant continuous noise source during normal operation due to magnetostriction and cooling fan operation. In the absence of manufacturer-specific acoustic data, transformer noise was represented using typical sound levels published by the

National Electrical Manufacturers Association (NEMA). According to NEMA Standard Publication TR-1[6], large liquid-filled power transformers with approximately 100 MVA capacity typically produce sound levels in the range of 68 to 71 dBA at a distance of 2 meters (6.5 feet) when operating under forced-air cooling. For the purposes of this assessment, a conservative sound level of 71 dBA at 2 meters was assumed to represent each transformer. Other substation equipment, such as gas-insulated circuit breakers and switchgear, may generate brief, impulsive sounds during switching operations, but these events occur infrequently and are not expected to meaningfully contribute to the steady-state operational noise environment; therefore, they were not modeled as continuous noise sources in this assessment.

Based on the source levels for the data center in Appendix B and the transformer levels for the substation, SoundPLAN (version 9.0), a three-dimensional ray-tracing computer program, was used to create a noise model for data center and substation operations. The mechanical equipment noise sources were modeled as either point sources (e.g., generators, rooftop DOAS units, etc.) or line sources (e.g., rooftop air-cooled chillers) to demonstrate the noise propagation to the nearby receptors based on the cumulative noise from the combined sources operating during the different scenarios. To model the worst-case scenario, no attenuation is assumed from the equipment screens shielding the rooftop equipment and the generator yard. All mechanical equipment was assumed to operate continuously throughout the day, except for the generators. Generator operations were modeled assuming a maximum of 8 hours of testing per day, with 1 hour of testing per generator at 100% load. Generators would be tested concurrently, not simultaneously.

Figures 2 to 5 show the SoundPLAN-generated noise contour maps for data center and substation operations at a height of 1.5 meters (5 feet) above ground level. The following scenarios were modeled to represent the worst-case operational scenario for this project:

1. Data center and Substation operations without generators

(a)Hourly average L_{eq} contour (Figure 2)

(b)DNL contours (Figure 3)

2. Data center and Substation operations with generators

(a)Hourly average L_{eq} contour (Figure 4)

(b)DNL contours (Figure 5).

[6] NEMA TP-80050-2013 (Reaffirmed 2024): Audible Sound Levels for Liquid-Immersed Power Transformers published by the National Electrical Manufacturers Association (NEMA)

FIGURE 2 Noise Contours (Hourly Average L_{eq}) for Data Center and Substation Operations (NO Generator)

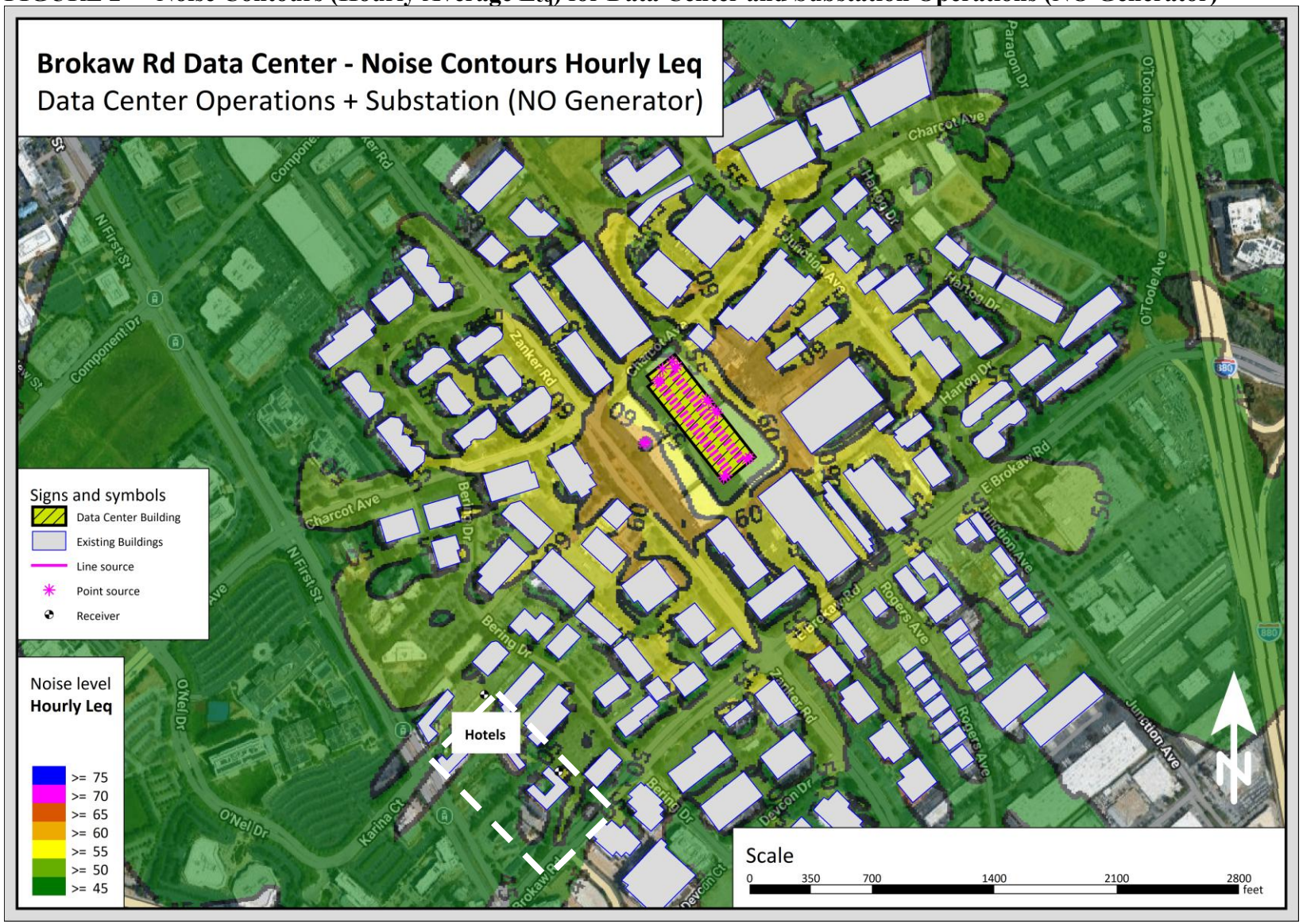


FIGURE 3 Noise Contours (DNL) for Data Center and Substation Operations (NO Generator)

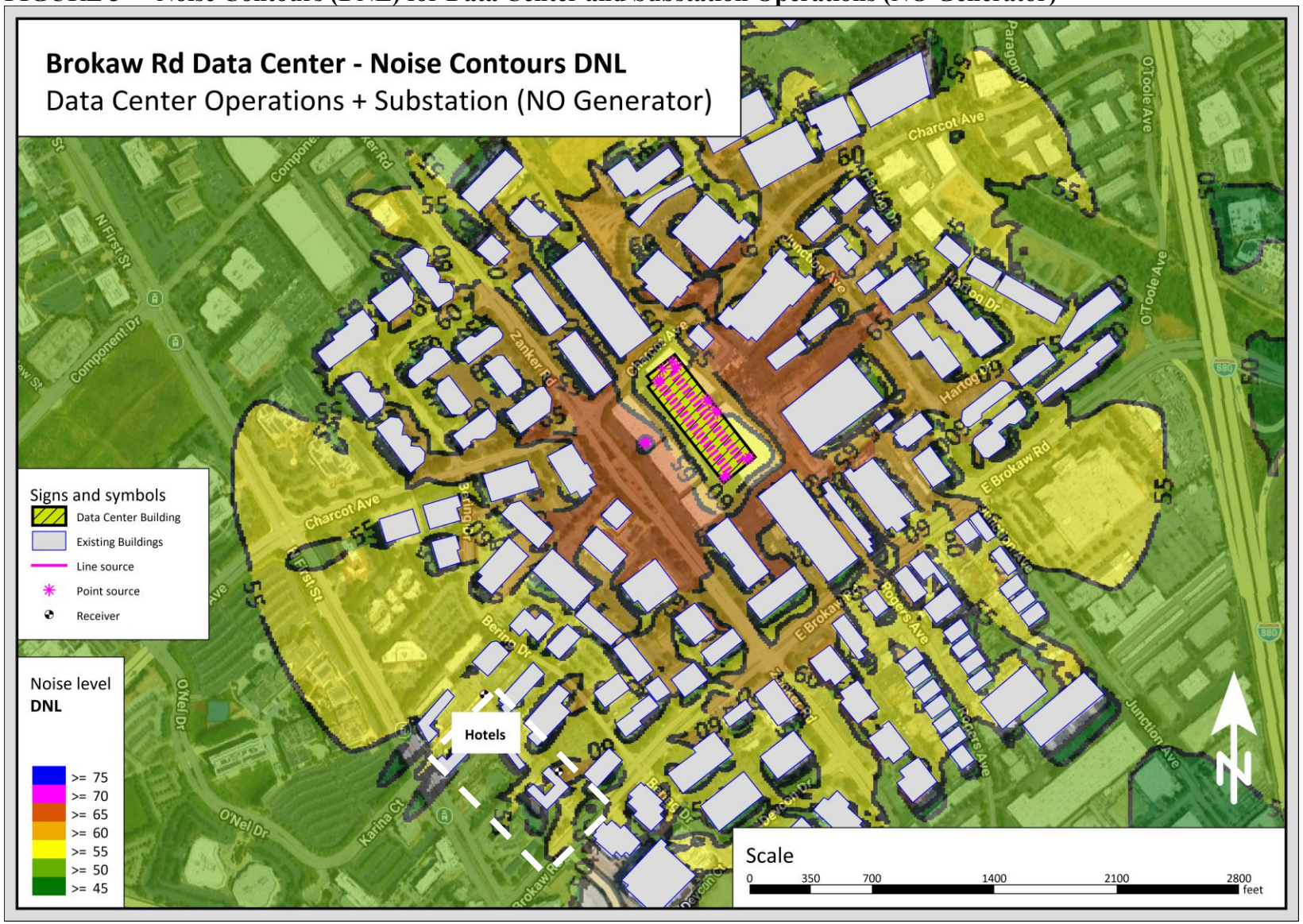


FIGURE 4 Noise Contours (Hourly Average L_{eq}) for Data Center and Substation Operations (With Generator)

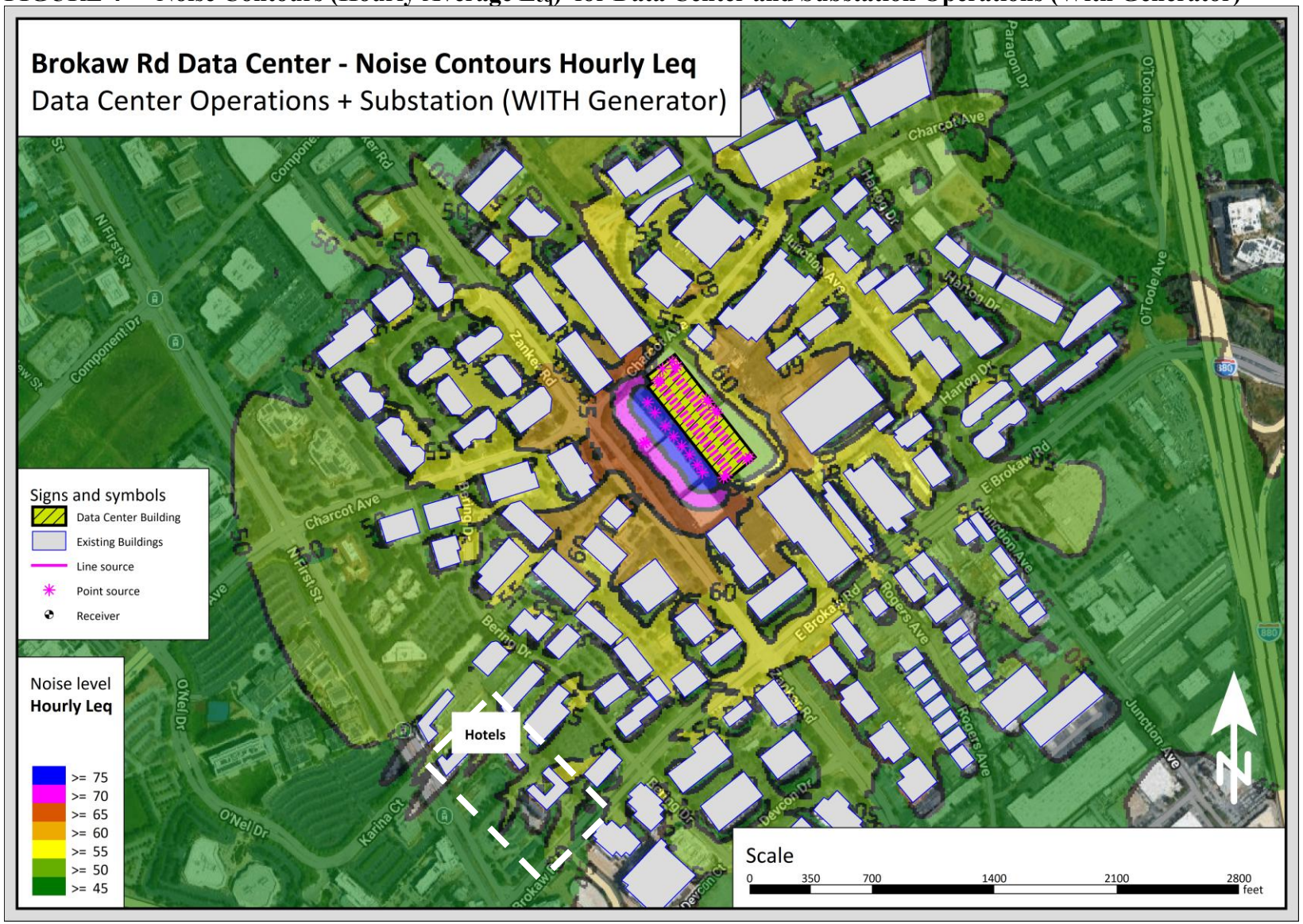
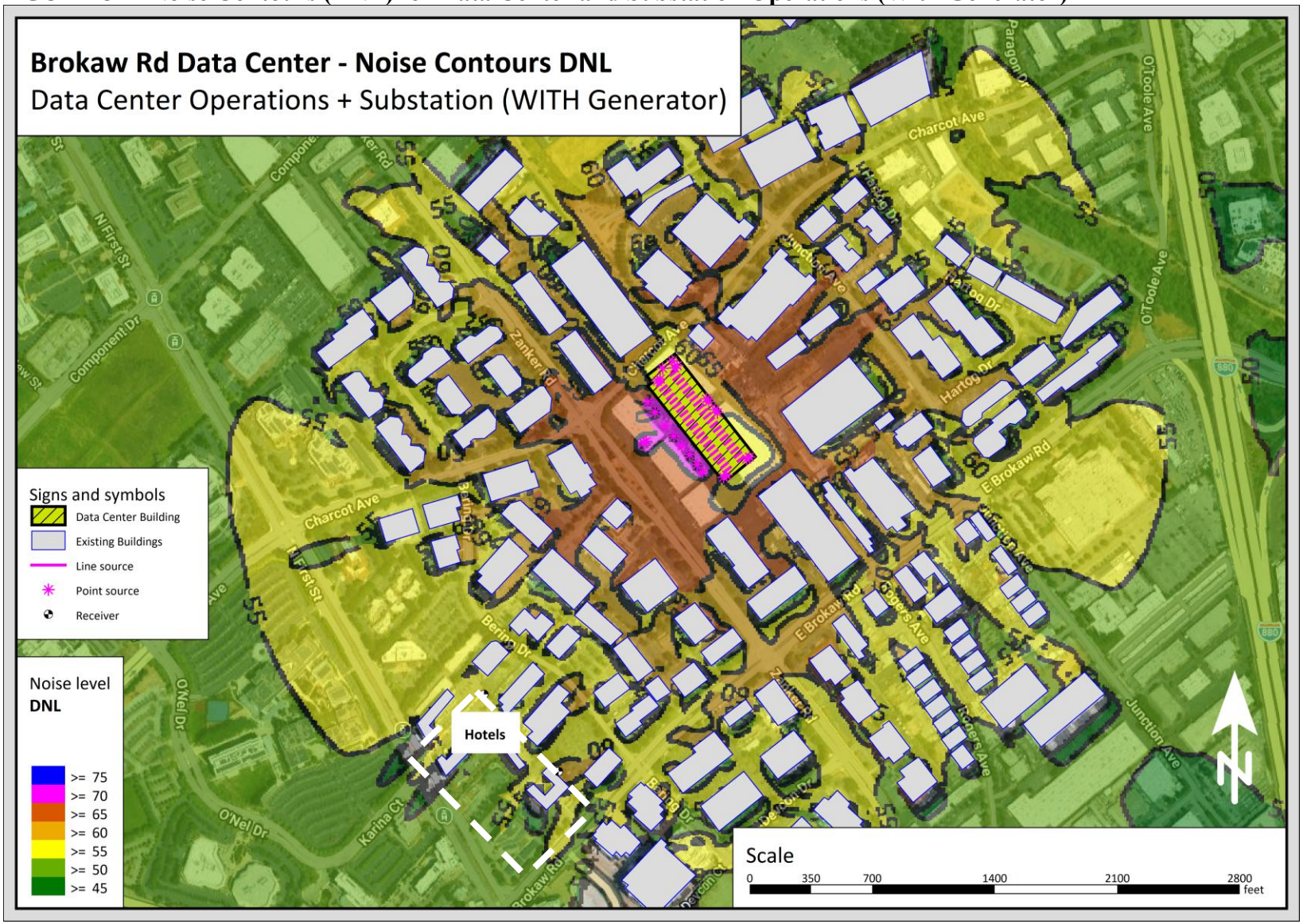


FIGURE 5 Noise Contours (DNL) for Data Center and Substation Operations (With Generator)



Tables 11 and 12 summarize the findings from Figures 2 to 5, based on data center and substation operations at the nearest receptors. Table 11 shows the predicted maximum hourly average and day-night average noise levels expected at the nearest residential and industrial land uses, under normal operating conditions (i.e., excluding generator testing).

TABLE 11 Maximum Operational Noise Levels for Data Center and Substation Operations (NO Generator)

Receptor	Data Center and Substation Operations (NO Generator)	
	Max Hourly L_{eq}, dBA	Max DNL, dBA
North Industrial	60	66
East Industrial	62	68
West Industrial	61	67
South Industrial	60	66
Southwest Hotels	54	60

The noise level at the hotels to the southwest is predicted to reach up to 60 dBA DNL from data center and substation operations, excluding generator noise. Hotels are considered a noise-sensitive land use because they contain overnight occupants and sleeping areas. Although the hotel sites are designated as Commercial General (CG) and Planned Development (APD) under the City of San José General Plan 2040 land use designation, a conservative residential noise standard is applied to evaluate potential impacts. Policy EC-1.3 of the City of San José General Plan establishes a goal of maintaining exterior noise levels of 55 dBA DNL or lower at residential and other noise-sensitive land uses. Therefore, the predicted noise levels of up to 60 dBA DNL at the hotels would exceed the 55 dBA DNL threshold established by Policy EC-1.3.

Noise from rooftop chiller equipment (unattenuated) would be the dominant source of operational noise affecting receptors surrounding the project site under normal operating conditions (i.e., excluding generator testing). To comply with the General Plan Policy EC-1.3 noise thresholds at nearby noise-sensitive receptors, noise control measures, such as shielding or screening of rooftop mechanical equipment, would be required to reduce noise levels. This is a **significant** impact.

Predicted operational noise levels at surrounding industrial land uses would remain below the City of San José Municipal Code (Chapter 20.50.300) limit of 70 dBA applicable to industrial uses.

Table 12 shows the predicted maximum hourly average and day-night average noise levels expected at the nearest residential and industrial land uses, including generator testing. As mentioned earlier, generator operations were modeled considering a maximum of eight hours of testing on one day, with one hour of testing per generator at 100% load. Generators would be tested concurrently, not simultaneously.

TABLE 12 Maximum Operational Noise Levels for Data Center and Substation Operations (With Generator)

Receptor	Data Center and Substation Operations (With Generator)	
	Max Hourly L_{eq}, dBA	Max DNL, dBA
North Industrial	69	66
East Industrial	62	68
West Industrial	65	68
South Industrial	68	66
Southwest Hotels	55	60

Similar to the normal operating conditions (excluding generator testing), Table 12 shows that the maximum noise levels expected at the southwest Hotel locations exceed the City's General Plan Policy 1.3 threshold of 55 dBA DNL. This is a **significant** impact.

At the industrial use locations surrounding the data center site, operational noise from the data center and substation (including generator testing) would remain below the City's Municipal Code limit of 70 dBA L_{eq}.

Total Combined Project-Generated Noise

Total combined project-generated noise would include traffic associated with project operations, truck loading and unloading activities, and mechanical equipment associated with the data center and substation. The analysis of project traffic indicates that trips generated by the project would not result in a measurable increase in roadway noise levels (0 dBA DNL increase) at nearby receptors. Similarly, truck loading and unloading activities associated with the project would not result in a measurable increase in day-night average noise levels (0 dBA DNL increase).

Operational noise from mechanical equipment associated with the data center and substation would represent the primary contributor to total project-generated noise levels at nearby receptors. Under normal operating conditions (excluding generator testing), rooftop chiller equipment would be the dominant source of operational noise affecting surrounding receptors. The predicted day-night average noise level at the closest hotels located southwest of the data center site would reach up to 60 dBA DNL. Noise levels at surrounding industrial uses would reach up to 68 dBA DNL.

Policy EC-1.3 of the City of San José General Plan establishes a goal of maintaining exterior noise levels of 55 dBA DNL or lower at residential and other noise-sensitive land uses. Although the hotel sites are designated as Commercial General (CG) and Planned Development (APD) under the General Plan 2040 Land Use designation, a conservative residential noise standard of 55 dBA DNL is applied due to the transient residential nature of hotel occupancy. As a result, the predicted combined project-generated noise levels of up to 60 dBA DNL would exceed the 55 dBA DNL threshold established by Policy EC-1.3 by up to 5 dBA.

Therefore, mitigation measures would be required to reduce operational noise from rooftop mechanical equipment to achieve compliance with the City's General Plan noise standards at nearby noise-sensitive receptors.

Mitigation Measure 1b: Noise Attenuation for Mechanical Equipment. The Project Applicant shall include noise reduction measures to reduce operational noise to meet the City of San José's General Plan Policy EC-1.3 threshold of 55 dBA DNL at the nearest sensitive receptor (i.e., the hotels southwest of the Charcot Ave DC site). Compliance with the 55 dBA DNL threshold shall be achieved through installation of chillers with a maximum sound power level of 99 dBA, in which case no screen wall would be required. Alternatively, the project shall include a rooftop screen wall and chillers with sound power levels that, in combination with the screen wall, would achieve the required noise reduction. The rooftop screen shall fully enclose the chillers on all sides. The screen wall shall be constructed with no acoustically significant gaps and shall provide a minimum surface density of three pounds per square foot or greater. A louvered screen wall with acoustical treatments meeting a minimum insertion loss of 5 dBA and a minimum transmission loss of 15 dB or greater may be used in lieu of a solid screen wall. The following combinations of screen wall height and chiller sound power levels would reduce operational noise at or below 55 dBA DNL threshold at the nearest sensitive receptors.

Screen Wall Height (feet)	Chiller Sound Power (dBA)
10	100
12	101
16	102
20	103
24	104

Once the screen wall height and chiller selection are finalized, a qualified acoustic/noise specialist shall prepare an acoustical analysis to demonstrate that the chosen measures would reduce the noise levels at the surrounding noise-sensitive land uses (i.e., southwest hotels) to a level at or below 55 dBA DNL. The Project Applicant shall submit the prepared acoustical analysis and an engineering-approved site plan showing the noise control measures to the City of San José's Director of Planning, Building and Code Enforcement or the Director's designee for their review and approval prior to the issuance of building permits.

With the implementation of Mitigation Measure 1b, the impact would be reduced to a **less-than-significant level.**

Impact 2: **Exposure to Excessive Groundborne Vibration.** Construction-related vibration levels would not exceed 0.2 in/sec PPV at the existing structures nearest the project site. **This is a less-than-significant impact.**

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. Construction activities would include demolition, site preparation work, foundation work, and new building framing and finishing. Pile

driving equipment, which can cause excessive vibration, is not expected to be required for the proposed project.

According to Policy EC-2.3 of the City of San José General Plan, a vibration limit of 0.08 in/sec PPV shall be used to minimize the potential for cosmetic damage to sensitive historical structures, and a vibration limit of 0.20 in/sec PPV shall be used to minimize damage to buildings of normal conventional construction. The vibration limits contained in this policy are conservative and designed to provide the ultimate level of protection for existing buildings in San José. Building damage can be described in three categories:

- Cosmetic or Threshold Damage – hairline cracking in plaster, the opening of old cracks, the loosening of paint, or the dislodging of loose objects
- Minor Damage – hairline cracking in masonry or the loosening of plaster
- Major Damage – wide cracking or the shifting of foundation or bearing walls

Vibration levels exceeding the City's thresholds would have the potential to cosmetically damaging adjacent buildings but would not result in minor or major damage.

According to the San José Historic Resource Inventory[7], the nearest historical building would be the Sakauye Residence located at 2343 North First Street, which is approximately 2,120 feet west of the project site. At this distance, groundborne vibration levels would be below the 0.01 in/sec PPV. Therefore, the City's 0.2 in/sec PPV threshold would apply to all buildings surrounding the project site.

Table 13 presents typical vibration levels expected from construction equipment at a distance of 25 feet. Project construction activities, such as drilling, the use of jackhammers, rock drills, and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate substantial vibration in the immediate vicinity. Jackhammers typically generate vibration levels of 0.035 in/sec PPV, and drilling typically generates vibration levels of 0.09 in/sec PPV at a distance of 25 feet.

Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Table 13 also summarizes the distances to the 0.20 in/sec PPV threshold for conventional buildings.

7 https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/historic-resources/historic-resources-inventory

TABLE 13 Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft. (in/sec)	Minimum Distance to Meet 0.20 in/sec PPV (feet)
Clam shovel drop		0.202	26
Hydromill (slurry wall)	in soil	0.008	2
	in rock	0.017	3
Vibratory Roller		0.210	27
Hoe Ram		0.089	13
Large bulldozer		0.089	13
Caisson drilling		0.089	13
Loaded trucks		0.076	11
Jackhammer		0.035	6
Small bulldozer		0.003	<1

Source: Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, Office of Planning and Environment, U.S. Department of Transportation, September 2018, as modified by Illingworth & Rodkin, Inc., April 2026.

Vibration levels are highest close to the source and then attenuate with increasing distance at the rate $\left({}^{D_{ref}}/_{D}\right)^{1.1}$, where D is the distance from the source in feet, and D_{ref} is the reference distance of 25 feet. Construction vibration levels would be dependent on the location of individual pieces of equipment. Equipment scattered throughout the site would not generate a collective vibration level, but a vibratory roller, for instance, operating near the project site boundary would generate the worst-case vibration levels for receptors surrounding the site.

The off-site buildings opposite Charcot Avenue, Zanker Road, and the railroad tracks would be 80 feet or more from the nearest project site boundary. At this distance, vibration levels would be below 0.06 in/sec PPV. Additionally, the nearest noise-sensitive buildings would be 470 feet or more from the nearest project site boundary and would be exposed to vibration levels below 0.01 in/sec PPV. The nearest light industrial and office buildings adjoining the project site to the south would be approximately 120 feet from the nearest project site boundary. According to Table 13 above, this meets the minimum distance for all construction equipment expected at the project site. Vibration levels at 35 feet would be below 0.04 in/sec PPV. This would be a less-than-significant impact.

Construction vibration levels generated at the Charcot Avenue Data Center Project Site would meet the City's thresholds. This would be a **less-than-significant** impact.

Mitigation Measure 2: None required.

Impact 3: **Excessive Aircraft Noise.** The project site is located outside the 60 dBA CNEL/DNL aircraft noise contour of San José Mineta International Airport. This noise environment is "Generally Acceptable" for industrial uses per the CLUP. **This is a less-than-significant impact.**

San José Mineta International Airport is a public-use airport located approximately 1.1 mile northeast of the project site. According to the City's Airport Master Plan Environmental Impact Report,[8] the project site lies outside the 60 dBA CNEL contour line (see Figure 6), which is considered "Generally Acceptable" for industrial uses. The proposed data center would be located in a compatible noise environment with respect to aircraft noise.

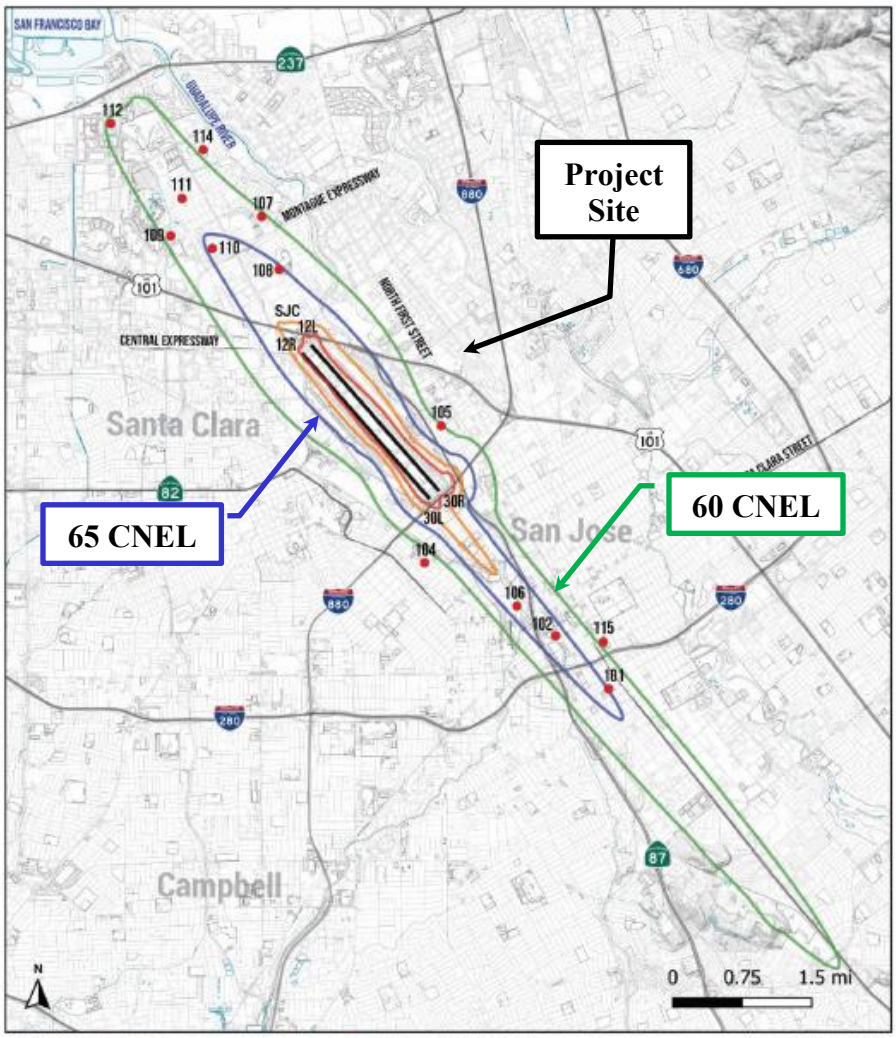
Mitigation Measure 3: **None required.**

[8] David J. Powers & Associates, Inc., Integrated Final Environmental Impact Report, Amendment to Norman Y. Mineta San José International Airport Master Plan, April 2020.

FIGURE 6 2037 CNEL Noise Contours for SJIA Relative to Project Site

Figure 5
Scenario 2: With Project 2037 Noise Contour Map

SAN JOSE INTERNATIONAL AIRPORT | Environmental Impact Report FINAL | October 2019



NORMAN Y. MINETA SAN JOSE INTERNATIONAL AIRPORT

- Noise Monitoring Station
- 101 Site ID
- Runway
- 75 dBA and Greater CNEL Contour
- 70 dBA and Greater CNEL Contour
- 65 dBA and Greater CNEL Contour
- 60 dBA and Greater CNEL Contour

Figure 5 Scenario 2: With Project 2037 Noise Contour Map

Source: BridgeNet International 2019

Cumulative Impacts

Construction Noise

Cumulative noise impacts could result from construction noise produced by cumulative construction projects. From the City's website,[9] the nearest planned or approved project would be over 2,000 feet from the proposed project site (550 East Brokaw Road). All receptors surrounding the 550 East Brokaw Road project site would be far enough from the proposed project site and would be adequately shielded from intervening buildings. Therefore, these two sites would not share noise-sensitive receptors with direct exposure to construction noise at both sites. The cumulative construction noise impact would be less-than-significant.

Cumulative Traffic

For a substantial permanent cumulative noise increase to occur, two qualifications must be met: 1) if the cumulative plus project traffic volumes result in a noise level increase at sensitive receptors of 5 dBA DNL or greater, with a future noise level of less than 60 dBA DNL, or of 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater, compared to existing traffic volumes; and 2) if the cumulative plus project traffic volumes result in a 1 dBA DNL or more noise level increase compared to the increase calculated for the cumulative (no project) conditions, which would be considered a cumulatively considerable contribution to the overall traffic noise increase.

As stated above, a traffic study was not required for the proposed project due to the limited number of employees and project trips the project would generate. Therefore, the cumulative (no project) and cumulative plus project traffic scenarios would result in the same noise level increase over existing conditions, and the project would not result in a "cumulatively considerable" contribution to the overall traffic noise increase. This impact is a less-than-significant impact.

[9] https://gis.sanjoseca.gov/maps/devprojects/

APPENDIX A

FIGURE A1 Daily Trend in Noise Levels for LT-1 on Thursday, April 2, 2026

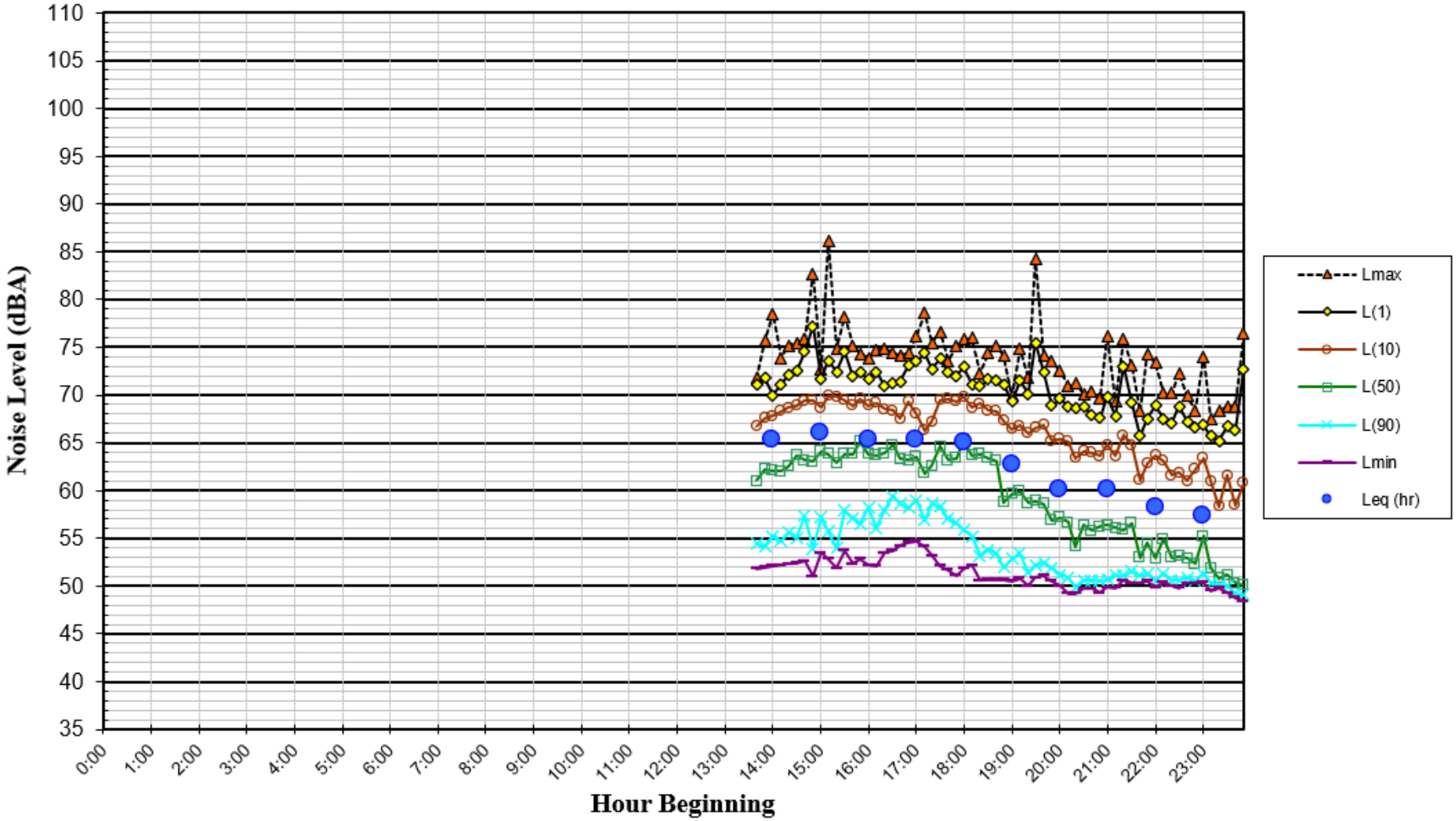


FIGURE A2 Daily Trend in Noise Levels for LT-1 on Friday, April 3, 2026

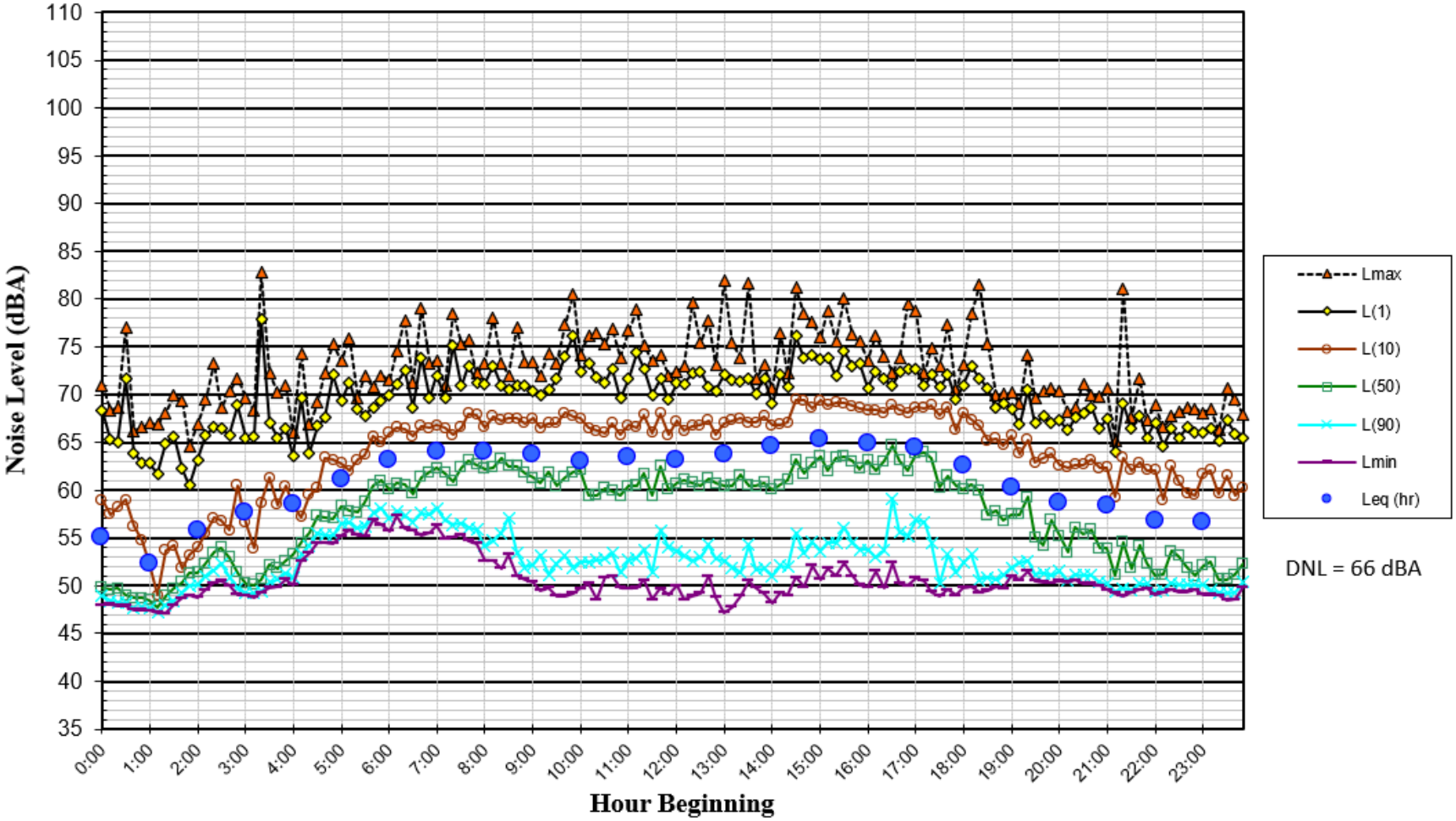


FIGURE A3 Daily Trend in Noise Levels for LT-1 on Saturday, April 4, 2026

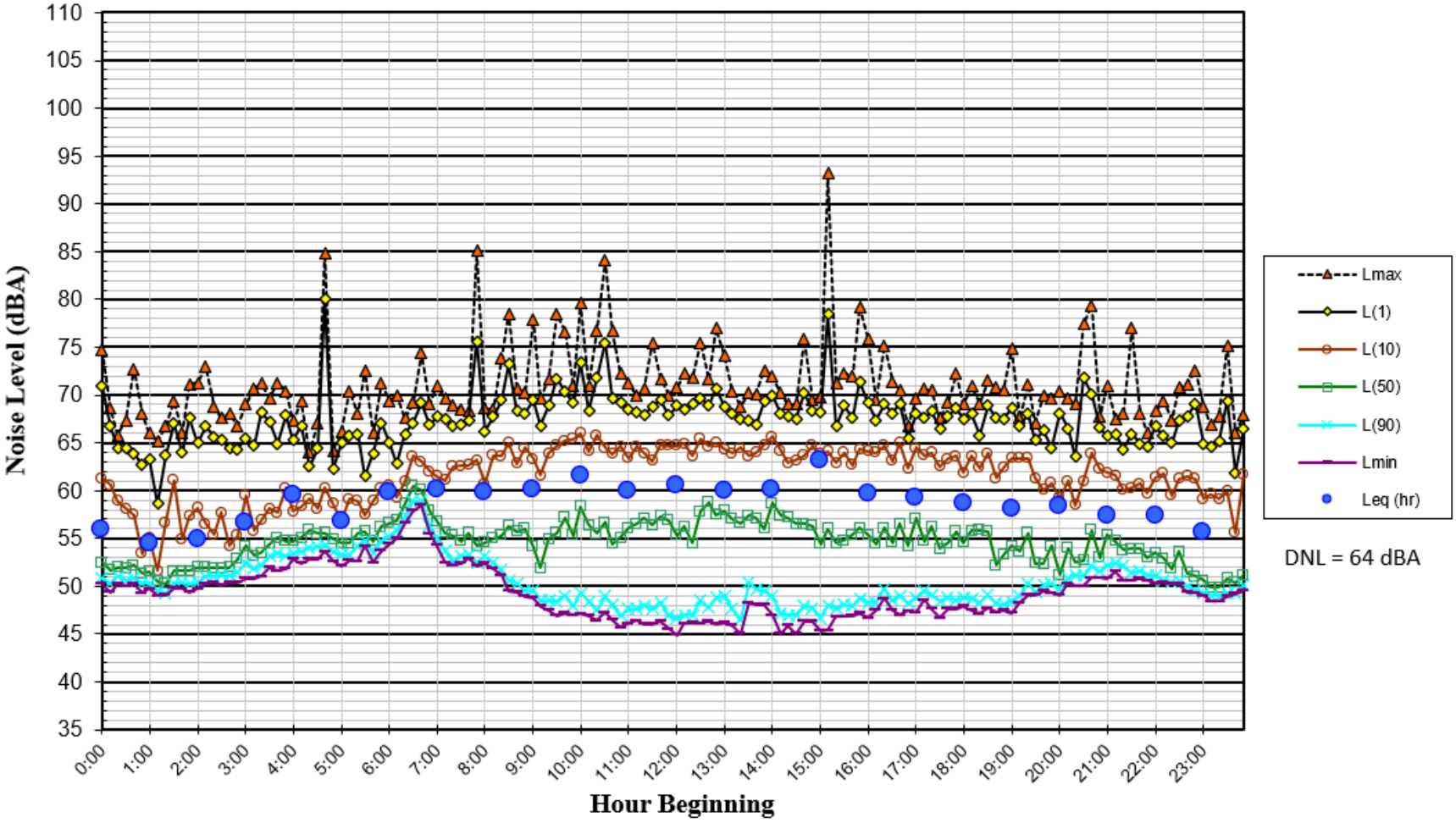


FIGURE A4 Daily Trend in Noise Levels for LT-1 on Sunday, April 5, 2026

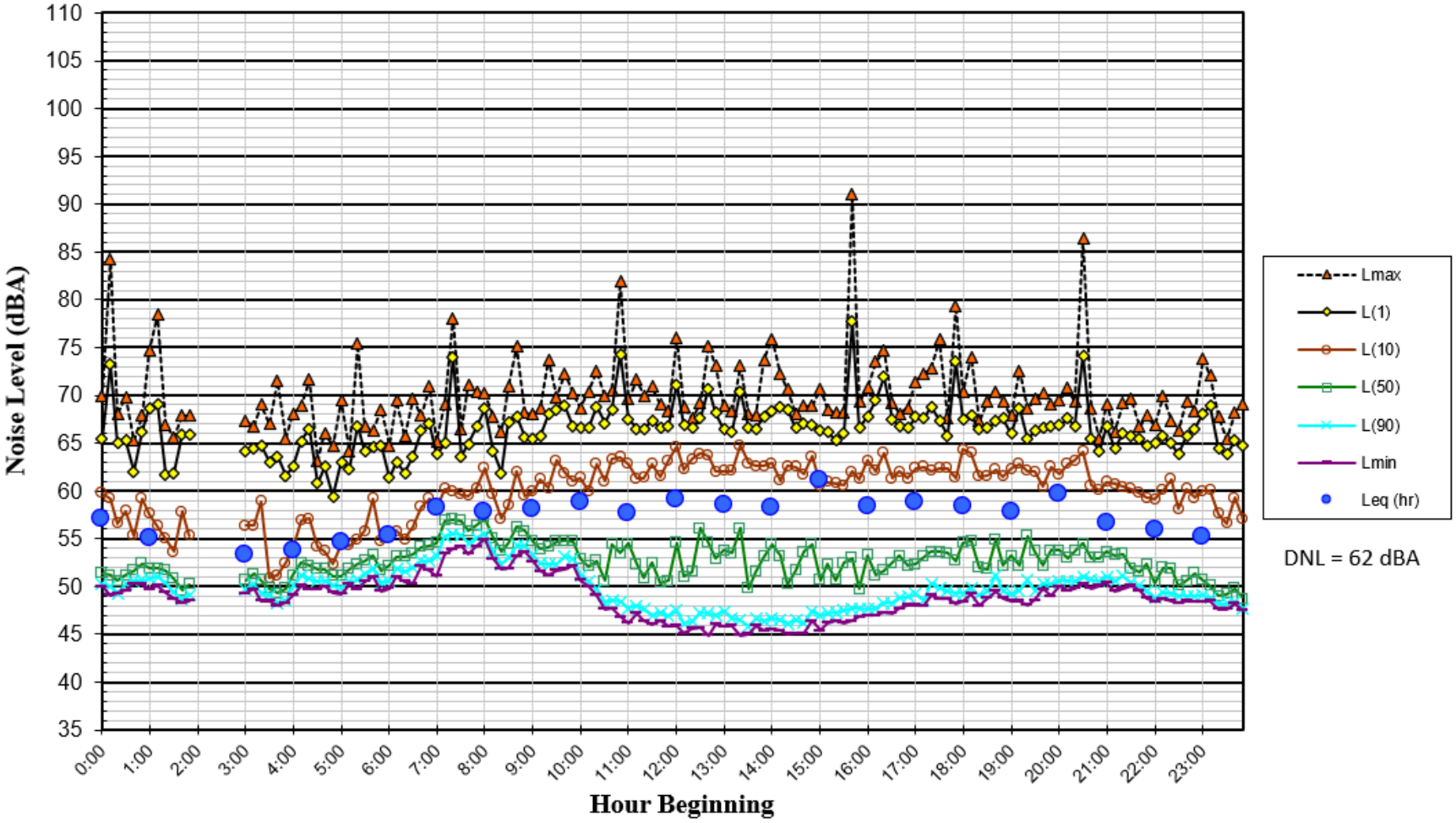


FIGURE A5 Daily Trend in Noise Levels for LT-1 on Monday, April 6, 2026

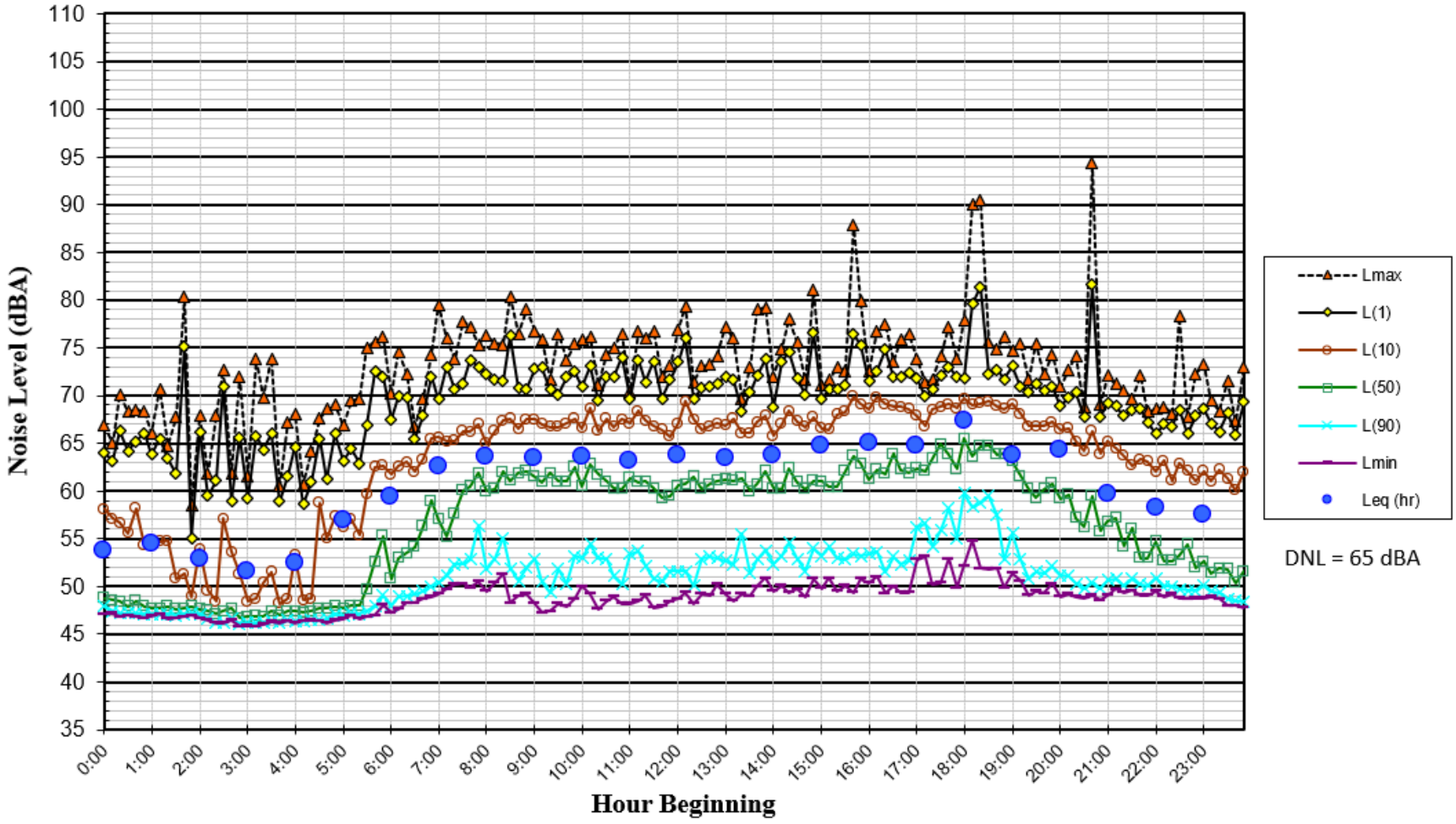


FIGURE A6 Daily Trend in Noise Levels for LT-1 on Tuesday, April 7, 2027

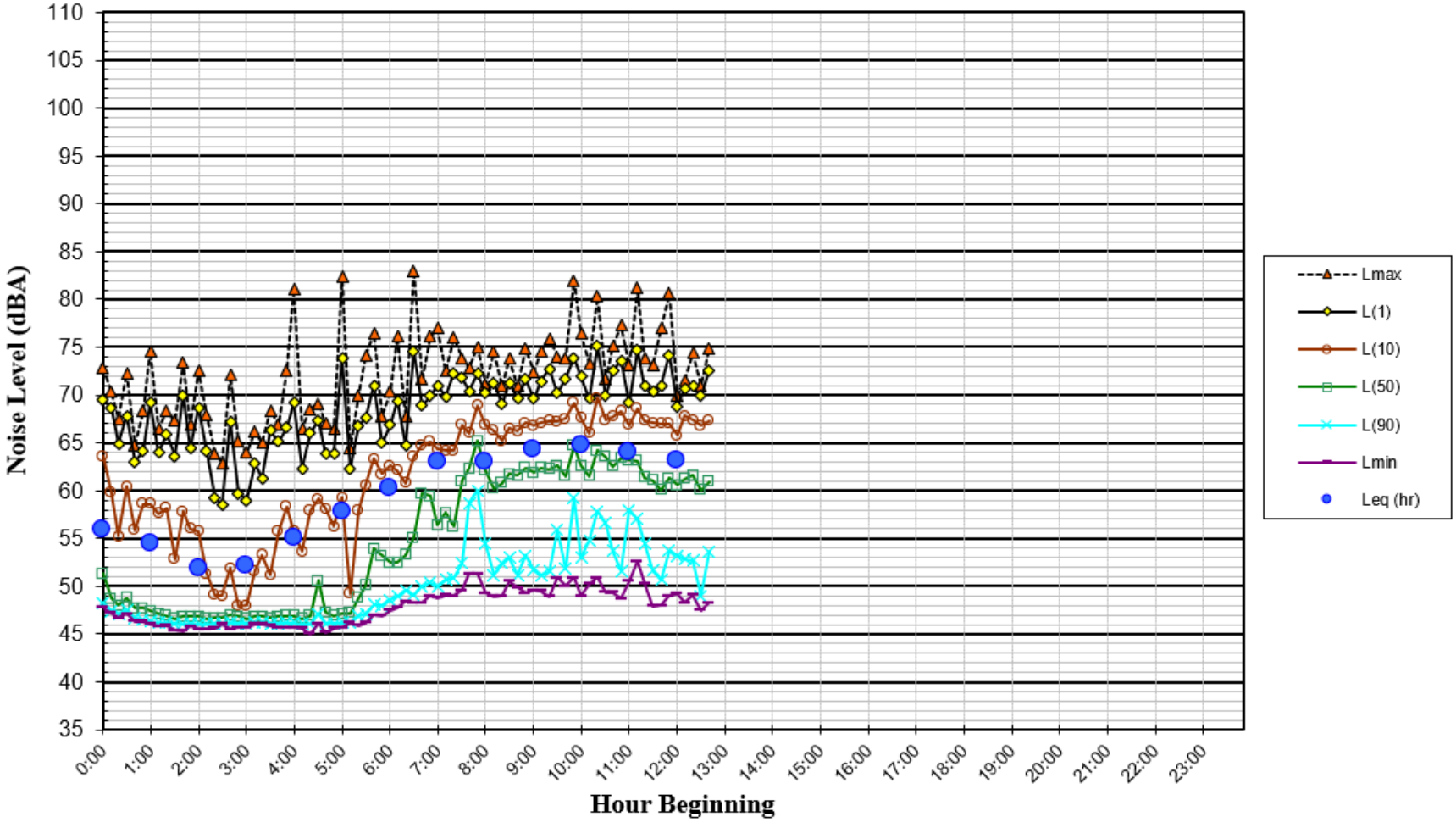


FIGURE A7 Daily Trend in Noise Levels for LT-2 on Thursday, April 2, 2026

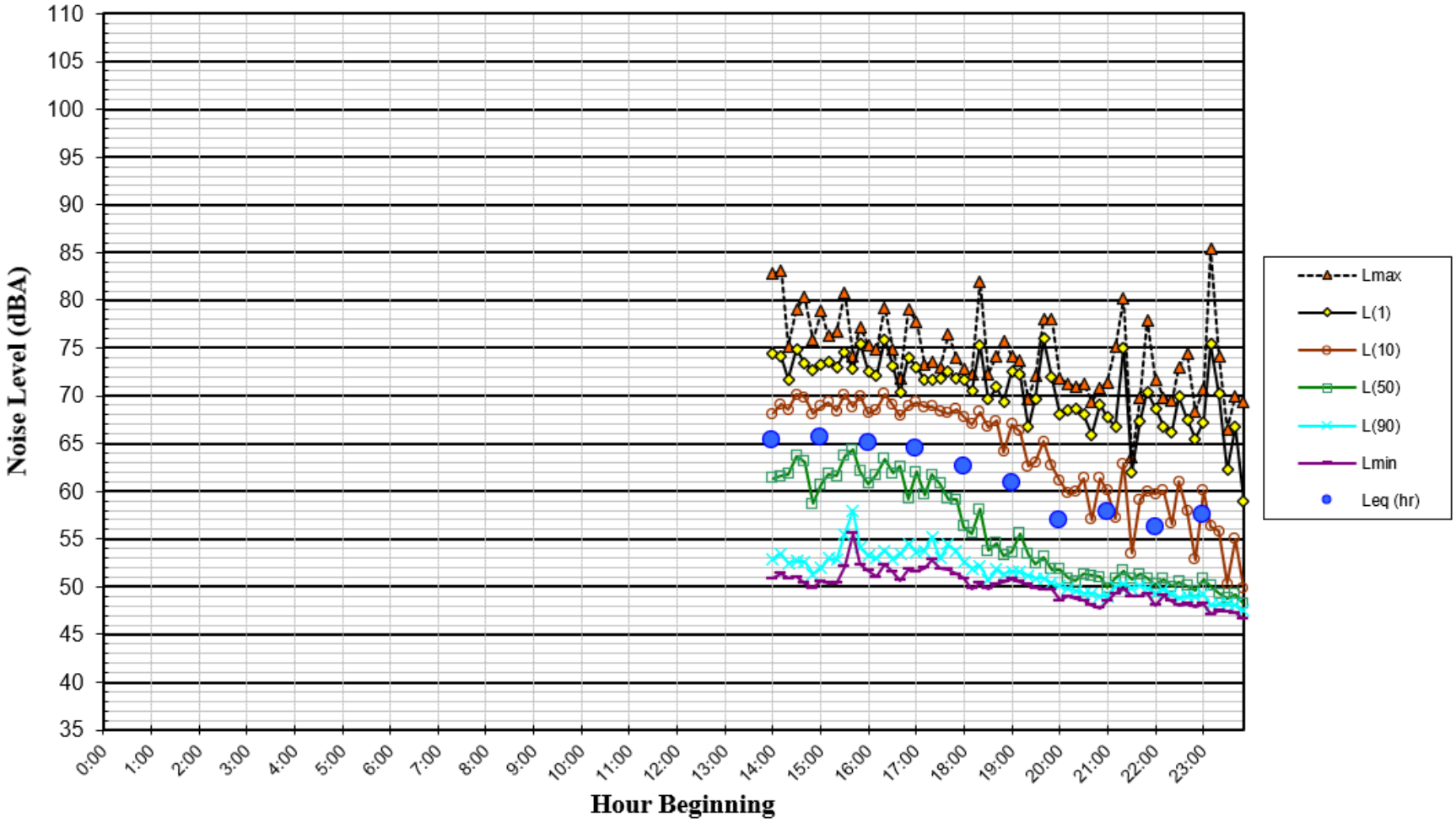


FIGURE A8 Daily Trend in Noise Levels for LT-2 on Friday, April 3, 2026

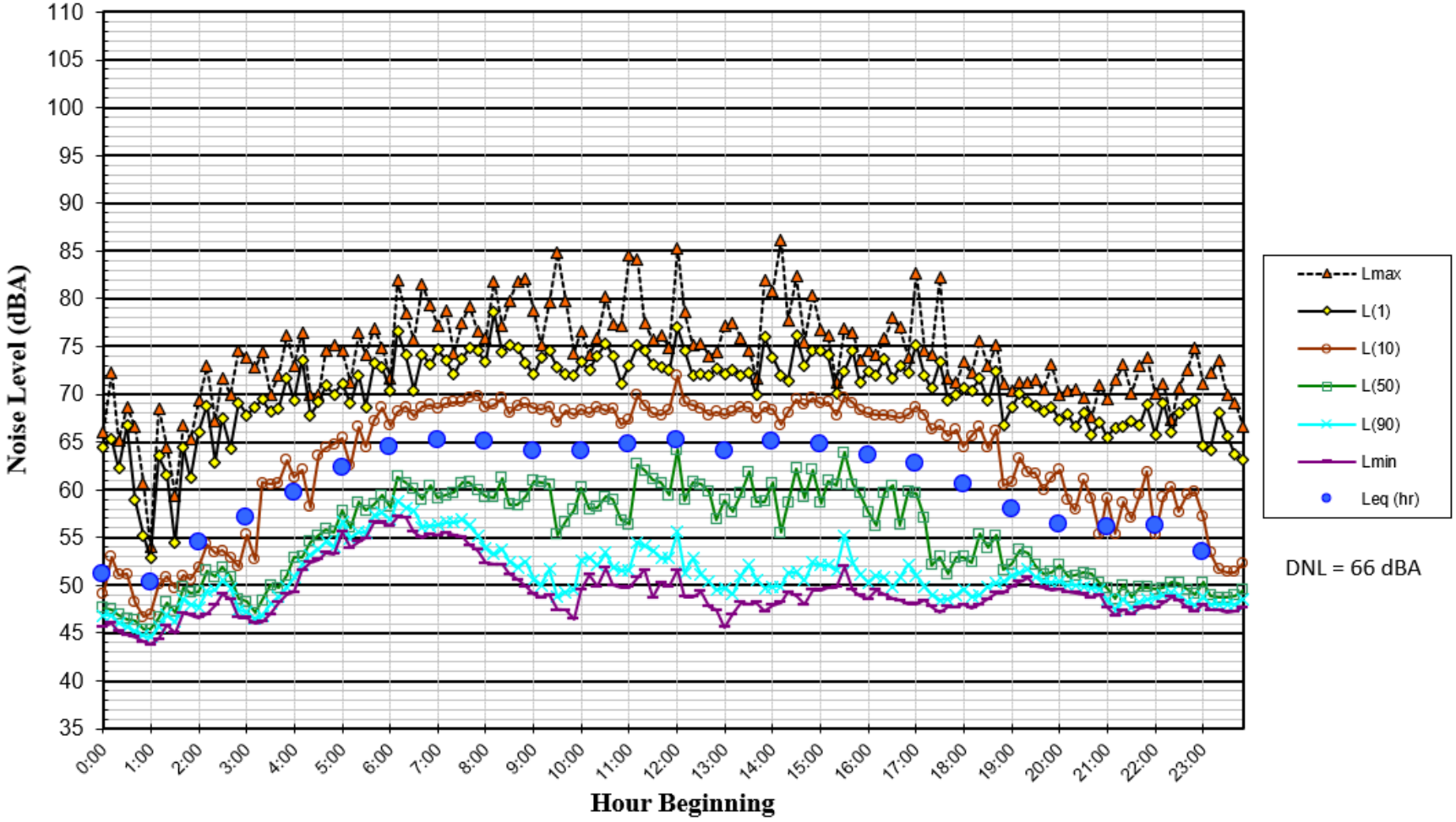


FIGURE A9 Daily Trend in Noise Levels for LT-2 on Saturday, April 4, 2026

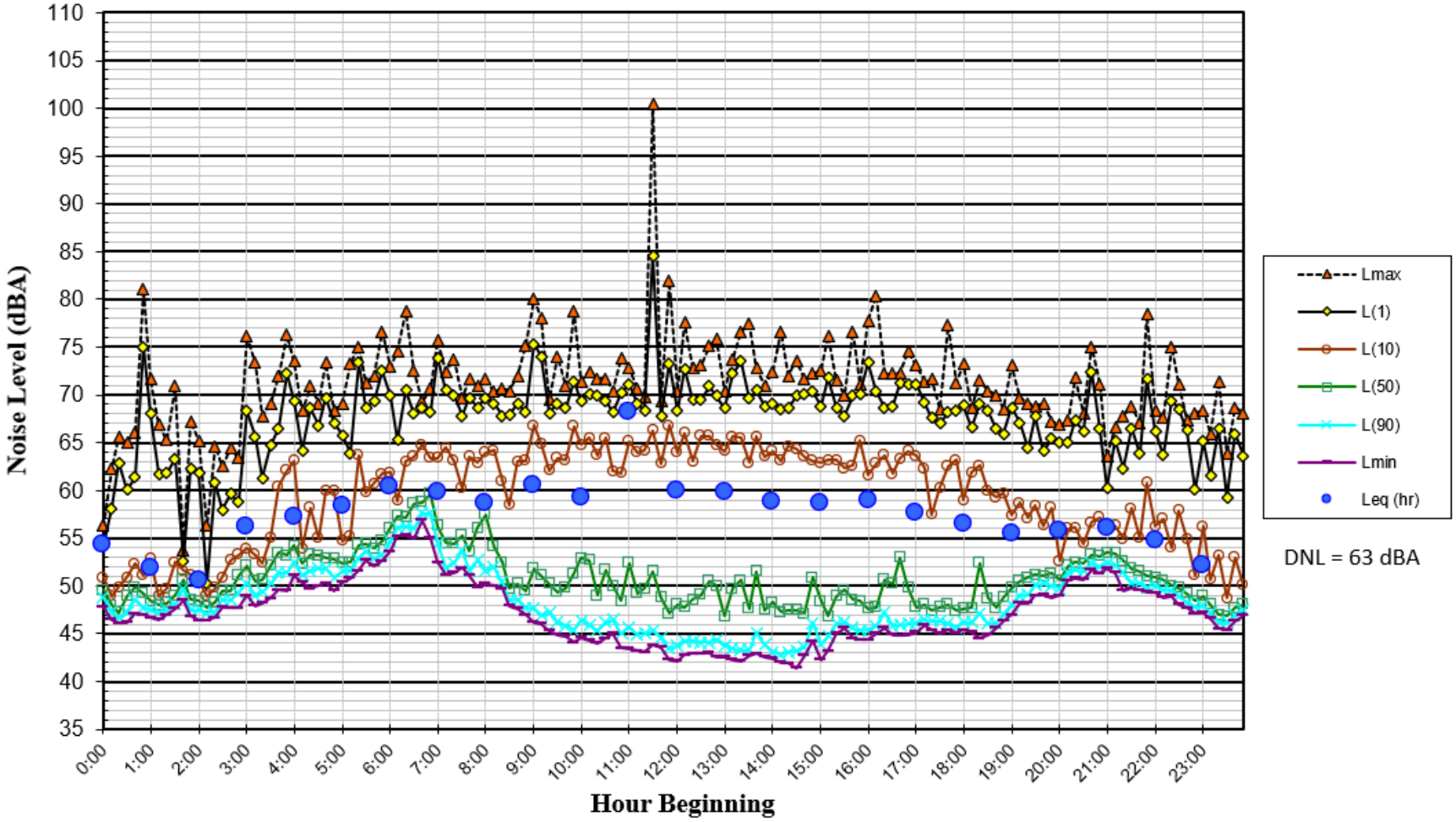


FIGURE A10 Daily Trend in Noise Levels for LT-2 on Sunday, April 5, 2026

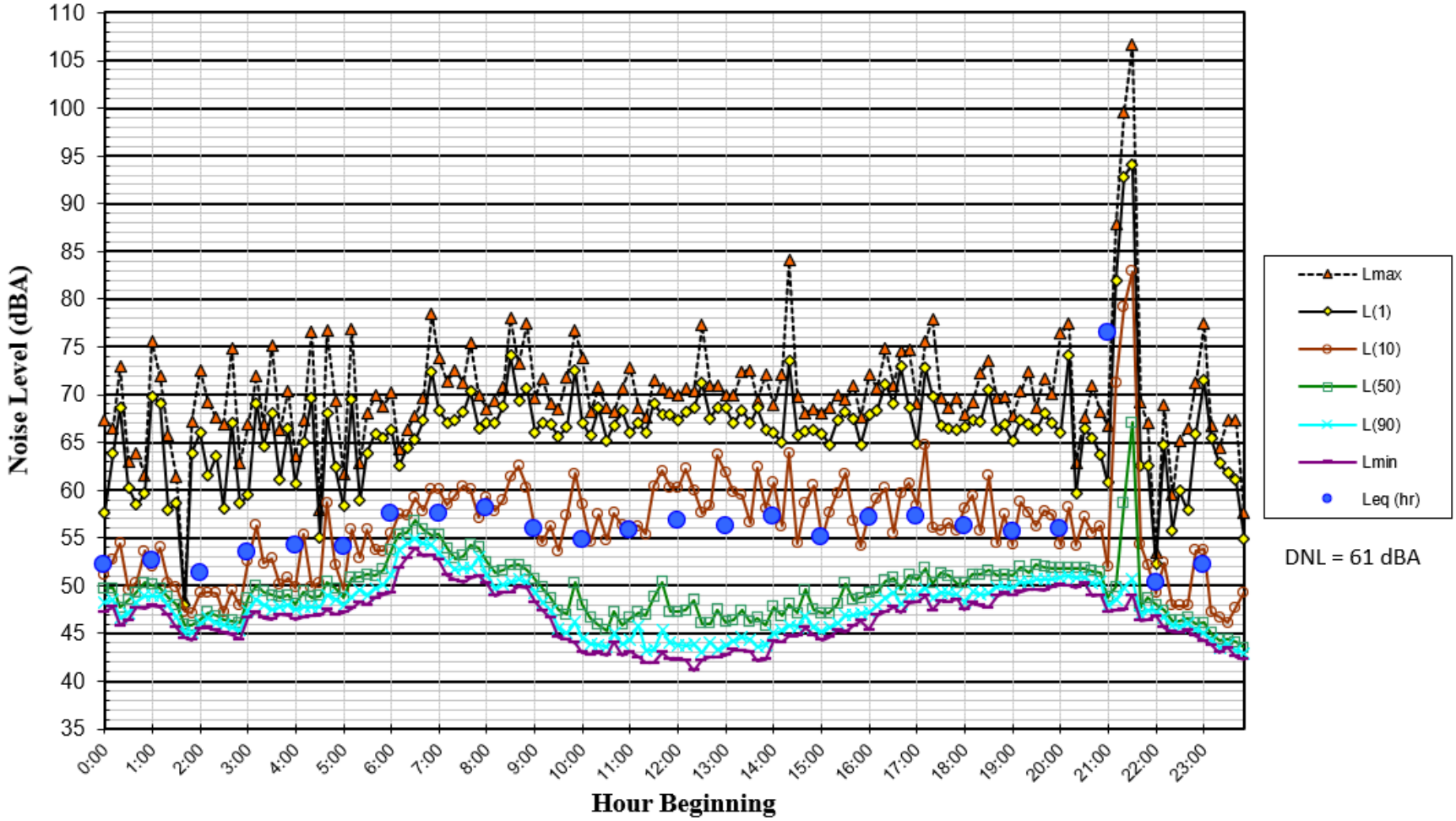


FIGURE A11 Daily Trend in Noise Levels for LT-2 on Monday, April 6, 2026

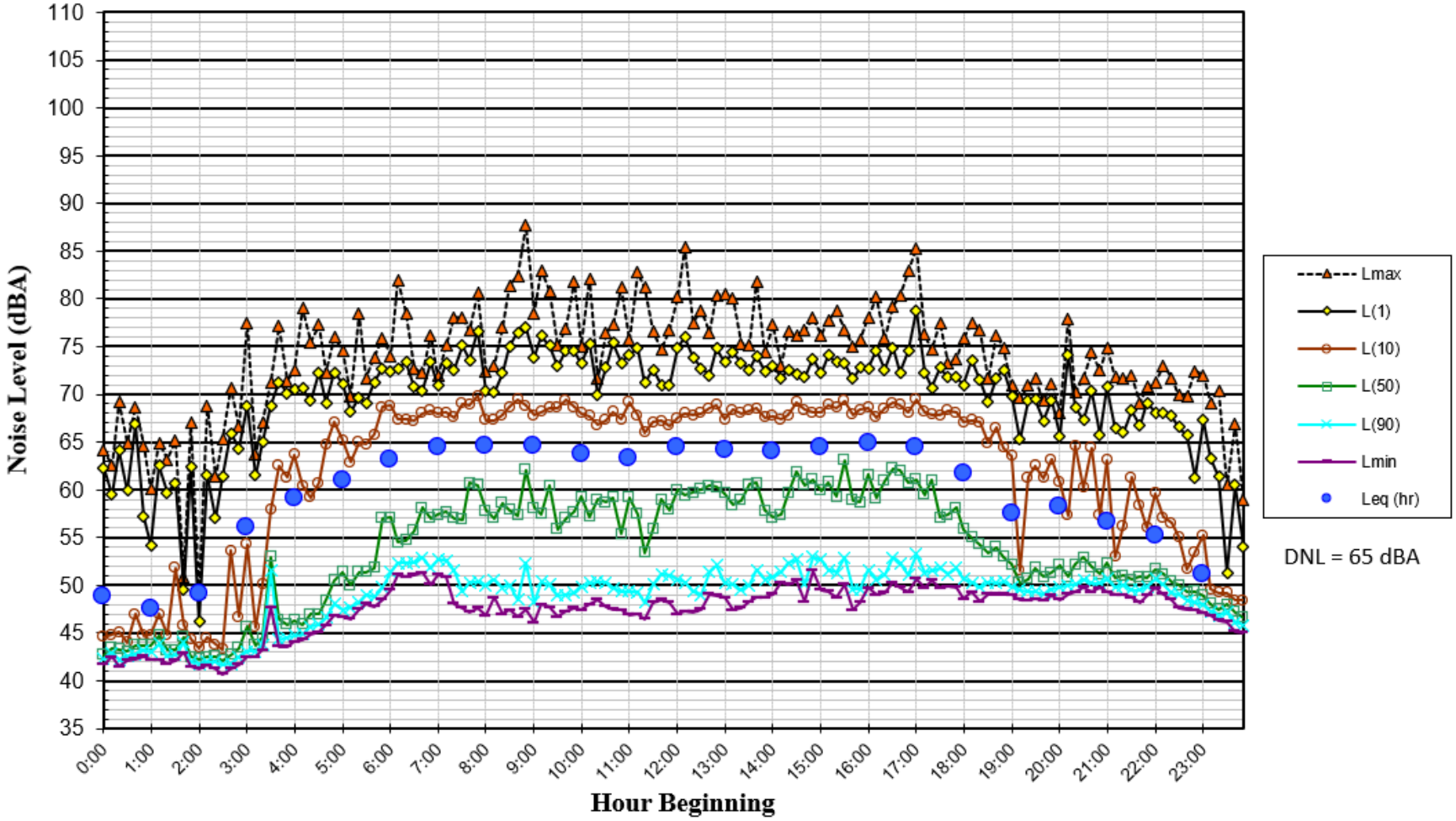


FIGURE A12 Daily Trend in Noise Levels for LT-2 on Tuesday, April 7, 2027

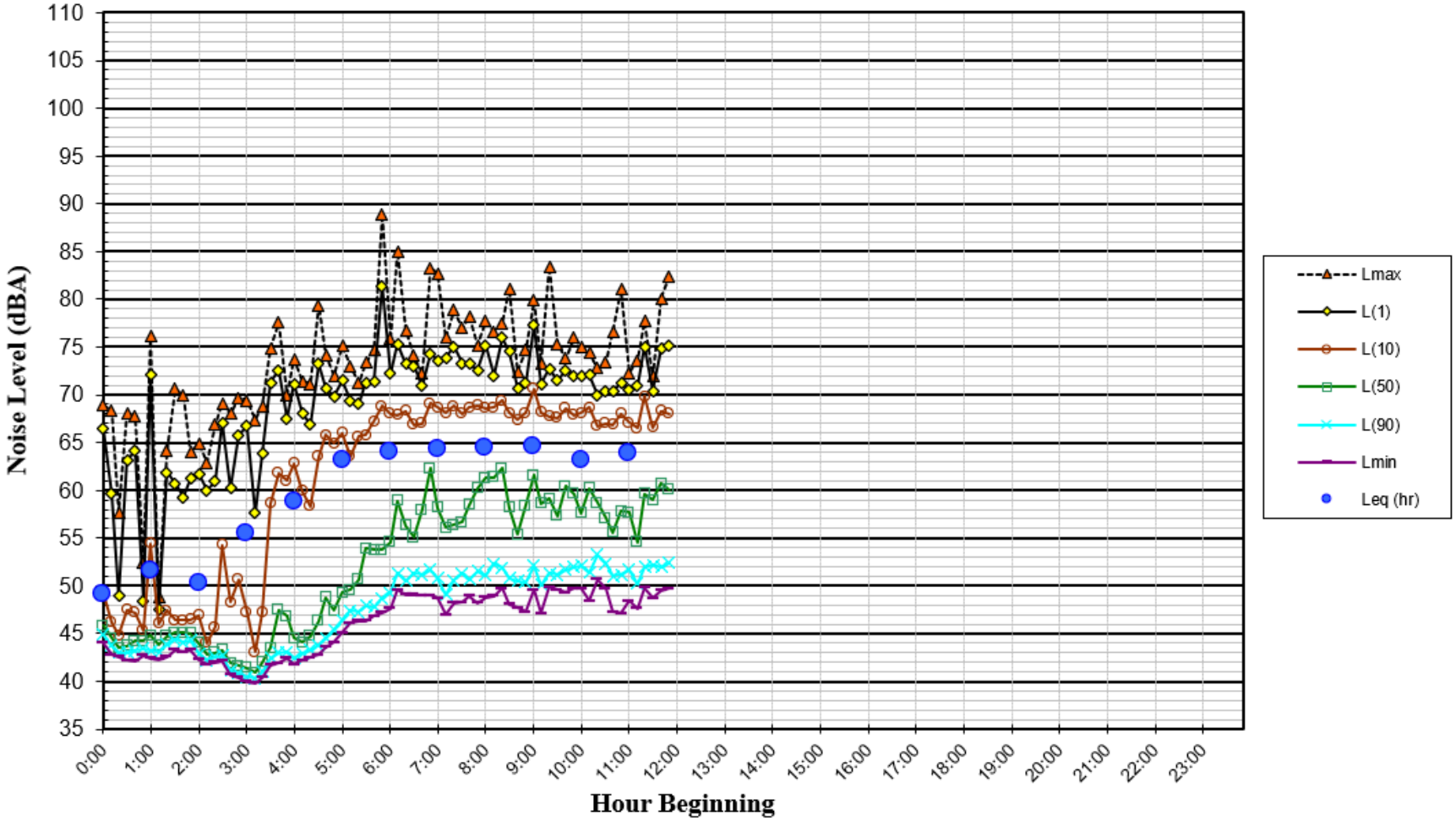


FIGURE A13 Daily Trend in Noise Levels for LT-3 on Thursday, April 2, 2026

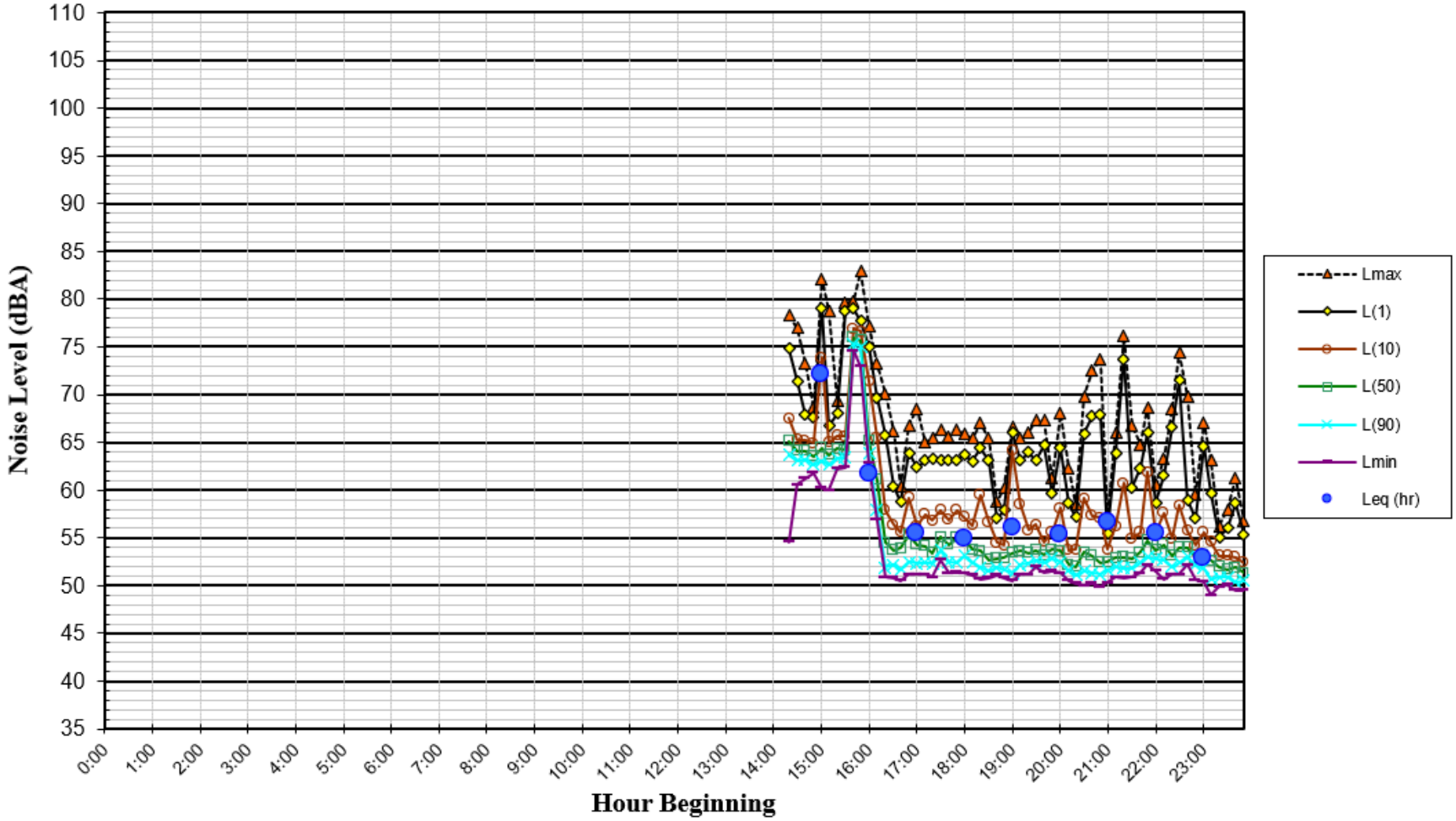


FIGURE A14 Daily Trend in Noise Levels for LT-3 on Friday, April 3, 2026

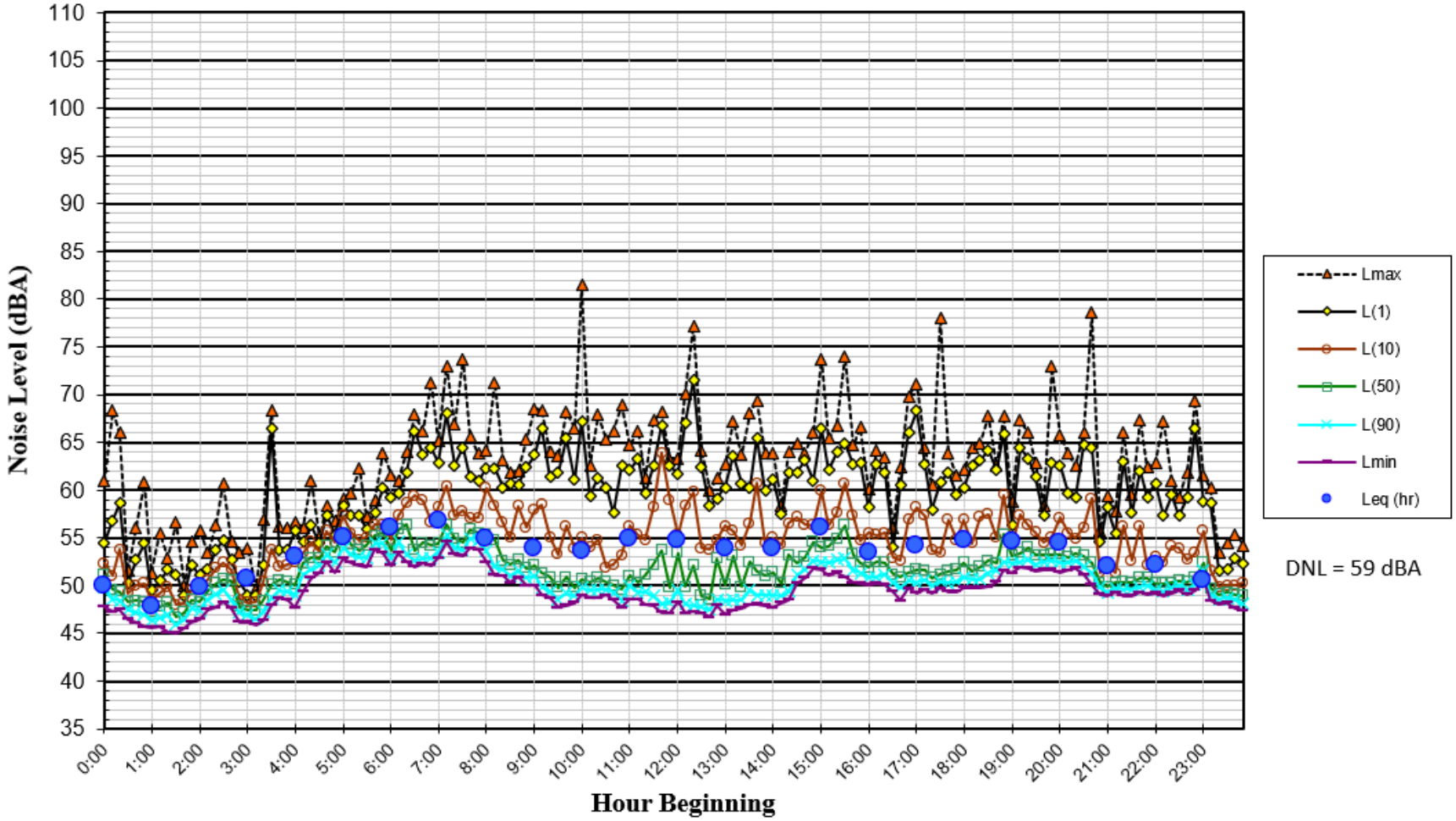


FIGURE A15 Daily Trend in Noise Levels for LT-3 on Saturday, April 4, 2026

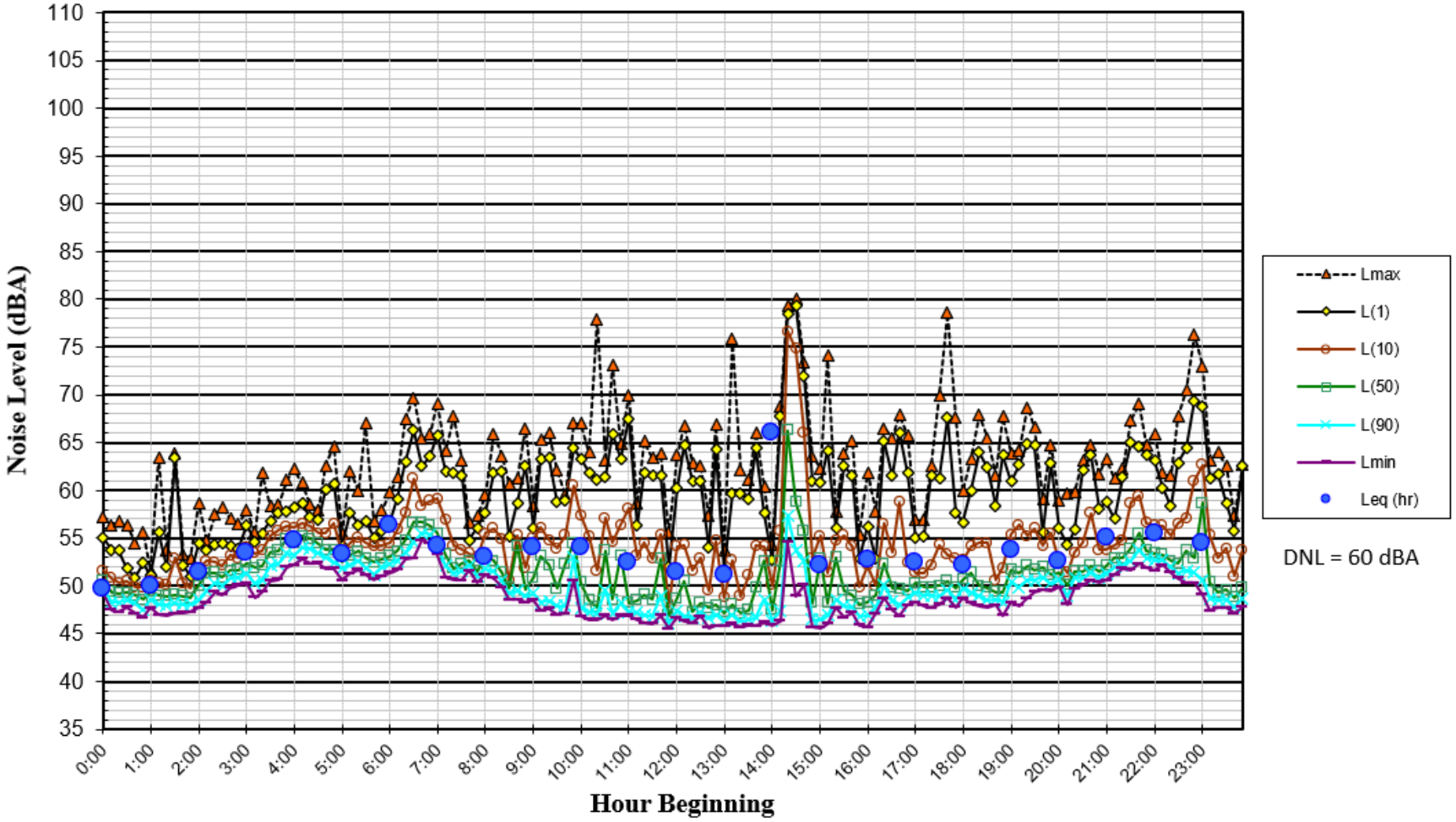


FIGURE A16 Daily Trend in Noise Levels for LT-3 on Sunday, April 5, 2026

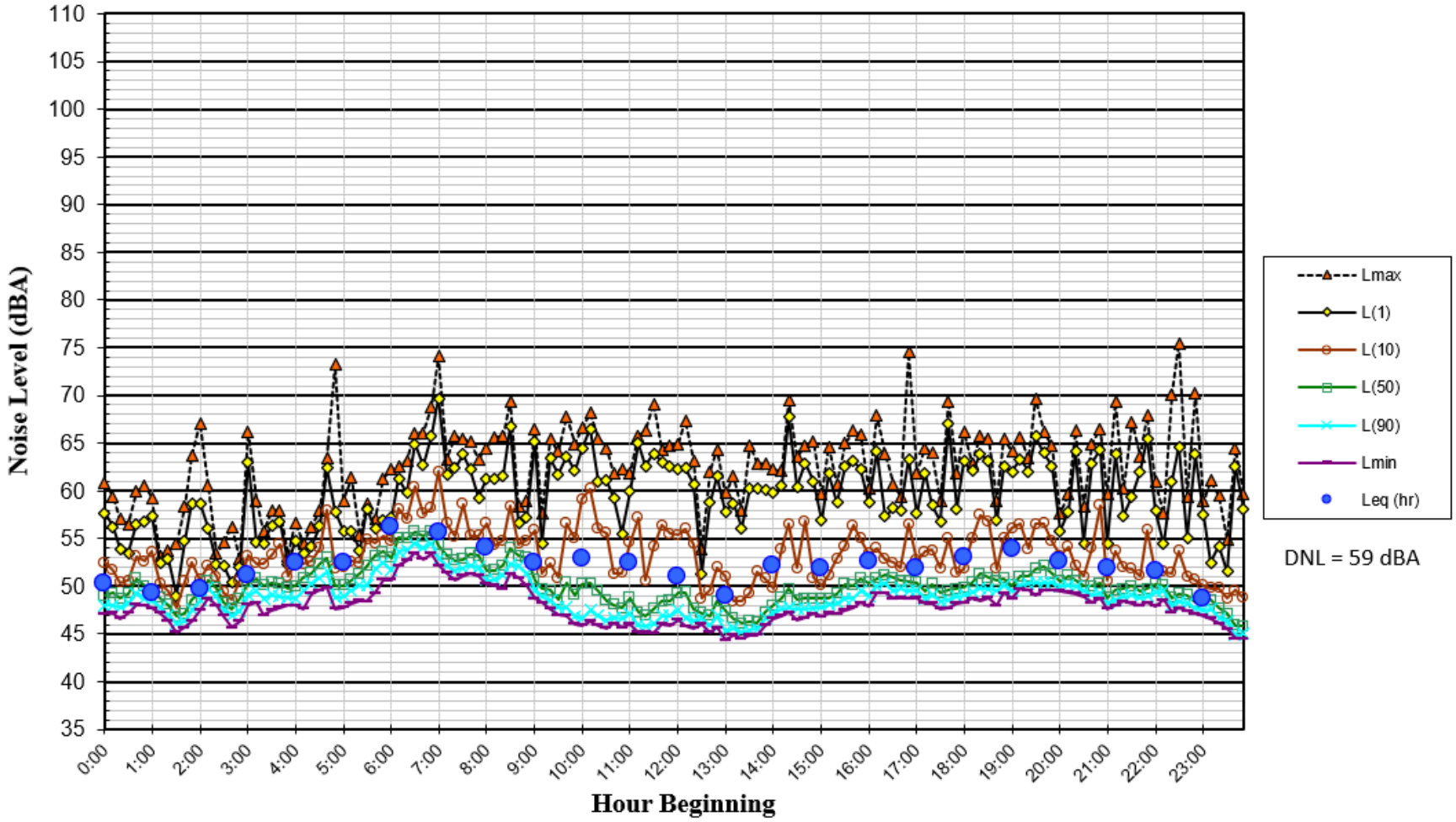


FIGURE A17 Daily Trend in Noise Levels for LT-3 on Monday, April 6, 2026

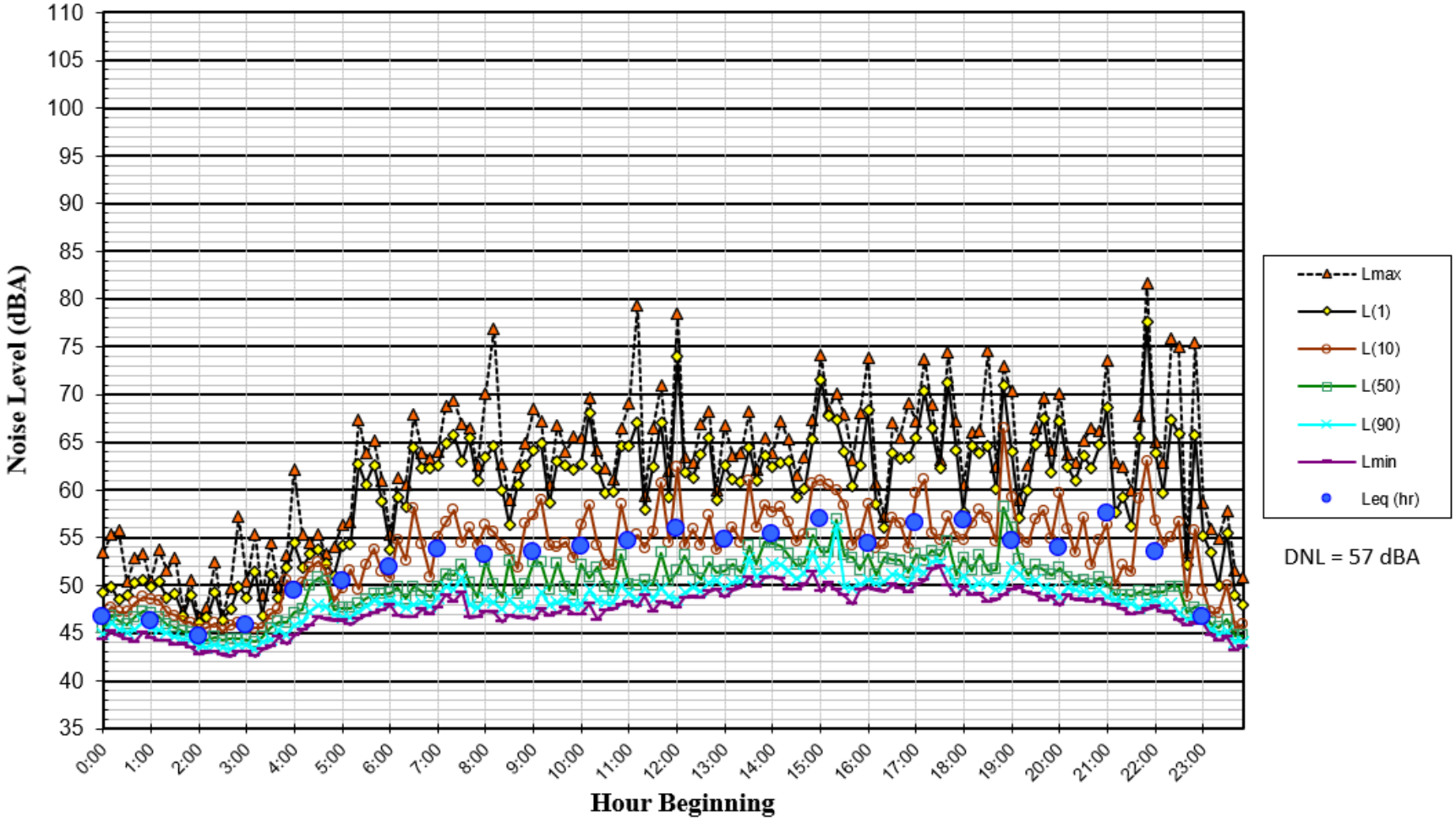
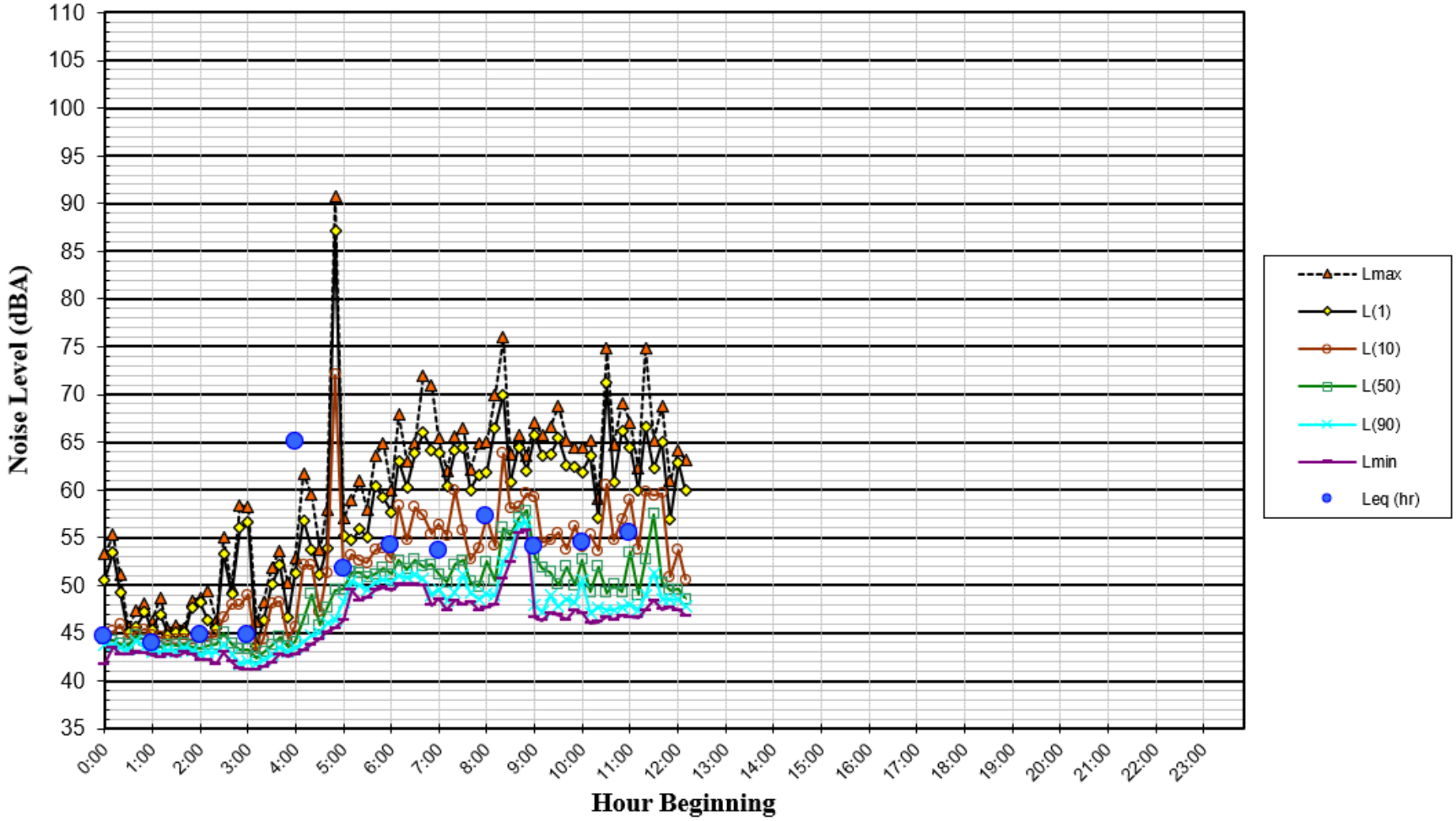


FIGURE A18 Daily Trend in Noise Levels for LT-3 on Tuesday, April 7, 2027



APPENDIX B – Source Levels for SoundPLAN model

Basic source assumptions made for the SoundPLAN model:

1. **Backup Generator**: Caterpillar 3516E (3000KW) and 3512C (1500 KW) based on the following specifications

NOISE-1	Generator Sound Levels	Provide sound levels of generators usually a guarantee at X feet	Enclosure is designed for 85 dBA when measured at 23 ft from the enclosure and 5 1/2 ft above grade in a free field environment, details on pg. 131 (Providing the equipment noise does not exceed 124 dB @3ft.)
NOISE-3	Noise Reduction Measures	Describe noise reduction measures incorporated into project design; enclosures, sound walls, etc.; provide noise level from equipment with noise reduction measures in place	Enclosures use a combination of mineral wool inserts with perf in the intake plenum, walls, and exhaust plenum sections. SCR sound attenuation is 35-45 dBA

   85 dBA at 23-ft from the enclosure and 5.5-ft above grade (provided equipment noise does not exceed 124 dB at 3-ft

2. **Rooftop Chiller Systems**: TMA 4D2100B C32 13 1W (sound data below)

SOUND DATA		
Calculated sound power	dB(A)	104.1
Sound pressure(C0) [32.8 ft]	dB(A)	70.4

SOUND DATA-OCTAVE BAND	Hz	63	125	250	500	1000	2000	4000	8000
Unit global sound power	dB(A)	70.9	88.0	90.0	96.6	100.5	97.4	93.3	86.7

3. **Dedicated Outside Air System or RTUs**:

*Cabinet Sound Power Levels**

Octave Bands:	63	125	250	500	1000	2000	4000	8000
Discharge LW (dB):	*87*	*86*	*90*	*93*	*90*	*87*	*82*	*75*
Return LW (dB):	*81*	*83*	*77*	*70*	*70*	*67*	*61*	*54*

**Sound data is generated by a propriety acoustics model validated through unit testing in accordance with AHRI 260, utilizing tested fan sound data in accordance with AMCA 300.*

Other assumptions in the model include:

- All noise sources as simplified point, or line sources with no significant directivity. This may result in a slightly conservative result.
- Surrounding buildings included in the model as shielding features.
- Receivers modeled at a height of 5 feet (1.5 meters).
- Ground surfaces in the model represented using an acoustically “hard” ground type to represent the built environment around the project site.
- Excess attenuation due air absorption included in this study as part of the default SoundPLAN model assumptions.

APPENDIX M

Transportation Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

326 Charcot Avenue Data Center

Draft Transportation Analysis

Prepared for:

David J Powers & Associates

October 22, 2026

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Phone: 408.971.6100
Hexagon Job Number: 26DC07
Client Name: David J. Powers & Associates, Inc.

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Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for the proposed data center development at 326 Charcot Avenue in San Jose, CA. The project would construct and operate a 514,161 square foot (s.f.) data center building, including supportive administrative space, on the southeast side of the intersection of Zanker Road and Charcot Avenue. The existing project site is occupied by vacant warehouse buildings. Vehicular access to the project site would be provided by two driveways, one from Charcot Avenue and one from Zanker Road. The Zanker Road driveway would serve as the primary entrance, and the Charcot Avenue driveway is presumed to be reserved for use by PG&E and emergency vehicles.

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2023*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Analysis Guidelines* (June 2025), and by the California Environmental Quality Act (CEQA). The TA report consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

It should be noted that the City of San Jose has not yet reviewed the scope of work for this analysis. The City's review process requires submittal and approval of a draft scope of work prior to submittal of a completed TA. Thus, once a planning application has been submitted to the City of San Jose, submittal of a draft scope of work for the TA may be required along with the additional analysis elements based on input from City staff. Additionally, some mitigation measures in this report require coordination with City staff.

CEQA VMT Analysis

The VMT generated by the project (17.07 per employee) exceeds the impact threshold of 16.53 VMT per employee, resulting in a significant impact. Consequently, mitigation measures are required to reduce the project's VMT impact.

The following Tier 2 multimodal infrastructure improvements would mitigate the project's VMT impacts:

- Provide Pedestrian Network Improvements: The project should fund pedestrian network improvements on a General Plan-designated City Connector located within and beyond 1 mile of the project's frontage. This multimodal infrastructure mitigation measure requires coordination with City staff. City staff will ultimately determine whether there are any appropriate pedestrian network improvements in the project vicinity. Potential improvements to provide pedestrian network improvements could include reconstruction and/or construction of sidewalks not on the project frontage and removing pork-chop islands not on the project corner at the intersection of Zanker Road/Charcot Avenue.

- Increase Transit Accessibility: The project should fund improvements on surface streets to improve access to transit from the project site. This multimodal infrastructure mitigation measure requires coordination with City staff and/or VTA. City staff and/or VTA will ultimately determine whether there are any appropriate pedestrian network improvements in the project vicinity. Potential improvements to increase transit accessibility could include constructing connecting sidewalks/walkways to/from the transit station.

With the implementation of the mitigation measures recommended above, the project's VMT per employee would be reduced to 16.28, which is below the impact threshold of 16.53, reducing the project's VMT impact to less-than-significant levels.

Local Transportation Analysis

The LTA included the analysis of AM and PM peak-hour traffic conditions for 5 existing signalized intersections within the City of San Jose.

Trip Generation

The proposed project is estimated to generate a total of 345 daily vehicle trips, with 33 trips (24 inbound and 9 outbound) occurring during the AM peak hour and 24 trips (5 inbound and 19 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The results of the level of service analysis show that the added net trips as a result of the proposed project would not have an adverse effect on intersection operations under background plus project conditions during both the AM and PM peak hours at any of the study intersections based on the applicable guidelines. These results are subject to change once City staff provide a list of approved developments.

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended based on the site plan review:

- The project driveway along Zanker Road should be free and clear of obstructions to ensure a minimum clear sight distance of 360 feet.
- The project should provide at least 13 short-term bicycle parking spaces and 3 long-term bicycle parking spaces. The location of long-term bicycle spaces should be shown on the site plan.

TDM Requirements

The project will not meet the applicable screening criteria for small infill industrial projects. The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed project. The project would achieve the 5-point TDM requirement by providing the following parking attributes and programmatic TDM measures:

- MI01: Provide Bike and Micro-Mobility Network Improvements (2 points)
- MI05: Provide Pedestrian Network Improvements (3 points)

As part of the project's TDM plan's proposed measures (MI01-Bike Network Improvements), the project will provide a monetary contribution of $2 per square foot of non-residential gross floor area ($2 * 514,161 s.f. = $1,028,322) to fund or construct future bike facility improvements in the area.

As part of the project's TDM plan's proposed measures (MI05-Pedestrian Network Improvements), the project will provide a monetary contribution of $3 per square foot of non-residential gross floor area ($3 * 514,161 s.f. = $1,542,483) to fund or construct future pedestrian network improvements in the area.

Because the project does not propose any programmatic TDM measures, annual TDM Plan compliance documentation and monitoring are not required.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the proposed data center development at 326 Charcot Avenue in San Jose, CA (see Figure 1). The project would construct and operate a 514,161 square foot (s.f.) data center building, including supportive administrative space, on the southeast side of the intersection of Zanker Road and Charcot Avenue. The existing project site is occupied by vacant warehouse buildings. Vehicular access to the project site would be provided by two driveways, one from Charcot Avenue and one from Zanker Road. The Zanker Road driveway would serve as the primary entrance, and the Charcot Avenue driveway is presumed to be reserved for use by PG&E and emergency vehicles (see Figure 2).

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2023*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Analysis Guidelines* (June 2025), and by the California Environmental Quality Act (CEQA).

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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 Transportation Analysis Policy, Council Policy 5-1. The Policy 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. Council Policy 5-1 requires all projects to analyze transportation impacts using the VMT metric.

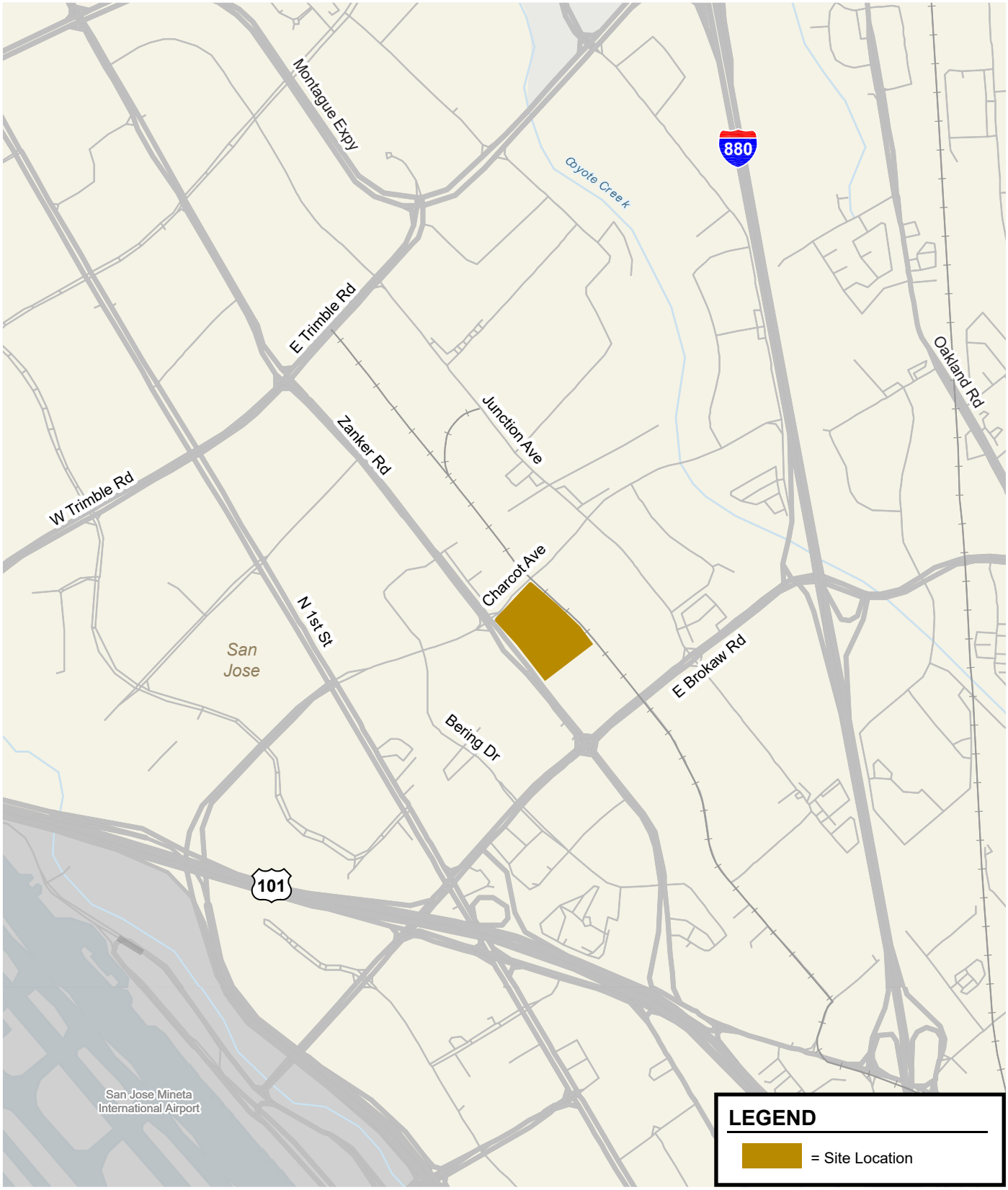


Figure 1
Project Site Location

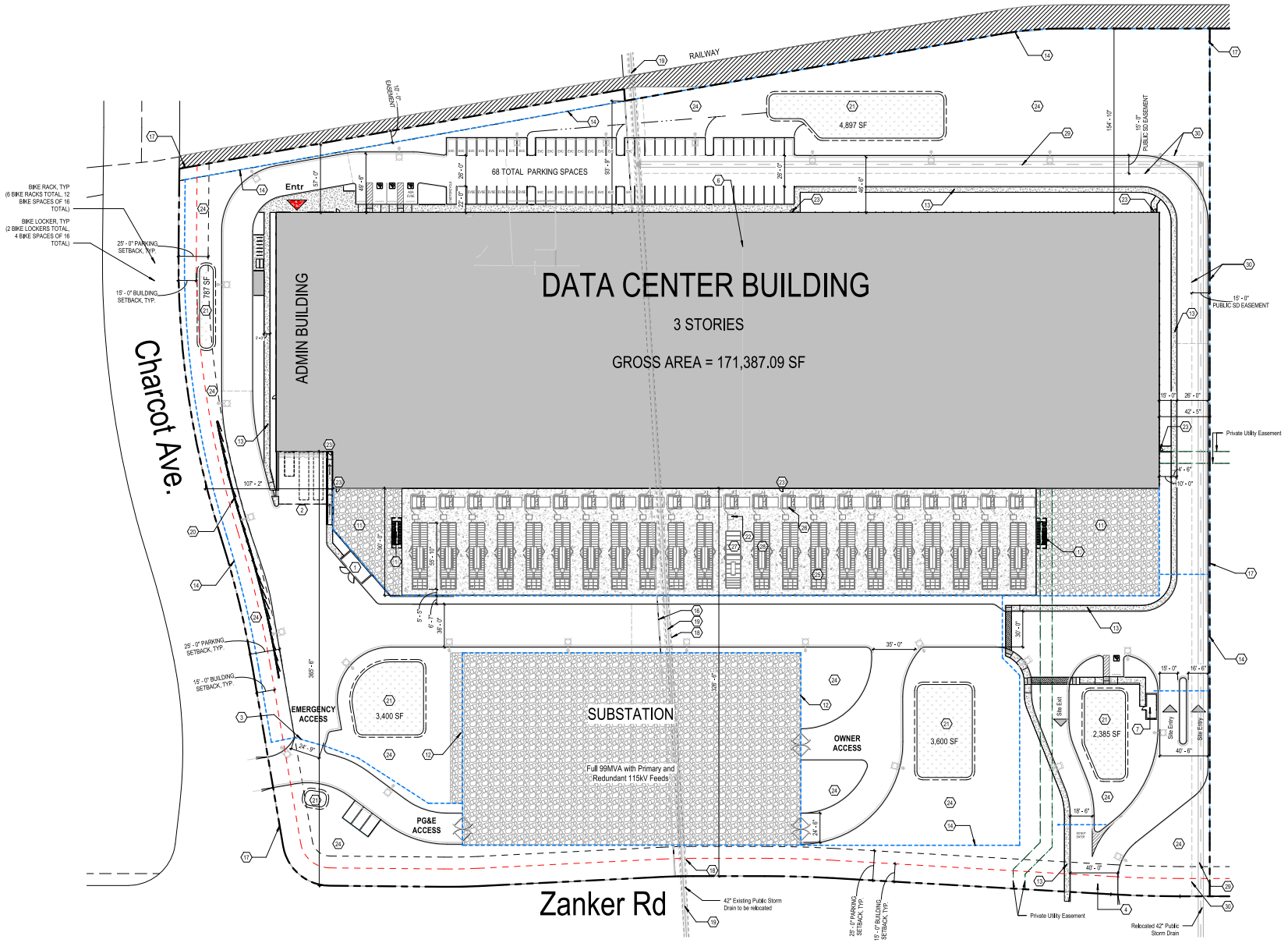


Figure 2
Site Plan

NORTH
Not to Scale

General Plan Goals & Policies

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- 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);
- 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);
- 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);
- 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);
- 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);

CEQA Transportation Analysis Scope

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

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required.

The proposed project will not meet all applicable VMT screening criteria as described in further detail in Chapter 3. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential

multi-modal issues) at intersections in the general vicinity of the project site. The LTA is required per the City of San Jose Transportation Policy. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak hour traffic volumes were obtained from new manual turning movement counts.
- ***Background Conditions*****.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. A list of approved developments will be provided by City staff once a scope of work has been submitted to the City. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- ***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 net additional traffic generated by the project.

The LTA also includes an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access and on-site circulation.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes the roadway network, transit service, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101, I-880, and SR 87. Local access to the site is provided by First Street, Zanker Road, Brokaw Road, Charcot Avenue, and Trimble Road. These facilities are described below.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site. US 101 extends northward through San Francisco and southward through Gilroy. Access to the project site from US 101 is provided via an interchange at Brokaw Road and northbound ramps at Bayshore Highway.

I-880 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site. I-880 extends along the eastern side of San Francisco Bay from the north in Oakland to San Jose in the south, where it becomes SR-17. Access to the project site from I-880 is via an interchange at Brokaw Road.

SR 87 is a six-lane freeway (two mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project site. SR-87 extends from its northern terminus at Charcot Avenue to its interchange with SR-85 in the south. Access to the project site from SR-87 is provided via Charcot Avenue.

First Street is a designated Grand Boulevard per the General Plan that extends from the north San Jose area through downtown San Jose. In the project vicinity, First Street is a four-lane divided roadway with bike lanes on both sides of the street. The VTA Light Rail Transit (LRT) Blue and Green Lines run within the median of First Street between downtown San Jose and Tasman Drive in north San Jose. Sidewalks are provided on both sides of the street. The posted speed limit is 45 mph. Access to and from the project site is provided via its intersections with Charcot Avenue and Brokaw Road.

Zanker Road is a designated City Connector Street per the General Plan that extends from US 101 in the south to past SR 237 in the north, where it transitions to Los Esteros Road. In the project vicinity, Zanker Road is a four-lane roadway with bike lanes in both directions in the vicinity of the project. Sidewalks are intermittent on both sides of the street in the project vicinity. The posted speed limit is 45 mph. Zanker Road runs along the western project frontage. Zanker Road provides direct access to the project site.

Brokaw Road is a designated City Connector Street per the General Plan that extends from Technology Place in the west, where it becomes Airport Parkway to Oakland Road in the east, where it becomes Murphy Avenue. In the project vicinity, Brokaw Road is a six-lane arterial with buffered bike lanes on both sides of the street. Sidewalks are intermittent on both sides of the street in the project vicinity. The posted speed limit is 40 mph. Access to and from the project site is provided via its intersection with Zanker Road.

Charcot Avenue is a designated On-Street Primary Bicycle Facility per the General Plan that extends from the US 101/SR 87 junction as the SR 87 off- and on-ramps in the west to O'Toole Avenue in the east, just west of I-880, where it terminates. In the project vicinity, Charcot Avenue is a two-lane roadway with bike lanes on both sides of the street. Intermittent sidewalks are provided along Charcot Avenue. The posted speed limit is 35 mph. Charcot Avenue runs along the northern project frontage. Access along the Charcot Avenue frontage would be limited to an emergency vehicle access driveway.

Trimble Road is a designated City Connector Street per the General Plan that extends from De La Cruz Boulevard in the west to Montague Expressway in the east. In the project vicinity, Trimble Road is a six-lane divided roadway with buffered bike lanes on both sides of the street. Intermittent sidewalks are provided on both sides of the street. The posted speed limit is 45 mph. Access to and from the project site is provided via Zanker Road.

Existing Pedestrian, Bicycle, and Transit Facilities

Existing Pedestrian Facilities

The existing pedestrian facilities in the project vicinity are shown in Figure 3 and described below.

Pedestrian facilities in the project vicinity consist primarily of sidewalks along the streets and crosswalks with pedestrian signal heads at the signalized intersections. Intermittent sidewalks are provided along Zanker Road, Charcot Avenue, and Brokaw Road. Frequent sidewalk gaps in the project vicinity discourage walking and limit access to transit.

Crosswalks with pedestrian signal heads and push buttons are located at all study intersections. A crosswalk is missing at the south leg of the First Street/Brokaw Road intersection.

Curb ramps with truncated domes are provided at most study intersections. However, some or all curb ramps are missing at the study intersections of Zanker Road/Charcot Avenue (northeast and southeast corners) and Zanker Road/Brokaw Road. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

Existing Bicycle Facilities

Existing bicycle facilities in the project vicinity are shown in Figure 4 and described below.

- **Class I Bikeway (Multi-Use Path).** Class I bikeways are paved, off-street paths shared by bicyclists and pedestrians. The Guadalupe River Trail, a continuous Class I bikeway that runs along the Guadalupe River, is located approximately 1.25 miles west of the project site.
- **Class II Bikeway (Bike Lane).** Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Existing Class II bike lanes are present on the following streets in the vicinity of the project site:
  - Charcot Avenue, east of Zanker Road
  - First Street, north of Brokaw Road (buffered intermittently)
  - Zanker Road, between Bering Drive and Old Bayshore Highway

- **Class IIB Bikeway (Buffered Bike Lane).** Class IIB bikeways are striped bike lanes that include a marked buffer separating the bike lane from the adjacent vehicle travel lane. Existing Class IIB buffered bike lanes are present on the following streets in the vicinity of the project site:
  - Brokaw Road, in its entirety
  - Airport Parkway, in its entirety
  - Charcot Avenue, between Orchard Parkway and Zanker Road
  - Trimble Road, in its entirety
  - Orchard Parkway, in its entirety
  - Plumeria Drive, in its entirety
  - Zanker Road, between Bering Drive and SR-237
  - Old Bayshore Highway, in its entirety
  - Oakland Road, north of Gish Road
  - Technology Drive, north of Skyport Drive
  - Skyport Drive, east of Technology Drive
  - Metro Drive, in its entirety

Existing Transit Services

Existing transit service in the vicinity of the project site is provided by the Santa Clara Valley Transportation Authority (VTA). The transit services within walking distance of the project site are described below and shown on Figure 5.

VTA Bus Services

Frequent Route 60 provides service between the Milpitas BART Station and Winchester Station. In the project vicinity, Route 60 travels along Brokaw Road. Route 60 operates seven days a week with approximately 15-minute headways during the peak commute periods. The nearest Route 60 stop to the project site is located at Brokaw Road and Junction Avenue, approximately 0.25 miles southeast of the project site.

VTA Light Rail Services

VTA Light Rail Transit (LRT) operates two lines in the project vicinity, running within the median of First Street.

VTA Blue Line operates between Baypointe Station in north San Jose and Santa Teresa Station in south San Jose. The Blue Line operates with an approximately 15-minute headway during the peak commute periods. The nearest Blue Line stops to the project site are Component Station and Karina Station, located approximately 0.5 miles west of the project site.

VTA Green Line operates between Old Ironsides Station in Santa Clara and Winchester Station in south San Jose. The Green Line operates with an approximately 15-minute headway during the peak commute periods. The nearest Green Line stops to the project site are Component Station and Karina Station, located approximately 0.5 miles west of the project site.



Figure 3
Existing Pedestrian Facilities

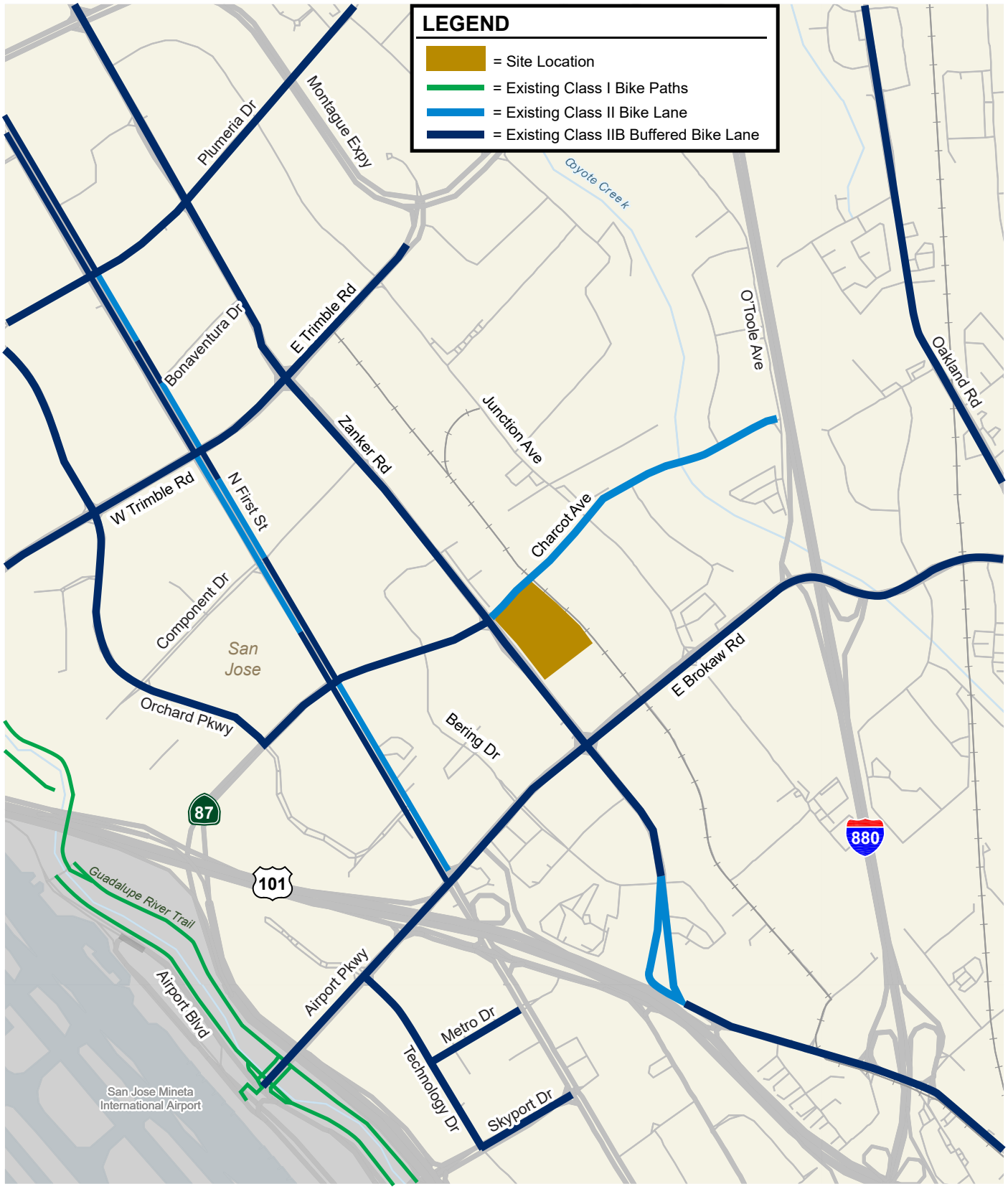


Figure 4
Existing Bicycle Facilities

NORTH
Not to Scale



Figure 5
Existing Transit Services

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

CEQA Transportation Analysis Screening Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) residential projects located in *Planned Growth Areas* near *High-Quality Transit* and with *Transit-Supportive Project Density*
(5) office projects located in *Planned Growth Areas* with *Low VMT*, near *High-Quality Transit* and with *Transit-Supportive Project Density*
(6) deed-restricted affordable housing near *High-Quality Transit* and with *Transit-Supportive Project Density*

Table 1 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook.

Evaluation of Screening Criteria

For the purpose of VMT evaluation, data center uses are converted to equivalent industrial space since both uses would have similar trip-making characteristics (origin and destination of trips). The proposed data center was converted into an equivalent amount of industrial space based on trip generation estimates derived utilizing trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition* (2025). Based on the ITE daily trip rate for data centers (ITE Land Use Code 160), the proposed data center is estimated to generate 375 daily trips, which is equivalent to the trips estimated to be generated by approximately 104,200 s.f. of general light industrial (ITE Land Use Code 110) space. Table 2 presents the industrial equivalency calculation.

Table 1
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or fewer; OR • Single-family attached or multi-family housing of 25 units or fewer; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or Motel of 100 rooms or fewer.
Local-Serving Retail	• 100,000 square feet of total gross floor area or less of retail without drive-through operations.
Local-Serving Public Facilities	• Branch library, community center, fire station, pumping station, park, police station, or public school projects.
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per-employee VMT is less than or equal to the threshold of significance for the land use; AND • **Transit-Supportive Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; AND • **Active Transportation**: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Notes:
Based on the criteria outlined in the City of San Jose's *Transportation Analysis Handbook* (April 2023).

Table 2
Equivalent Industrial Space

Land Use		Size		Daily Rate	Daily Trip
#160 - Data Center		514,161	Square Feet		375
#110 - General Light Industrial	**Equivalent Industrial Space =**	**104,200**	**Square Feet**	3.60	375

Source: ITE Trip Generation Manual, 12th Edition 2025. Average rates used.

The 104,200 s.f. of equivalent industrial space for the proposed project would exceed the City's small industrial infill project criterion of 30,000 s.f. Therefore, the proposed project would not meet the screening criterion for VMT analysis exemption and is required to conduct a detailed CEQA VMT analysis.

VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT were evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development.

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 services in the project vicinity.

When assessing an office or industrial project, the project's VMT is divided by the number of employees.

VMT Evaluation Tool

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 development projects. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

Projects located in areas where the existing VMT is greater than 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 greatest 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 VMT 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.

Baseline VMT Estimates

The thresholds of significance for employment development projects, as established in the Transportation Analysis Policy, are based on the existing regional average VMT level. Figure 6 shows the current VMT levels estimated by the City for workers. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's employee thresholds of 14.05 per employee. The thresholds are calculated by subtracting 15 percent from the regional average of 16.53 per employee.
- Yellow-filled areas are parcels with existing VMT between the employee threshold and the regional average of 16.53 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Thresholds of Significance

Table 3 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy. For industrial employment uses, such as the proposed project, the applicable criteria are as follows:

Industrial Employment Uses: Projects that include general employment uses (industrial) are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing regional average VMT per employee of 16.53.

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

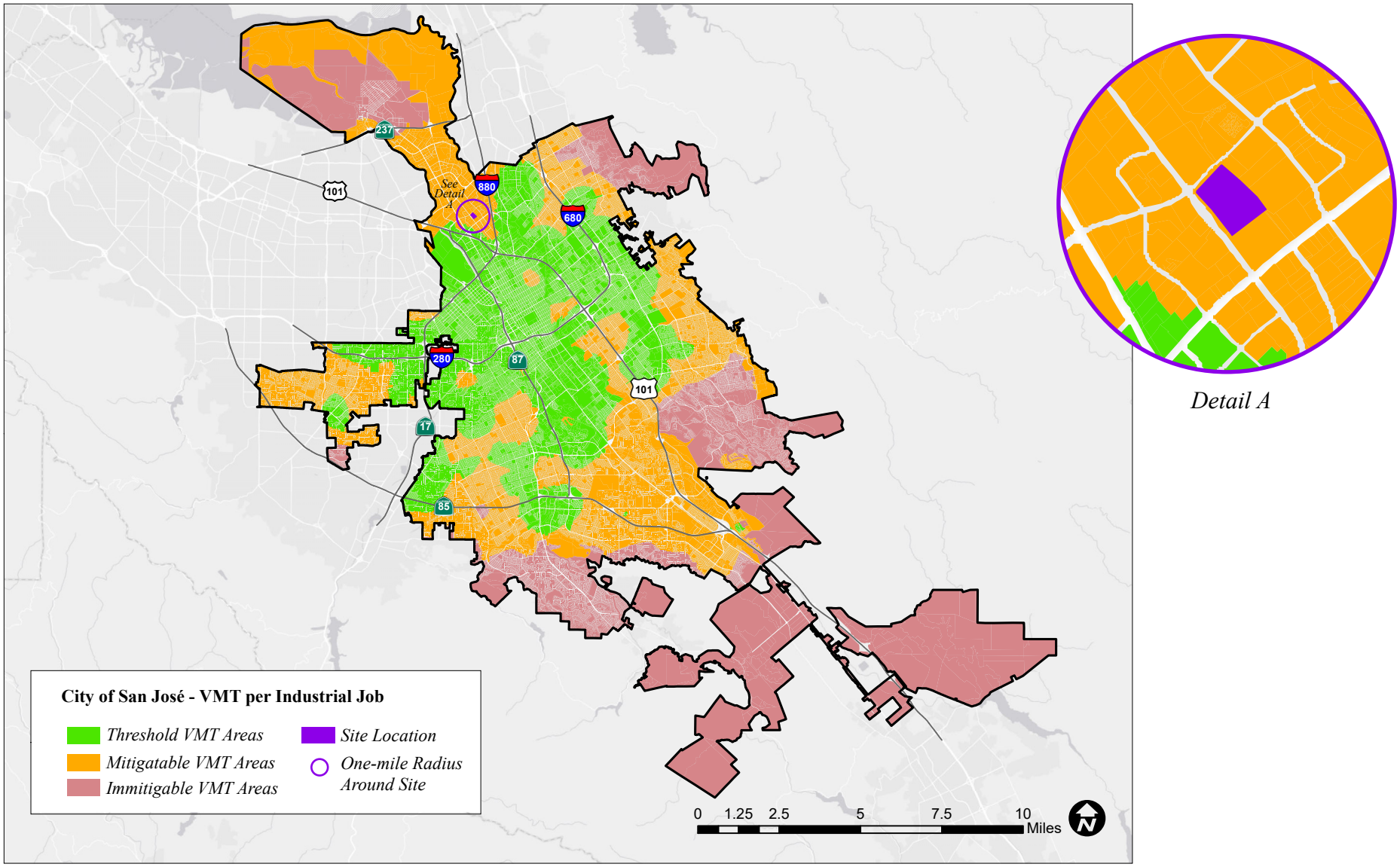


Figure 6
VMT per Industrial Employee Heat Map in San Jose

Table 3
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential	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	13.40 VMT per Capita (Citywide Average)	11.39 VMT per Capita
Office, R&D, Assisted Living	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	16.53 VMT per Employee (Regional Average)	14.05 VMT per Employee
Industrial, Mini Storage	Project VMT per employee exceeds existing regional average VMT per employee	16.53 VMT per Employee (Regional Average)	16.53 VMT per Employee
Retail, Lodging, Education	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public	In accordance with the most appropriate type(s) as determined by the 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 or 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
Urban Village Plans, Station Area Plans, Specific Plans, Development Policies, Other 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 José Transportation Analysis Handbook, April 2023.

VMT Analysis

VMT of Existing Land Uses

The results of the VMT analysis using the VMT Evaluation Tool indicate that the existing VMT for employment uses in the project vicinity is 17.08 per employee. Therefore, the existing VMT levels of employment uses in the project vicinity are currently greater than the regional average VMT of 16.53.

Project-Level VMT Impact Analysis

Since the VMT Evaluation Tool does not include data center land use, daily trips were converted to equivalent light industrial space to provide an estimate of VMT. Based on the land use conversion (applying standard ITE daily trip generation rates), a 514,161 s.f. data center is estimated to generate the same number of daily trips as 104,200 square feet of general light industrial (see Table 2).

According to the City's VMT Evaluation Tool, the project is projected to generate 17.07 VMT per employee, which would exceed the established impact threshold of 16.53 VMT per employee for industrial employment uses (see Figure 7). Therefore, the project would result in an impact on the transportation system based on the City's VMT criteria. Appendix A presents the detailed evaluation sheets for the VMT analysis.

Project Impacts and Mitigation Measures

Project Impact: The VMT generated by the project (17.07 per employee) exceeds the impact threshold of 16.53 VMT per employee, resulting in a significant impact. Consequently, mitigation measures are required to reduce the project's VMT impact.

Multimodal Infrastructure Mitigation Measures: The following Tier 2 multimodal infrastructure improvements would mitigate the project's VMT impacts:

- Provide Pedestrian Network Improvements: The project should fund pedestrian network improvements on a General Plan-designated City Connector located within and beyond 1 mile of the project's frontage. This multimodal infrastructure mitigation measure requires coordination with City staff. City staff will ultimately determine whether there are any appropriate pedestrian network improvements in the project vicinity. Potential improvements to provide pedestrian network improvements could include reconstruction and/or construction of sidewalks not on the project frontage and removing pork-chop islands not on the project corner at the intersection of Zanker Road/Charcot Avenue.
- Increase Transit Accessibility: The project should fund improvements on surface streets to improve access to transit from the project site. This multimodal infrastructure mitigation measure requires coordination with City staff and/or VTA. City staff and/or VTA will ultimately determine whether there are any appropriate pedestrian network improvements in the project vicinity. Potential improvements to increase transit accessibility could include constructing connecting sidewalks/walkways to/from the transit station.

With the implementation of the mitigation measures recommended above, the project's VMT per employee is estimated to be reduced to 16.28 (see Figure 8), which is below the impact threshold of 16.53, reducing the project's VMT impact to less-than-significant levels.

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

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.

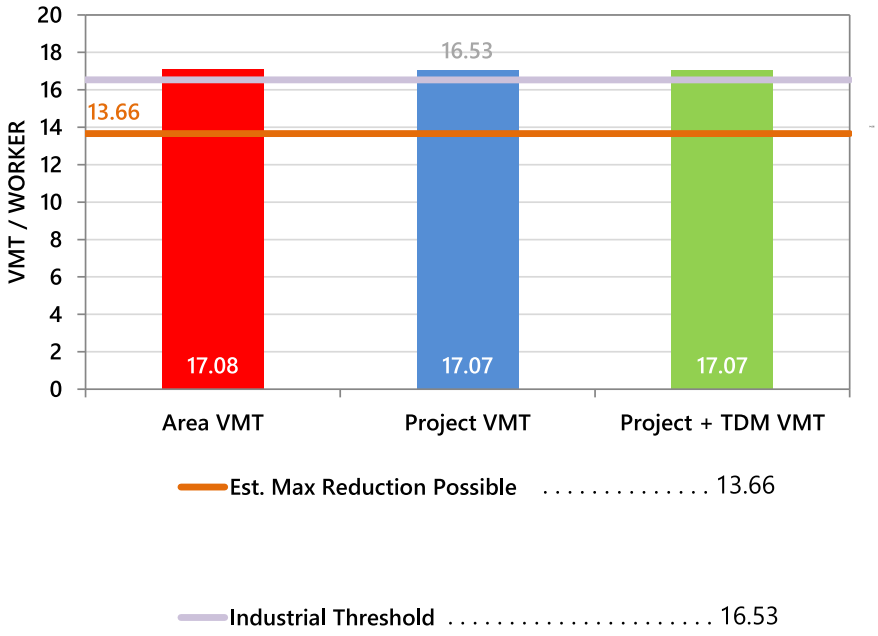


Figure 7
VMT Analysis without Mitigations

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

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.

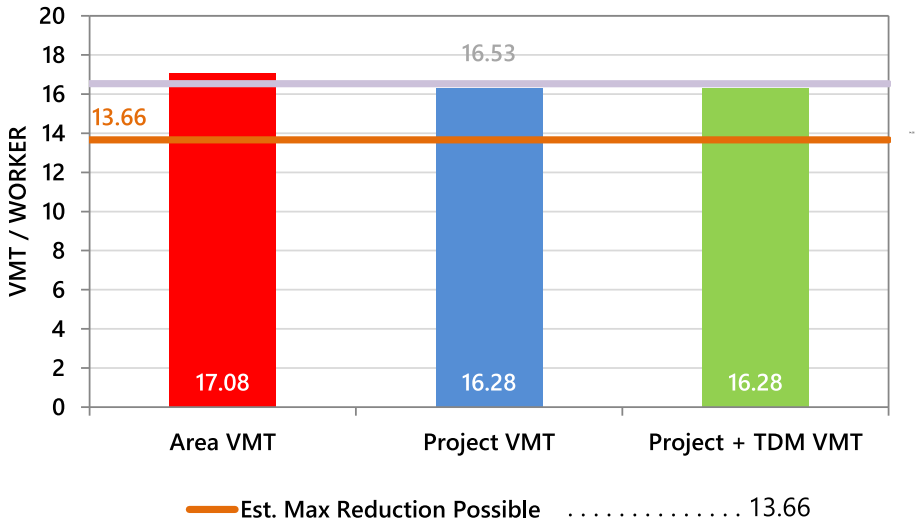


Figure 8
VMT Analysis with Mitigations

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 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 per the City's *Transportation Analysis Handbook*.

General Plan Goals & Policies

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- 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 the improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- 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);
- 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. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- 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 Villages and Corridors and other growth areas (TR-8.6);

Land Use Designation

According to the Envision San Jose 2040 General Plan, the project site is designated for *industrial park* uses. The *industrial park* designation is an industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, and offices. Since the proposed data center is a non-hazardous industrial use, 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 the method by which project traffic is estimated, intersection operations analysis for existing, background, and background plus project, any adverse effects on study intersections caused by the project, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

The LTA supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA is required per the City of San Jose Transportation Policy, however, the determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter. The LTA provides supplemental analysis for use by the City of San Jose in identifying potential improvements to the transportation system with a focus on improving multi-modal travel.

Project Description

The project would construct and operate a 514,161 s.f. data center building. Access to the project site would be provided via a full-access driveway along Zanker Road which would serve as the primary entrance. This driveway would be equipped with gates, an automatic gate system, a 24/7 guardhouse, and electronic access control. A second driveway along Charcot Avenue would be reserved for emergency access only and PG&E substation access.

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

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation rates for Data Center (Land Use #160) as published in the Institute of Transportation Engineers (ITE)

Trip Generation Manual, 12th Edition (2025) were applied to the proposed project. Based on the trip generation rates, it is estimated that the project would generate a total of 375 daily vehicle trips, with 36 trips (26 inbound and 10 outbound) occurring during the AM peak hour and 26 trips (5 inbound and 21 outbound) occurring during the PM peak hour before any reductions.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2023, Section 5.7, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above.

Existing Trip Credit

Trips that are generated by existing occupied uses can be subtracted from the gross project trip generation estimates. Accordingly, trip credits were applied to account for the buildings that would be removed as part of the project. Trip credits will be applied to the project trip generation estimates once driveway counts are collected at the existing site.

Location-Based Trip Adjustment

Based on the 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 Housing place type. Based on Table 17 of the City of San Jose Transportation Analysis Handbook, April 2023, industrial developments within Suburban with Multifamily Housing areas have vehicle mode shares of 92 percent. 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 and appropriate trip reductions, the proposed project is estimated to generate a total of 345 daily vehicle trips, with 33 trips (24 inbound and 9 outbound) occurring during the AM peak hour and 24 trips (5 inbound and 19 outbound) occurring during the PM peak hour (see Table 4).

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway location. Figure 9 shows the trip distribution pattern and assignment of project traffic on the local transportation network.

Table 4
Project Trip Generation Estimates

Land Use	Reduction %	Size	Daily Trips	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Proposed Land Uses									
ITE # 160 - Data Center		514,161 Square Feet	375	26	10	36	5	21	26
8% Location-Based Reduction [1]	*8%*		*-30*	*-2*	*-1*	*-3*	*0*	*-2*	*-2*
Net Project Trips			**345**	**24**	**9**	**33**	**5**	**19**	**24**

Source: ITE Trip Generation Manual, 12th Edition 2025. Average rates used.

[1] The place type (Suburban with multifamily housing) for the project site is obtained from the City of San Jose VMT Evaluation Tool (April 2023). The location-based vehicle mode shares are obtained from Table 17 of the City of San Jose Transportation Analysis Handbook (April 2023). The trip reductions are based on the percent of mode share for all of the other modes of travel besides vehicle.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for five signalized intersections in the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to an intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

- Within a ½-mile buffer from the project's property line;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- With the potential to be affected by the project, per engineering judgement of Public Works.

The following study intersections were selected based on the above criteria (see Figure 9). City staff have not yet reviewed our scope of work and approved our proposed study intersections. This list of study intersections is subject to change once City staff have reviewed our scope of work.

Study Intersections

1. Zanker Road & Trimble Road (CMP)
2. Zanker Road & Charcot Avenue
3. Zanker Road & Brokaw Road (CMP)
4. N. First Street & Charcot Avenue
5. N. First Street & Brokaw Road (CMP)

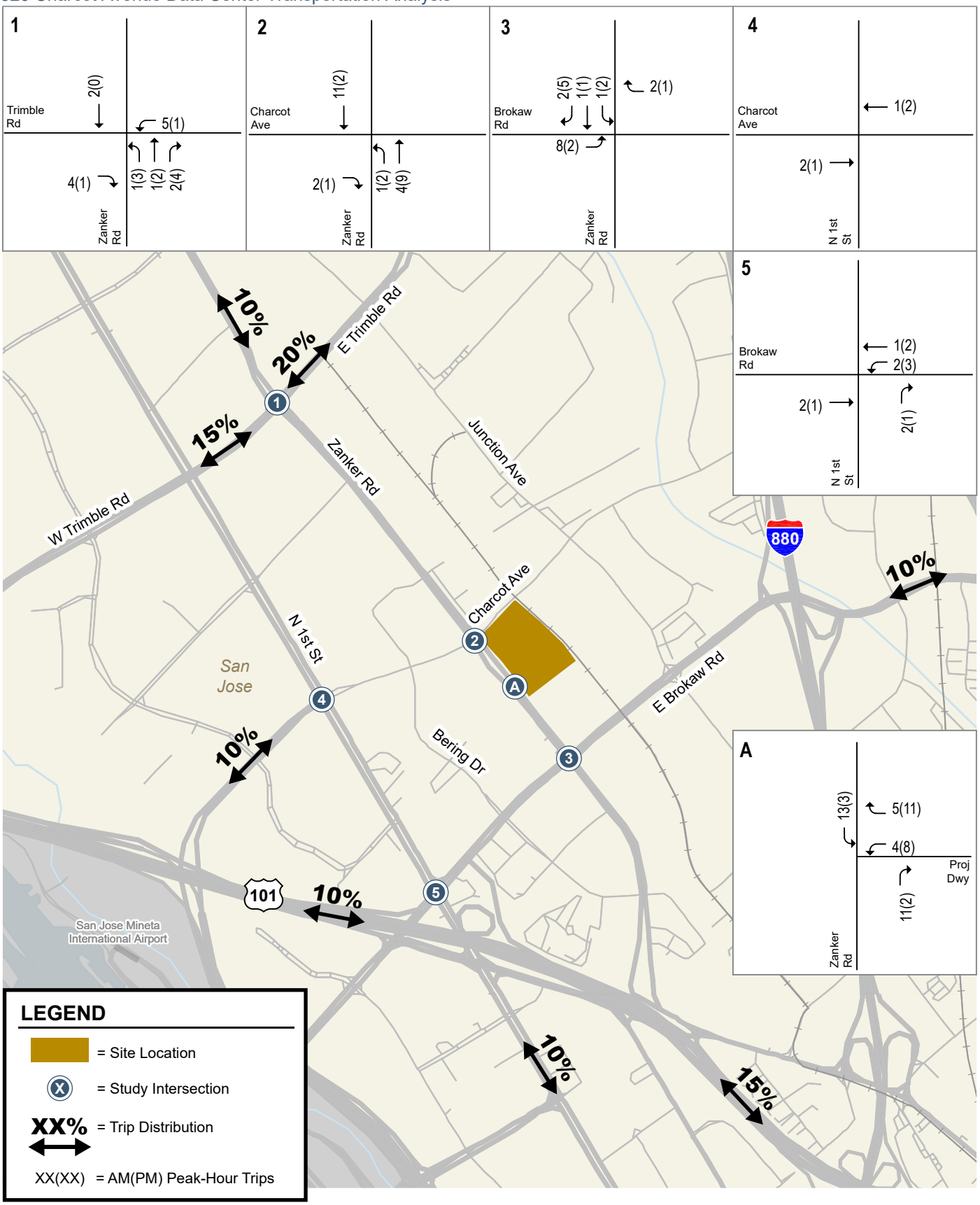


Figure 9
Project Trip Distribution and Assignment

Data Requirements

The data required for the analysis were obtained from the CMP and field observations. The following data were collected from these sources:

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

The City of San Jose will provide additional data requirements, such as approved project trip information, once they have reviewed our scope of work.

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown in Figure 10. It is assumed in this analysis that the transportation network under background and background plus project would be the same as the existing transportation network.

Traffic Volumes

Existing Traffic Volumes

Existing peak hour traffic volumes at all study intersections were obtained from new manual turning movement counts conducted in May 2026. The existing peak-hour intersection volumes are shown in Figure 11. The traffic counts are included in Appendix B.

Background Traffic Volumes

The background traffic scenario predicts a realistic traffic condition that would occur as the approved development is built. Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The City of San Jose will provide a list of approved but not yet completed developments once they have reviewed our scope of work. Background traffic volumes represent Existing Traffic Volumes in this report. Background traffic volumes are shown in Figure 12.

Background Plus Project Traffic Volumes

Net project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 13). The traffic volumes for all components of traffic are tabulated in Appendix D.

Level of Service Standards and Analysis Methodologies

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.

All study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The HCM is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 5.

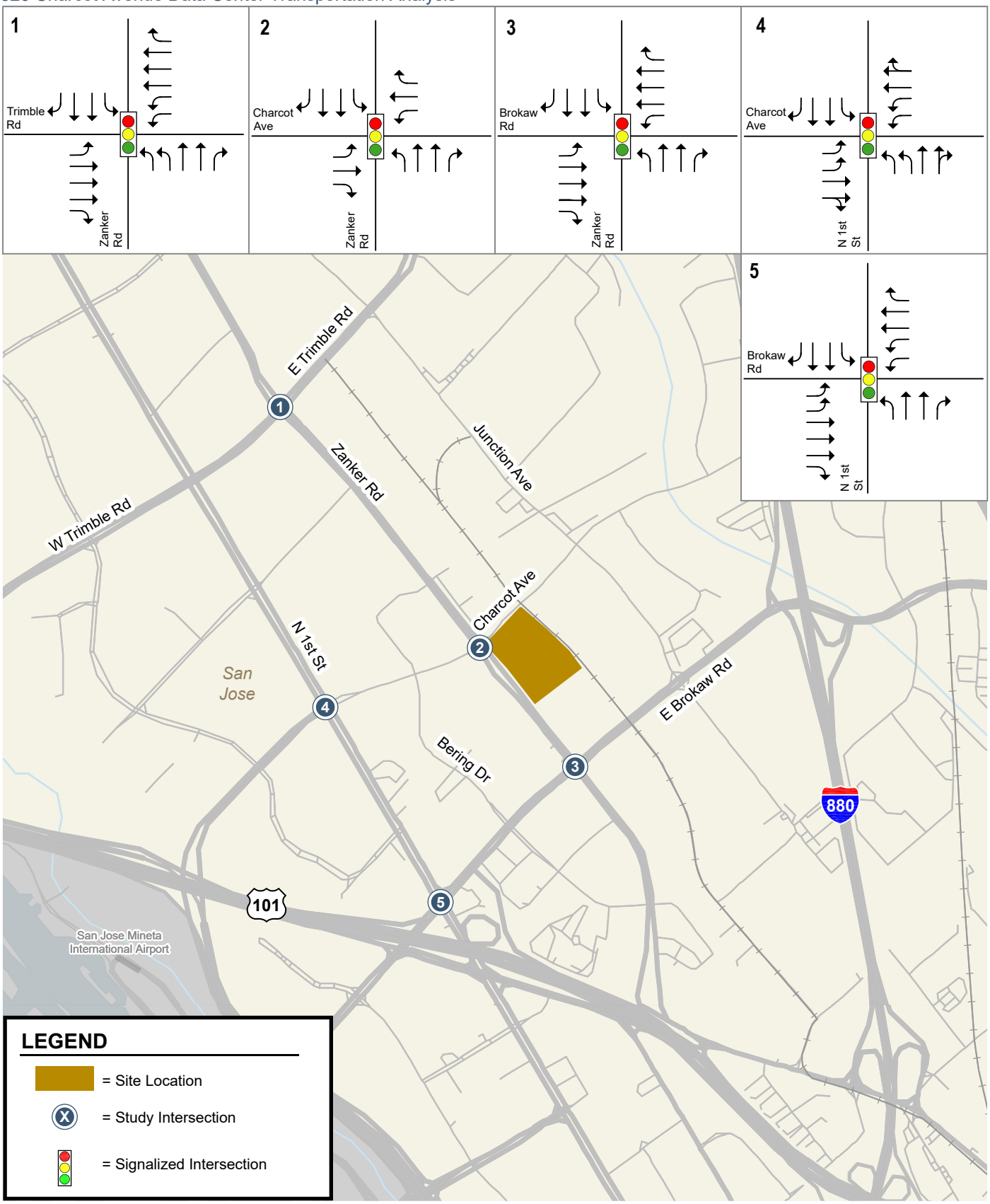


Figure 10
Existing Lane Configurations

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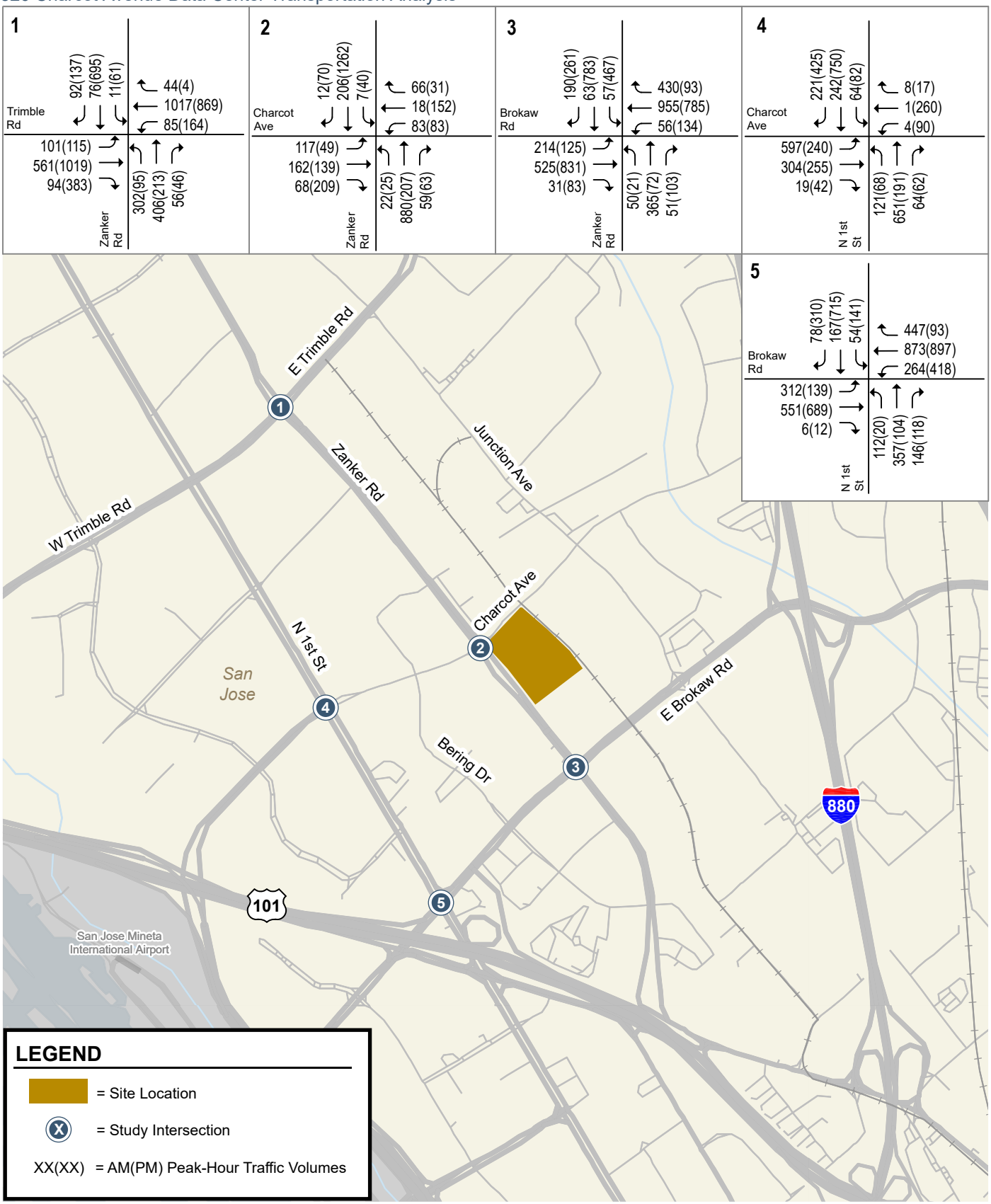


Figure 11
Existing Traffic Volumes

NORTH
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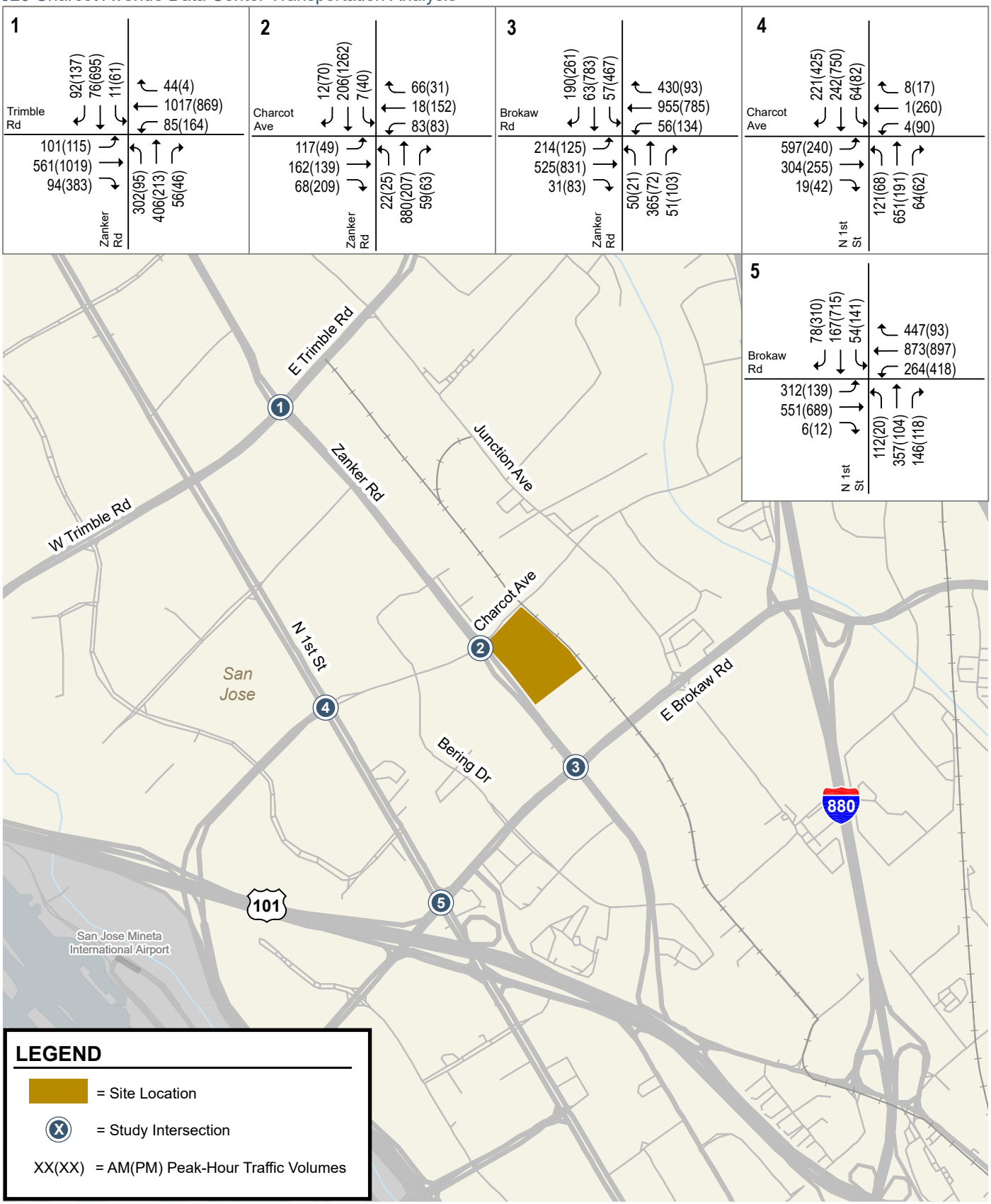


Figure 12
Background Traffic Volumes

NORTH
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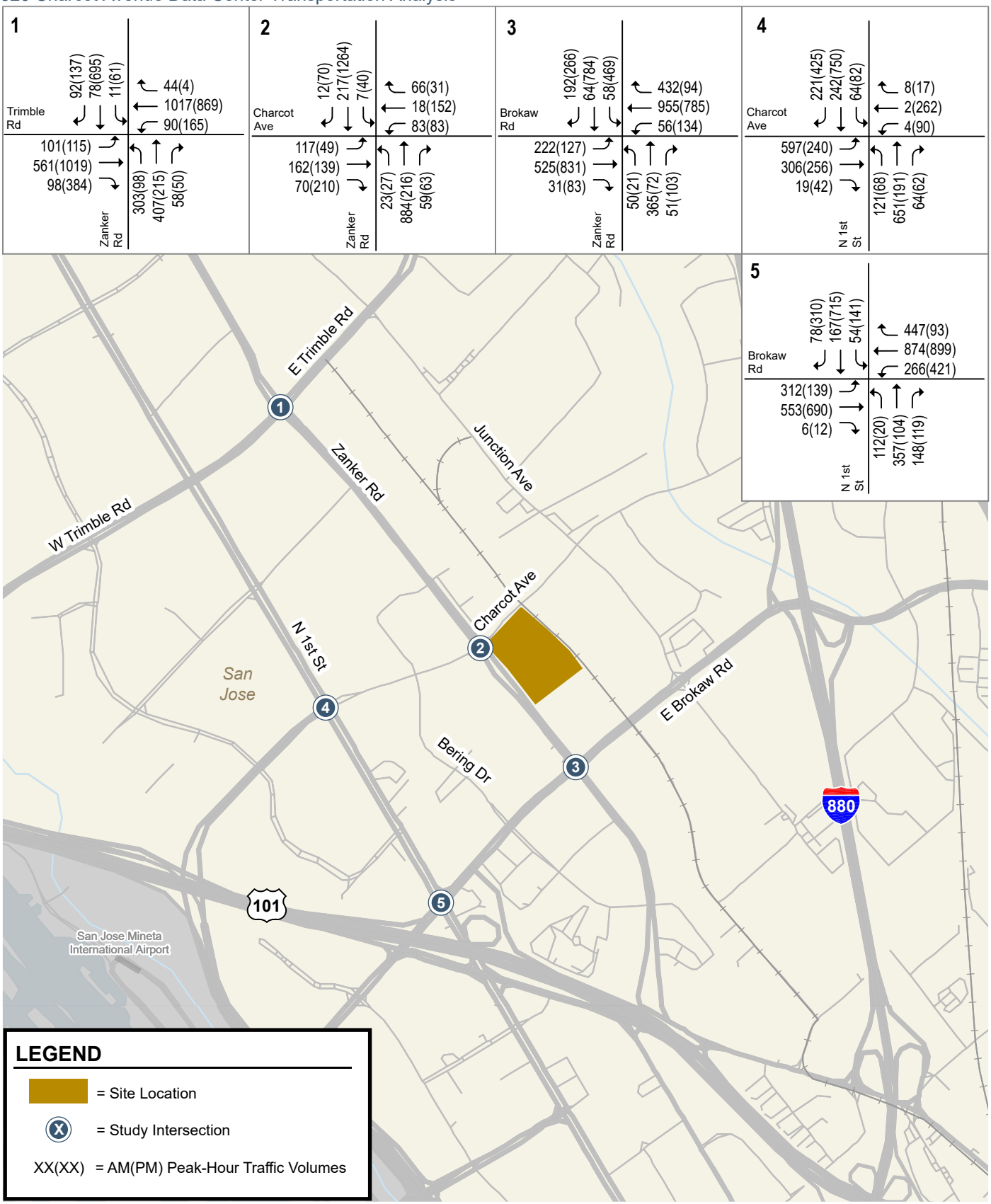


Figure 13
Background Plus Project Traffic Volumes

NORTH
Not to Scale

Signalized study intersections in the City of San Jose are subject to the City of San Jose level of service standards with the exception of intersections located within Infill Opportunity Zones (IOZ). The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2023*, an adverse effect on intersection operations occurs 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 causes both the critical-movement delay at the intersection to increase by four or more seconds and the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

Table 5
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

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

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 is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore the intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;

- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR
- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Conformance to the CMP Standard

Based on CMP criteria, a project would fail to meet the CMP intersection standard if the additional project traffic caused one of the following during either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS E or better under background conditions to an unacceptable LOS F under project conditions, or
2. The level of service at the intersection is an unacceptable LOS F under background conditions and the addition of project trips causes 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.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold is an increase in the critical V/C value by.01 or more.

An adverse intersection effect by CMP standards is said to be satisfactorily addressed when measures are implemented that would restore the intersection level of service to background conditions or better.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6. Intersection levels of service were evaluated against the applicable level of service standards.

Existing Intersection Operation Conditions

The results of the level of service analysis show that all study intersections are currently operating at acceptable levels of service under existing conditions during both the AM and PM peak hours based on the applicable City of San Jose and CMP LOS standards. The intersection level of service calculation sheets are included in Appendix E.

Background Intersection Operation Conditions

The results of the level of service analysis show all study intersections would operate at acceptable levels of service under background conditions during both the AM and PM peak hours based on the applicable LOS standards. The intersection level of service calculation sheets are included in Appendix E.

Background Plus Project Intersection Operation Conditions

The results of the level of service analysis show that all study intersections would continue to operate at acceptable levels of service under background conditions during both the AM and PM peak hours with the addition of project-generated trips. Therefore, the project would not have an adverse effect on operations at any of the study intersections. The intersection level of service calculation sheets are included in Appendix E.

Table 6
Intersection Level of Service Results

Study #	Intersection	Peak Hour	LOS Standard	Count Date	Existing Conditions: No Project Avg. Delay (sec)	Existing Conditions: No Project LOS	Background Conditions: No Project Avg. Delay (sec)	Background Conditions: No Project LOS	Background Conditions: with Project Avg. Delay (sec)	Background Conditions: with Project LOS	Background Conditions: with Project Incr. in Crit. Delay (sec)	Background Conditions: with Project Incr. in Critical V/C
1	Zanker Road & Trimble Road	AM	E	5/19/2026	34.5	C	34.5	C	34.5	C	0.1	0.001
		PM	E	5/19/2026	37.7	D	37.7	D	37.7	D	0.0	0.001
2	Zanker Road & Charcot Avenue	AM	D	5/19/2026	29.4	C	29.4	C	29.3	C	0.0	0.001
		PM	D	5/19/2026	29.3	C	29.3	C	29.4	C	0.2	0.001
3	Zanker Road & Brokaw Road	AM	E	5/19/2026	34.5	C	34.5	C	34.7	C	0.2	0.007
		PM	E	5/19/2026	39.0	D	39.0	D	39.0	D	0.0	0.001
4	N. First Street & Charcot Avenue	AM	D	5/19/2026	34.5	C	34.5	C	34.5	C	0.0	0.000
		PM	D	5/19/2026	33.4	C	33.4	C	33.5	C	0.1	0.001
5	N. First Street & Brokaw Road	AM	E	5/19/2026	37.0	D	37.0	D	37.0	D	0.0	0.000
		PM	E	5/19/2026	37.8	D	37.8	D	37.8	D	0.0	0.001

Note:
Bold indicates a substandard level of service/signal warrant met.
Bold indicates an adverse effect.

Site Access and On-Site Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. The evaluation of site access and circulation is based on the conceptual site plan prepared by SNHA in April 2026. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access

Vehicular access to the project site would be provided via a full access gated driveway along Zanker Road. An emergency-only driveway is shown along Charcot Avenue. Signage stating "No Vehicle Access" or "Authorized Vehicles Only" should be posted near the Charcot Avenue emergency entrance.

According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical width for a two-way driveway serving an industrial development is 32 feet. This provides adequate width for vehicular ingress and egress and a reasonably short crossing distance for pedestrians. The driveway along Zanker Road is shown to be 40 feet wide on the site plan. The driveway along Charcot Avenue is shown to be approximately 26 feet wide. The proposed driveways provide adequate width for two-way vehicular operations. Truck access and circulation (described below) will determine the driveway widths.

Traffic Operations at Project Driveway

Two entry gates are proposed near the Zanker Road driveway. The City requires developments to provide adequate on-site stacking space for at least two inbound vehicles (approximately 50 feet) between the face of curb and any entry gates or on-site drive aisles or parking spaces. This prevents vehicles from queuing onto the street and potentially blocking traffic. The entry gates are shown to be

located within the site and will provide approximately 180 feet of stacking space. The Charcot Avenue driveway would be gated and equipped with a Knox Box to allow emergency vehicle access.

As shown in Figure 14, a maximum of 24 vehicles would enter the site at the driveway along Zanker Road during the AM peak hour and 19 vehicles would exit the site during the PM peak hour. This equates to approximately one vehicle entering or exiting the site every two to three minutes. Some minor on-street queuing may occur while vehicles yield to oncoming traffic to turn left into the project site. Similarly, some minor on-site queuing may occur while vehicles wait for a gap in traffic to turn onto Zanker Road.

Sight Distance at Project 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, bicycles within the bike lane, and other vehicles traveling on Zanker Road. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Adequate sight distance (sight distance triangles) in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards should be provided at the project driveway.

Sight distance triangles should be measured approximately 10 feet back from the traveled way. 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 and locate sufficient gaps in traffic.

The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Zanker Road has a posted speed limit of 45 miles per hour (mph). The AASHTO stopping sight distance for facilities with posted speed limits of 45 mph is 360 feet. Thus, a driver exiting/entering the proposed project driveway on Zanker Road must be able to see 360 feet in the direction with the conflicting movements.

Based on the site plans and field observations, drivers exiting the project driveway along Zanker Road would be able to see more than 360 feet in either direction. Therefore, adequate stopping sight distance would be provided.

***Recommendation**:* The project driveway along Zanker Road should be free and clear of obstructions to ensure a minimum clear sight distance of 360 feet.

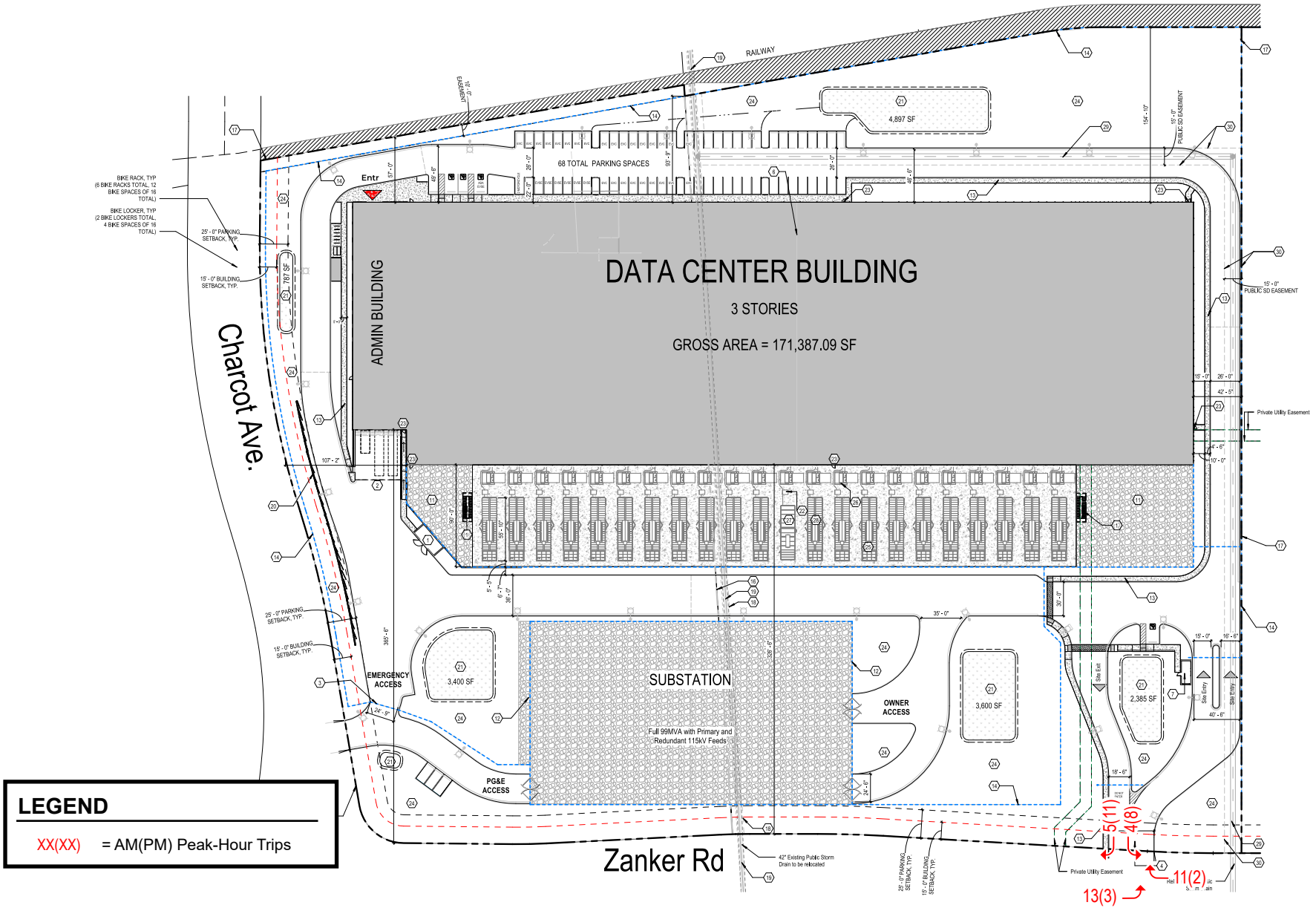
On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards.

Upon entering the site via the driveway along Zanker Road, vehicles will proceed to the parking area on the east side of the building via a drive aisle along the south side of the building. There would be no dead-end aisles within the parking area. The project would provide 90-degree parking stalls within the parking area. All drive aisles measure at least 26 feet in width, which meets City's requirements for minimum widths of 24 feet and provide adequate space for parked vehicles to back out into drive aisles.

Truck and Emergency Vehicle Access

The site plan shows that truck loading docks are proposed to be provided at the northwest corner of the project building. Trucks would turn left at the entry gates and use a drive aisle on the west side of the project, separating truck traffic from passenger vehicles. The site plan shows approximately 180 feet of space between the project driveways and the gate, providing adequate space for a truck to queue. A screened trash enclosure for the building would be next to the loading docks. All delivery activity for the project would occur on-site in the designated loading areas.



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 14
Project Trips at Site Access Points

NORTH
Not to Scale

Truck Turning Templates for Loading Docks

Truck turning templates were completed for the loading dock area located at the north side of the project building and the driveway along Zanker Road.

As shown in Figure 15, a WB-50 truck with trailer, representing the largest semi-trailer trucks accessing the site, would be able to pull into and out of the loading docks and the project driveway along Zanker Road without any issues. The proposed 40-foot-wide driveway along Zanker Road provides adequate width for trucks to enter and exit the site without encroaching on the curb.

There is adequate sight distance at the project driveway along Zanker Road, which would allow exiting trucks to see along both directions of Zanker Road.

Parking Supply

The City of San Jose recently amended Title 20 of the Municipal Code to remove citywide minimum off-street vehicle parking requirements for developments, with the exception of single-family properties and areas where the City has defined contractual agreements regarding parking supply. The changes are intended to encourage the use of alternative modes of transportation, thereby reducing VMT and greenhouse gas emissions. All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new parking ordinance, which includes new mandatory TDM requirements.

The removal of vehicle parking requirements and addition of TDM requirements are intended to improve consistency with Climate Smart San Jose and the Envision San Jose 2040 General Plan transportation and land use goals. Developers have the flexibility to determine the appropriate number of vehicle parking spaces based on a project's specific needs and market conditions, rather than based on a minimum number of spaces determined by the City.

Vehicle Parking

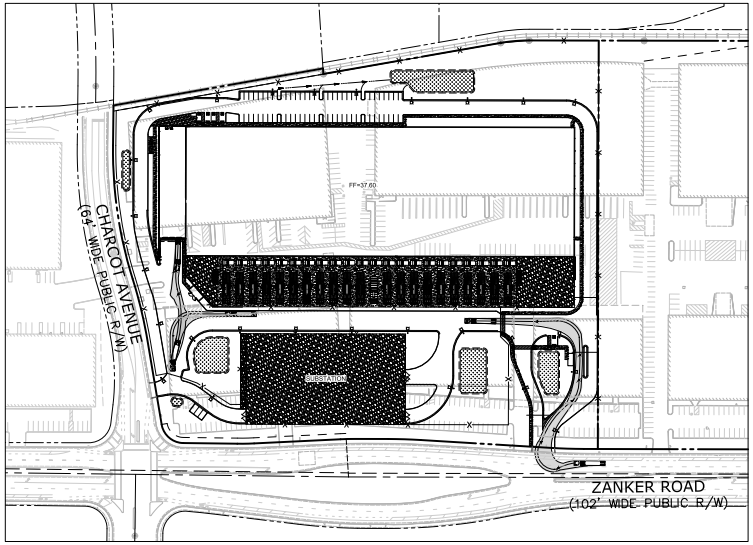
The project would provide parking primarily in a surface lot along the east side of the building. The site plan indicates that 71 vehicular parking spaces would be provided in the surface lot, including 3 ADA accessible spaces. The site plan shows 3 parking spaces near the PG&E/Emergency access entrance. One ADA space is shown near the guardhouse.

Bicycle Parking

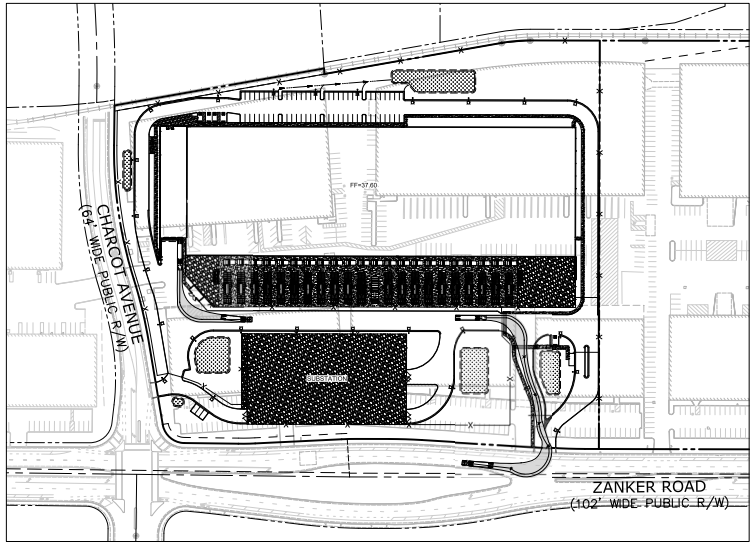
According to the City's Bicycle Parking Standards (Chapter 20.90, Table 20-190), data centers are required to provide one bicycle parking space per 5,000 s.f. of office/meeting/technician work space, plus one space per 50,000 s.f. of floor area dedicated to computer equipment.

The project would include 29,433 s.f. of office/storage area. The main data center building would contain the remaining 484,728 s.f. of floor area. Based on the City's bicycle parking requirements and the floor areas, the project is required to provide 16 bicycle parking spaces. Of the required bicycle parking, City standards require that at least 80 percent be short-term bicycle spaces and at most 20 percent be secured long-term bicycle spaces. This equates to 13 short-term bicycle parking spaces and 3 long-term bicycle parking spaces. The site plan indicates that 12 short-term bicycle parking spaces and four long-term bicycle parking spaces would be provided. The site plan shows six short-term bicycle racks (short-term parking for 12 bikes) near the entrance of the building. The location of long-term bicycle spaces should be shown on the site plan.

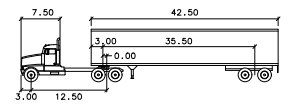
Recommendation: The project should provide at least 13 short-term bicycle parking spaces and 3 long-term bicycle parking spaces. The location of long-term bicycle spaces should be shown on the site plan.



WB-50 INGRESS



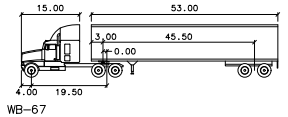
WB-50 EGRESS



WB-50

feet

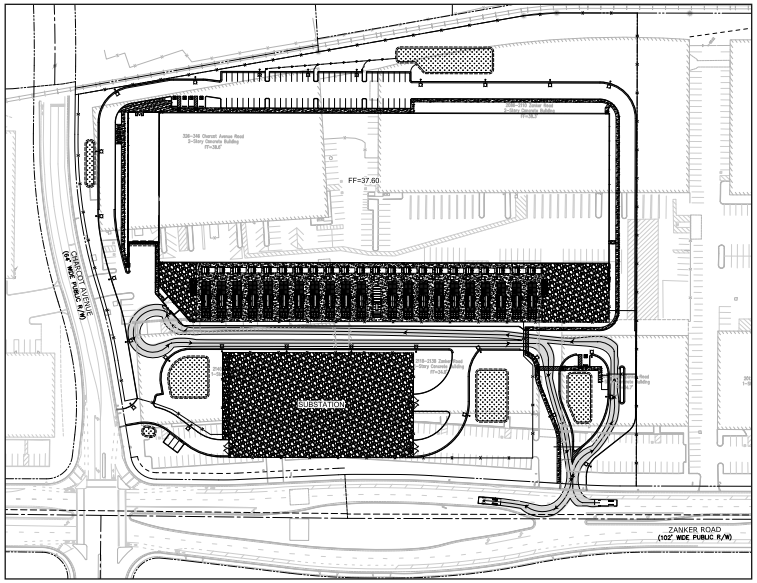
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Tractor Track	:8.00	Articulating Angle	:70.0
Trailer Track	:8.50		

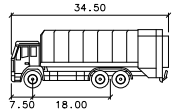


WB-67

feet

Tractor Width	:8.00	Lock to Lock Time	:6.0
Trailer Width	:8.50	Steering Angle	:28.4
Tractor Track	:8.00	Articulating Angle	:75.0
Trailer Track	:8.50		





GARBAGE FRONT LOADER

feet

Width	:10.00
Track	:9.50
Lock to Lock Time	:6.0
Steering Angle	:35.5

Figure 15
Truck Turning Templates

NORTH
Not to Scale

Transportation Demand Management (TDM) Requirements

The proposed project is required to comply with the City's TDM policy. The policy requires the project to develop a TDM Plan that meets its TDM Point Targets. The project will be responsible for implementing measures identified in the TDM Plan to reduce the number of vehicle trips generated by the project. However, if a project component passes the TDM screening criteria, it is not required to develop a TDM Plan as part of San Jose Municipal Code requirements.

Evaluation of TDM Screening Criteria

Per the TDM screening criteria, the project as proposed would not meet screening criteria for small infill industrial projects. Therefore, the project will be required to submit and have approved a TDM Plan per City policy.

Proposed TDM Measures

The City's TDM policy requires "other uses" such as the proposed project to achieve a minimum of 5 TDM points. The project proposes the following TDM measures to meet this requirement:

- MI01: Provide Bike and Micro-Mobility Network Improvements (2 points)
- MI05: Provide Pedestrian Network Improvements (3 points)

The project TDM plan can be found in Appendix F.

As part of the project's TDM plan's proposed measures (MI01-Bike Network Improvements), the project will provide a monetary contribution of $2 per square foot of non-residential gross floor area ($2 * 514,161 s.f. = $1,028,322) to fund or construct future bike facility improvements in the area.

As part of the project's TDM plan's proposed measures (MI05-Pedestrian Network Improvements), the project will provide a monetary contribution of $3 per square foot of non-residential gross floor area ($3 * 514,161 s.f. = $1,542,483) to fund or construct future pedestrian network improvements in the area.

Annual Compliance and Monitoring Requirements

The project is classified as a large (Level 2) project. Since the project does not propose any programmatic TDM measures, it is not subject to annual monitoring.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures and sidewalk closures. In the event of any type of street 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. The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals 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 all 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.

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, funds are needed for transportation improvements for all transportation modes, giving first consideration to the improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety and improve pedestrian access to and within the Urban Villages and other growth areas.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project.

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities in the study area consist of sidewalks, crosswalks, pedestrian signals at signalized intersections, and bike lanes (see Chapter 2 for details). Sidewalks are intermittent along Zanker Road, Charcot Avenue, and Brokaw Road. Frequent sidewalk gaps in the project vicinity discourage walking and limit access to transit. The project would construct or reconstruct driveways along Zanker Road and Charcot Avenue. Otherwise, the project does not propose to significantly alter the sidewalk along its frontage on Zanker Road or Charcot Avenue.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Charcot Avenue and Zanker Road have bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I multi-use paths are planned for:

- An extension to the Coyote Creek Trail, south of Montague Expressway
- Charcot I-880 overcrossing, between O'Toole Avenue and Silkwood Lane
- Component Drive, west of Orchard Parkway
- Gish Road, between Old Bayshore Highway and Oakland Road

Class II bike lanes are planned for:

- O'Toole Avenue, between Paragon Drive and Charcot Avenue

- Ridder Park Drive, south of Fox Drive
- Rogers Avenue, south of Junction Avenue
- Queens Lane, west of Rogers Avenue
- Skyport Drive, east of First Street
- Fourth Street, between Skyport Drive and Archer Street
- Seely Avenue, in its entirety
- Technology Drive, south of Skyport Drive

Class IIIB bike boulevards are planned for:

- Silkwood Lane, between the Charcot I-880 overcrossing and Oakland Road
- Fox Lane/Fox Drive, in its entirety
- Schallenberger Road, between Ridder Park Drive and Oakland Road

Class IV protected bike lanes are planned for:

- First Street, north of Taylor Street
- Zanker Road, in its entirety
- Trimble Road, in its entirety
- Charcot Avenue, east of Orchard Parkway
- Brokaw Road, in its entirety
- Orchard Parkway, in its entirety
- Bering Drive, north of Brokaw Road
- Old Bayshore Highway, in its entirety
- Junction Avenue, in its entirety
- Montague Expressway, between Lick Mill Boulevard and Trade Zone Boulevard
- Plumeria Drive, in its entirety
- Bonaventura Drive, in its entirety
- Component Drive, east of Orchard Parkway
- Devcon Drive/Devcon Court, in its entirety
- Matrix Boulevard, east of First Street
- Fourth Street, north of Skyport Drive and between Archer Street and Hedding Street
- Technology Drive, north of Skyport Drive
- Metro Drive, in its entirety
- Skyport Drive, between Guadalupe Parkway and First Street
- Oakland Road, in its entirety
- Ringwood Avenue, north of Murphy Avenue
- Tenth Street, south of Old Bayshore Highway

The planned improvements are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from multiple adjacent properties.

Transit Services

The project site is served by VTA Frequent Bus Route 60, which operates Brokaw Road in the project vicinity, and by the VTA LRT Blue and Green Lines, which operate along First Street in the project vicinity. The nearest Route 60 bus stop to the project site is located at Brokaw Road and Junction Avenue, approximately 0.25 miles southeast of the project site. The nearest LRT stops to the project site are Component Station and Karina Station, which are located approximately 0.5 miles west of the

project site. Frequent sidewalk gaps in the project vicinity discourage walking and limit access to transit. The project is not expected to generate a large number of transit riders, and the existing capacity could accommodate the addition of project-generated transit trips.

5. Conclusions

This report presents the results of the Transportation Analysis (TA) conducted for the proposed data center development at 326 Charcot Avenue in San Jose, CA. The project would construct and operate a 514,161 square foot (s.f.) data center building, including supportive administrative space, on the southeast side of the intersection of Zanker Road and Charcot Avenue. The existing project site is occupied by vacant warehouse buildings. Vehicular access to the project site would be provided by two driveways, one from Charcot Avenue and one from Zanker Road. The Zanker Road driveway would serve as the primary entrance, and the Charcot Avenue driveway is presumed to be reserved for use by PG&E and emergency vehicles.

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose *Transportation Analysis Handbook 2023*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Analysis Guidelines* (June 2025), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and Transportation Analysis Handbook 2023, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

It should be noted that the City of San Jose has not yet reviewed the scope of work for this analysis. The City's review process requires submittal and approval of a draft scope of work prior to submittal of a completed TA. Thus, once a planning application has been submitted to the City of San Jose, submittal of a draft scope of work for the TA may be required along with the additional analysis elements based on input from City staff. Additionally, some mitigation measures in this report require coordination with City staff.

Transportation Analysis Scope

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT 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 LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA is required per the City of San Jose Transportation Policy. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

For the purpose of VMT evaluation, data center uses are converted to equivalent industrial space since both uses would have similar trip-making characteristics (origin and destination of trips). The proposed data center was converted into an equivalent amount of industrial space based on trip generation estimates derived utilizing trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition* (2025). Based on the ITE daily trip rate for data centers (ITE Land Use Code 160), the proposed data center is estimated to generate 375 daily trips, which is equivalent to the trips estimated to be generated by approximately 104,200 s.f. of general light industrial (ITE Land Use Code 110) space.

The 104,200 s.f. of equivalent industrial space for the proposed project would exceed the City's small industrial infill project criterion of 30,000 s.f. Therefore, the proposed project would not meet the screening criterion for VMT analysis exemption and would be required to conduct a detailed CEQA VMT analysis.

Project Impacts and Mitigation Measures

Project Impact: The VMT generated by the project (17.07 per employee) exceeds the impact threshold of 16.53 VMT per employee, resulting in a significant impact. Consequently, mitigation measures are required to reduce the project's VMT impact.

Multimodal Infrastructure Mitigation Measures: The following Tier 2 multimodal infrastructure improvements would mitigate the project's VMT impacts:

- Provide Pedestrian Network Improvements: The project should fund pedestrian network improvements on a General Plan-designated City Connector located within and beyond 1 mile of the project's frontage. This multimodal infrastructure mitigation measure requires coordination with City staff. City staff will ultimately determine whether there are any appropriate pedestrian network improvements in the project vicinity. Potential improvements to provide pedestrian network improvements could include reconstruction and/or construction of sidewalks not on the project frontage and removing pork-chop islands not on the project corner at the intersection of Zanker Road/Charcot Avenue.
- Increase Transit Accessibility: The project should fund improvements on surface streets to improve access to transit from the project site. This multimodal infrastructure mitigation measure requires coordination with City staff and/or VTA. City staff and/or VTA will ultimately determine whether there are any appropriate pedestrian network improvements in the project vicinity.

Potential improvements to increase transit accessibility could include constructing connecting sidewalks/walkways to/from the transit station.

With the implementation of the mitigation measures recommended above, the project's VMT per employee would be reduced to 16.28, which is below the impact threshold of 16.53, reducing the project's VMT impact to less-than-significant levels.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 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 per the City's *Transportation Analysis Handbook*.

According to the Envision San Jose 2040 General Plan, the project site is designated for *industrial park* uses. The *industrial park* designation is an industrial designation intended for a wide variety of industrial users such as research and development, manufacturing, assembly, testing, and offices. Since the proposed data center is a non-hazardous industrial use, 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.

Local Transportation Analysis

The intersection operations analysis completed as part of the LTA is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric. The LTA included the analysis of AM and PM peak-hour traffic conditions for 5 existing signalized intersections within the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, the proposed project is estimated to generate a total of 345 daily vehicle trips, with 33 trips (24 inbound and 9 outbound) occurring during the AM peak hour and 24 trips (5 inbound and 19 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The results of the level of service analysis show that the added net trips as a result of the proposed project would not have an adverse effect on intersection operations under background plus project conditions during both the AM and PM peak hours at any of the study intersections based on the applicable guidelines. These results are subject to change once City staff provide a list of approved developments.

Recommended Site Access and On-Site Circulation Improvements

The following improvements are recommended to improve access to the project site and on-site circulation:

- The project driveway along Zanker Road should be free and clear of obstructions to ensure a minimum clear sight distance of 360 feet.
- The project should provide at least 13 short-term bicycle parking spaces and 3 long-term bicycle parking spaces. The location of these bicycle spaces should be shown on the site plan.

Parking Supply

Vehicular Parking

The project would provide parking primarily in a surface lot near the north side of the project. The site plan indicates that 71 vehicular parking spaces would be provided in the surface lot, including 3 ADA accessible spaces. The site plan shows 3 parking spaces near the PG&E/Emergency access entrance. One ADA space is shown near the guardhouse.

Bicycle Parking

The project would include 29,433 s.f. of office/storage area. The main data center building would contain the remaining 484,728 s.f. of floor area. Based on the City's bicycle parking requirements and the floor areas, the project is required to provide 16 bicycle parking spaces. Of the required bicycle parking, City standards require that at least 80 percent be short-term bicycle spaces and at most 20 percent be secured long-term bicycle spaces. This equates to 13 short-term bicycle parking spaces and 3 long-term bicycle parking spaces. The site plan indicates that 12 short-term bicycle parking spaces and four long-term bicycle parking spaces would be provided. The location of long-term bicycle spaces should be shown on the site plan.

Recommended Parking Improvements

The project should provide at least 13 short-term bicycle parking spaces and 3 long-term bicycle parking spaces. The location of long-term bicycle spaces should be shown on the site plan.

TDM Requirements

The project will not meet the applicable screening criteria for small infill industrial projects. The City of San Jose's TDM Points Checklist was used to calculate the TDM points for the proposed project. The project would achieve the 5-point TDM requirement by providing the following parking attributes and programmatic TDM measures:

- MI01: Provide Bike and Micro-Mobility Network Improvements (2 points)
- MI05: Provide Pedestrian Network Improvements (3 points)

As part of the project's TDM plan's proposed measures (MI01-Bike Network Improvements), the project will provide a monetary contribution of $2 per square foot of non-residential gross floor area ($2 * 514,161 s.f. = $1,028,322) to fund or construct future bike facility improvements in the area.

As part of the project's TDM plan's proposed measures (MI05-Pedestrian Network Improvements), the project will provide a monetary contribution of $3 per square foot of non-residential gross floor area ($3 * 514,161 s.f. = $1,542,483) to fund or construct future pedestrian network improvements in the area.

Because the project does not propose any programmatic TDM measures, annual TDM Plan compliance documentation and monitoring are not required. A separate TDM report will be submitted for the project.

Pedestrian, Bicycle, and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals 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 all 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 in the study area consist of sidewalks, crosswalks, pedestrian signals at signalized intersections, and bike lanes (see Chapter 2 for details). Sidewalks are intermittent along Zanker Road, Charcot Avenue, and Brokaw Road. Frequent sidewalk gaps in the project vicinity discourage walking and limit access to transit. The project would construct or reconstruct driveways along Zanker Road and Charcot Avenue. Otherwise, the project does not propose to significantly alter the sidewalk along its frontage on Zanker Road or Charcot Avenue.

The bikeways within the vicinity of the project site would remain unchanged under project conditions. Currently, Charcot Avenue and Zanker Road have bike lanes that would provide connections to other bicycle facilities in the project vicinity. The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I multi-use paths are planned for:

- An extension to the Coyote Creek Trail, south of Montague Expressway
- Charcot I-880 overcrossing, between O'Toole Avenue and Silkwood Lane
- Component Drive, west of Orchard Parkway
- Gish Road, between Old Bayshore Highway and Oakland Road

Class II bike lanes are planned for:

- O'Toole Avenue, between Paragon Drive and Charcot Avenue
- Ridder Park Drive, south of Fox Drive
- Rogers Avenue, south of Junction Avenue
- Queens Lane, west of Rogers Avenue
- Skyport Drive, east of First Street
- Fourth Street, between Skyport Drive and Archer Street
- Seely Avenue, in its entirety
- Technology Drive, south of Skyport Drive

Class IIIB bike boulevards are planned for:

- Silkwood Lane, between the Charcot I-880 overcrossing and Oakland Road
- Fox Lane/Fox Drive, in its entirety
- Schallenberger Road, between Ridder Park Drive and Oakland Road

Class IV protected bike lanes are planned for:

- First Street, north of Taylor Street
- Zanker Road, in its entirety
- Trimble Road, in its entirety
- Charcot Avenue, east of Orchard Parkway
- Brokaw Road, in its entirety
- Orchard Parkway, in its entirety
- Bering Drive, north of Brokaw Road
- Old Bayshore Highway, in its entirety
- Junction Avenue, in its entirety
- Montague Expressway, between Lick Mill Boulevard and Trade Zone Boulevard

- Plumeria Drive, in its entirety
- Bonaventura Drive, in its entirety
- Component Drive, east of Orchard Parkway
- Devcon Drive/Devcon Court, in its entirety
- Matrix Boulevard, east of First Street
- Fourth Street, north of Skyport Drive and between Archer Street and Hedding Street
- Technology Drive, north of Skyport Drive
- Metro Drive, in its entirety
- Skyport Drive, between Guadalupe Parkway and First Street
- Oakland Road, in its entirety
- Ringwood Avenue, north of Murphy Avenue
- Tenth Street, south of Old Bayshore Highway

The planned improvements are intended to provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. The project would not impede the implementation of the planned bicycle facilities. However, the full implementation of the above-listed improvements is beyond the means of the proposed project given that they may require right-of-way from multiple adjacent properties.

Transit Facilities

The project site is served by VTA Frequent Bus Route 60, which operates Brokaw Road in the project vicinity, and by the VTA LRT Blue and Green Lines, which operate along First Street in the project vicinity. The nearest Route 60 bus stop to the project site is located at Brokaw Road and Junction Avenue, approximately 0.25 miles southeast of the project site. The nearest LRT stops to the project site are Component Station and Karina Station, which are located approximately 0.5 miles west of the project site. Frequent sidewalk gaps in the project vicinity discourage walking and limit access to transit. The project is not expected to generate a large number of transit riders, and the existing capacity could accommodate the addition of project-generated transit trips.

326 Charcot Avenue Data Center
Transportation Analysis

Technical Appendices

Appendix A

San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 326 Charcot Avenue Data Center
Tool Version: 2/29/2019
Location: 326 Charcot Avenue
Date: 6/25/2026
Parcel: 23729030 Parcel Type: Suburb with Multifamily Housing

Proposed Parking Spaces Vehicles: 68 Bicycles: 16

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:	0 KSF		
Retail:	0 KSF		
Industrial:	106 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 5
- With Project Density (DU/Residential Acres in half-mile buffer) 5

Increase Development Diversity
- Existing Activity Mix Index 0.73
- With Project Activity Mix Index 0.73

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 . . . . . 3180 feet
- Distance to Closest Transit Stop With Project . . . . . 2112 feet

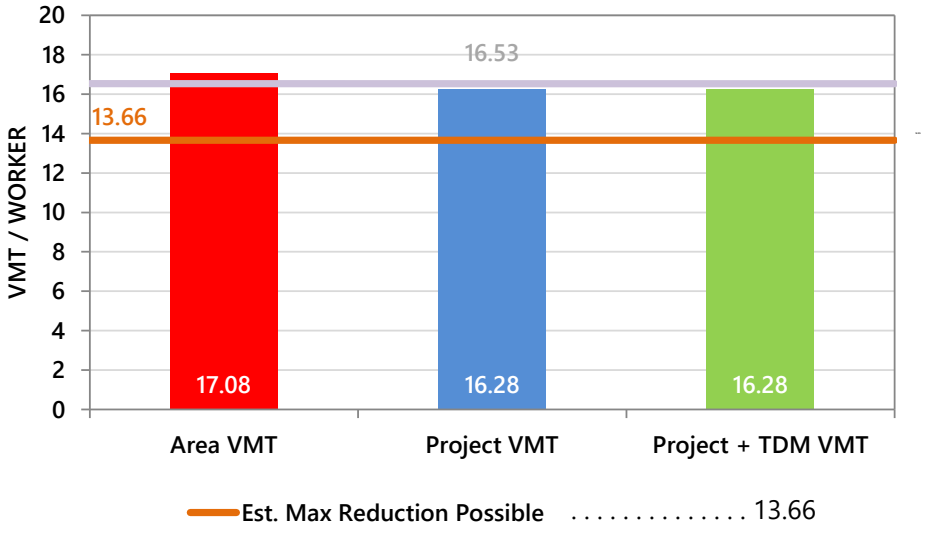
Pedestrian Network Improvements *(In Coordination with SJ)*
- Are pedestrian improvements provided beyond the development frontage? . . . . . Yes

Tier 3 - Parking

Tier 4 - TDM Programs

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.



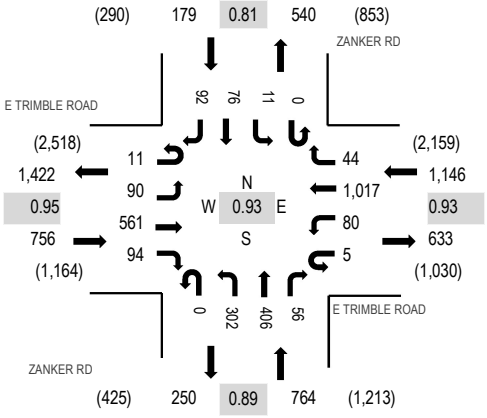
Appendix B
Traffic Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 ZANKER RD & E TRIMBLE ROAD AM
Date: Tuesday, May 19, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

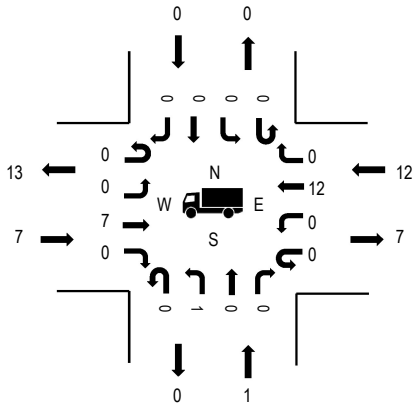
Peak Hour

Motorized Vehicles



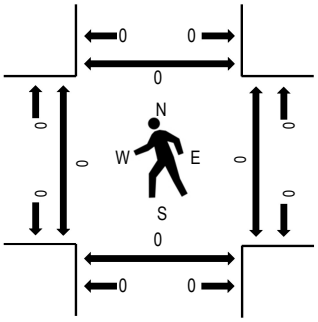
Note: Total study counts contained in parentheses.

Heavy Vehicles

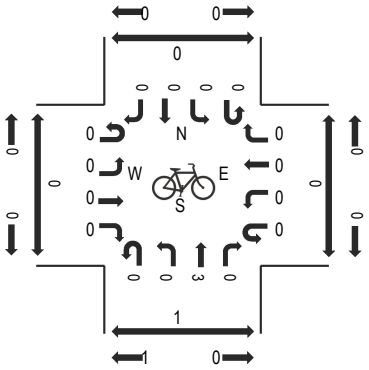


	HV%	PHF
EB	0.9%	0.95
WB	1.0%	0.93
NB	0.1%	0.89
SB	0.0%	0.81
All	0.7%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				E TRIMBLE ROAD Eastbound				ZANKER RD Southbound				E TRIMBLE ROAD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	4	15	3	1	2	18	2	0	0	5	1	1	7	51	3	113	1,981
7:05 AM	0	10	19	4	0	1	33	3	0	0	4	0	0	5	71	3	153	2,123
7:10 AM	0	4	12	4	0	2	15	1	0	0	5	0	1	4	17	0	65	2,187
7:15 AM	0	6	13	3	0	3	28	3	0	1	8	3	0	4	85	3	160	2,324
7:20 AM	0	9	16	6	0	5	20	1	0	1	2	1	0	1	89	1	152	2,408
7:25 AM	0	13	13	6	0	5	35	1	0	0	4	2	1	2	53	2	137	2,468
7:30 AM	0	21	23	3	0	3	32	1	0	3	11	1	0	2	90	1	191	2,582
7:35 AM	0	18	26	9	0	1	31	2	0	0	6	3	1	7	88	5	197	2,617
7:40 AM	0	24	32	8	0	5	28	2	0	0	9	3	0	5	87	5	208	2,651
7:45 AM	0	23	26	2	1	5	29	5	0	0	6	4	1	10	83	2	197	2,684
7:50 AM	0	10	21	5	0	7	31	5	0	1	10	4	1	11	92	1	199	2,736
7:55 AM	0	18	17	3	0	8	29	4	0	0	9	4	0	8	102	7	209	2,808
8:00 AM	0	31	43	5	1	9	50	7	0	1	7	7	2	4	82	6	255	2,845
8:05 AM	0	23	24	3	2	6	38	4	0	1	5	6	1	9	92	3	217	
8:10 AM	0	22	32	5	2	10	38	10	0	1	2	7	0	5	64	4	202	
8:15 AM	0	27	34	2	2	5	52	4	0	0	11	12	1	2	90	2	244	
8:20 AM	0	23	29	8	0	11	39	10	0	1	4	4	0	8	73	2	212	
8:25 AM	0	20	32	4	1	7	45	10	0	1	2	4	0	12	110	3	251	
8:30 AM	0	28	31	2	0	6	56	2	0	0	9	8	0	3	77	4	226	
8:35 AM	0	27	21	8	0	3	58	10	0	0	2	12	0	5	83	2	231	
8:40 AM	0	34	38	5	3	8	46	8	0	3	8	8	0	8	67	5	241	
8:45 AM	0	27	49	5	0	5	38	5	0	0	8	10	0	5	91	6	249	
8:50 AM	0	27	23	5	0	11	58	13	0	0	9	9	0	10	105	1	271	
8:55 AM	0	13	50	4	0	9	43	11	0	3	9	5	1	9	83	6	246	
Count Total	0	462	639	112	13	137	890	124	0	17	155	118	11	146	1,925	77	4,826	
Peak Hour	0	302	406	56	11	90	561	94	0	11	76	92	5	80	1,017	44	2,845	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

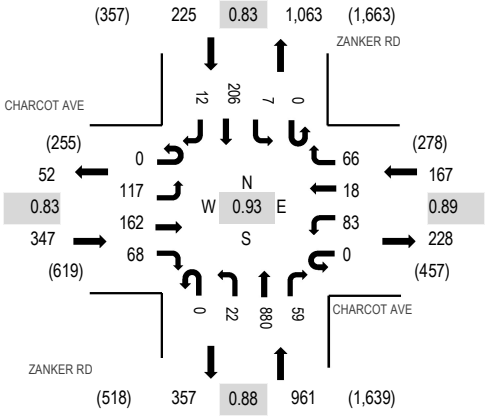
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	2	0	0	2	7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	1	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	0	1	7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	1	1
7:25 AM	0	1	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	2	0	1	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	1	1	7:35 AM	1	0	0	0	1	7:35 AM	0	0	0	0	0
7:40 AM	0	1	1	1	3	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	2	2	7:50 AM	1	0	0	0	1	7:50 AM	0	0	0	0	0
7:55 AM	0	2	0	1	3	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	1	0	0	1	8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	2	2	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	1	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	1	0	0	0	1	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	7	7	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	1	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	1	0	0	2	8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	0	1
8:45 AM	0	2	0	1	3	8:45 AM	1	0	0	0	1	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	1	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	1	17	1	20	39	Count Total	8	0	0	0	8	Count Total	1	0	0	1	2
Peak Hour	1	7	0	12	20	Peak Hour	3	0	0	0	3	Peak Hour	1	0	0	0	1

ALL TRAFFIC DATA SERVICES
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Location: 2 ZANKER RD & CHARCOT AVE AM
Date: Tuesday, May 19, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

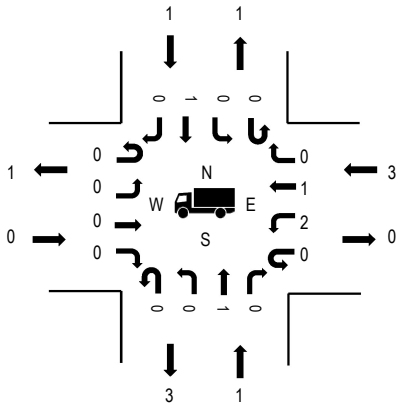
Peak Hour

Motorized Vehicles



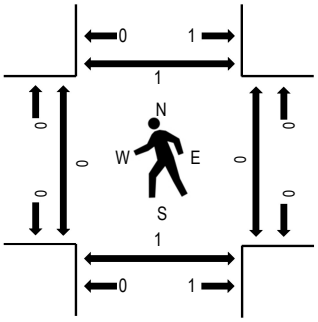
Note: Total study counts contained in parentheses.

Heavy Vehicles

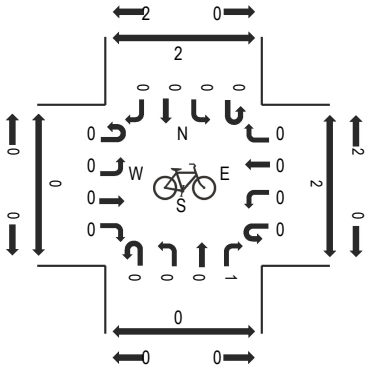


	HV%	PHF
EB	0.0%	0.83
WB	1.8%	0.89
NB	0.1%	0.88
SB	0.4%	0.83
All	0.3%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				CHARCOT AVE Eastbound				ZANKER RD Southbound				CHARCOT AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	40	14	0	6	18	5	0	0	5	0	0	2	5	3	100	1,193
7:05 AM	0	5	28	6	0	5	20	6	0	0	7	2	0	0	8	1	88	1,249
7:10 AM	0	3	17	6	0	4	18	2	0	0	6	1	0	0	6	3	66	1,293
7:15 AM	0	7	27	4	0	3	10	3	0	1	11	2	0	0	4	2	74	1,361
7:20 AM	0	11	32	5	0	8	12	5	0	0	2	2	0	0	8	5	90	1,417
7:25 AM	0	7	34	6	0	8	11	2	0	2	8	2	0	1	6	2	89	1,461
7:30 AM	0	7	45	4	0	6	6	4	0	1	11	2	0	2	6	5	99	1,497
7:35 AM	0	8	52	6	0	3	7	3	0	0	7	2	0	0	4	2	94	1,547
7:40 AM	0	13	58	3	0	7	10	1	0	1	6	1	0	0	6	4	110	1,594
7:45 AM	0	16	45	10	0	15	17	5	0	3	12	0	0	0	2	0	125	1,625
7:50 AM	0	15	45	5	0	7	7	9	0	1	13	3	0	4	7	2	118	1,659
7:55 AM	0	17	68	7	0	7	8	4	0	0	13	5	0	2	8	1	140	1,676
8:00 AM	0	15	54	4	0	13	26	8	0	0	15	4	0	2	14	1	156	1,700
8:05 AM	0	6	75	2	0	10	9	6	0	1	7	6	0	3	4	3	132	
8:10 AM	0	0	64	5	0	10	18	5	0	0	11	1	0	14	0	6	134	
8:15 AM	0	0	75	7	0	3	13	5	0	0	15	0	0	7	0	5	130	
8:20 AM	0	0	72	2	0	10	12	9	0	0	19	0	0	5	0	5	134	
8:25 AM	0	0	60	1	0	10	10	5	0	0	23	0	0	7	0	9	125	
8:30 AM	0	0	81	8	0	9	19	5	0	0	12	1	0	4	0	10	149	
8:35 AM	0	0	86	6	0	10	7	3	0	0	14	0	0	8	0	7	141	
8:40 AM	0	0	80	4	0	5	8	3	0	1	30	0	0	8	0	2	141	
8:45 AM	0	1	96	3	0	13	13	8	0	0	17	0	0	5	0	3	159	
8:50 AM	0	0	67	6	0	9	11	5	0	3	17	0	0	11	0	6	135	
8:55 AM	0	0	70	11	0	15	16	6	0	2	26	0	0	9	0	9	164	
Count Total	0	133	1,371	135	0	196	306	117	0	16	307	34	0	94	88	96	2,893	
Peak Hour	0	22	880	59	0	117	162	68	0	7	206	12	0	83	18	66	1,700	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

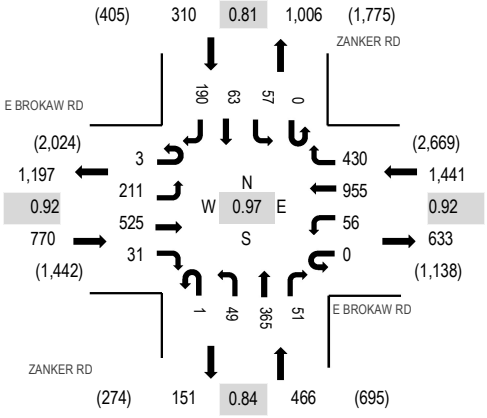
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	1	0	0	0	1
8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	1	2
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	1	1	2	8:25 AM	0	0	0	0	0	8:25 AM	0	0	1	0	1
8:30 AM	0	0	0	1	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	0	0	1	8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	1	1	2
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	1	0	0	0	1
Count Total	2	0	1	3	6	Count Total	1	0	0	0	1	Count Total	2	0	3	2	7
Peak Hour	1	0	1	3	5	Peak Hour	1	0	0	0	1	Peak Hour	1	0	3	2	6

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Location: 3 ZANKER RD & E BROKAW RD AM
Date: Tuesday, May 19, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

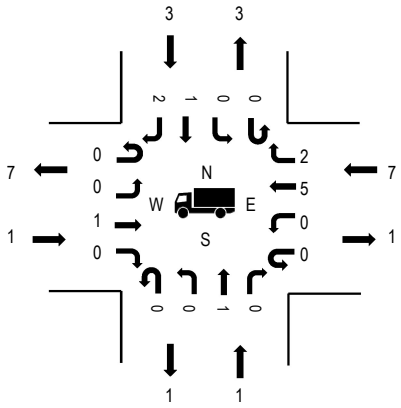
Peak Hour

Motorized Vehicles



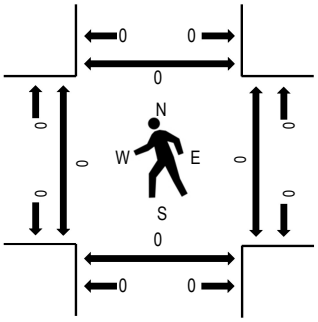
Note: Total study counts contained in parentheses.

Heavy Vehicles

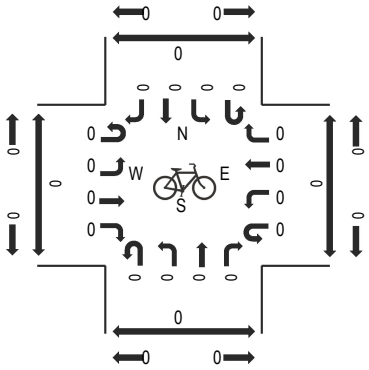


	HV%	PHF
EB	0.1%	0.92
WB	0.5%	0.92
NB	0.2%	0.84
SB	1.0%	0.81
All	0.4%	0.97

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				E BROKAW RD Eastbound				ZANKER RD Southbound				E BROKAW RD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	10	4	2	29	33	4	1	4	1	3	1	4	52	22	170	2,224
7:05 AM	0	0	8	3	1	15	15	1	0	3	2	1	2	11	57	19	138	2,317
7:10 AM	0	1	9	4	1	11	29	1	0	8	1	0	0	6	42	12	125	2,426
7:15 AM	0	0	9	2	0	17	26	1	0	4	3	2	2	4	67	25	162	2,561
7:20 AM	0	0	8	2	0	21	26	1	0	3	2	1	0	10	63	23	160	2,639
7:25 AM	0	1	17	2	2	13	26	0	0	1	1	1	1	4	57	36	162	2,716
7:30 AM	0	1	19	5	1	14	30	1	0	3	3	1	0	6	43	32	159	2,780
7:35 AM	0	1	9	3	3	22	41	0	0	6	2	0	0	5	98	33	223	2,889
7:40 AM	0	0	20	5	1	29	49	2	0	4	0	1	0	6	71	37	225	2,880
7:45 AM	0	2	17	2	0	24	41	0	0	4	2	3	0	9	84	40	228	2,926
7:50 AM	0	0	22	6	1	14	46	1	0	8	4	2	0	7	72	30	213	2,943
7:55 AM	0	2	31	4	1	29	46	1	0	1	5	4	0	12	81	42	259	2,966
8:00 AM	1	5	34	6	0	17	51	5	0	4	8	9	0	8	77	38	263	2,987
8:05 AM	0	4	29	3	2	13	52	5	0	4	1	3	0	9	75	47	247	
8:10 AM	0	2	17	3	0	12	48	4	0	3	2	20	0	8	95	46	260	
8:15 AM	0	5	33	2	0	24	49	3	0	1	5	25	0	3	66	24	240	
8:20 AM	0	4	21	1	0	17	42	3	0	6	5	20	0	5	72	41	237	
8:25 AM	0	1	28	3	0	18	42	1	0	7	8	13	0	1	76	28	226	
8:30 AM	0	6	37	7	0	23	34	3	0	6	8	13	0	3	83	45	268	
8:35 AM	0	1	35	4	0	13	31	0	0	4	2	13	0	1	77	33	214	
8:40 AM	0	7	31	5	1	20	38	0	0	5	8	19	0	2	92	43	271	
8:45 AM	0	4	31	10	0	15	54	1	0	9	7	18	0	6	61	29	245	
8:50 AM	0	4	44	3	0	20	26	3	0	4	8	18	0	4	77	25	236	
8:55 AM	0	6	25	4	0	19	58	3	0	4	1	19	0	6	104	31	280	
Count Total	1	57	544	93	16	449	933	44	1	106	89	209	6	140	1,742	781	5,211	
Peak Hour	1	49	365	51	3	211	525	31	0	57	63	190	0	56	955	430	2,987	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

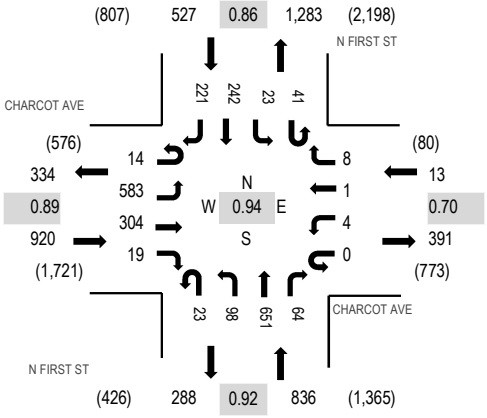
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	2	0	0	2	7:00 AM	1	0	0	0	1
7:05 AM	0	0	0	0	0	7:05 AM	1	0	0	0	1	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	1	0	0	0	1
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	1	0	0	1	7:20 AM	0	0	0	0	0
7:25 AM	1	0	0	0	1	7:25 AM	1	1	0	0	2	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	1	1	0	0	2	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	1	1	0	0	2	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1	7:45 AM	0	1	0	0	1	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	1	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	1	1	0	0	2	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	1	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	2	0	2	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	0	1	2	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	1	0	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	1	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	2	2	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	3	1	3	9	16	Count Total	5	8	0	0	13	Count Total	2	0	0	0	2
Peak Hour	1	1	3	7	12	Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0

ALL TRAFFIC DATA SERVICES
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Location: 4 N FIRST ST & CHARCOT AVE AM
Date: Tuesday, May 19, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

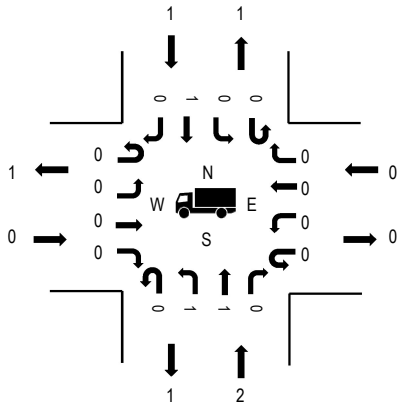
Peak Hour

Motorized Vehicles



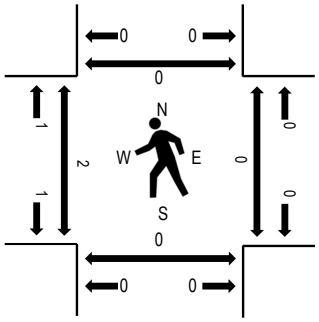
Note: Total study counts contained in parentheses.

Heavy Vehicles

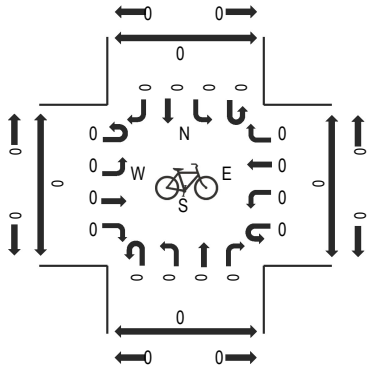


	HV%	PHF
EB	0.0%	0.89
WB	0.0%	0.70
NB	0.2%	0.92
SB	0.2%	0.86
All	0.1%	0.94

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N FIRST ST Northbound				CHARCOT AVE Eastbound				N FIRST ST Southbound				CHARCOT AVE Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	2	15	3	0	41	44	1	0	2	7	8	0	1	5	1	130	1,677
7:05 AM	0	2	32	2	0	27	19	3	0	0	9	13	0	0	3	1	111	1,704
7:10 AM	1	1	31	4	0	32	27	0	0	1	5	14	0	1	5	0	122	1,793
7:15 AM	0	1	26	2	0	25	23	2	0	0	8	8	0	0	2	1	98	1,882
7:20 AM	0	0	20	6	0	50	23	1	0	4	2	10	0	0	7	1	124	1,973
7:25 AM	2	2	37	4	0	41	26	1	1	0	10	14	0	0	5	2	145	2,041
7:30 AM	0	4	37	4	0	32	19	0	0	1	8	8	0	2	3	2	120	2,063
7:35 AM	1	4	38	3	0	30	15	2	0	0	4	4	0	0	9	1	111	2,160
7:40 AM	0	4	38	5	0	56	23	0	0	1	9	20	0	1	5	0	162	2,243
7:45 AM	0	3	61	8	0	40	32	0	0	0	19	20	0	0	1	1	185	2,280
7:50 AM	4	5	34	5	0	53	31	2	1	1	16	12	0	1	0	1	166	2,282
7:55 AM	2	11	53	12	0	49	30	1	2	2	10	26	0	2	1	2	203	2,284
8:00 AM	3	3	52	8	1	36	23	2	2	3	11	12	0	1	0	0	157	2,296
8:05 AM	3	17	52	5	0	55	25	1	4	2	21	15	0	0	0	0	200	
8:10 AM	2	11	65	8	2	45	24	2	3	1	25	22	0	0	0	1	211	
8:15 AM	3	10	44	1	1	60	24	0	7	2	18	16	0	2	0	1	189	
8:20 AM	1	8	61	4	1	38	24	0	3	1	31	20	0	0	0	0	192	
8:25 AM	1	11	38	7	0	34	29	1	9	5	18	12	0	0	0	2	167	
8:30 AM	0	3	75	6	0	54	20	3	2	1	20	32	0	0	0	1	217	
8:35 AM	2	9	63	7	2	39	17	3	1	0	16	35	0	0	0	0	194	
8:40 AM	3	8	47	2	1	67	26	3	4	3	16	17	0	1	1	0	199	
8:45 AM	2	6	63	5	2	47	23	2	0	3	21	12	0	0	0	1	187	
8:50 AM	2	4	39	3	2	44	34	1	3	0	22	13	0	0	0	1	168	
8:55 AM	1	8	52	8	2	64	35	1	3	2	23	15	0	0	0	1	215	
Count Total	33	137	1,073	122	14	1,059	616	32	45	35	349	378	0	12	47	21	3,973	
Peak Hour	23	98	651	64	14	583	304	19	41	23	242	221	0	4	1	8	2,296	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

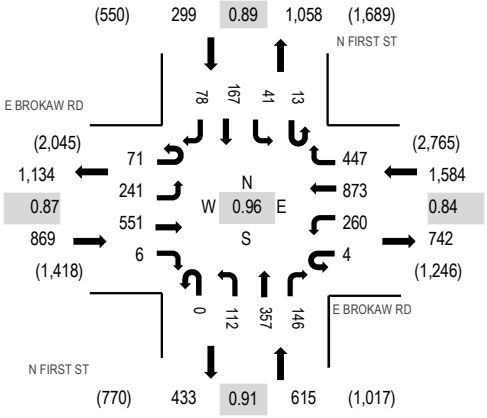
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	1	0	0	1
7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	3	0	3
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	1	0	0	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	0	0	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	1	0	1	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	1	0	0	1
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	1	0	0	1
8:50 AM	1	0	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	4	0	2	0	6	Count Total	0	0	0	0	0	Count Total	0	3	3	0	6
Peak Hour	2	0	1	0	3	Peak Hour	0	0	0	0	0	Peak Hour	0	2	0	0	2

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Location: 5 N FIRST ST & E BROKAW RD AM
Date: Tuesday, May 19, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

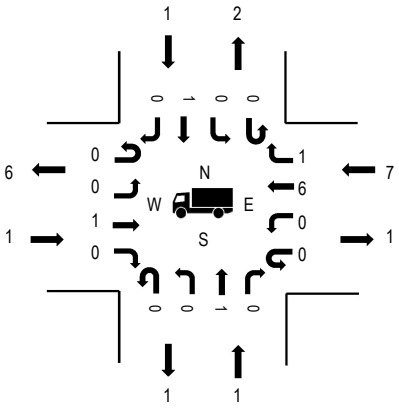
Peak Hour

Motorized Vehicles



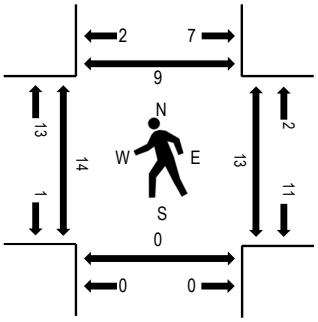
Note: Total study counts contained in parentheses.

Heavy Vehicles

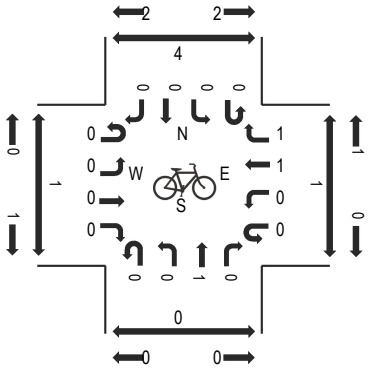


	HV%	PHF
EB	0.1%	0.87
WB	0.4%	0.84
NB	0.2%	0.91
SB	0.3%	0.89
All	0.3%	0.96

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N FIRST ST Northbound				E BROKAW RD Eastbound				N FIRST ST Southbound				E BROKAW RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
7:00 AM	0	2	10	1	1	8	22	0	3	1	8	4	0	16	26	15	117	2,383
7:05 AM	0	1	10	7	3	6	21	0	0	1	9	6	1	13	68	24	170	2,542
7:10 AM	0	2	18	7	3	5	22	0	2	3	10	5	0	4	49	12	142	2,695
7:15 AM	0	1	9	5	0	5	15	0	1	2	10	6	0	14	52	17	137	2,833
7:20 AM	0	3	14	9	9	3	27	0	0	2	5	6	0	12	56	16	162	2,970
7:25 AM	0	1	14	5	3	6	21	1	1	2	6	5	0	17	71	26	179	3,076
7:30 AM	0	3	19	7	12	7	30	0	2	3	17	5	0	18	51	25	199	3,178
7:35 AM	0	9	20	11	7	13	45	0	0	2	15	4	0	10	44	19	199	3,240
7:40 AM	0	11	21	11	9	12	31	0	0	3	9	7	2	33	89	28	266	3,292
7:45 AM	1	11	37	8	11	13	39	1	3	2	14	14	0	13	77	24	268	3,335
7:50 AM	0	6	32	16	4	16	46	1	3	4	17	11	0	25	66	28	275	3,356
7:55 AM	0	4	38	18	8	14	48	1	1	4	8	5	0	29	60	31	269	3,340
8:00 AM	0	6	31	8	3	23	68	0	1	2	13	6	1	14	70	30	276	3,367
8:05 AM	0	6	23	14	6	20	62	0	0	4	17	3	2	23	91	52	323	
8:10 AM	0	8	32	10	4	17	28	1	2	5	16	11	0	23	83	40	280	
8:15 AM	0	2	26	15	2	17	36	0	3	1	4	5	1	30	88	44	274	
8:20 AM	0	15	23	7	5	18	43	1	3	8	19	10	0	22	54	40	268	
8:25 AM	0	9	32	15	4	21	35	0	2	1	18	4	0	27	78	35	281	
8:30 AM	0	8	32	6	6	12	46	0	0	4	16	2	0	25	72	32	261	
8:35 AM	0	15	31	13	5	22	35	1	0	2	9	3	0	16	67	32	251	
8:40 AM	0	14	34	17	14	24	51	1	1	3	11	8	0	26	68	37	309	
8:45 AM	0	9	22	9	6	21	53	1	1	1	6	10	0	23	86	41	289	
8:50 AM	0	7	33	15	7	23	48	1	0	4	15	6	0	16	62	22	259	
8:55 AM	0	13	38	17	9	23	46	0	0	6	23	10	0	15	54	42	296	
Count Total	1	166	599	251	141	349	918	10	29	70	295	156	7	464	1,582	712	5,750	
Peak Hour	0	112	357	146	71	241	551	6	13	41	167	78	4	260	873	447	3,367	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

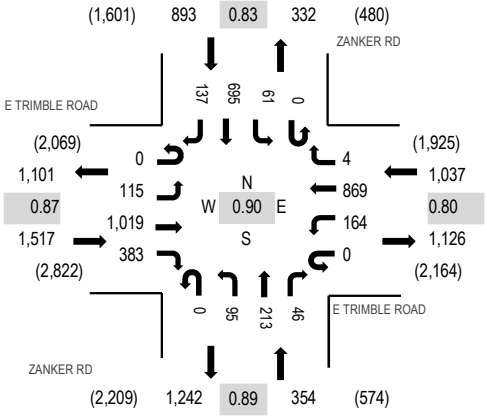
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	1	0	0	0	1	7:05 AM	0	1	2	2	5
7:10 AM	0	1	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	1	2	1	2	6
7:15 AM	0	0	0	0	0	7:15 AM	0	1	0	0	1	7:15 AM	0	0	1	0	1
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	0	0	0	7:35 AM	0	1	0	0	1	7:35 AM	0	0	1	2	3
7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0	7:40 AM	0	0	1	0	1
7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0	7:45 AM	0	1	2	2	5
7:50 AM	0	0	0	2	2	7:50 AM	0	0	0	0	0	7:50 AM	0	1	0	2	3
7:55 AM	0	0	0	0	0	7:55 AM	0	1	0	0	1	7:55 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	2	4	6
8:05 AM	0	0	0	2	2	8:05 AM	0	0	0	0	0	8:05 AM	0	5	1	0	6
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	2	2	2	6
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	1	1	8:15 AM	0	1	1	2	4
8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	1	1	2	8:25 AM	1	0	0	0	1	8:25 AM	0	0	2	0	2
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	2	0	0	2
8:35 AM	0	0	0	1	1	8:35 AM	0	0	0	0	0	8:35 AM	0	2	3	2	7
8:40 AM	0	1	0	1	2	8:40 AM	0	0	0	0	0	8:40 AM	0	3	1	2	6
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	1	1
8:50 AM	1	0	0	2	3	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1
8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	1	1	8:55 AM	0	0	1	0	1
Count Total	1	2	2	10	15	Count Total	2	3	0	2	7	Count Total	1	20	22	24	67
Peak Hour	1	1	1	7	10	Peak Hour	1	0	0	2	3	Peak Hour	0	15	13	14	42

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Location: 1 ZANKER RD & E TRIMBLE ROAD PM
Date: Tuesday, May 19, 2026
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:35 PM - 05:50 PM

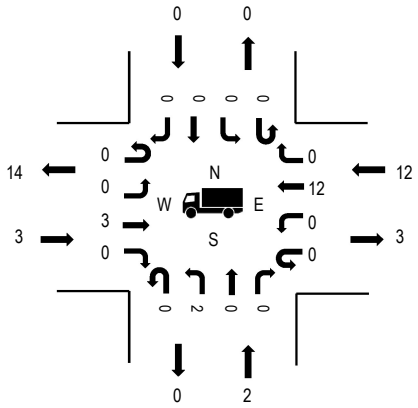
Peak Hour

Motorized Vehicles



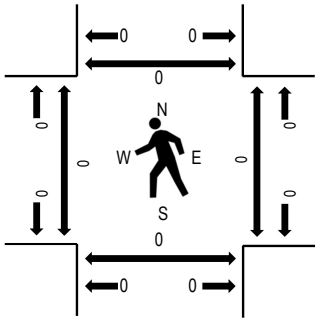
Note: Total study counts contained in parentheses.

Heavy Vehicles

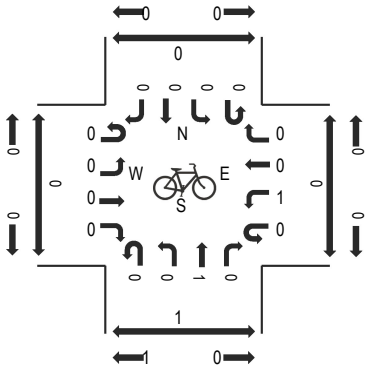


	HV%	PHF
EB	0.2%	0.87
WB	1.2%	0.80
NB	0.6%	0.89
SB	0.0%	0.83
All	0.4%	0.90

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				E TRIMBLE ROAD Eastbound				ZANKER RD Southbound				E TRIMBLE ROAD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	7	7	14	1	4	60	23	0	5	23	8	0	7	53	1	213	3,127
4:05 PM	0	11	2	12	0	3	98	33	0	2	38	18	0	14	67	2	300	3,247
4:10 PM	0	5	2	4	2	5	85	30	0	4	47	13	0	9	57	1	264	3,258
4:15 PM	0	4	6	10	1	5	76	32	0	2	38	8	0	13	65	2	262	3,319
4:20 PM	0	11	4	1	1	1	58	31	0	3	36	12	0	5	54	1	218	3,386
4:25 PM	0	2	7	6	0	5	89	18	0	2	28	8	0	11	87	2	265	3,441
4:30 PM	0	8	2	8	0	9	79	26	0	5	63	15	0	15	79	0	309	3,474
4:35 PM	0	8	6	6	0	11	92	25	0	3	38	11	1	12	61	0	274	3,494
4:40 PM	0	10	5	2	0	3	72	31	0	4	68	9	1	9	80	3	297	3,572
4:45 PM	0	6	11	3	0	5	78	27	0	1	47	11	0	5	34	4	232	3,647
4:50 PM	0	4	2	5	0	10	60	21	0	4	38	7	0	11	72	1	235	3,745
4:55 PM	0	5	2	5	0	11	110	27	0	7	39	6	0	4	42	0	258	3,801
5:00 PM	0	8	13	5	0	8	108	41	0	5	38	13	0	15	77	2	333	3,795
5:05 PM	0	11	17	1	0	6	79	39	0	3	61	8	0	18	68	0	311	
5:10 PM	0	4	20	3	0	9	111	36	0	5	57	8	0	10	62	0	325	
5:15 PM	0	8	21	1	0	10	67	31	0	7	78	10	0	19	76	1	329	
5:20 PM	0	9	20	5	0	10	54	22	0	3	70	9	0	17	54	0	273	
5:25 PM	0	6	15	4	0	12	54	19	0	10	72	20	0	6	79	1	298	
5:30 PM	0	12	17	2	0	11	87	22	0	8	56	11	0	19	84	0	329	
5:35 PM	0	8	26	5	0	9	86	32	0	2	47	19	0	11	107	0	352	
5:40 PM	0	8	19	4	0	11	99	39	0	4	68	14	0	19	87	0	372	
5:45 PM	0	7	15	3	0	10	97	47	0	5	60	11	0	16	59	0	330	
5:50 PM	0	9	28	8	0	8	67	28	0	2	49	8	0	10	74	0	291	
5:55 PM	0	6	10	3	0	6	70	19	0	10	73	6	0	3	46	0	252	
Count Total	0	177	277	120	5	182	1,936	699	0	106	1,232	263	2	278	1,624	21	6,922	
Peak Hour	0	95	213	46	0	115	1,019	383	0	61	695	137	0	164	869	4	3,801	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

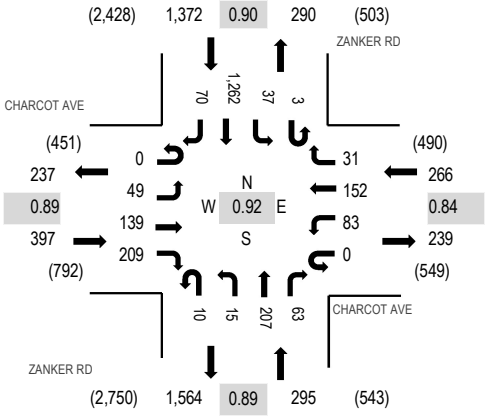
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	0	2	3	4:00 PM	0	0	1	1	2	4:00 PM	0	0	0	0	0
4:05 PM	0	1	0	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	1	0	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	1	0	1	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	1	1	1	3	4:35 PM	0	0	1	1	2	4:35 PM	0	0	0	0	0
4:40 PM	0	1	2	3	6	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	1	0	1	2	4:50 PM	0	0	0	1	1	4:50 PM	1	0	0	0	1
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	1	1	0	1	3	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	0	0	2	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	1	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	1	0	2	3	5:30 PM	1	0	0	0	1	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	2	2	5:35 PM	0	0	0	1	1	5:35 PM	1	0	0	0	1
5:40 PM	0	0	0	2	2	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	2	2	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	4	11	3	20	38	Count Total	1	0	2	5	8	Count Total	2	0	0	0	2
Peak Hour	2	3	0	12	17	Peak Hour	1	0	0	1	2	Peak Hour	1	0	0	0	1

ALL TRAFFIC DATA SERVICES
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Location: 2 ZANKER RD & CHARCOT AVE PM
Date: Tuesday, May 19, 2026
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

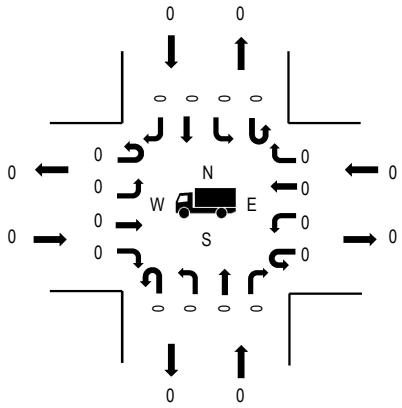
Peak Hour

Motorized Vehicles



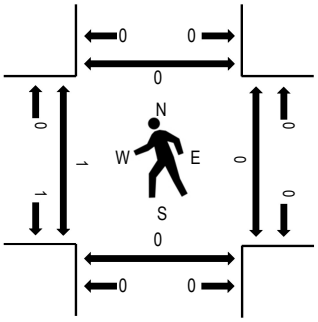
Note: Total study counts contained in parentheses.

Heavy Vehicles

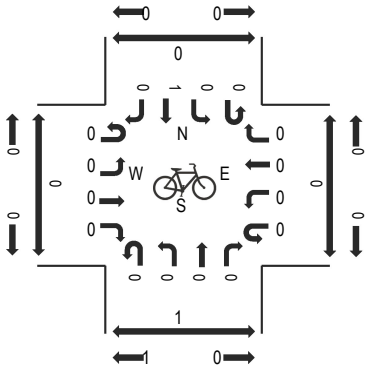


	HV%	PHF
EB	0.0%	0.89
WB	0.0%	0.84
NB	0.0%	0.89
SB	0.0%	0.90
All	0.0%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				CHARCOT AVE Eastbound				ZANKER RD Southbound				CHARCOT AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	21	5	0	1	11	10	0	3	69	6	0	4	12	1	147	1,949
4:05 PM	0	0	11	8	0	3	21	23	0	0	80	5	0	6	16	3	176	2,000
4:10 PM	0	2	9	4	0	2	13	10	0	0	77	4	0	4	14	1	140	2,038
4:15 PM	0	3	9	4	0	3	21	6	0	2	87	4	0	2	9	5	155	2,121
4:20 PM	0	4	12	3	0	1	20	15	0	5	71	3	0	1	10	3	148	2,149
4:25 PM	0	2	5	3	0	1	32	15	0	3	42	0	0	2	10	3	118	2,170
4:30 PM	0	0	15	3	0	0	14	17	0	2	115	6	0	7	13	2	194	2,249
4:35 PM	0	2	19	8	0	2	15	20	0	7	91	1	0	6	16	3	190	2,247
4:40 PM	0	1	10	4	0	1	19	12	0	5	99	8	0	4	14	2	179	2,249
4:45 PM	0	1	22	5	0	0	15	11	0	4	95	1	0	2	13	2	171	2,267
4:50 PM	0	1	16	6	0	2	22	17	0	6	75	3	0	7	10	3	168	2,300
4:55 PM	0	1	19	4	0	2	18	15	0	3	83	2	0	2	11	3	163	2,330
5:00 PM	1	0	18	14	0	3	11	20	1	4	103	4	0	4	13	2	198	2,304
5:05 PM	2	3	18	5	0	2	22	20	0	3	101	7	0	11	15	5	214	
5:10 PM	0	0	13	3	0	8	6	25	0	3	134	3	0	9	16	3	223	
5:15 PM	1	3	10	6	0	6	16	20	0	1	98	2	0	5	11	4	183	
5:20 PM	0	2	17	10	0	3	12	20	1	5	79	3	0	3	13	1	169	
5:25 PM	6	1	16	6	0	3	6	14	0	1	119	5	0	5	13	2	197	
5:30 PM	0	1	20	3	0	3	11	16	0	4	101	8	0	9	13	3	192	
5:35 PM	0	2	26	3	0	4	7	9	0	2	104	5	0	14	13	3	192	
5:40 PM	0	1	13	2	0	2	14	14	1	2	116	9	0	5	14	4	197	
5:45 PM	0	1	21	1	0	7	6	16	0	5	125	10	0	4	7	1	204	
5:50 PM	0	0	16	6	0	6	10	20	0	4	99	12	0	12	13	0	198	
5:55 PM	0	2	17	7	0	2	7	11	0	3	70	4	0	3	10	1	137	
Count Total	10	37	373	123	0	67	349	376	3	77	2,233	115	0	131	299	60	4,253	
Peak Hour	10	15	207	63	0	49	139	209	3	37	1,262	70	0	83	152	31	2,330	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

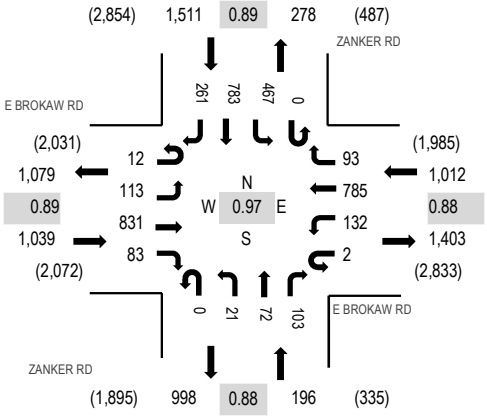
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	0	0	4:05 PM	1	0	0	0	1	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1	4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	1	0	0	1
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	1	1	4:35 PM	0	0	3	0	3	4:35 PM	0	0	0	0	0
4:40 PM	0	0	2	0	2	4:40 PM	0	1	1	0	2	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	1	0	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	0	2	1	4	Count Total	1	1	8	0	10	Count Total	1	2	0	0	3
Peak Hour	0	0	0	0	0	Peak Hour	0	0	1	0	1	Peak Hour	1	1	0	0	2

ALL TRAFFIC DATA SERVICES
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Location: 3 ZANKER RD & E BROKAW RD PM
Date: Tuesday, May 19, 2026
Peak Hour: 04:35 PM - 05:35 PM
Peak 15-Minutes: 04:35 PM - 04:50 PM

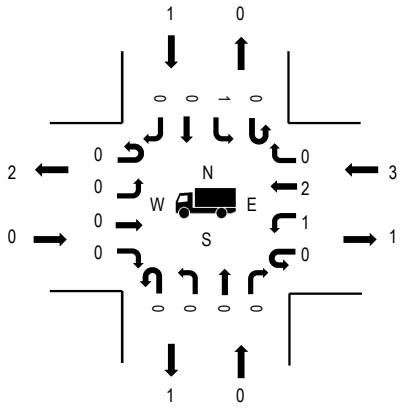
Peak Hour

Motorized Vehicles



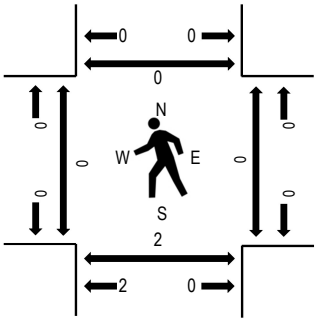
Note: Total study counts contained in parentheses.

Heavy Vehicles

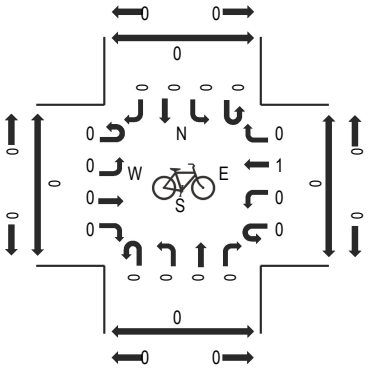


	HV%	PHF
EB	0.0%	0.89
WB	0.3%	0.88
NB	0.0%	0.88
SB	0.1%	0.89
All	0.1%	0.97

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	ZANKER RD Northbound				E BROKAW RD Eastbound				ZANKER RD Southbound				E BROKAW RD Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	4	4	13	3	7	79	5	0	34	31	11	2	5	60	9	267	3,550
4:05 PM	0	3	3	3	1	9	72	6	0	20	50	15	1	8	68	4	263	3,564
4:10 PM	0	1	2	7	0	5	116	8	0	44	63	8	2	14	73	5	348	3,625
4:15 PM	0	4	3	4	0	11	54	8	0	31	66	10	2	6	78	5	282	3,616
4:20 PM	0	2	1	4	1	7	40	4	0	50	67	13	0	10	50	3	252	3,638
4:25 PM	0	1	2	7	1	8	71	11	0	20	52	10	1	16	87	3	290	3,671
4:30 PM	0	2	3	14	0	5	77	3	0	37	77	16	4	9	56	4	307	3,718
4:35 PM	0	4	6	13	0	8	44	6	0	41	68	31	2	18	73	11	325	3,758
4:40 PM	0	3	3	8	0	6	102	3	0	30	57	19	0	19	94	3	347	3,738
4:45 PM	0	0	6	9	0	10	84	6	0	44	57	13	0	5	55	11	300	3,680
4:50 PM	0	4	12	4	1	9	66	12	0	35	54	17	0	13	50	9	286	3,692
4:55 PM	0	1	3	7	1	9	53	7	0	45	59	16	0	9	66	7	283	3,703
5:00 PM	0	1	7	16	1	11	50	3	0	41	65	21	0	8	52	5	281	3,696
5:05 PM	0	0	6	10	1	10	83	6	0	50	55	28	0	7	62	6	324	
5:10 PM	0	0	3	11	3	6	85	5	0	27	55	32	0	13	94	5	339	
5:15 PM	0	0	3	5	3	8	59	12	0	35	73	32	0	11	53	10	304	
5:20 PM	0	4	9	7	0	12	70	10	0	29	66	20	0	10	42	6	285	
5:25 PM	0	4	5	4	2	14	85	6	0	42	69	17	0	14	65	10	337	
5:30 PM	0	0	9	9	0	10	50	7	0	48	105	15	0	5	79	10	347	
5:35 PM	0	0	2	8	0	14	59	6	0	55	67	22	0	9	56	7	305	
5:40 PM	0	1	1	11	0	3	41	7	0	58	52	14	0	10	77	14	289	
5:45 PM	0	1	3	8	1	10	92	8	0	56	63	7	0	5	53	5	312	
5:50 PM	0	2	5	2	0	12	77	4	0	44	66	13	0	17	46	9	297	
5:55 PM	0	1	2	5	0	10	70	7	0	35	49	17	0	8	63	9	276	
Count Total	0	43	103	189	19	214	1,679	160	0	951	1,486	417	14	249	1,552	170	7,246	
Peak Hour	0	21	72	103	12	113	831	83	0	467	783	261	2	132	785	93	3,758	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

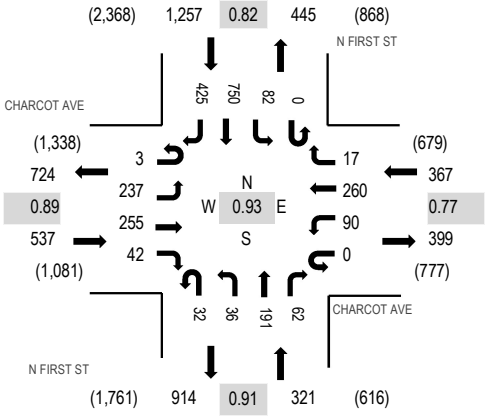
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0
4:05 PM	1	0	0	1	2	4:05 PM	0	0	0	0	0	4:05 PM	1	0	0	1	2
4:10 PM	0	1	0	2	3	4:10 PM	0	0	0	1	1	4:10 PM	0	0	0	0	0
4:15 PM	0	0	0	1	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
4:20 PM	0	0	0	1	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	2	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	2	0	0	0	2
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	1	1	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	1	1	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	1	0	0	0	1	5:50 PM	1	0	0	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	1	1	1	9	12	Count Total	1	0	0	4	5	Count Total	4	0	0	2	6
Peak Hour	0	0	1	3	4	Peak Hour	0	0	0	1	1	Peak Hour	2	0	0	0	2

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 N FIRST ST & CHARCOT AVE PM
Date: Tuesday, May 19, 2026
Peak Hour: 04:55 PM - 05:55 PM
Peak 15-Minutes: 05:25 PM - 05:40 PM

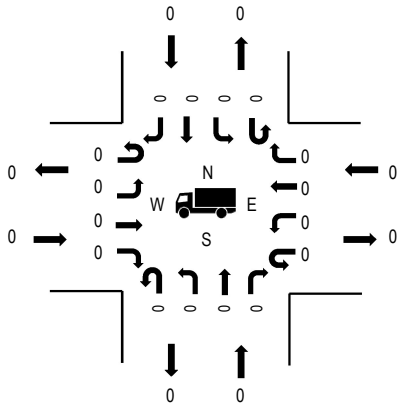
Peak Hour

Motorized Vehicles



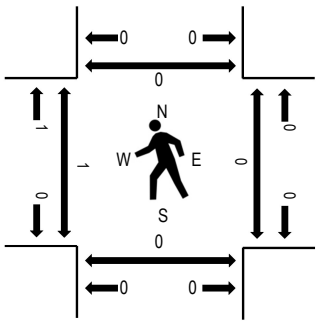
Note: Total study counts contained in parentheses.

Heavy Vehicles

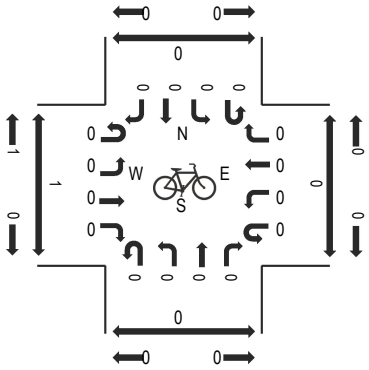


	HV%	PHF
EB	0.0%	0.89
WB	0.0%	0.77
NB	0.0%	0.91
SB	0.0%	0.82
All	0.0%	0.93

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N FIRST ST Northbound				CHARCOT AVE Eastbound				N FIRST ST Southbound				CHARCOT AVE Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	3	3	9	3	0	26	29	0	0	0	51	20	0	15	30	2	191	2,309
4:05 PM	1	1	20	4	0	15	29	5	0	2	39	22	0	2	20	1	161	2,310
4:10 PM	3	6	10	2	0	18	23	2	0	6	71	43	0	13	19	0	216	2,355
4:15 PM	4	1	10	6	0	17	24	5	0	5	66	43	0	3	11	0	195	2,349
4:20 PM	1	2	21	3	0	16	32	4	0	3	61	48	0	5	18	1	215	2,380
4:25 PM	5	2	20	8	0	21	26	5	0	8	34	29	0	2	17	2	179	2,374
4:30 PM	5	1	18	5	0	27	13	5	0	8	59	30	0	10	7	1	189	2,408
4:35 PM	3	3	7	4	0	23	32	7	0	4	54	29	0	10	42	1	219	2,445
4:40 PM	2	1	14	6	0	17	21	2	0	4	70	28	0	8	13	2	188	2,451
4:45 PM	1	2	18	4	0	20	14	6	0	6	65	36	0	8	14	2	196	2,462
4:50 PM	4	0	19	7	0	15	21	4	0	4	74	21	0	3	6	1	179	2,478
4:55 PM	4	2	12	4	0	14	22	6	0	1	65	24	0	8	15	4	181	2,482
5:00 PM	4	7	18	8	1	18	18	5	0	6	46	20	0	16	25	0	192	2,435
5:05 PM	1	1	18	8	0	12	26	3	0	4	57	26	0	15	34	1	206	
5:10 PM	4	3	8	5	0	22	32	3	0	9	62	34	0	3	23	2	210	
5:15 PM	3	0	20	3	1	24	22	2	0	13	75	33	0	5	22	3	226	
5:20 PM	1	2	16	9	0	22	17	6	0	5	66	36	0	7	22	0	209	
5:25 PM	4	3	15	4	0	22	17	1	0	9	68	40	0	8	21	1	213	
5:30 PM	2	2	23	2	0	18	15	5	0	2	88	46	0	6	15	2	226	
5:35 PM	0	2	28	6	1	14	13	3	0	1	81	55	0	6	14	1	225	
5:40 PM	2	9	9	3	0	23	23	3	0	13	51	33	0	6	21	3	199	
5:45 PM	5	3	13	7	0	24	30	3	0	9	42	40	0	6	30	0	212	
5:50 PM	2	2	11	3	0	24	20	2	0	10	49	38	0	4	18	0	183	
5:55 PM	1	3	17	2	2	9	6	3	0	4	42	22	0	1	19	3	134	
Count Total	65	61	374	116	5	461	525	90	0	136	1,436	796	0	170	476	33	4,744	
Peak Hour	32	36	191	62	3	237	255	42	0	82	750	425	0	90	260	17	2,482	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

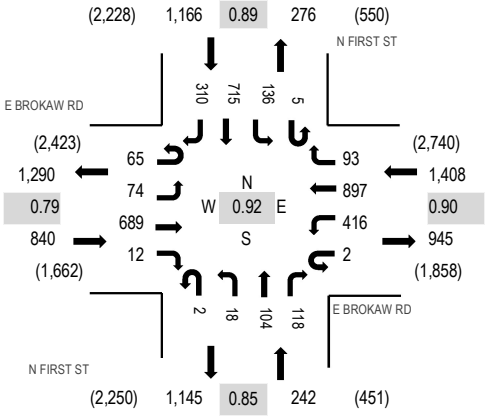
Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	1	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	2	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	0	0	4:45 PM	0	1	0	0	1
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	1	0	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	2	2	0	1	5
Count Total	0	0	0	3	3	Count Total	0	0	0	0	0	Count Total	3	5	1	2	11
Peak Hour	0	0	0	0	0	Peak Hour	0	0	0	0	0	Peak Hour	0	2	0	0	2

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: 5 N FIRST ST & E BROKAW RD PM
Date: Tuesday, May 19, 2026
Peak Hour: 04:35 PM - 05:35 PM
Peak 15-Minutes: 05:10 PM - 05:25 PM

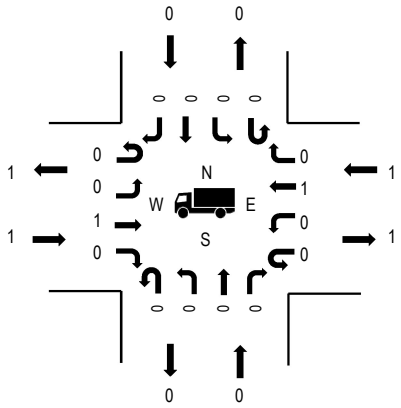
Peak Hour

Motorized Vehicles



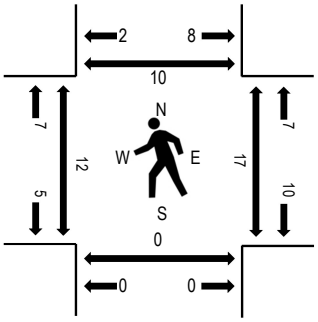
Note: Total study counts contained in parentheses.

Heavy Vehicles

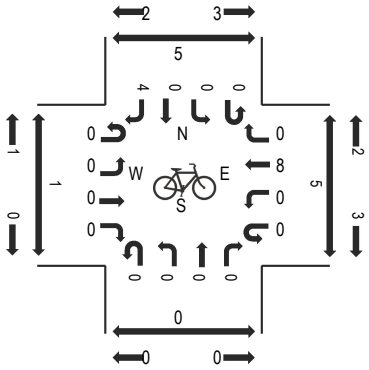


	HV%	PHF
EB	0.1%	0.79
WB	0.1%	0.90
NB	0.0%	0.85
SB	0.0%	0.89
All	0.1%	0.92

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	N FIRST ST Northbound				E BROKAW RD Eastbound				N FIRST ST Southbound				E BROKAW RD Westbound					Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	
4:00 PM	0	1	3	6	4	4	67	1	1	7	42	20	0	31	71	8	266	3,479
4:05 PM	0	0	12	9	3	7	82	2	0	7	45	19	0	38	71	8	303	3,506
4:10 PM	0	1	6	14	6	6	66	0	0	14	56	23	0	28	66	8	294	3,488
4:15 PM	0	1	10	6	5	3	33	0	0	9	51	25	0	31	75	7	256	3,535
4:20 PM	0	0	1	14	3	6	59	0	0	12	69	15	0	36	89	8	312	3,622
4:25 PM	0	3	9	8	3	6	45	0	0	10	56	22	0	35	65	9	271	3,615
4:30 PM	0	1	6	7	11	5	45	1	0	14	65	13	1	14	66	14	263	3,631
4:35 PM	1	3	11	11	4	3	57	2	1	18	57	35	0	40	58	5	306	3,656
4:40 PM	0	2	12	13	4	3	40	0	0	13	70	23	0	43	83	12	318	3,623
4:45 PM	0	1	9	9	7	8	74	2	0	5	49	21	0	41	92	6	324	3,638
4:50 PM	0	0	7	12	10	4	49	0	1	8	51	31	0	31	82	5	291	3,596
4:55 PM	0	1	8	4	2	6	45	0	0	12	67	25	0	36	58	11	275	3,615
5:00 PM	0	1	10	10	1	8	40	0	1	19	50	43	1	35	70	4	293	3,602
5:05 PM	0	1	8	7	8	3	50	1	0	12	73	29	0	24	60	9	285	
5:10 PM	0	2	11	16	11	8	71	3	0	12	49	25	0	41	81	11	341	
5:15 PM	1	0	8	10	8	9	85	2	1	5	54	18	0	31	102	9	343	
5:20 PM	0	0	9	12	5	7	65	0	0	9	71	15	1	33	69	9	305	
5:25 PM	0	3	9	8	4	8	53	2	1	12	64	19	0	28	69	7	287	
5:30 PM	0	4	2	6	1	7	60	0	0	11	60	26	0	33	73	5	288	
5:35 PM	0	0	16	12	4	7	42	1	0	6	92	12	0	17	56	8	273	
5:40 PM	0	0	17	8	4	6	71	4	2	13	81	15	1	34	67	10	333	
5:45 PM	0	2	2	5	5	9	79	1	1	2	55	22	0	27	63	9	282	
5:50 PM	0	1	6	4	1	4	56	0	0	12	51	20	0	45	98	12	310	
5:55 PM	0	0	5	13	2	4	46	3	0	8	56	19	0	37	60	9	262	
Count Total	2	28	197	224	116	141	1,380	25	9	250	1,434	535	4	789	1,744	203	7,081	
Peak Hour	2	18	104	118	65	74	689	12	5	136	715	310	2	416	897	93	3,656	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1	4:00 PM	0	0	2	2	4
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	2	2	4
4:10 PM	1	0	0	1	2	4:10 PM	0	0	0	0	0	4:10 PM	0	3	1	4	8
4:15 PM	0	0	0	2	2	4:15 PM	0	0	0	0	0	4:15 PM	0	3	2	2	7
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	2	0	0	2
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	1	1	3	5
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	1	1	4:30 PM	0	2	3	3	8
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0	4:35 PM	0	0	1	2	3
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	1	1	4	6
4:45 PM	0	0	0	1	1	4:45 PM	0	0	0	1	1	4:45 PM	0	1	2	3	6
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	1	1	3	5
4:55 PM	0	0	0	0	0	4:55 PM	0	0	1	1	2	4:55 PM	0	1	0	1	2
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1	5:00 PM	0	2	3	3	8
5:05 PM	0	0	0	0	0	5:05 PM	0	0	2	1	3	5:05 PM	0	1	0	0	1
5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	2	2	5:10 PM	0	1	2	3	6
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1	5:15 PM	0	3	2	0	5
5:20 PM	0	0	0	0	0	5:20 PM	0	0	1	1	2	5:20 PM	0	1	1	1	3
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	1	1	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	1	1	1	3
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	2	0	0	2
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	1	1	5:40 PM	0	0	0	2	2
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	1	1
5:50 PM	0	0	0	1	1	5:50 PM	0	0	1	2	3	5:50 PM	0	1	0	1	2
5:55 PM	0	0	0	0	0	5:55 PM	0	0	1	0	1	5:55 PM	0	0	1	2	3
Count Total	1	1	0	6	8	Count Total	0	0	7	12	19	Count Total	0	27	27	44	98
Peak Hour	0	1	0	1	2	Peak Hour	0	0	4	8	12	Peak Hour	0	13	15	22	50

Appendix C
Approved Trips Inventory

Appendix D
Volume Summary

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Zanker Road & Trimble Road
Peak Hour: AM
Count Date: 05/19/26
Date of Analysis: 05/27/26

	Movements												
	Southwest Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	92	76	11	44	1017	85	56	406	302	94	561	101	2845
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	92	76	11	44	1017	85	56	406	302	94	561	101	2845
Project Trips	0	2	0	0	0	5	2	1	2	3	0	0	15
Existing + Project	92	78	11	44	1017	90	58	407	304	97	561	101	2860
Background + Project	92	78	11	44	1017	90	58	407	304	97	561	101	2860

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Zanker Road & Charcot Avenue
Peak Hour: AM
Count Date: 05/19/26
Date of Analysis: 05/27/26

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	12	206	7	66	18	83	59	880	22	68	162	117	1700
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	12	206	7	66	18	83	59	880	22	68	162	117	1700
Project Trips	0	10	0	0	0	0	0	4	1	2	0	0	17
Existing + Project	12	216	7	66	18	83	59	884	23	70	162	117	1717
Background + Project	12	216	7	66	18	83	59	884	23	70	162	117	1717

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Zanker Road & Brokaw Road
Peak Hour: AM
Count Date: 05/19/26
Date of Analysis: 05/27/26

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	190	63	57	430	955	56	51	365	50	31	525	214	2987
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	190	63	57	430	955	56	51	365	50	31	525	214	2987
Project Trips	3	1	1	2	0	0	0	0	0	0	0	8	15
Existing + Project	193	64	58	432	955	56	51	365	50	31	525	222	3002
Background + Project	193	64	58	432	955	56	51	365	50	31	525	222	3002

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: N. First Street & Charcot Avenue
Peak Hour: AM
Count Date: 05/19/26
Date of Analysis: 05/27/26

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	221	242	64	8	1	4	64	651	121	19	304	597	2296
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	221	242	64	8	1	4	64	651	121	19	304	597	2296
Project Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Existing + Project	221	242	64	8	2	4	64	651	121	19	306	597	2299
Background + Project	221	242	64	8	2	4	64	651	121	19	306	597	2299

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: N. First Street & Brokaw Road
Peak Hour: AM
Count Date: 05/19/26
Date of Analysis: 05/27/26

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	78	167	54	447	873	264	146	357	112	6	551	312	3367
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	78	167	54	447	873	264	146	357	112	6	551	312	3367
Project Trips	0	0	0	0	1	2	2	0	0	0	2	0	7
Existing + Project	78	167	54	447	874	266	148	357	112	6	553	312	3374
Background + Project	78	167	54	447	874	266	148	357	112	6	553	312	3374

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Zanker Road & Trimble Road
Peak Hour: PM
Count Date: 05/19/26
Date of Analysis: 05/27/26

	Movements												
	Southwest Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	137	695	61	4	869	164	46	213	95	383	1019	115	3801
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	137	695	61	4	869	164	46	213	95	383	1019	115	3801
Project Trips	0	0	0	0	0	1	4	2	3	1	0	0	11
Existing + Project	137	695	61	4	869	165	50	215	98	384	1019	115	3812
Background + Project	137	695	61	4	869	165	50	215	98	384	1019	115	3812

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Zanker Road & Charcot Avenue
Peak Hour: PM
Count Date: 05/19/26
Date of Analysis: 05/27/26

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	70	1262	40	31	152	83	63	207	25	209	139	49	2330
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	70	1262	40	31	152	83	63	207	25	209	139	49	2330
Project Trips	0	2	0	0	0	0	0	9	2	1	0	0	14
Existing + Project	70	1264	40	31	152	83	63	216	27	210	139	49	2344
Background + Project	70	1264	40	31	152	83	63	216	27	210	139	49	2344

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: Zanker Road & Brokaw Road
Peak Hour: PM
Count Date: 05/19/26
Date of Analysis: 05/27/26

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	261	783	467	93	785	134	103	72	21	83	831	125	3758
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	261	783	467	93	785	134	103	72	21	83	831	125	3758
Project Trips	5	1	2	1	0	0	0	0	0	0	0	2	11
Existing + Project	266	784	469	94	785	134	103	72	21	83	831	127	3769
Background + Project	266	784	469	94	785	134	103	72	21	83	831	127	3769

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: N. First Street & Charcot Avenue
Peak Hour: PM
Count Date: 05/19/26
Date of Analysis: 05/27/26

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	425	750	82	17	260	90	62	191	68	42	255	240	2482
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	425	750	82	17	260	90	62	191	68	42	255	240	2482
Project Trips	0	0	0	0	2	0	0	0	0	0	1	0	3
Existing + Project	425	750	82	17	262	90	62	191	68	42	256	240	2485
Background + Project	425	750	82	17	262	90	62	191	68	42	256	240	2485

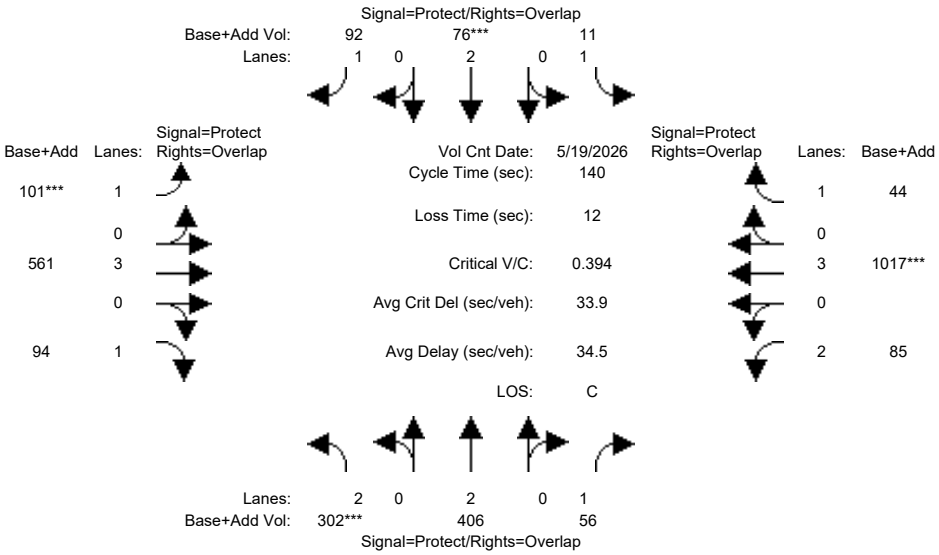
Intersection Number: 5
Traffix Node Number: 5
Intersection Name: N. First Street & Brokaw Road
Peak Hour: PM
Count Date: 05/19/26
Date of Analysis: 05/27/26

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	310	715	141	93	897	418	118	104	20	12	689	139	3656
Approved Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	310	715	141	93	897	418	118	104	20	12	689	139	3656
Project Trips	0	0	0	0	2	3	1	0	0	0	1	0	7
Existing + Project	310	715	141	93	899	421	119	104	20	12	690	139	3663
Background + Project	310	715	141	93	899	421	119	104	20	12	690	139	3663

Appendix E
Intersection Level of Service Calculations

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

Intersection #1: Zanker Road & Trimble Road



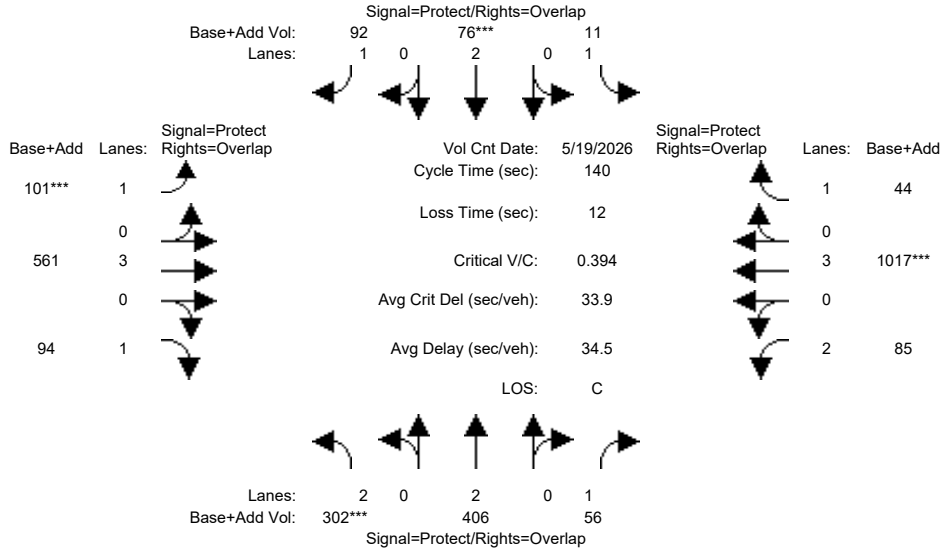
Street Name:	Zanker Road						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	302	406	56	11	76	92	101	561	94	85	1017	44
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:	302	406	56	11	76	92	101	561	94	85	1017	44
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:	302	406	56	11	76	92	101	561	94	85	1017	44
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:	302	406	56	11	76	92	101	561	94	85	1017	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	406	56	11	76	92	101	561	94	85	1017	44
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:	302	406	56	11	76	92	101	561	94	85	1017	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	1663	5700	1488	2992	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.04	0.01	0.02	0.06	0.06	0.10	0.06	0.03	0.18	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.22	0.42	0.10	0.07	0.22	0.15	0.39	0.64	0.20	0.44	0.54
Volume/Cap:	0.40	0.49	0.09	0.06	0.28	0.28	0.40	0.25	0.10	0.14	0.40	0.05
Uniform Del:	43.8	47.8	24.6	56.8	61.6	45.2	53.8	28.6	9.5	46.1	26.5	15.0
IncremntDel:	0.4	0.5	0.1	0.2	0.6	0.5	1.1	0.1	0.0	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.1	48.3	24.6	56.9	62.2	45.6	54.8	28.7	9.6	46.3	26.6	15.0
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:	44.1	48.3	24.6	56.9	62.2	45.6	54.8	28.7	9.6	46.3	26.6	15.0
LOS by Move:	D	D	C	E	E	D	D	C	A	D	C	B
HCM2k95thQ:	12	14	3	1	4	7	9	10	3	4	18	2

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 AM

Intersection #1: Zanker Road & Trimble Road



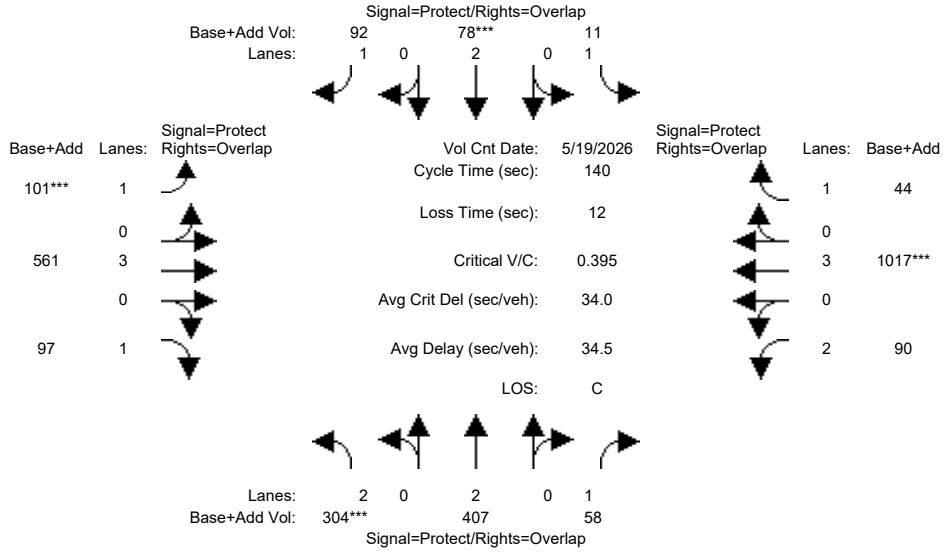
Street Name:	Zanker Road						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	302	406	56	11	76	92	101	561	94	85	1017	44
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:	302	406	56	11	76	92	101	561	94	85	1017	44
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:	302	406	56	11	76	92	101	561	94	85	1017	44
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:	302	406	56	11	76	92	101	561	94	85	1017	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	406	56	11	76	92	101	561	94	85	1017	44
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:	302	406	56	11	76	92	101	561	94	85	1017	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	1663	5700	1488	2992	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.04	0.01	0.02	0.06	0.06	0.10	0.06	0.03	0.18	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.22	0.42	0.10	0.07	0.22	0.15	0.39	0.64	0.20	0.44	0.54
Volume/Cap:	0.40	0.49	0.09	0.06	0.28	0.28	0.40	0.25	0.10	0.14	0.40	0.05
Uniform Del:	43.8	47.8	24.6	56.8	61.6	45.2	53.8	28.6	9.5	46.1	26.5	15.0
IncremntDel:	0.4	0.5	0.1	0.2	0.6	0.5	1.1	0.1	0.0	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.1	48.3	24.6	56.9	62.2	45.6	54.8	28.7	9.6	46.3	26.6	15.0
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:	44.1	48.3	24.6	56.9	62.2	45.6	54.8	28.7	9.6	46.3	26.6	15.0
LOS by Move:	D	D	C	E	E	D	D	C	A	D	C	B
HCM2k95thQ:	12	14	3	1	4	7	9	10	3	4	18	2

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)
B+P AM

Intersection #1: Zanker Road & Trimble Road



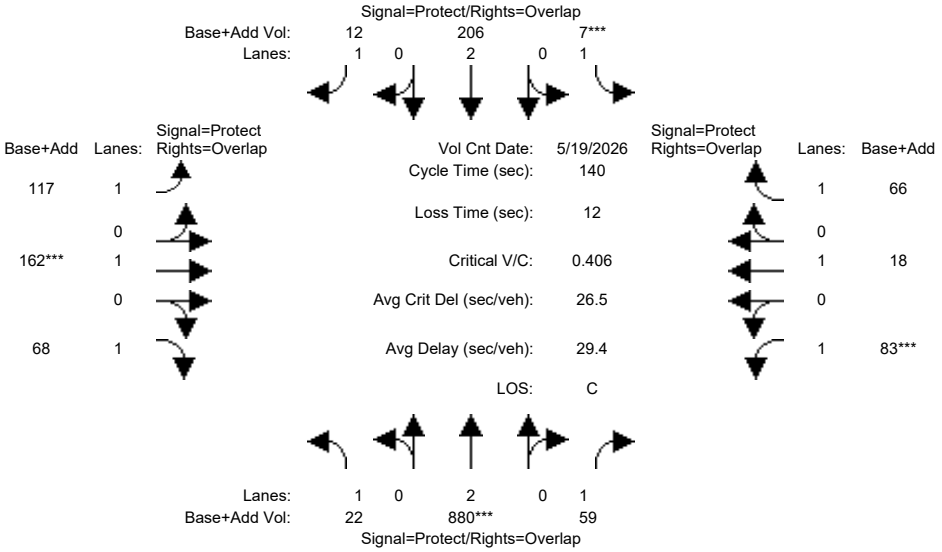
Street Name:	Zanker Road						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	302	406	56	11	76	92	101	561	94	85	1017	44
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:	302	406	56	11	76	92	101	561	94	85	1017	44
Added Vol:	2	1	2	0	2	0	0	0	3	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	407	58	11	78	92	101	561	97	90	1017	44
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:	304	407	58	11	78	92	101	561	97	90	1017	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	407	58	11	78	92	101	561	97	90	1017	44
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:	304	407	58	11	78	92	101	561	97	90	1017	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	1663	5700	1488	2992	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.04	0.01	0.02	0.06	0.06	0.10	0.07	0.03	0.18	0.03
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.22	0.42	0.10	0.07	0.22	0.15	0.39	0.64	0.20	0.44	0.54
Volume/Cap:	0.40	0.49	0.09	0.06	0.29	0.28	0.40	0.25	0.10	0.15	0.40	0.05
Uniform Del:	43.7	47.7	24.6	56.7	61.6	45.2	53.8	28.7	9.5	46.3	26.6	15.0
IncremntDel:	0.4	0.4	0.1	0.2	0.6	0.5	1.1	0.1	0.0	0.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.0	48.1	24.6	56.9	62.2	45.7	54.9	28.7	9.6	46.4	26.7	15.0
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:	44.0	48.1	24.6	56.9	62.2	45.7	54.9	28.7	9.6	46.4	26.7	15.0
LOS by Move:	D	D	C	E	E	D	D	C	A	D	C	B
HCM2k95thQ:	12	14	3	1	4	7	9	10	3	4	18	2

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)
Existing AM

Intersection #2: Zanker Road & Charcot Avenue



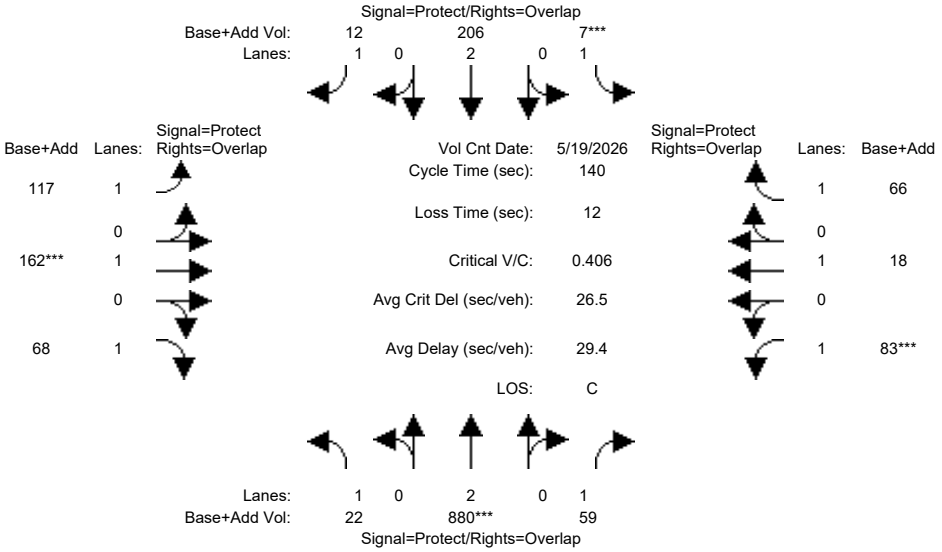
Street Name:	Zanker Road						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	22	880	59	7	206	12	117	162	68	83	18	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	880	59	7	206	12	117	162	68	83	18	66
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:	22	880	59	7	206	12	117	162	68	83	18	66
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:	22	880	59	7	206	12	117	162	68	83	18	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	880	59	7	206	12	117	162	68	83	18	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	880	59	7	206	12	117	162	68	83	18	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	1900	1488	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.04	0.00	0.05	0.01	0.07	0.09	0.05	0.05	0.01	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.25	0.55	0.66	0.05	0.35	0.51	0.16	0.20	0.45	0.12	0.16	0.21
Volume/Cap:	0.05	0.42	0.06	0.08	0.15	0.02	0.44	0.42	0.10	0.42	0.06	0.21
Uniform Del:	40.4	18.8	8.3	63.4	31.2	17.0	53.2	48.9	22.5	57.4	49.9	45.8
IncremntDel:	0.1	0.1	0.0	0.4	0.1	0.0	1.2	0.8	0.1	1.5	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.5	18.9	8.3	63.9	31.3	17.0	54.4	49.6	22.6	58.8	50.0	46.1
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:	40.5	18.9	8.3	63.9	31.3	17.0	54.4	49.6	22.6	58.8	50.0	46.1
LOS by Move:	D	B	A	E	C	B	D	D	C	E	D	D
HCM2k95thQ:	2	20	2	1	6	1	9	11	4	8	1	5

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 AM

Intersection #2: Zanker Road & Charcot Avenue



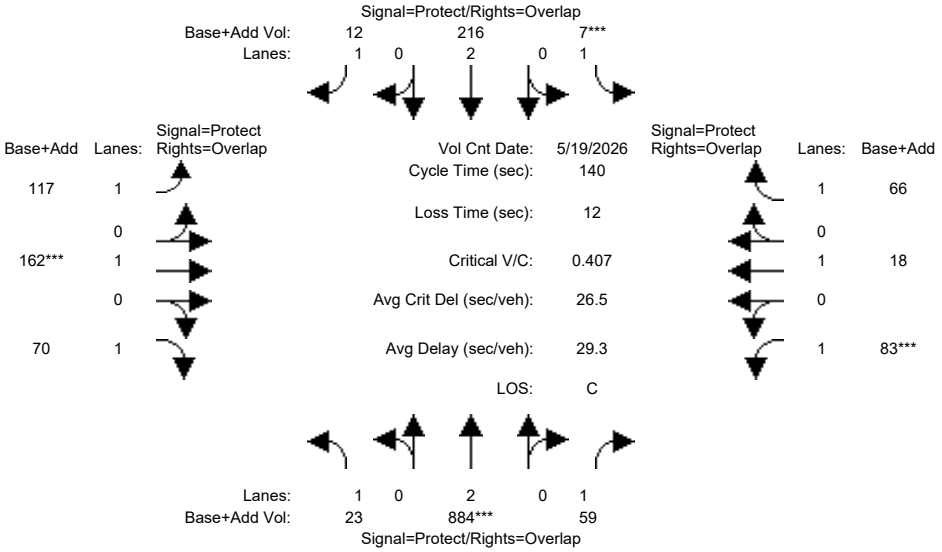
Street Name:	Zanker Road						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	22	880	59	7	206	12	117	162	68	83	18	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	880	59	7	206	12	117	162	68	83	18	66
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:	22	880	59	7	206	12	117	162	68	83	18	66
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:	22	880	59	7	206	12	117	162	68	83	18	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	880	59	7	206	12	117	162	68	83	18	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	880	59	7	206	12	117	162	68	83	18	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	1900	1488	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.04	0.00	0.05	0.01	0.07	0.09	0.05	0.05	0.01	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.25	0.55	0.66	0.05	0.35	0.51	0.16	0.20	0.45	0.12	0.16	0.21
Volume/Cap:	0.05	0.42	0.06	0.08	0.15	0.02	0.44	0.42	0.10	0.42	0.06	0.21
Uniform Del:	40.4	18.8	8.3	63.4	31.2	17.0	53.2	48.9	22.5	57.4	49.9	45.8
IncremntDel:	0.1	0.1	0.0	0.4	0.1	0.0	1.2	0.8	0.1	1.5	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.5	18.9	8.3	63.9	31.3	17.0	54.4	49.6	22.6	58.8	50.0	46.1
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:	40.5	18.9	8.3	63.9	31.3	17.0	54.4	49.6	22.6	58.8	50.0	46.1
LOS by Move:	D	B	A	E	C	B	D	D	C	E	D	D
HCM2k95thQ:	2	20	2	1	6	1	9	11	4	8	1	5

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)
B+P AM

Intersection #2: Zanker Road & Charcot Avenue



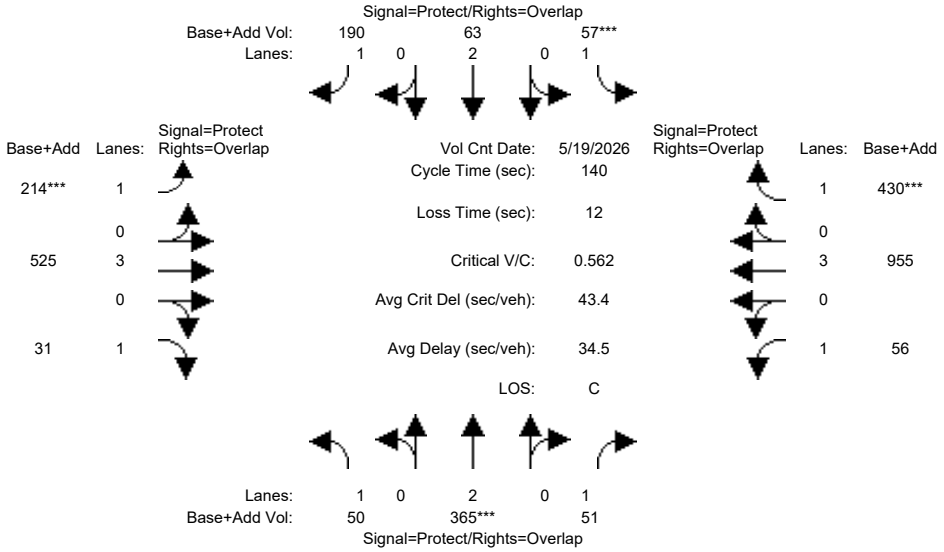
Street Name:	Zanker Road						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	22	880	59	7	206	12	117	162	68	83	18	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	880	59	7	206	12	117	162	68	83	18	66
Added Vol:	1	4	0	0	10	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	884	59	7	216	12	117	162	70	83	18	66
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:	23	884	59	7	216	12	117	162	70	83	18	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	884	59	7	216	12	117	162	70	83	18	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	884	59	7	216	12	117	162	70	83	18	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	1900	1488	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.04	0.00	0.06	0.01	0.07	0.09	0.05	0.05	0.01	0.04
Crit Moves:		****		****				****		****		
Green/Cycle:	0.25	0.55	0.66	0.05	0.35	0.51	0.16	0.20	0.45	0.12	0.16	0.21
Volume/Cap:	0.06	0.43	0.06	0.08	0.16	0.02	0.44	0.43	0.11	0.43	0.06	0.21
Uniform Del:	40.4	18.8	8.2	63.4	31.3	17.0	53.3	48.9	22.5	57.4	50.0	45.9
IncremntDel:	0.1	0.1	0.0	0.4	0.1	0.0	1.2	0.8	0.1	1.5	0.1	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	40.4	18.9	8.3	63.9	31.3	17.0	54.5	49.7	22.6	58.9	50.1	46.2
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:	40.4	18.9	8.3	63.9	31.3	17.0	54.5	49.7	22.6	58.9	50.1	46.2
LOS by Move:	D	B	A	E	C	B	D	D	C	E	D	D
HCM2k95thQ:	2	20	2	1	6	1	9	11	4	8	1	5

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)
Existing AM

Intersection #3: Zanker Road & Brokaw Road



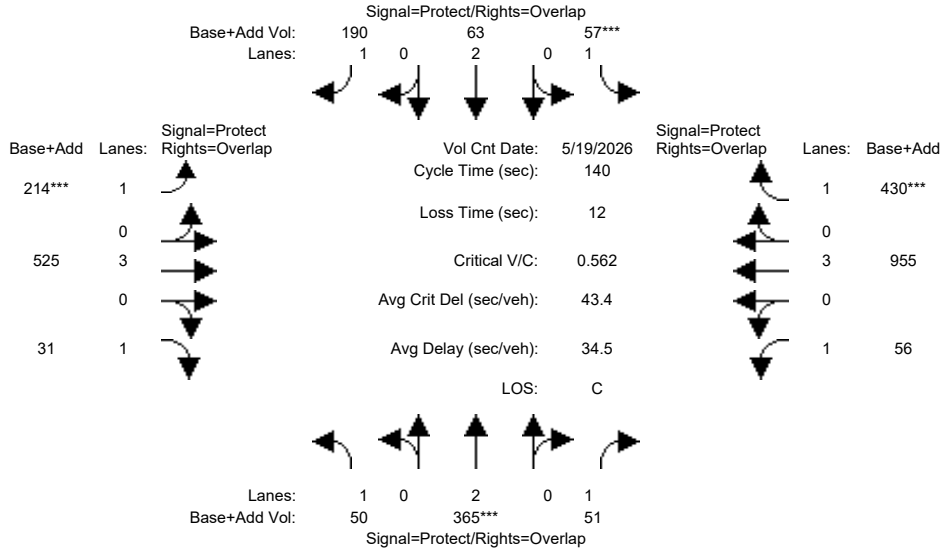
Street Name:	Zanker Road						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	50	365	51	57	63	190	214	525	31	56	955	430
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:	50	365	51	57	63	190	214	525	31	56	955	430
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:	50	365	51	57	63	190	214	525	31	56	955	430
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:	50	365	51	57	63	190	214	525	31	56	955	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	365	51	57	63	190	214	525	31	56	955	430
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:	50	365	51	57	63	190	214	525	31	56	955	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	5700	1488	1663	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.03	0.03	0.02	0.13	0.13	0.09	0.02	0.03	0.17	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.17	0.40	0.06	0.14	0.37	0.23	0.42	0.52	0.23	0.43	0.49
Volume/Cap:	0.31	0.56	0.09	0.56	0.12	0.35	0.56	0.22	0.04	0.15	0.39	0.59
Uniform Del:	59.0	53.2	26.0	63.9	53.1	32.3	47.8	25.6	16.5	42.9	27.8	26.0
IncremntDel:	1.1	1.1	0.1	7.0	0.1	0.4	1.9	0.0	0.0	0.2	0.1	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.2	54.4	26.1	70.9	53.2	32.7	49.7	25.6	16.5	43.1	27.9	27.3
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:	60.2	54.4	26.1	70.9	53.2	32.7	49.7	25.6	16.5	43.1	27.9	27.3
LOS by Move:	E	D	C	E	D	C	D	C	B	D	C	C
HCM2k95thQ:	5	15	3	7	3	12	17	9	1	4	17	26

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 AM

Intersection #3: Zanker Road & Brokaw Road



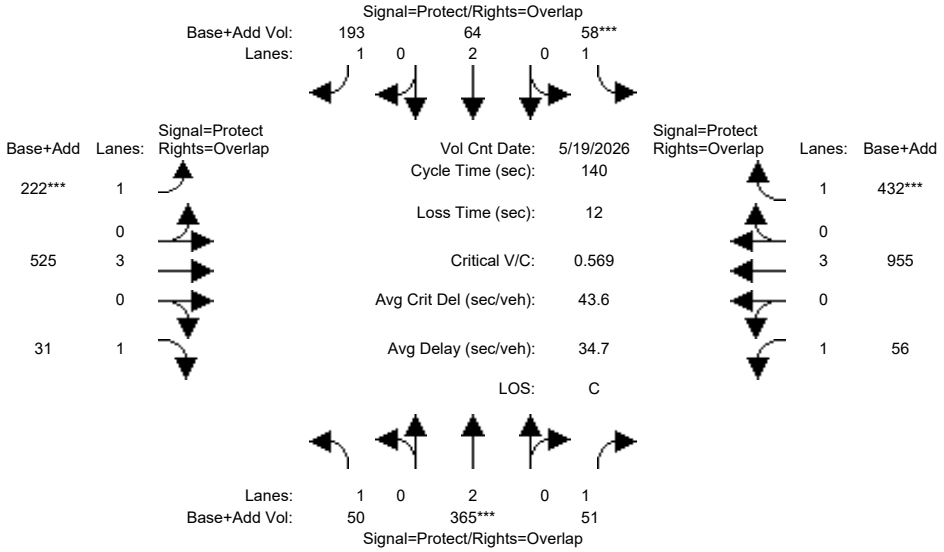
Street Name:	Zanker Road						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	50	365	51	57	63	190	214	525	31	56	955	430
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:	50	365	51	57	63	190	214	525	31	56	955	430
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:	50	365	51	57	63	190	214	525	31	56	955	430
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:	50	365	51	57	63	190	214	525	31	56	955	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	365	51	57	63	190	214	525	31	56	955	430
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:	50	365	51	57	63	190	214	525	31	56	955	430
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	5700	1488	1663	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.03	0.03	0.02	0.13	0.13	0.09	0.02	0.03	0.17	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.10	0.17	0.40	0.06	0.14	0.37	0.23	0.42	0.52	0.23	0.43	0.49
Volume/Cap:	0.31	0.56	0.09	0.56	0.12	0.35	0.56	0.22	0.04	0.15	0.39	0.59
Uniform Del:	59.0	53.2	26.0	63.9	53.1	32.3	47.8	25.6	16.5	42.9	27.8	26.0
IncremntDel:	1.1	1.1	0.1	7.0	0.1	0.4	1.9	0.0	0.0	0.2	0.1	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.2	54.4	26.1	70.9	53.2	32.7	49.7	25.6	16.5	43.1	27.9	27.3
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:	60.2	54.4	26.1	70.9	53.2	32.7	49.7	25.6	16.5	43.1	27.9	27.3
LOS by Move:	E	D	C	E	D	C	D	C	B	D	C	C
HCM2k95thQ:	5	15	3	7	3	12	17	9	1	4	17	26

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)
B+P AM

Intersection #3: Zanker Road & Brokaw Road



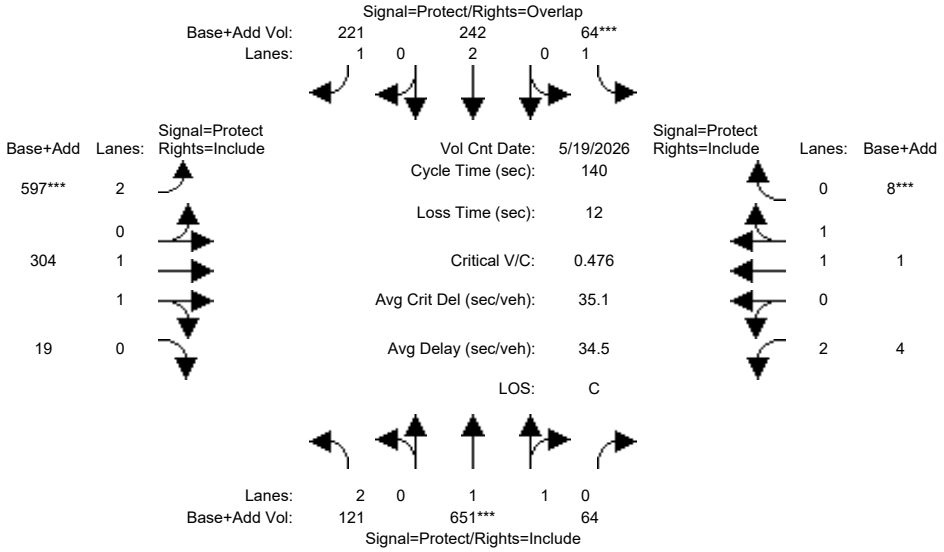
Street Name:	Zanker Road						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	50	365	51	57	63	190	214	525	31	56	955	430
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:	50	365	51	57	63	190	214	525	31	56	955	430
Added Vol:	0	0	0	1	1	3	8	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	365	51	58	64	193	222	525	31	56	955	432
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:	50	365	51	58	64	193	222	525	31	56	955	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	365	51	58	64	193	222	525	31	56	955	432
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:	50	365	51	58	64	193	222	525	31	56	955	432
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	5700	1488	1663	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.03	0.03	0.02	0.13	0.13	0.09	0.02	0.03	0.17	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.09	0.17	0.40	0.06	0.14	0.37	0.23	0.43	0.52	0.23	0.42	0.48
Volume/Cap:	0.32	0.57	0.09	0.57	0.12	0.35	0.57	0.22	0.04	0.15	0.40	0.60
Uniform Del:	59.1	53.5	26.1	63.9	53.2	31.9	47.3	25.4	16.4	42.8	28.0	26.3
IncremntDel:	1.2	1.2	0.1	7.4	0.1	0.4	2.0	0.0	0.0	0.2	0.1	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.3	54.7	26.1	71.3	53.3	32.3	49.3	25.4	16.4	43.0	28.1	27.7
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:	60.3	54.7	26.1	71.3	53.3	32.3	49.3	25.4	16.4	43.0	28.1	27.7
LOS by Move:	E	D	C	E	D	C	D	C	B	D	C	C
HCM2k95thQ:	5	15	3	7	3	12	18	9	1	4	17	26

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)
Existing AM

Intersection #4: N. First Street & Charcot Avenue



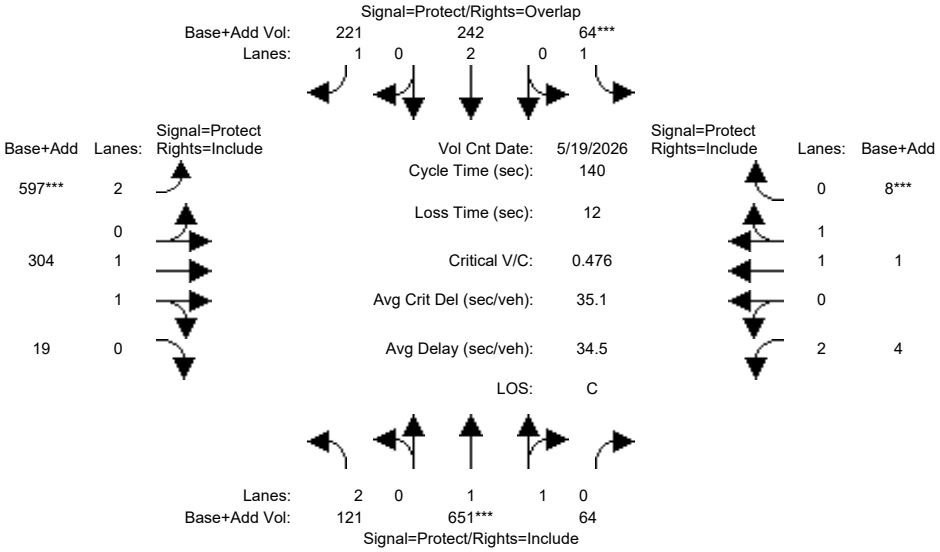
Street Name:	N. First Street						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	121	651	64	64	242	221	597	304	19	4	1	8
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:	121	651	64	64	242	221	597	304	19	4	1	8
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:	121	651	64	64	242	221	597	304	19	4	1	8
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:	121	651	64	64	242	221	597	304	19	4	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	651	64	64	242	221	597	304	19	4	1	8
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:	121	651	64	64	242	221	597	304	19	4	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.99	0.91	0.88	1.00	0.78	0.79	0.99	0.91	0.79	0.87	0.80
Lanes:	2.00	1.81	0.19	1.00	2.00	1.00	2.00	1.87	0.13	2.00	1.00	1.00
Final Sat.:	2992	3389	333	1663	3800	1488	2992	3527	220	2992	1647	1517
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.04	0.06	0.15	0.20	0.09	0.09	0.00	0.00	0.01
Crit Moves:		****		****			****					****
Green/Cycle:	0.19	0.38	0.38	0.08	0.27	0.66	0.39	0.29	0.29	0.17	0.07	0.07
Volume/Cap:	0.22	0.51	0.51	0.51	0.24	0.23	0.51	0.29	0.29	0.01	0.01	0.07
Uniform Del:	48.3	33.7	33.7	62.2	40.3	9.7	32.4	38.3	38.3	48.3	60.4	60.7
IncremntDel:	0.2	0.3	0.3	3.5	0.1	0.1	0.4	0.2	0.2	0.0	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.5	34.0	34.0	65.7	40.4	9.8	32.8	38.5	38.5	48.3	60.4	60.9
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:	48.5	34.0	34.0	65.7	40.4	9.8	32.8	38.5	38.5	48.3	60.4	60.9
LOS by Move:	D	C	C	E	D	A	C	D	D	D	E	E
HCM2k95thQ:	5	21	21	7	8	8	21	10	10	0	0	1

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 AM

Intersection #4: N. First Street & Charcot Avenue



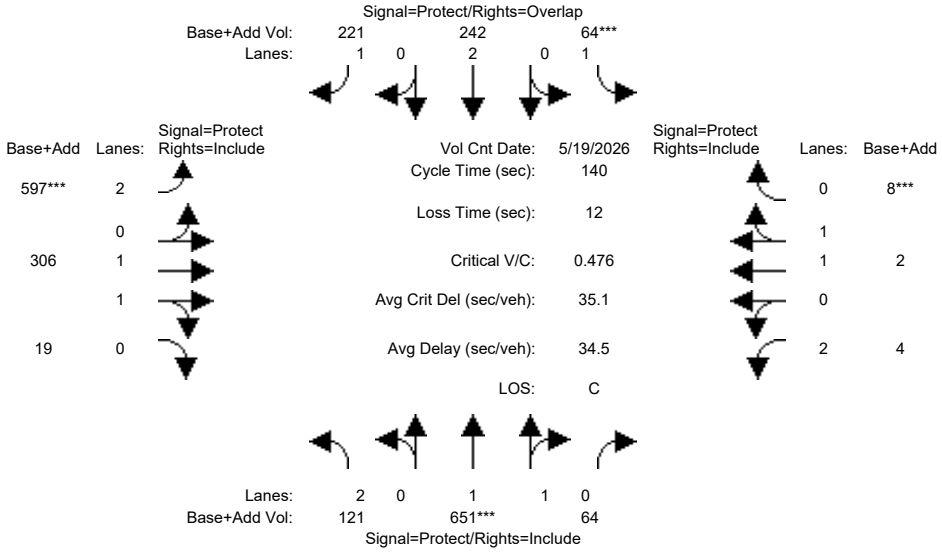
Street Name:	N. First Street						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	121	651	64	64	242	221	597	304	19	4	1	8
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:	121	651	64	64	242	221	597	304	19	4	1	8
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:	121	651	64	64	242	221	597	304	19	4	1	8
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:	121	651	64	64	242	221	597	304	19	4	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	651	64	64	242	221	597	304	19	4	1	8
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:	121	651	64	64	242	221	597	304	19	4	1	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.99	0.91	0.88	1.00	0.78	0.79	0.99	0.91	0.79	0.87	0.80
Lanes:	2.00	1.81	0.19	1.00	2.00	1.00	2.00	1.87	0.13	2.00	1.00	1.00
Final Sat.:	2992	3389	333	1663	3800	1488	2992	3527	220	2992	1647	1517
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.04	0.06	0.15	0.20	0.09	0.09	0.00	0.00	0.01
Crit Moves:		****		****			****					****
Green/Cycle:	0.19	0.38	0.38	0.08	0.27	0.66	0.39	0.29	0.29	0.17	0.07	0.07
Volume/Cap:	0.22	0.51	0.51	0.51	0.24	0.23	0.51	0.29	0.29	0.01	0.01	0.07
Uniform Del:	48.3	33.7	33.7	62.2	40.3	9.7	32.4	38.3	38.3	48.3	60.4	60.7
IncremntDel:	0.2	0.3	0.3	3.5	0.1	0.1	0.4	0.2	0.2	0.0	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.5	34.0	34.0	65.7	40.4	9.8	32.8	38.5	38.5	48.3	60.4	60.9
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:	48.5	34.0	34.0	65.7	40.4	9.8	32.8	38.5	38.5	48.3	60.4	60.9
LOS by Move:	D	C	C	E	D	A	C	D	D	D	E	E
HCM2k95thQ:	5	21	21	7	8	8	21	10	10	0	0	1

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)
B+P AM

Intersection #4: N. First Street & Charcot Avenue



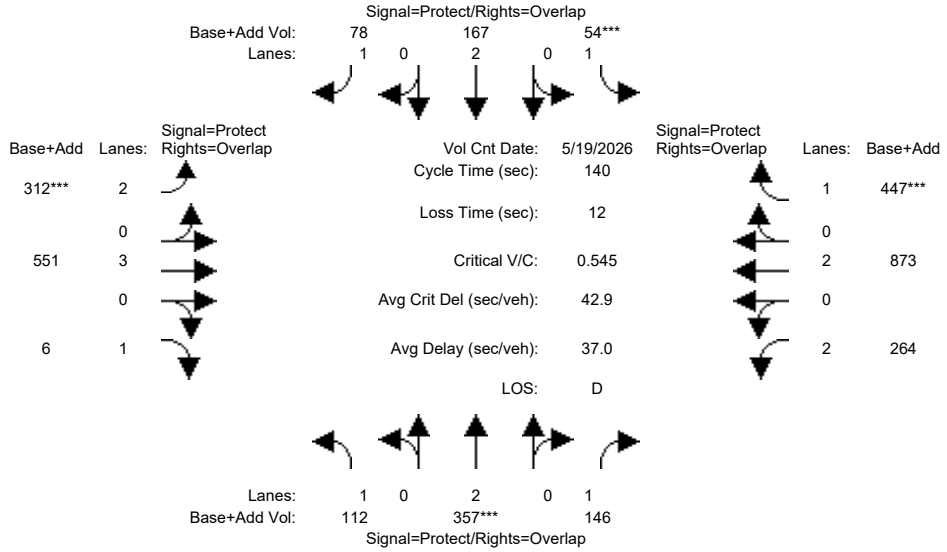
Street Name:	N. First Street						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	121	651	64	64	242	221	597	304	19	4	1	8
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:	121	651	64	64	242	221	597	304	19	4	1	8
Added Vol:	0	0	0	0	0	0	0	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	651	64	64	242	221	597	306	19	4	2	8
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:	121	651	64	64	242	221	597	306	19	4	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	651	64	64	242	221	597	306	19	4	2	8
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:	121	651	64	64	242	221	597	306	19	4	2	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.99	0.91	0.88	1.00	0.78	0.79	0.99	0.91	0.79	0.88	0.81
Lanes:	2.00	1.81	0.19	1.00	2.00	1.00	2.00	1.87	0.13	2.00	1.00	1.00
Final Sat.:	2992	3389	333	1663	3800	1488	2992	3528	219	2992	1672	1540
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.04	0.06	0.15	0.20	0.09	0.09	0.00	0.00	0.01
Crit Moves:		****		****			****					****
Green/Cycle:	0.19	0.38	0.38	0.08	0.27	0.66	0.39	0.29	0.29	0.17	0.07	0.07
Volume/Cap:	0.22	0.51	0.51	0.51	0.24	0.23	0.51	0.30	0.30	0.01	0.02	0.07
Uniform Del:	48.3	33.7	33.7	62.2	40.3	9.7	32.4	38.3	38.3	48.4	60.4	60.7
IncremntDel:	0.2	0.3	0.3	3.5	0.1	0.1	0.4	0.2	0.2	0.0	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.5	34.0	34.0	65.7	40.4	9.8	32.8	38.4	38.4	48.4	60.4	60.9
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:	48.5	34.0	34.0	65.7	40.4	9.8	32.8	38.4	38.4	48.4	60.4	60.9
LOS by Move:	D	C	C	E	D	A	C	D	D	D	E	E
HCM2k95thQ:	5	21	21	7	8	8	21	10	10	0	0	1

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)
Existing AM

Intersection #5: N. First Street & Brokaw Road



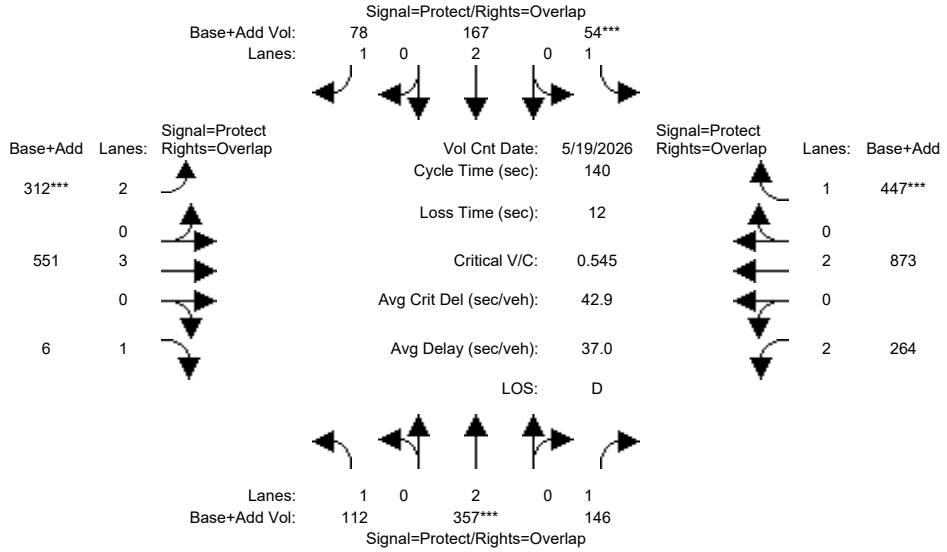
Street Name:	N. First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	112	357	146	54	167	78	312	551	6	264	873	447
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:	112	357	146	54	167	78	312	551	6	264	873	447
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:	112	357	146	54	167	78	312	551	6	264	873	447
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:	112	357	146	54	167	78	312	551	6	264	873	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	357	146	54	167	78	312	551	6	264	873	447
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:	112	357	146	54	167	78	312	551	6	264	873	447
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.79	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	2992	5700	1488	2992	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.10	0.03	0.04	0.05	0.10	0.10	0.00	0.09	0.23	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.17	0.48	0.06	0.12	0.31	0.19	0.34	0.45	0.31	0.46	0.52
Volume/Cap:	0.60	0.55	0.20	0.55	0.37	0.17	0.55	0.28	0.01	0.28	0.50	0.58
Uniform Del:	59.1	52.9	20.8	64.0	56.8	35.1	51.1	33.7	21.1	36.5	26.6	23.2
IncremntDel:	5.3	1.0	0.1	6.2	0.5	0.2	1.1	0.1	0.0	0.2	0.2	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.4	53.9	20.9	70.2	57.3	35.3	52.2	33.8	21.1	36.7	26.8	24.3
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:	64.4	53.9	20.9	70.2	57.3	35.3	52.2	33.8	21.1	36.7	26.8	24.3
LOS by Move:	E	D	C	E	E	D	D	C	C	D	C	C
HCM2k95thQ:	11	14	8	5	6	5	15	11	0	10	23	25

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 AM

Intersection #5: N. First Street & Brokaw Road



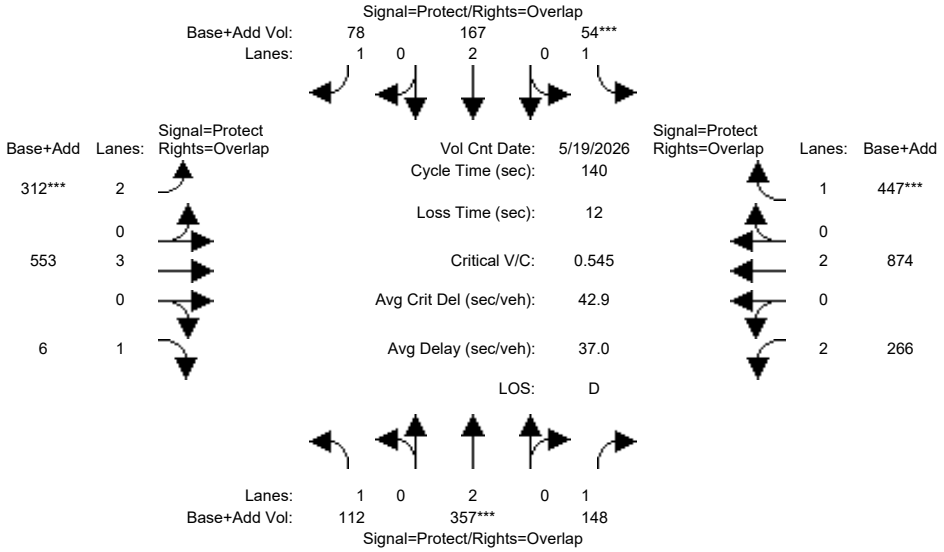
Street Name:	N. First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	112	357	146	54	167	78	312	551	6	264	873	447
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:	112	357	146	54	167	78	312	551	6	264	873	447
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:	112	357	146	54	167	78	312	551	6	264	873	447
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:	112	357	146	54	167	78	312	551	6	264	873	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	357	146	54	167	78	312	551	6	264	873	447
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:	112	357	146	54	167	78	312	551	6	264	873	447
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.79	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	2992	5700	1488	2992	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.10	0.03	0.04	0.05	0.10	0.10	0.00	0.09	0.23	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.17	0.48	0.06	0.12	0.31	0.19	0.34	0.45	0.31	0.46	0.52
Volume/Cap:	0.60	0.55	0.20	0.55	0.37	0.17	0.55	0.28	0.01	0.28	0.50	0.58
Uniform Del:	59.1	52.9	20.8	64.0	56.8	35.1	51.1	33.7	21.1	36.5	26.6	23.2
IncremntDel:	5.3	1.0	0.1	6.2	0.5	0.2	1.1	0.1	0.0	0.2	0.2	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.4	53.9	20.9	70.2	57.3	35.3	52.2	33.8	21.1	36.7	26.8	24.3
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:	64.4	53.9	20.9	70.2	57.3	35.3	52.2	33.8	21.1	36.7	26.8	24.3
LOS by Move:	E	D	C	E	E	D	D	C	C	D	C	C
HCM2k95thQ:	11	14	8	5	6	5	15	11	0	10	23	25

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)
B+P AM

Intersection #5: N. First Street & Brokaw Road



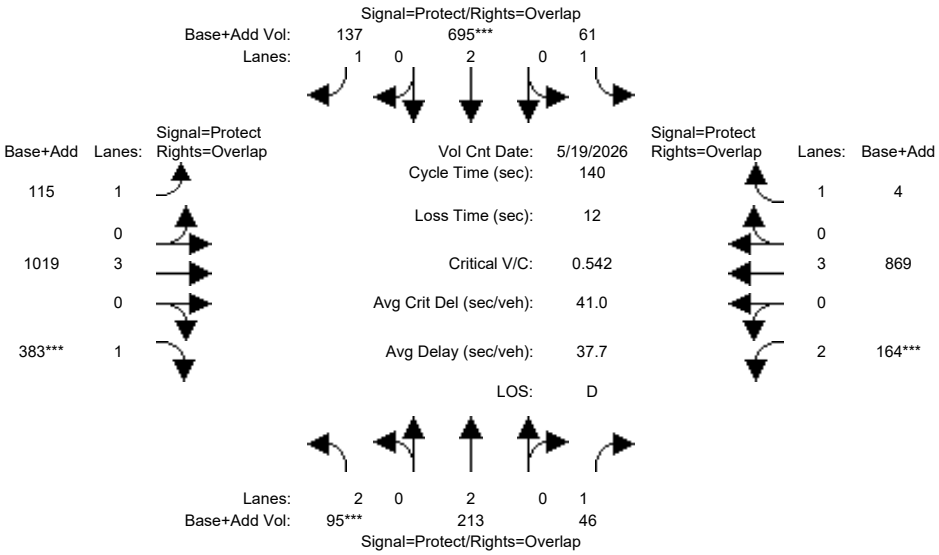
Street Name:	N. First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 8:00-9:00 AM												
Base Vol:	112	357	146	54	167	78	312	551	6	264	873	447
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:	112	357	146	54	167	78	312	551	6	264	873	447
Added Vol:	0	0	2	0	0	0	0	2	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	357	148	54	167	78	312	553	6	266	874	447
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:	112	357	148	54	167	78	312	553	6	266	874	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	357	148	54	167	78	312	553	6	266	874	447
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:	112	357	148	54	167	78	312	553	6	266	874	447
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.79	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	2992	5700	1488	2992	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.10	0.03	0.04	0.05	0.10	0.10	0.00	0.09	0.23	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.11	0.17	0.48	0.06	0.12	0.31	0.19	0.34	0.45	0.31	0.46	0.52
Volume/Cap:	0.60	0.55	0.21	0.55	0.37	0.17	0.55	0.29	0.01	0.29	0.50	0.58
Uniform Del:	59.1	52.9	20.8	64.0	56.8	35.1	51.1	33.8	21.1	36.5	26.6	23.2
IncremntDel:	5.3	1.0	0.1	6.2	0.5	0.2	1.1	0.1	0.0	0.2	0.2	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.4	53.9	20.9	70.2	57.3	35.3	52.2	33.9	21.1	36.6	26.8	24.3
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:	64.4	53.9	20.9	70.2	57.3	35.3	52.2	33.9	21.1	36.6	26.8	24.3
LOS by Move:	E	D	C	E	E	D	D	C	C	D	C	C
HCM2k95thQ:	11	14	8	5	6	5	15	11	0	10	23	25

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)
Existing PM

Intersection #1: Zanker Road & Trimble Road



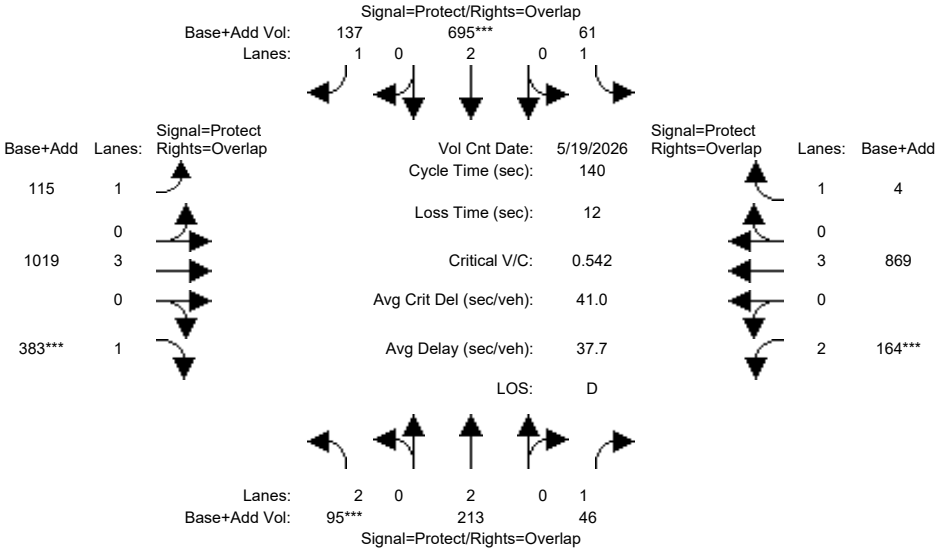
Street Name:	Zanker Road						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:55-5:55 PM												
Base Vol:	95	213	46	61	695	137	115	1019	383	164	869	4
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	213	46	61	695	137	115	1019	383	164	869	4
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	213	46	61	695	137	115	1019	383	164	869	4
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	213	46	61	695	137	115	1019	383	164	869	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	213	46	61	695	137	115	1019	383	164	869	4
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	213	46	61	695	137	115	1019	383	164	869	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	1663	5700	1488	2992	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.03	0.04	0.18	0.09	0.07	0.18	0.26	0.05	0.15	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.23	0.33	0.16	0.34	0.49	0.15	0.38	0.44	0.10	0.33	0.50
Volume/Cap:	0.54	0.24	0.09	0.22	0.54	0.19	0.46	0.47	0.58	0.54	0.46	0.01
Uniform Del:	64.1	43.6	32.0	50.9	37.6	20.1	54.2	32.4	29.4	59.8	36.7	17.8
IncremntDel:	3.4	0.1	0.1	0.4	0.5	0.1	1.3	0.2	1.3	2.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.5	43.8	32.1	51.3	38.1	20.3	55.5	32.6	30.7	61.8	36.9	17.8
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:	67.5	43.8	32.1	51.3	38.1	20.3	55.5	32.6	30.7	61.8	36.9	17.8
LOS by Move:	E	D	C	D	D	C	E	C	C	E	D	B
HCM2k95thQ:	5	7	3	5	22	7	10	20	24	9	18	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 #1: Zanker Road & Trimble Road



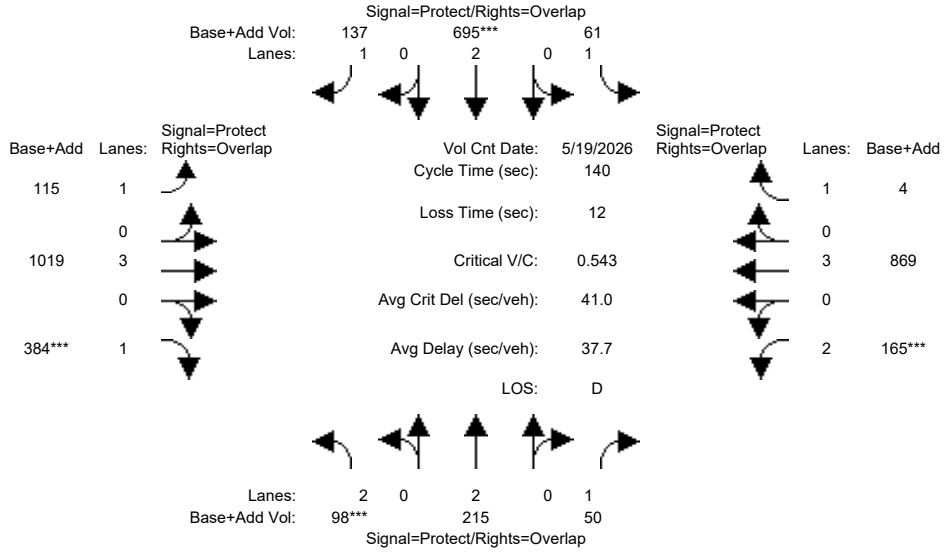
Street Name:	Zanker Road						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:55-5:55 PM												
Base Vol:	95	213	46	61	695	137	115	1019	383	164	869	4
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	213	46	61	695	137	115	1019	383	164	869	4
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	213	46	61	695	137	115	1019	383	164	869	4
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	213	46	61	695	137	115	1019	383	164	869	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	213	46	61	695	137	115	1019	383	164	869	4
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	213	46	61	695	137	115	1019	383	164	869	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	1663	5700	1488	2992	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.03	0.04	0.18	0.09	0.07	0.18	0.26	0.05	0.15	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.23	0.33	0.16	0.34	0.49	0.15	0.38	0.44	0.10	0.33	0.50
Volume/Cap:	0.54	0.24	0.09	0.22	0.54	0.19	0.46	0.47	0.58	0.54	0.46	0.01
Uniform Del:	64.1	43.6	32.0	50.9	37.6	20.1	54.2	32.4	29.4	59.8	36.7	17.8
IncremntDel:	3.4	0.1	0.1	0.4	0.5	0.1	1.3	0.2	1.3	2.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.5	43.8	32.1	51.3	38.1	20.3	55.5	32.6	30.7	61.8	36.9	17.8
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:	67.5	43.8	32.1	51.3	38.1	20.3	55.5	32.6	30.7	61.8	36.9	17.8
LOS by Move:	E	D	C	D	D	C	E	C	C	E	D	B
HCM2k95thQ:	5	7	3	5	22	7	10	20	24	9	18	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)
B+P PM

Intersection #1: Zanker Road & Trimble Road



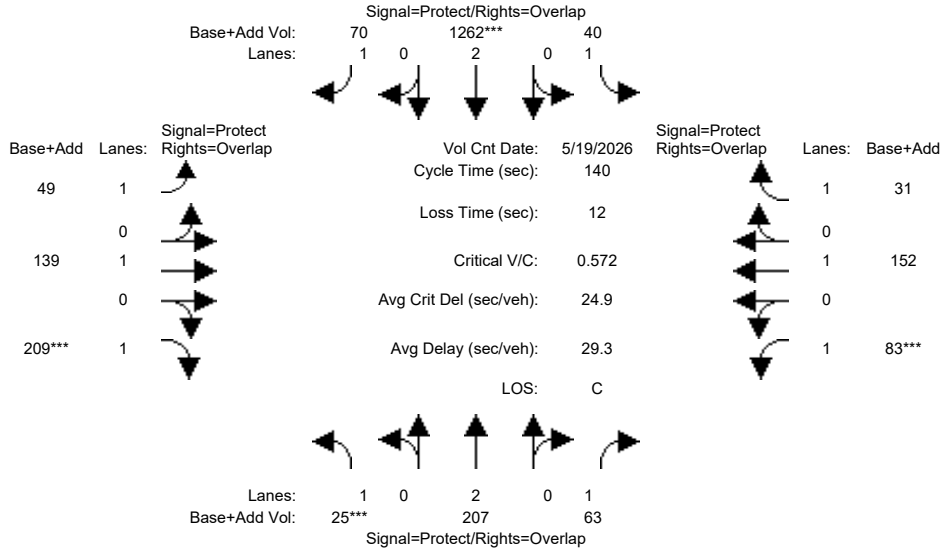
Street Name:	Zanker Road						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:55-5:55 PM												
Base Vol:	95	213	46	61	695	137	115	1019	383	164	869	4
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	213	46	61	695	137	115	1019	383	164	869	4
Added Vol:	3	2	4	0	0	0	0	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	215	50	61	695	137	115	1019	384	165	869	4
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:	98	215	50	61	695	137	115	1019	384	165	869	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	215	50	61	695	137	115	1019	384	165	869	4
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:	98	215	50	61	695	137	115	1019	384	165	869	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2992	3800	1488	1663	3800	1488	1663	5700	1488	2992	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.03	0.04	0.18	0.09	0.07	0.18	0.26	0.06	0.15	0.00
Crit Moves:	****				****				****	****		
Green/Cycle:	0.06	0.23	0.34	0.16	0.34	0.49	0.15	0.38	0.44	0.10	0.33	0.50
Volume/Cap:	0.54	0.24	0.10	0.22	0.54	0.19	0.46	0.47	0.58	0.54	0.46	0.01
Uniform Del:	63.9	43.6	32.0	50.8	37.7	20.2	54.2	32.4	29.2	59.8	36.7	17.7
IncremntDel:	3.4	0.1	0.1	0.4	0.5	0.1	1.3	0.2	1.3	2.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.3	43.7	32.1	51.3	38.1	20.3	55.5	32.5	30.5	61.8	36.8	17.7
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:	67.3	43.7	32.1	51.3	38.1	20.3	55.5	32.5	30.5	61.8	36.8	17.7
LOS by Move:	E	D	C	D	D	C	E	C	C	E	D	B
HCM2k95thQ:	5	7	3	5	22	7	10	20	24	9	18	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)
Existing PM

Intersection #2: Zanker Road & Charcot Avenue



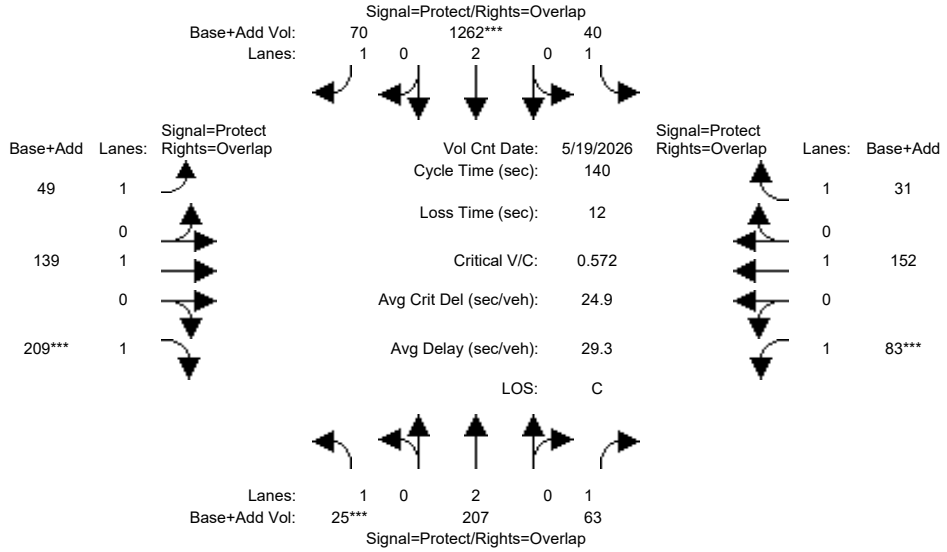
Street Name:	Zanker Road						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:55-5:55 PM												
Base Vol:	25	207	63	40	1262	70	49	139	209	83	152	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	207	63	40	1262	70	49	139	209	83	152	31
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:	25	207	63	40	1262	70	49	139	209	83	152	31
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:	25	207	63	40	1262	70	49	139	209	83	152	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	207	63	40	1262	70	49	139	209	83	152	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	207	63	40	1262	70	49	139	209	83	152	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	1900	1488	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.04	0.02	0.33	0.05	0.03	0.07	0.14	0.05	0.08	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.39	0.48	0.27	0.61	0.73	0.12	0.17	0.22	0.09	0.14	0.41
Volume/Cap:	0.30	0.14	0.09	0.09	0.55	0.06	0.24	0.44	0.65	0.55	0.59	0.05
Uniform Del:	64.1	27.8	19.9	38.1	16.2	5.4	55.7	52.6	50.1	60.8	56.8	25.2
IncremntDel:	2.0	0.0	0.1	0.1	0.3	0.0	0.6	1.0	4.7	4.1	3.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.2	27.9	20.0	38.2	16.4	5.4	56.3	53.6	54.8	65.0	60.4	25.2
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:	66.2	27.9	20.0	38.2	16.4	5.4	56.3	53.6	54.8	65.0	60.4	25.2
LOS by Move:	E	C	B	D	B	A	E	D	D	E	E	C
HCM2k95thQ:	3	6	3	3	27	2	4	10	17	9	13	2

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 #2: Zanker Road & Charcot Avenue



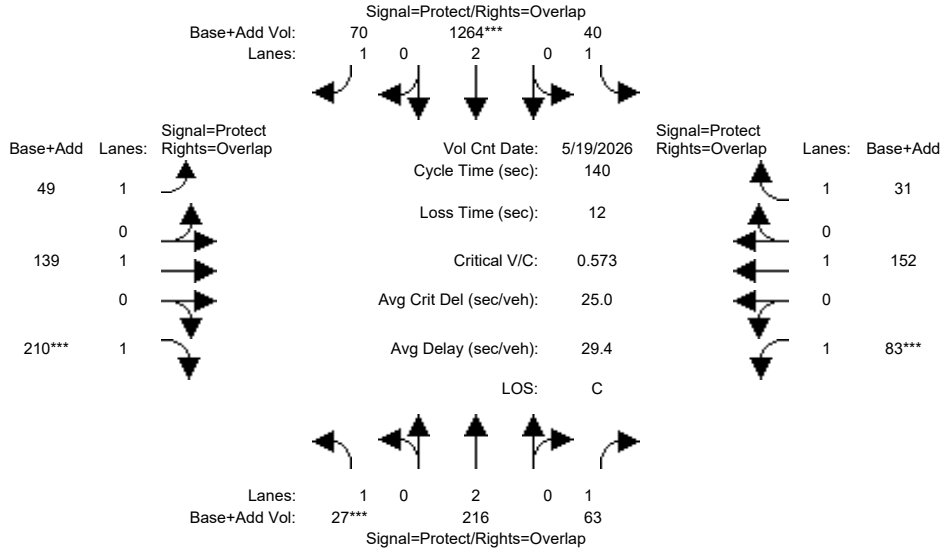
Street Name:	Zanker Road						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:55-5:55 PM												
Base Vol:	25	207	63	40	1262	70	49	139	209	83	152	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	207	63	40	1262	70	49	139	209	83	152	31
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:	25	207	63	40	1262	70	49	139	209	83	152	31
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:	25	207	63	40	1262	70	49	139	209	83	152	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	207	63	40	1262	70	49	139	209	83	152	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	207	63	40	1262	70	49	139	209	83	152	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	1900	1488	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.04	0.02	0.33	0.05	0.03	0.07	0.14	0.05	0.08	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.39	0.48	0.27	0.61	0.73	0.12	0.17	0.22	0.09	0.14	0.41
Volume/Cap:	0.30	0.14	0.09	0.09	0.55	0.06	0.24	0.44	0.65	0.55	0.59	0.05
Uniform Del:	64.1	27.8	19.9	38.1	16.2	5.4	55.7	52.6	50.1	60.8	56.8	25.2
IncremntDel:	2.0	0.0	0.1	0.1	0.3	0.0	0.6	1.0	4.7	4.1	3.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.2	27.9	20.0	38.2	16.4	5.4	56.3	53.6	54.8	65.0	60.4	25.2
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:	66.2	27.9	20.0	38.2	16.4	5.4	56.3	53.6	54.8	65.0	60.4	25.2
LOS by Move:	E	C	B	D	B	A	E	D	D	E	E	C
HCM2k95thQ:	3	6	3	3	27	2	4	10	17	9	13	2

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)
B+P PM

Intersection #2: Zanker Road & Charcot Avenue



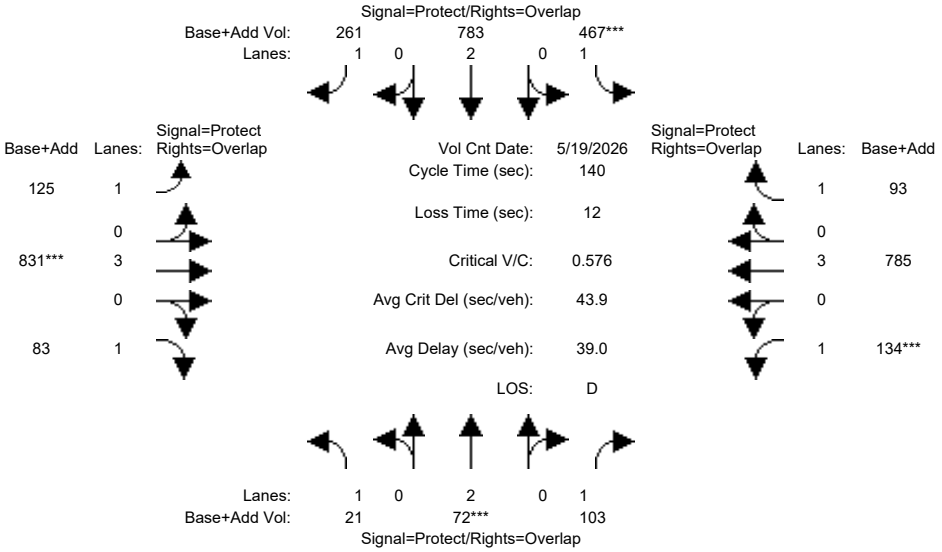
Street Name:	Zanker Road						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:55-5:55 PM												
Base Vol:	25	207	63	40	1262	70	49	139	209	83	152	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	207	63	40	1262	70	49	139	209	83	152	31
Added Vol:	2	9	0	0	2	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	216	63	40	1264	70	49	139	210	83	152	31
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	216	63	40	1264	70	49	139	210	83	152	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	216	63	40	1264	70	49	139	210	83	152	31
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	216	63	40	1264	70	49	139	210	83	152	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	1900	1488	1663	1900	1488
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.04	0.02	0.33	0.05	0.03	0.07	0.14	0.05	0.08	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.05	0.39	0.48	0.27	0.61	0.73	0.12	0.17	0.22	0.09	0.14	0.41
Volume/Cap:	0.32	0.15	0.09	0.09	0.55	0.06	0.24	0.44	0.65	0.55	0.59	0.05
Uniform Del:	64.2	27.9	20.0	38.2	16.2	5.4	55.7	52.5	50.1	60.9	56.8	25.2
IncremntDel:	2.3	0.0	0.1	0.1	0.3	0.0	0.6	1.0	4.7	4.2	3.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.5	28.0	20.0	38.3	16.5	5.4	56.3	53.5	54.8	65.1	60.3	25.2
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:	66.5	28.0	20.0	38.3	16.5	5.4	56.3	53.5	54.8	65.1	60.3	25.2
LOS by Move:	E	C	C	D	B	A	E	D	D	E	E	C
HCM2k95thQ:	3	6	3	3	27	2	4	10	17	9	13	2

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)
Existing PM

Intersection #3: Zanker Road & Brokaw Road



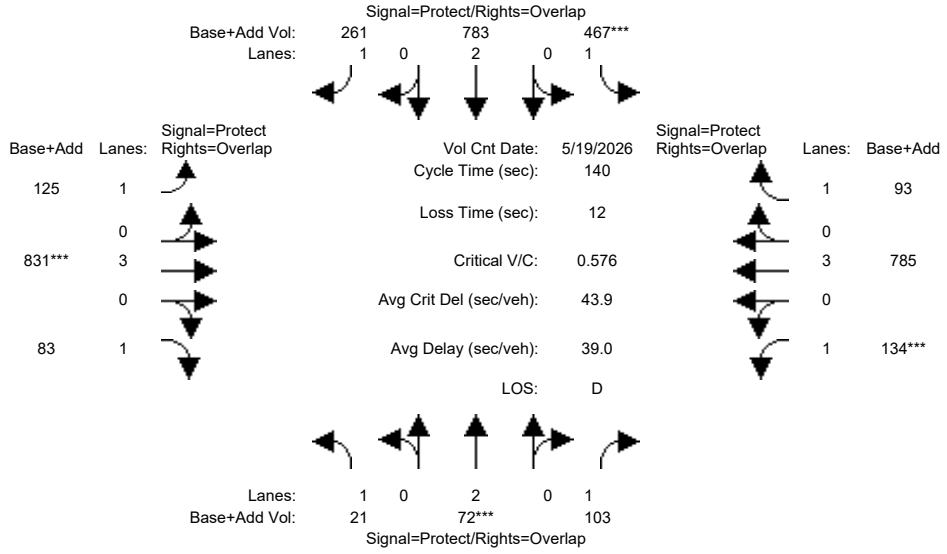
Street Name:	Zanker Road						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:35-5:35 PM												
Base Vol:	21	72	103	467	783	261	125	831	83	134	785	93
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:	21	72	103	467	783	261	125	831	83	134	785	93
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:	21	72	103	467	783	261	125	831	83	134	785	93
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:	21	72	103	467	783	261	125	831	83	134	785	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	72	103	467	783	261	125	831	83	134	785	93
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:	21	72	103	467	783	261	125	831	83	134	785	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	5700	1488	1663	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.07	0.28	0.21	0.18	0.08	0.15	0.06	0.08	0.14	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.07	0.21	0.47	0.43	0.57	0.13	0.24	0.35	0.13	0.24	0.71
Volume/Cap:	0.12	0.27	0.34	0.60	0.48	0.31	0.57	0.60	0.16	0.60	0.57	0.09
Uniform Del:	56.8	61.5	47.5	27.7	28.3	16.0	56.9	47.1	31.6	57.1	46.5	6.3
IncremntDel:	0.3	0.5	0.7	1.3	0.2	0.2	3.4	0.8	0.1	4.6	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.1	62.0	48.1	29.0	28.6	16.2	60.3	47.8	31.7	61.7	47.0	6.3
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:	57.1	62.0	48.1	29.0	28.6	16.2	60.3	47.8	31.7	61.7	47.0	6.3
LOS by Move:	E	E	D	C	C	B	E	D	C	E	D	A
HCM2k95thQ:	2	3	8	28	21	12	12	20	5	13	19	3

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 #3: Zanker Road & Brokaw Road



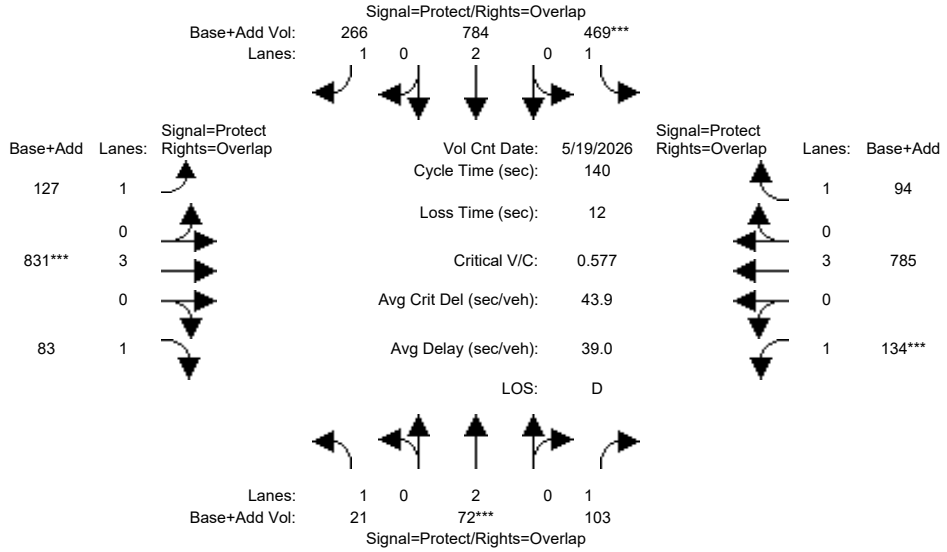
Street Name:	Zanker Road						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:35-5:35 PM												
Base Vol:	21	72	103	467	783	261	125	831	83	134	785	93
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:	21	72	103	467	783	261	125	831	83	134	785	93
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:	21	72	103	467	783	261	125	831	83	134	785	93
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:	21	72	103	467	783	261	125	831	83	134	785	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	72	103	467	783	261	125	831	83	134	785	93
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:	21	72	103	467	783	261	125	831	83	134	785	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	5700	1488	1663	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.07	0.28	0.21	0.18	0.08	0.15	0.06	0.08	0.14	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.07	0.21	0.47	0.43	0.57	0.13	0.24	0.35	0.13	0.24	0.71
Volume/Cap:	0.12	0.27	0.34	0.60	0.48	0.31	0.57	0.60	0.16	0.60	0.57	0.09
Uniform Del:	56.8	61.5	47.5	27.7	28.3	16.0	56.9	47.1	31.6	57.1	46.5	6.3
IncremntDel:	0.3	0.5	0.7	1.3	0.2	0.2	3.4	0.8	0.1	4.6	0.5	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.1	62.0	48.1	29.0	28.6	16.2	60.3	47.8	31.7	61.7	47.0	6.3
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:	57.1	62.0	48.1	29.0	28.6	16.2	60.3	47.8	31.7	61.7	47.0	6.3
LOS by Move:	E	E	D	C	C	B	E	D	C	E	D	A
HCM2k95thQ:	2	3	8	28	21	12	12	20	5	13	19	3

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)
B+P PM

Intersection #3: Zanker Road & Brokaw Road



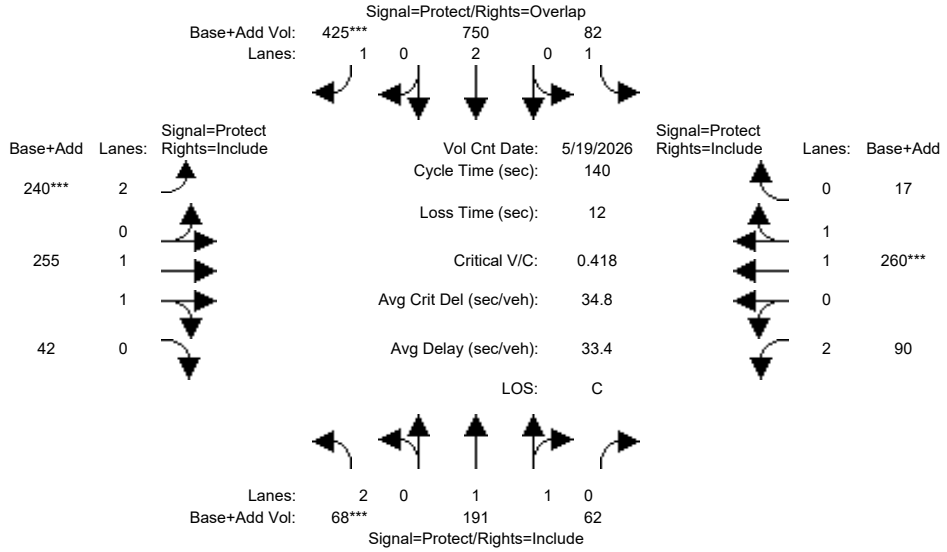
Street Name:	Zanker Road						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:35-5:35 PM												
Base Vol:	21	72	103	467	783	261	125	831	83	134	785	93
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:	21	72	103	467	783	261	125	831	83	134	785	93
Added Vol:	0	0	0	2	1	5	2	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	72	103	469	784	266	127	831	83	134	785	94
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:	21	72	103	469	784	266	127	831	83	134	785	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	72	103	469	784	266	127	831	83	134	785	94
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:	21	72	103	469	784	266	127	831	83	134	785	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78	0.88	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	1663	5700	1488	1663	5700	1488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.07	0.28	0.21	0.18	0.08	0.15	0.06	0.08	0.14	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.07	0.21	0.47	0.43	0.57	0.13	0.24	0.35	0.13	0.24	0.71
Volume/Cap:	0.12	0.27	0.34	0.60	0.48	0.31	0.57	0.60	0.16	0.60	0.57	0.09
Uniform Del:	56.8	61.5	47.5	27.6	28.3	15.9	56.9	47.1	31.6	57.2	46.7	6.3
IncremntDel:	0.3	0.5	0.7	1.3	0.2	0.2	3.5	0.8	0.1	4.6	0.6	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.1	62.0	48.2	29.0	28.5	16.1	60.4	47.9	31.8	61.8	47.3	6.4
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:	57.1	62.0	48.2	29.0	28.5	16.1	60.4	47.9	31.8	61.8	47.3	6.4
LOS by Move:	E	E	D	C	C	B	E	D	C	E	D	A
HCM2k95thQ:	2	3	8	28	21	12	12	20	5	13	19	3

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)
Existing PM

Intersection #4: N. First Street & Charcot Avenue



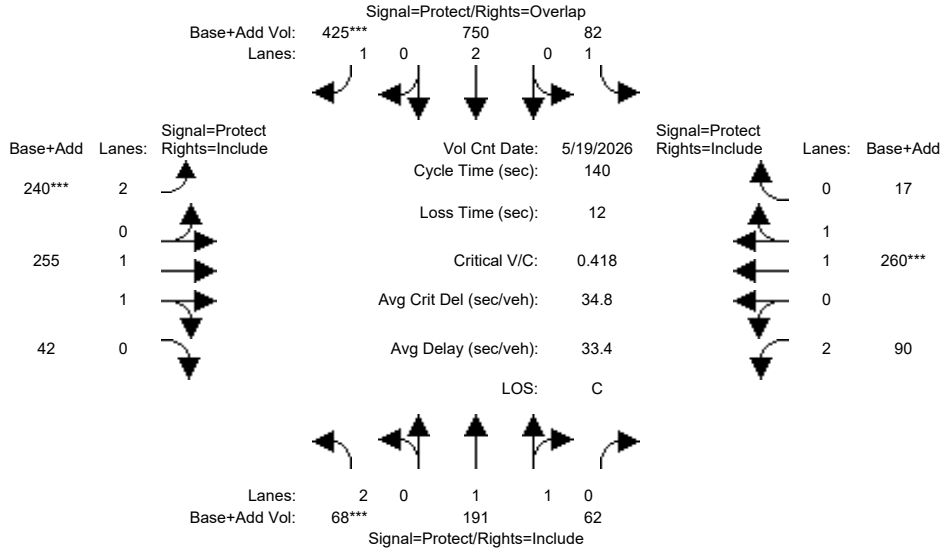
Street Name:	N. First Street						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:55-5:55 PM												
Base Vol:	68	191	62	82	750	425	240	255	42	90	260	17
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:	68	191	62	82	750	425	240	255	42	90	260	17
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:	68	191	62	82	750	425	240	255	42	90	260	17
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:	68	191	62	82	750	425	240	255	42	90	260	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	191	62	82	750	425	240	255	42	90	260	17
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:	68	191	62	82	750	425	240	255	42	90	260	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.89	0.88	1.00	0.78	0.79	0.98	0.90	0.79	0.99	0.91
Lanes:	2.00	1.48	0.52	1.00	2.00	1.00	2.00	1.70	0.30	2.00	1.87	0.13
Final Sat.:	2992	2706	878	1663	3800	1488	2992	3156	520	2992	3516	230
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.05	0.20	0.29	0.08	0.08	0.08	0.03	0.07	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.32	0.32	0.22	0.49	0.68	0.19	0.23	0.23	0.14	0.18	0.18
Volume/Cap:	0.42	0.22	0.22	0.22	0.40	0.42	0.42	0.35	0.35	0.21	0.42	0.42
Uniform Del:	64.1	34.7	34.7	44.3	22.6	9.8	49.7	45.4	45.4	53.3	51.2	51.2
IncremntDel:	1.7	0.1	0.1	0.3	0.1	0.3	0.5	0.3	0.3	0.3	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.8	34.8	34.8	44.6	22.7	10.1	50.2	45.7	45.7	53.5	51.7	51.7
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:	65.8	34.8	34.8	44.6	22.7	10.1	50.2	45.7	45.7	53.5	51.7	51.7
LOS by Move:	E	C	C	D	C	B	D	D	D	D	D	D
HCM2k95thQ:	3	8	8	6	18	16	11	11	11	4	10	10

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 #4: N. First Street & Charcot Avenue



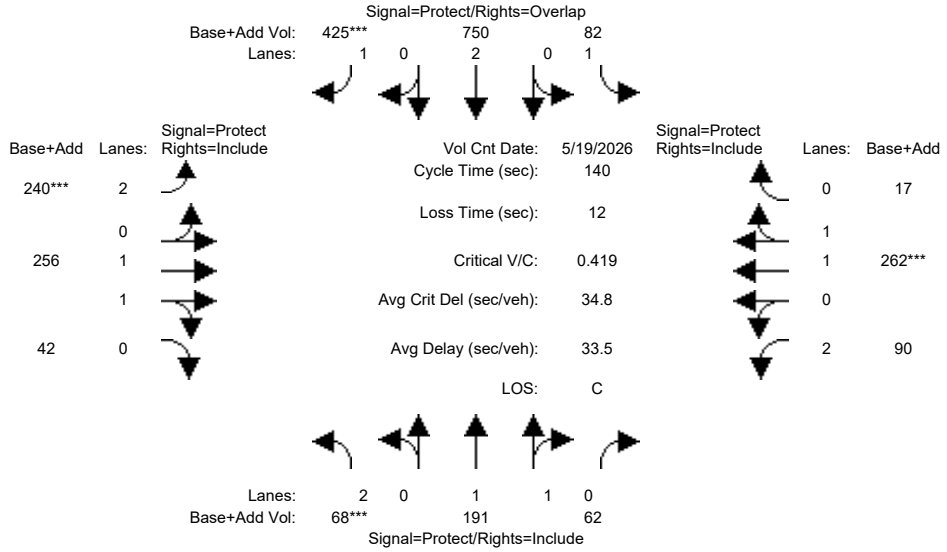
Street Name:	N. First Street						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:55-5:55 PM												
Base Vol:	68	191	62	82	750	425	240	255	42	90	260	17
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:	68	191	62	82	750	425	240	255	42	90	260	17
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:	68	191	62	82	750	425	240	255	42	90	260	17
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:	68	191	62	82	750	425	240	255	42	90	260	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	191	62	82	750	425	240	255	42	90	260	17
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:	68	191	62	82	750	425	240	255	42	90	260	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.89	0.88	1.00	0.78	0.79	0.98	0.90	0.79	0.99	0.91
Lanes:	2.00	1.48	0.52	1.00	2.00	1.00	2.00	1.70	0.30	2.00	1.87	0.13
Final Sat.:	2992	2706	878	1663	3800	1488	2992	3156	520	2992	3516	230
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.05	0.20	0.29	0.08	0.08	0.08	0.03	0.07	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.32	0.32	0.22	0.49	0.68	0.19	0.23	0.23	0.14	0.18	0.18
Volume/Cap:	0.42	0.22	0.22	0.22	0.40	0.42	0.42	0.35	0.35	0.21	0.42	0.42
Uniform Del:	64.1	34.7	34.7	44.3	22.6	9.8	49.7	45.4	45.4	53.3	51.2	51.2
IncremntDel:	1.7	0.1	0.1	0.3	0.1	0.3	0.5	0.3	0.3	0.3	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.8	34.8	34.8	44.6	22.7	10.1	50.2	45.7	45.7	53.5	51.7	51.7
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:	65.8	34.8	34.8	44.6	22.7	10.1	50.2	45.7	45.7	53.5	51.7	51.7
LOS by Move:	E	C	C	D	C	B	D	D	D	D	D	D
HCM2k95thQ:	3	8	8	6	18	16	11	11	11	4	10	10

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)
B+P PM

Intersection #4: N. First Street & Charcot Avenue



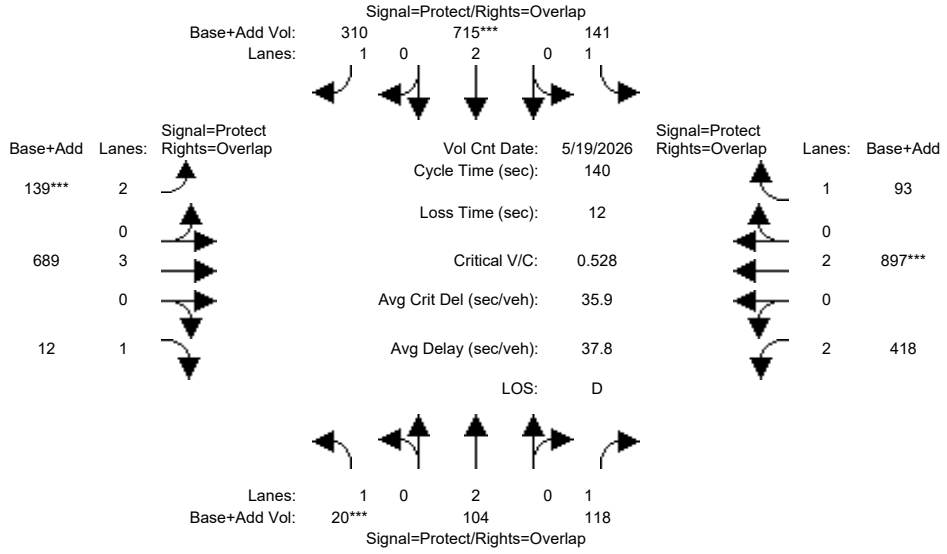
Street Name:	N. First Street						Charcot Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:55-5:55 PM												
Base Vol:	68	191	62	82	750	425	240	255	42	90	260	17
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:	68	191	62	82	750	425	240	255	42	90	260	17
Added Vol:	0	0	0	0	0	0	0	1	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	191	62	82	750	425	240	256	42	90	262	17
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:	68	191	62	82	750	425	240	256	42	90	262	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	191	62	82	750	425	240	256	42	90	262	17
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:	68	191	62	82	750	425	240	256	42	90	262	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.89	0.88	1.00	0.78	0.79	0.98	0.90	0.79	0.99	0.91
Lanes:	2.00	1.48	0.52	1.00	2.00	1.00	2.00	1.70	0.30	2.00	1.87	0.13
Final Sat.:	2992	2706	878	1663	3800	1488	2992	3158	518	2992	3518	228
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.05	0.20	0.29	0.08	0.08	0.08	0.03	0.07	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.32	0.32	0.22	0.49	0.68	0.19	0.23	0.23	0.14	0.18	0.18
Volume/Cap:	0.42	0.22	0.22	0.22	0.40	0.42	0.42	0.35	0.35	0.21	0.42	0.42
Uniform Del:	64.1	34.8	34.8	44.3	22.6	9.9	49.7	45.3	45.3	53.3	51.1	51.1
IncremntDel:	1.7	0.1	0.1	0.3	0.1	0.3	0.5	0.3	0.3	0.3	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.8	34.9	34.9	44.6	22.8	10.2	50.2	45.6	45.6	53.5	51.6	51.6
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:	65.8	34.9	34.9	44.6	22.8	10.2	50.2	45.6	45.6	53.5	51.6	51.6
LOS by Move:	E	C	C	D	C	B	D	D	D	D	D	D
HCM2k95thQ:	3	8	8	6	18	16	11	11	11	4	10	10

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)
Existing PM

Intersection #5: N. First Street & Brokaw Road



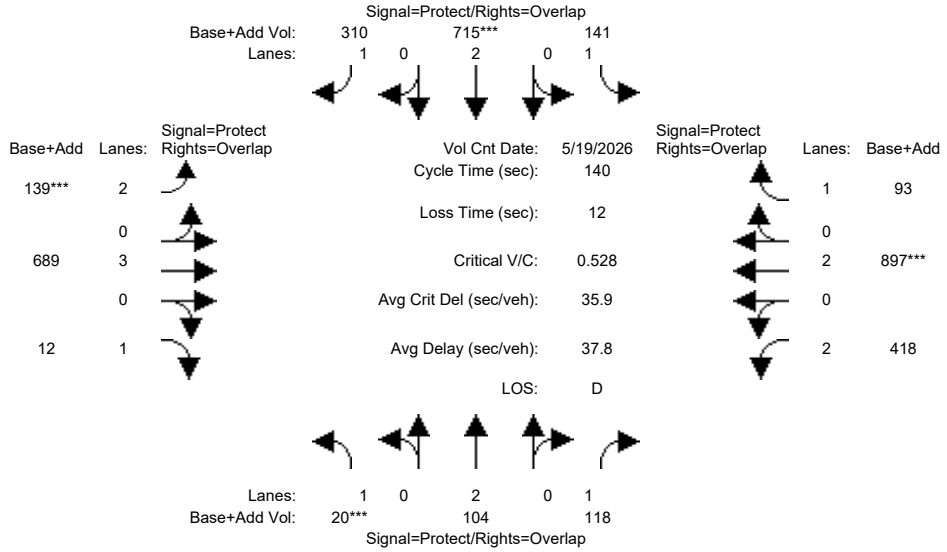
Street Name:	N. First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:35-5:35 PM												
Base Vol:	20	104	118	141	715	310	139	689	12	418	897	93
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:	20	104	118	141	715	310	139	689	12	418	897	93
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:	20	104	118	141	715	310	139	689	12	418	897	93
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:	20	104	118	141	715	310	139	689	12	418	897	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	104	118	141	715	310	139	689	12	418	897	93
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:	20	104	118	141	715	310	139	689	12	418	897	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.79	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	2992	5700	1488	2992	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.08	0.08	0.19	0.21	0.05	0.12	0.01	0.14	0.24	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.18	0.46	0.21	0.35	0.43	0.09	0.24	0.29	0.28	0.43	0.65
Volume/Cap:	0.24	0.15	0.17	0.40	0.54	0.48	0.54	0.50	0.03	0.50	0.54	0.10
Uniform Del:	63.9	48.3	22.3	47.2	36.9	28.6	61.4	45.9	35.5	42.4	29.4	9.2
IncremntDel:	1.5	0.1	0.1	0.7	0.5	0.6	2.4	0.3	0.0	0.5	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.4	48.4	22.4	47.9	37.4	29.2	63.8	46.2	35.5	42.9	29.8	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:	65.4	48.4	22.4	47.9	37.4	29.2	63.8	46.2	35.5	42.9	29.8	9.3
LOS by Move:	E	D	C	D	D	C	E	D	D	D	C	A
HCM2k95thQ:	2	4	6	11	22	18	8	16	1	17	25	3

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 #5: N. First Street & Brokaw Road



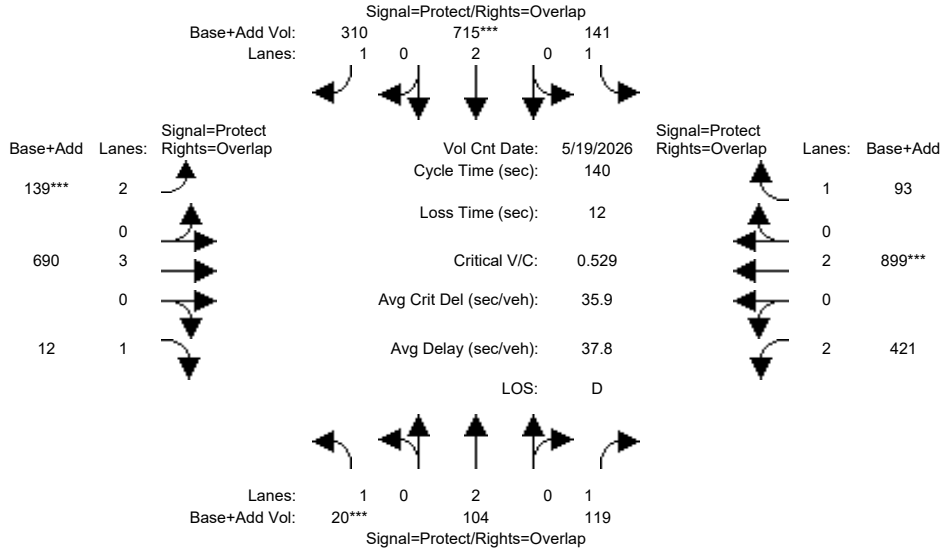
Street Name:	N. First Street						Brokaw Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2026 << 4:35-5:35 PM												
Base Vol:	20	104	118	141	715	310	139	689	12	418	897	93
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:	20	104	118	141	715	310	139	689	12	418	897	93
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:	20	104	118	141	715	310	139	689	12	418	897	93
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:	20	104	118	141	715	310	139	689	12	418	897	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	104	118	141	715	310	139	689	12	418	897	93
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:	20	104	118	141	715	310	139	689	12	418	897	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.79	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	2992	5700	1488	2992	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.08	0.08	0.19	0.21	0.05	0.12	0.01	0.14	0.24	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.18	0.46	0.21	0.35	0.43	0.09	0.24	0.29	0.28	0.43	0.65
Volume/Cap:	0.24	0.15	0.17	0.40	0.54	0.48	0.54	0.50	0.03	0.50	0.54	0.10
Uniform Del:	63.9	48.3	22.3	47.2	36.9	28.6	61.4	45.9	35.5	42.4	29.4	9.2
IncremntDel:	1.5	0.1	0.1	0.7	0.5	0.6	2.4	0.3	0.0	0.5	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.4	48.4	22.4	47.9	37.4	29.2	63.8	46.2	35.5	42.9	29.8	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:	65.4	48.4	22.4	47.9	37.4	29.2	63.8	46.2	35.5	42.9	29.8	9.3
LOS by Move:	E	D	C	D	D	C	E	D	D	D	C	A
HCM2k95thQ:	2	4	6	11	22	18	8	16	1	17	25	3

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)
B+P PM

Intersection #5: N. First Street & Brokaw Road



Street Name:	N. First Street						Brokaw Road					
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: 19 May 2026 << 4:35-5:35 PM												
Base Vol:	20	104	118	141	715	310	139	689	12	418	897	93
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:	20	104	118	141	715	310	139	689	12	418	897	93
Added Vol:	0	0	1	0	0	0	0	1	0	3	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	104	119	141	715	310	139	690	12	421	899	93
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:	20	104	119	141	715	310	139	690	12	421	899	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	104	119	141	715	310	139	690	12	421	899	93
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:	20	104	119	141	715	310	139	690	12	421	899	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.78	0.88	1.00	0.78	0.79	1.00	0.78	0.79	1.00	0.78
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1663	3800	1488	1663	3800	1488	2992	5700	1488	2992	3800	1488
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.08	0.08	0.19	0.21	0.05	0.12	0.01	0.14	0.24	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.18	0.46	0.21	0.35	0.43	0.09	0.24	0.29	0.28	0.43	0.65
Volume/Cap:	0.24	0.15	0.17	0.40	0.55	0.48	0.55	0.50	0.03	0.50	0.55	0.10
Uniform Del:	63.9	48.3	22.2	47.2	37.0	28.7	61.4	46.0	35.6	42.3	29.4	9.2
IncremntDel:	1.5	0.1	0.1	0.7	0.5	0.6	2.4	0.3	0.0	0.5	0.4	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.4	48.4	22.3	47.9	37.5	29.3	63.9	46.3	35.6	42.8	29.8	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:	65.4	48.4	22.3	47.9	37.5	29.3	63.9	46.3	35.6	42.8	29.8	9.3
LOS by Move:	E	D	C	D	D	C	E	D	D	D	C	A
HCM2k95thQ:	2	4	6	11	22	19	8	16	1	17	25	3

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

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Appendix F
TDM Plan

HEXAGON TRANSPORTATION CONSULTANTS, INC.

326 Charcot Avenue

Draft Transportation Demand Management (TDM) Plan

Prepared for:

David J Powers & Associates

October 22. 2026

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Phone: 408.971.6100
Hexagon Job Number: 26DC07
Client Name: David J. Powers & Associates, Inc.

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2. Transportation Facilities and Services 9
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1. Introduction

This Transportation Demand Management (TDM) plan has been prepared for the proposed data center development at 326 Charcot Avenue and to satisfy the requirements outlined in Section 20.90 of the San Jose Code of Ordinances and the City of San Jose Transportation Handbook, April 2023. The City's TDM Program establishes a framework for new development projects to provide alternative mobility options for residents, employees, and visitors. The goals of the TDM Program, as outlined in Section 4.1 Transportation Demand Management Program of the City of San Jose Transportation Handbook, are to:

1. Increase sustainable travel options for the population of new projects and surrounding neighborhoods;
2. Monitor projects' progress toward advancing the City's vehicle miles traveled (VMT) reduction goals; and
3. Streamline the Transportation Analysis (TA) process for projects.

This TDM Plan addresses all the requirements of the City's TDM ordinance. The project will be responsible for implementing the measures identified in this TDM Plan to reduce the number of vehicle trips generated by the project, parking demand, and advance the goals above.

Project Description

The project site (APN 237-29-029) is located on the southeast side of the intersection of Zanker Road and Charcot Avenue (see Figure 1). The project would construct and operate a 514,161 square foot (s.f.) data center building, including supportive administrative space, on the southeast side of the intersection of Zanker Road and Charcot Avenue. The existing project site is occupied by vacant warehouse buildings. Vehicular access to the project site would be provided by two driveways, one from Charcot Avenue and one from Zanker Road. The Zanker Road driveway would serve as the primary entrance, and the Charcot Avenue driveway is presumed to be reserved for use by PG&E and emergency vehicles. The project site plan is shown on Figure 2.

TDM Program

Screening Criteria

The City's TDM Program includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not require a TDM Plan. If a component of a mixed-use project meets the screening criteria, a TDM Plan is not required for that component of the project. The screening criteria are listed in Table 1.

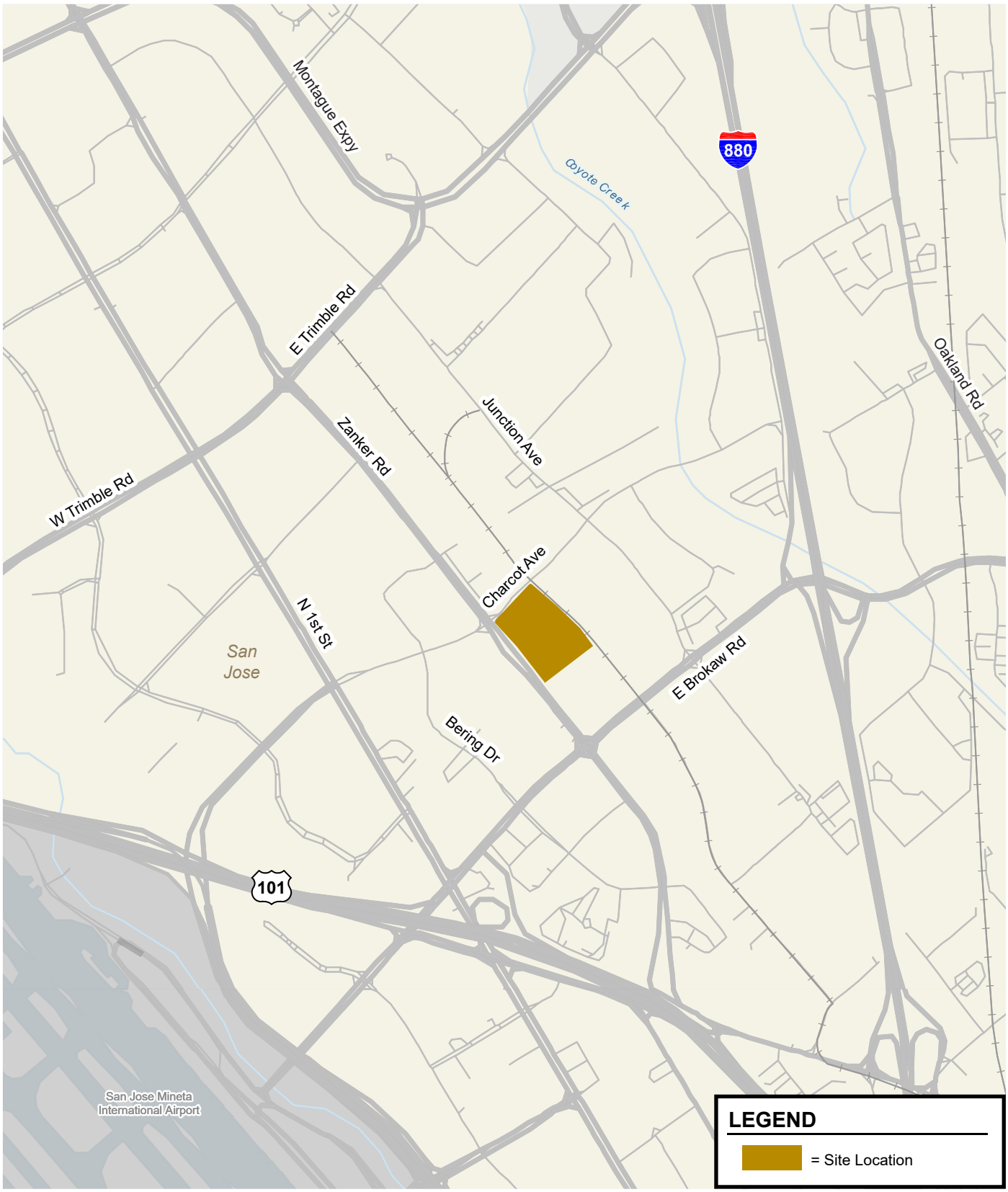


Figure 1
Site Location

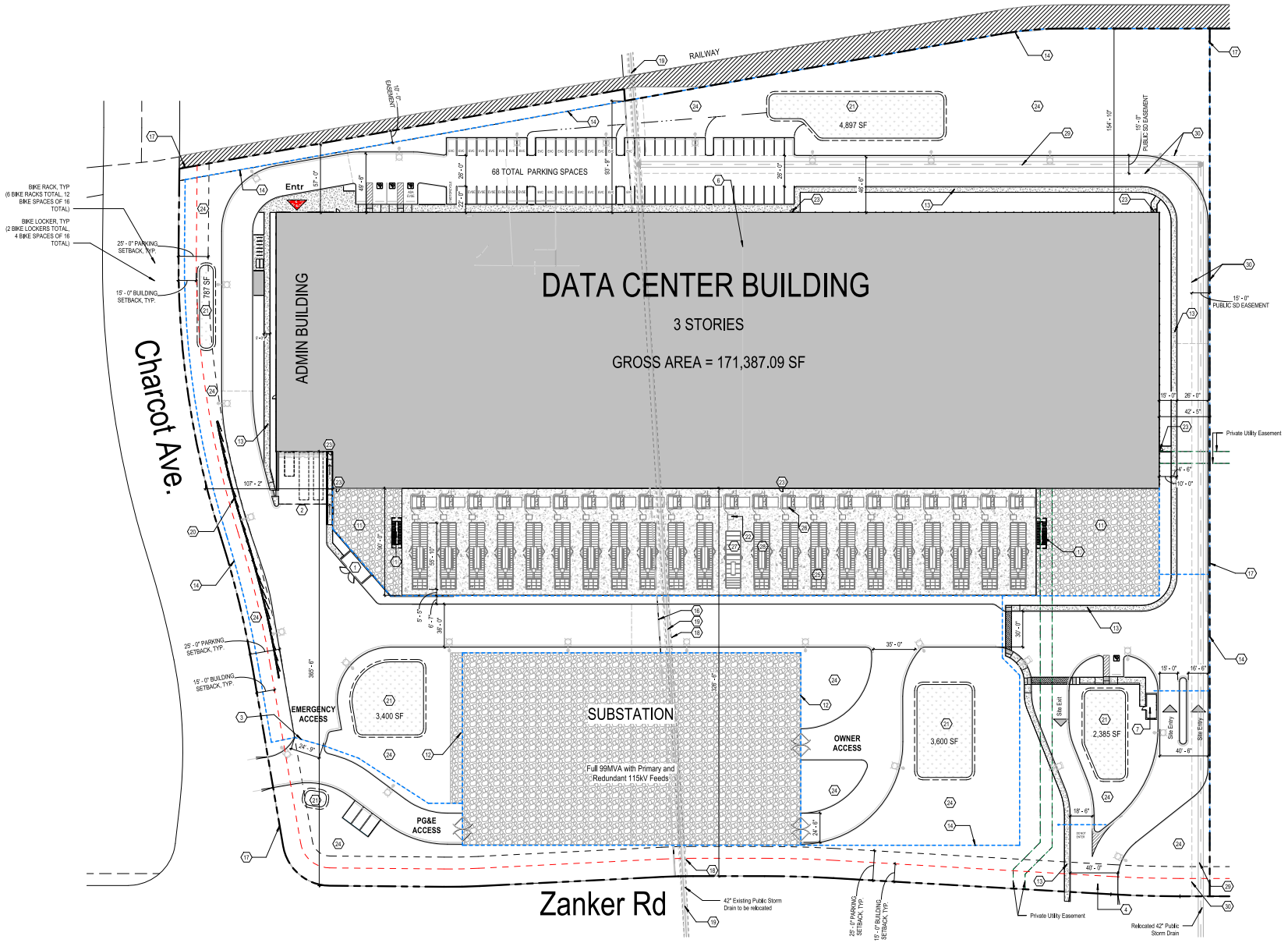


Figure 2
Site Plan

NORTH
Not to Scale

Table 1
Screening Criteria for the City's TDM Program for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or motel of 100 or fewer rooms
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Education	• Charter or private school projects of fewer than 250 students
Local-Serving Public Facilities	• Local-serving public facilities (branch library, community center, fire station, pumping station, park, police station, or public school projects)
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met

Source: City of San José Transportation Analysis Handbook, April 2023.

The proposed project will not meet the applicable screening criteria for small infill industrial projects. Therefore, the project is required to submit and have approved a TDM Plan per City policy. The City has not yet reviewed and approved this TDM Plan. The TDM Plan and the mitigation measures described are subject to change, pending City staff review.

TDM Points Targets

A project's TDM requirement is defined as a TDM Point Target, which is achieved by identifying and implementing a package of applicable TDM measures as part of an approved TDM plan. Applicable TDM measures are identified based on the project's proposed land uses. For a mixed-use project (a project with multiple land use components), a TDM Point Target is defined for each land use component of the project. TDM Point Targets are determined based on the land use category (home-end use, commute-end use, visit-end use, or other uses) of the proposed project and/or its components, listed in Table 2.

The proposed project is considered an "other use" and will be required to satisfy a TDM target of 5 points.

Menu of TDM Measures

The City maintains a menu of TDM measures that can be implemented as part of a TDM plan to achieve the project's TDM Point Target. Table 3 shows the point values, or point-value ranges, for each TDM measure in the menu and their applicability to each land use category as provided in the City of

San Jose Transportation Handbook, April 2023. The City's menu of TDM measures is organized into four (4) categories of measures:

Table 2
TDM Point Targets by Land Use Category

Type	Point Target
Home-End Uses	25 Points
Commute-End Uses	25 Points
Visit-End Uses	25 Points
Other Uses	5 Points

Source: City of San José Transportation Analysis Handbook, April 2023.

- Project Characteristics
- Multimodal Network Improvements
- Parking
- Programmatic TDM

The first three categories – project characteristics, multimodal network improvements and parking – focus on physical improvements that can be incorporated into the project description. The fourth category, programmatic TDM measures, are primarily incentives and Mobility-as-a-Service (MaaS) programs for encouraging walking, biking, scootering, shared rides, and taking public transit. The project may also receive TDM points for measures not on the City's preset menu upon discretionary approval by City staff.

Proposed TDM Measures

The project proposes to implement the following TDM measures as part of the draft TDM plan:

- MI03: Provide Transit Network Improvements (2 points)
- MI05: Provide Pedestrian Network Improvements (3 points)

Implementation details regarding the selected TDM measures are described in Chapter 3.

Table 3
Menu of TDM Measures and Applicability

Type	ID	Measure	TDM Point Values			
			Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses
Project Characteristics	PC03	Provide Affordable Housing	1 - 4	-	-	-
Multimodal Network Improvements	MI01	Provide Bike and Micromobility Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI03	Provide Transit Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI04	Provide Residential Street Improvements	1 - 4	1 - 4	1 - 4	1 - 4
	MI05	Provide Pedestrian Network Improvements	1 - 4	1 - 4	1 - 4	1 - 4
Parking	PK01	Right-Size Parking Supply	1 - 20	1 - 20	1 - 20	-
	PK02	Provide Bike Parking Facilities	1 - 2	1 - 2	1 - 2	-
	PK03	Provide Shared Parking	1 - 2	1 - 2	1 - 2	-
Programmatic TDM	TP01	Provide School Pool Programs	1	-	-	-
	TP02	Provide Bike Share Stations	1 - 2	1 - 2	1 - 2	-
	TP03	Provide Car Share Station	1 - 4	1 - 4	1 - 4	-
	TP04	Provide Education, Marketing, and Outreach	1 - 2	1 - 2	-	-
	TP05	Join a Transportation Management Association (TMA)	See note[1]	See note[1]	See note[1]	-
	TP06	Provide Parking Cashout	-	2	-	2
	TP07	Provide Transit Subsidies	1 - 8	1 - 8	1 - 8	1 - 8
	TP08	Provide Flexible Work Schedules	-	1 - 4	-	-
	TP09	Provide Private Shuttle/ Transit Service	4 - 8	4 - 8	4 - 8	-
	TP10	Price Workplace Parking	-	2	1	-
	TP11	Provide Alternative Transportation Benefits	1 - 8	1 - 8	1 - 8	1 - 8
	TP12	Provide a Neighborhood School	2	-	-	-

Table 3 (continued)
Menu of TDM Measures and Applicability

Type	ID	Measure	TDM Point Values			
			Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses
Programmatic TDM	TP13	Provide Ride-Share Programs	1	1	-	1
	TP14	Subsidize Public Transit Service Upgrade or Expansion	1 - 4	1 - 4	1 - 4	-
	TP15	Provide Targeted Behavioral Interventions	1 - 2	1 - 2	1 - 2	-
	TP16	Unbundle Parking Costs from Property Cost	1 - 2	-	-	-
	TP17	Provide Vanpool Incentives	1 - 4	1 - 4	1 - 4	-
	TP18	Provide Voluntary Travel Behavior Change Program	1 - 2	1 - 2	-	-
		User-Defined Measure	See note[2]	See note[2]	See note[2]	See note[2]

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] Projects located in an area with an established TMA are required to join the TMA.
[2] The TDM Point Value of a user-defined measure is subject to City staff's approval and determination.
[3] "-" indicates that the measure is not applicable for the corresponding land use type under the TDM Program.

TDM Plan Compliance and Monitoring (TDM Policy)

For the purpose of ongoing monitoring of compliance with and effectiveness of TDM measures, projects are classified into two levels based on size. Smaller projects are classified as Level 1 projects and large projects as Level 2 projects (see Table 4).

Based on the project's square footage and compliance and monitoring requirements, the proposed project is considered a Level 2 project. Level 2 projects that are required to provide at least one (1) programmatic measure as outlined in their TDM Plans are subject to annual compliance or monitoring.

Table 4
Annual Compliance and Monitoring Requirements

Type	Project Size	
	Level 1 (Annual Compliance)	Level 2 (Annual Monitoring)
Home-End Uses	• Single-family detached, single-family attached, or multi-family residential projects of 16 to 299 units	• Single-family detached, single-family attached, or multi-family residential projects of 300 units or more
Commute-End Uses	• Office projects of 10,001 to 149,999 square feet of gross floor area[1]; • Hotel or motel projects of 101-249 rooms; • Charter or private school projects of 250 or more students	• Office projects of 150,000 square feet of gross floor area[1] or more; • Hotel or motel projects of 250 rooms or more; • Charter or private school projects are exempt regardless of the number of students
Visit-End Uses	• Retail projects of 100,001 to 249,999 square feet of total gross floor area	• Retail projects of more than 250,000 square feet of gross floor area or more
Other Uses	• Industrial projects of 30,001 to 299,999 square feet or more of gross floor area	• Industrial projects of 300,000 square feet of gross floor area or more

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] For some commute-end uses that are measured in units other than gross floor area, the unit is converted to its equivalent in gross floor area. Exceptions are hotel/motel and charter/private school projects since their Level 1 size thresholds are based on the number of rooms and the number of students, respectively.

2. Transportation Facilities and Services

Existing transit services to the study area are provided by the Santa Clara Valley Transportation Authority (VTA). VTA light rail stations and VTA bus routes within walking distance of the project site are shown in Figure 3.

VTA Bus Services

Frequent Route 60 provides service between the Milpitas BART Station and Winchester Station. In the project vicinity, Route 60 travels along Brokaw Road. Route 60 operates seven days a week with approximately 15-minute headways during the peak commute periods. The nearest Route 60 stop to the project site is located at Brokaw Road and Junction Avenue, approximately 0.25 miles southeast of the project site.

VTA Light Rail Services

VTA Light Rail Transit (LRT) operates two lines in the project vicinity, running within the median of First Street.

VTA Blue Line operates between Baypointe Station in north San Jose and Santa Teresa Station in south San Jose. The Blue Line operates with an approximately 15-minute headway during the peak commute periods. The nearest Blue Line stops to the project site are Component Station and Karina Station, located approximately 0.5 miles west of the project site.

VTA Green Line operates between Old Ironsides Station in Santa Clara and Winchester Station in south San Jose. The Green Line operates with an approximately 15-minute headway during the peak commute periods. The nearest Green Line stops to the project site are Component Station and Karina Station, located approximately 0.5 miles west of the project site.



Figure 3
Existing Transit Services

Pedestrian and Bicycle Facilities

Existing Pedestrian Facilities

The existing pedestrian facilities in the project vicinity are shown in Figure 4 and described below.

Pedestrian facilities in the project vicinity consist primarily of sidewalks along the streets and crosswalks with pedestrian signal heads at the signalized intersections. Intermittent sidewalks are provided along Zanker Road, Charcot Avenue, and Brokaw Road. Frequent sidewalk gaps in the project vicinity discourage walking and limit access to transit.

Crosswalks with pedestrian signal heads and push buttons are located at all study intersections. A crosswalk is missing at the south leg of the First Street/Brokaw Road intersection.

Curb ramps with truncated domes are provided at most study intersections. However, some or all curb ramps are missing at the study intersections of Zanker Road/Charcot Road (northeast and southeast corners) and Zanker Road/Brokaw Road. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

Existing Bicycle Facilities

Existing bicycle facilities in the project vicinity are shown in Figure 4 and described below.

- **Class I Bikeway (Multi-Use Path).** Class I bikeways are paved, off-street paths shared by bicyclists and pedestrians. The Guadalupe River Trail, a continuous Class I bikeway that runs along the Guadalupe River, is located approximately 1.25 miles west of the project site.
- **Class II Bikeway (Bike Lane).** Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Existing Class II bike lanes are present on the following streets in the vicinity of the project site:
  - Charcot Avenue, east of Zanker Road
  - First Street, north of Brokaw Road (buffered intermittently)
  - Zanker Road, between Bering Drive and Old Bayshore Highway
- **Class IIB Bikeway (Buffered Bike Lane).** Class IIB bikeways are striped bike lanes that include a marked buffer separating the bike lane from the adjacent vehicle travel lane. Existing Class IIB buffered bike lanes are present on the following streets in the vicinity of the project site:
  - Brokaw Road, in its entirety
  - Airport Parkway, in its entirety
  - Charcot Avenue, between Orchard Parkway and Zanker Road
  - Trimble Road, in its entirety
  - Orchard Parkway, in its entirety
  - Plumeria Drive, in its entirety
  - Zanker Road, between Bering Drive and SR-237
  - Old Bayshore Highway, in its entirety
  - Oakland Road, north of Gish Road
  - Technology Drive, north of Skyport Drive
  - Skyport Drive, east of Technology Drive
  - Metro Drive, in its entirety



Figure 4
Existing Pedestrian Facilities

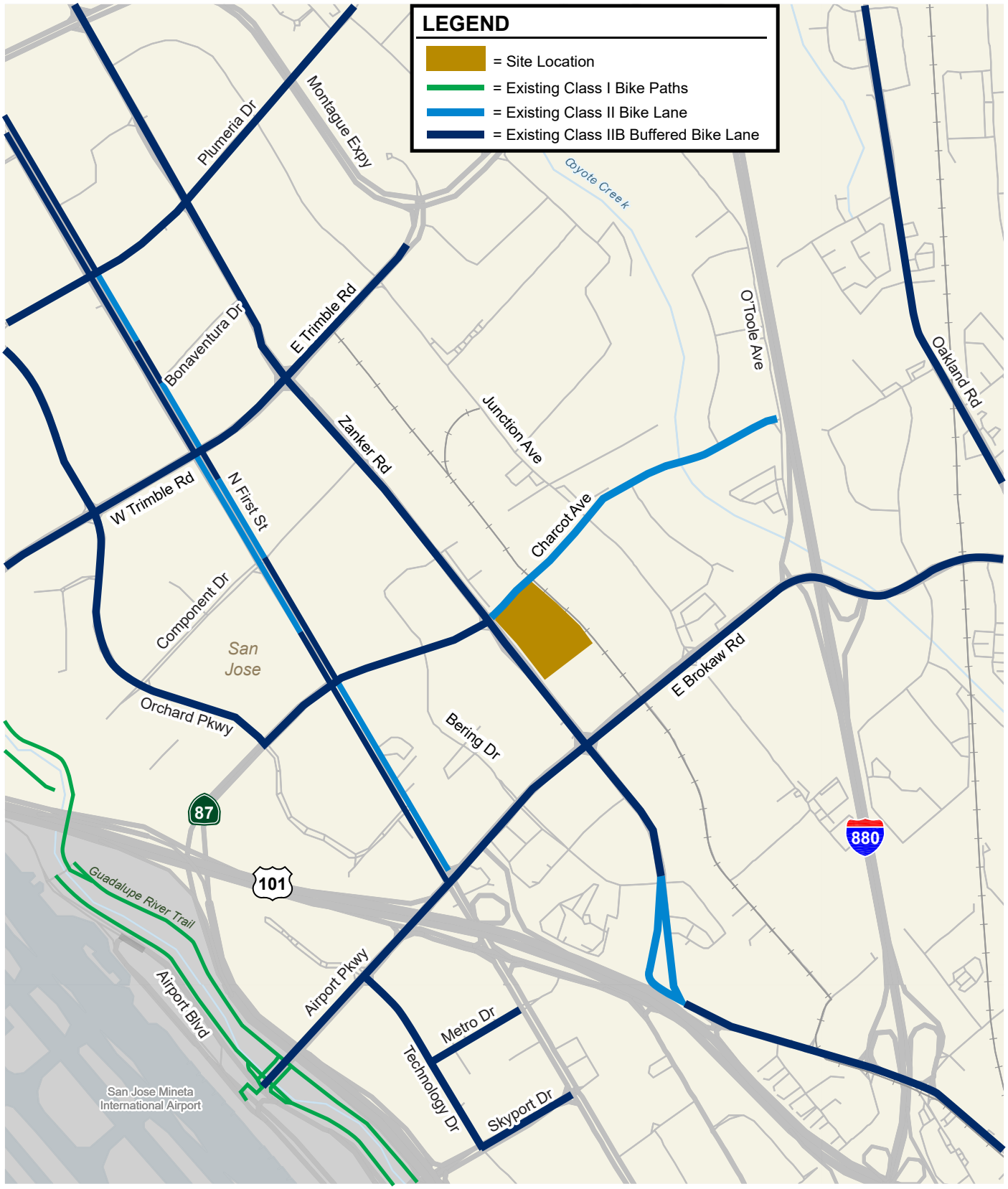


Figure 5
Existing Bicycle Network

3. Proposed TDM Measures

A project's TDM requirement is defined as a TDM Point Target, to be met by identifying and implementing a package of applicable TDM measures as part of an approved TDM plan. Applicable TDM measures are identified based on the project's proposed land uses. For a mixed-use project (a project with multiple land use components), a TDM Point Target is defined for each land use component of the project. TDM Point Targets are determined based on the land use category (home-end use, commute-end use, visit-end use, or other uses) of the proposed project and/or its components, listed in Table 2.

The point allocation for each of the TDM measures is identified in Table 5. A description of each TDM measure is provided below, along with the number of points earned from each measure. The City will check for compliance using the methods described with each measure. Annual monitoring and compliance requirements are discussed in Chapter 4.

The proposed industrial use is considered an "other use" and is required to satisfy 5 TDM Points. The project proposes to implement the following TDM measures in order to achieve the 5 TDM Points goal:

- MI03: Provide Transit Network Improvements (2 points)
- MI05: Provide Pedestrian Network Improvements (3 points)

Table 5
TDM Point Targets by Land Use Category

Type	ID	Measure	Description/Implementation	Point Values
Multimodal Network Improvements	MI01	Provide Transit Network Improvements	The project would contribute $1,028,322, or $2 per square foot for the proposed 514,161 square feet of non-residential gross floor area, to fund transit network improvements located within and beyond 1 mile of the project's frontage.	2
	MI05	Provide Pedestrian Network Improvements	The project would contribute $1,542,483, or $3 per square foot for the proposed 514,161 square feet of non-residential gross floor area, to fund pedestrian network improvements on a General Plan-designated City Connector located within and beyond 1 mile of the project's frontage.	3
			Total TDM Points =	**5**

Multimodal Network Improvements

MI01: Provide Transit Network Improvements

Design, fund, and/or construct transit improvements on surface streets beyond the Project's frontage. Examples of transit network improvements on surface streets include:

- Transit stations
- Bus shelters
- Bus stop signage with service maps
- Bus stop real-time display monitors
- Bus stop seating areas
- Waste receptacles
- Mobility hubs
- Dedicated bus lanes or public service lanes
- Bus boarding islands
- Queue-jumps for buses
- Transit signal priority
- Couplet conversion from one-way to two-way streets
- Turn movement restrictions for traffic
- Signal modifications, wide sidewalks
- High-visibility crosswalks
- ADA-compliant curb ramps
- Protected intersections
- Protected bike lanes
- Wayfinding signage
- Pedestrian lighting
- Landscaping
- Other features that improve access to transit for people traveling to/from the Project and in local community.

- **Point Requirements:** TDM point values are based on the cost of transit network improvements funded or constructed outside the project's property frontage and within one mile of the project site.

  Fund or perform the design and/or construction of transit network improvements outside of the Project's property frontage and within 1 mile of the Project site, for a total cost equivalent to:
  - 1 Point: $1 per square foot of non-residential gross floor area.
  - 2 Points: $2 per square foot of non-residential gross floor area.
  - 3 Points: $3 per square foot of non-residential gross floor area.
  - 4 Points: $4 per square foot of non-residential gross floor area.

  To satisfy this measure, the Project must provide improvements on at least one (1) General Plan-designated Grand Boulevard within 1 mile of the Project. The Project must work with City staff to identify improvements for the selected street(s) based on the:
    - Move San José Plan
    - Multimodal Transportation Improvement Plans (MTIPs)
    - Better Bike Plan 2025
    - Walk Safe San José Plan
    - Trail Master Plans
    - Vision Zero Action Plan

  - Emerging Mobility Action Plan
  - Green Stormwater Instructure Plan
  - Urban Village Plans
  - Station Area Plans
  - Complete Street Design Standards and Guidelines
  - Fast Transit Program (VTA)
  - Pedestrian Access to Transit Plan (VTA)
  - Transit Passenger Environment Plan (VTA)
  - Santa Clara Countywide Bike Plan (VTA)
  - Complete Streets Studies (VTA)
  - Measure B Transit Operations Program (VTA)
  - Measure B Bicycle & Pedestrian Program (VTA), etc., as appropriate.

  Based on the status of the selected street improvements, the project will opt to fund or perform conceptual designs, full designs, and/or construction of the selected improvements. All barriers to pedestrian access and interconnectivity must be minimized. Physical barriers such as walls, landscaping, and slopes that impede pedestrian access must be removed from the project design.

- **Project Implementation:** The project would contribute $1,028,322, or $2 per square foot for the proposed 514,161 square feet of data center space, to fund transit network improvements on a General Plan-designated Grand Boulevard located within and beyond 1 mile of the project's frontage. City staff and/or VTA will ultimately determine whether there are any appropriate pedestrian network improvements in the project vicinity. Potential improvements to increase transit accessibility could include constructing connecting sidewalks/walkways to/from the transit station. ***2 points***.
- **Proof of Implementation:** City staff will provide comments on the project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City's and VTA's relevant design standards. City staff will confirm that the implemented improvements meet specified standards during a pre-occupancy inspection of the project. Upon approval, ongoing maintenance of all approved improvements contained within City rights-of-way will become the City's responsibility.

MI05: Provide Pedestrian Network Improvements

Design, fund, and/or construct pedestrian network improvements beyond the project's frontage. Examples of pedestrian network improvements include:

- Wider sidewalks
- Sidewalk extensions (detached or attached)
- Public art
- High-visibility crosswalks
- Raised crosswalks
- Pedestrian scramble
- ADA-compliant curb ramps
- Leading pedestrian intervals at intersections
- Signal modifications
- Wayfinding signage
- Lighting
- Street trees and landscaping
- Green infrastructure for stormwater management
- Waste receptacles

- Parklets
- Protected bike lanes
- Traffic calming measures for achieving low traffic volume and speeds
- Passenger and commercial loading zones
- Vehicle metered parking; and
- Other features that improve the walking experience in the local community

- **Point Requirements:** TDM point values are based on the cost of pedestrian network improvements funded or constructed outside the project's property frontage and within one mile of the project site.

  Fund or perform the design and/or construction of pedestrian street improvements beyond and within 1 mile of the Project's property frontage, for a total cost equivalent to:

  - 1 Point: $1 per square foot of non-residential gross floor area.
  - 2 Points: $2 per square foot of non-residential gross floor area.
  - 3 Points: $3 per square foot of non-residential gross floor area.
  - 4 Points: $4 per square foot of non-residential gross floor area.

  To satisfy this measure, the project must improve at least one (1) General Plan-designated Main Street or Paseo within one mile of the site. The project must work with City staff to identify improvements for the selected street(s) based on the:

  - Move San José Plan
  - Multi-modal Transportation Improvement Plans (MTIPs)
  - Better Bike Plan 2025
  - Walk Safe San José Plan
  - Trail Master Plans
  - Vision Zero Action Plan
  - Emerging Mobility Action Plan
  - Green Stormwater Infrastructure Plan
  - Urban Village Plans
  - Station Area Plans
  - Complete Street Design Standards and Guidelines
  - Fast Transit Program (VTA)
  - Pedestrian Access to Transit Plan (VTA)
  - Transit Passenger Environment Plan (VTA)
  - Santa Clara Countywide Bike Plan (VTA)
  - Complete Streets Studies (VTA)
  - Measure B Transit Operations Program (VTA)
  - Measure B Bicycle & Pedestrian Program (VTA), etc., as appropriate.

  Based on the status of the selected street improvements, the project will opt to fund or perform conceptual designs, full designs, and/or construction of the selected improvements. All barriers to pedestrian access and interconnectivity must be minimized. Physical barriers such as walls, landscaping, and slopes that impede pedestrian access must be removed from the project design.

- **Project Implementation:** The project would contribute $1,042,483, or $3 per square foot for the proposed 514,161 square feet of data center space, to fund pedestrian network improvements on a General Plan-designated Main-Street or Paseo located within and beyond 1 mile of the project's frontage. City staff will ultimately determine whether there are any appropriate pedestrian network improvements in the project vicinity. Potential improvements to provide

pedestrian network improvements could include reconstruction and/or construction of sidewalks not on the project frontage and removing pork-chop islands not on the project corner at the intersection of Zanker Road/Charcot Avenue. 3 ***points***.

- **Proof of Implementation:** City staff will provide comments on the project on possible improvement and funding options and ensure compliance with community values, citywide goals, and the City's and VTA's relevant design standards. City staff will confirm that the implemented improvements meet specified standards during a pre-occupancy inspection of the project. Upon approval, ongoing maintenance of all approved improvements contained within City rights-of-way will become the City's responsibility.

4.
TDM Plan Compliance and Monitoring

For the purpose of ongoing monitoring of compliance with and effectiveness of TDM measures, projects are classified into two levels based on size. Smaller projects are classified as Level 1 projects and large projects as Level 2 projects (see Table 6).

Based on the project's square footage and compliance and monitoring requirements, the proposed project is considered a Level 2 project. Projects that are required to provide at least one (1) programmatic measure as outlined in their TDM Plans are subject to annual compliance or monitoring. Since the project does not propose any programmatic measures, it is not subject to annual compliance or monitoring.

Table 6
Annual Compliance and Monitoring Requirements

Type	Project Size	
	Level 1 (Annual Compliance)	Level 2 (Annual Monitoring)
Home-End Uses	• Single-family detached, single-family attached, or multi-family residential projects of 16 to 299 units	• Single-family detached, single-family attached, or multi-family residential projects of 300 units or more
Commute-End Uses	• Office projects of 10,001 to 149,999 square feet of gross floor area[1]; • Hotel or motel projects of 101-249 rooms; • Charter or private school projects of 250 or more students	• Office projects of 150,000 square feet of gross floor area[1] or more; • Hotel or motel projects of 250 rooms or more; • Charter or private school projects are exempt regardless of the number of students
Visit-End Uses	• Retail projects of 100,001 to 249,999 square feet of total gross floor area	• Retail projects of more than 250,000 square feet of gross floor area or more
Other Uses	• Industrial projects of 30,001 to 299,999 square feet or more of gross floor area	• Industrial projects of 300,000 square feet of gross floor area or more

Source: City of San José Transportation Analysis Handbook, April 2023.
Notes:
[1] For some commute-end uses that are measured in units other than gross floor area, the unit is converted to its equivalent in gross floor area. Exceptions are hotel/motel and charter/private school projects since their Level 1 size thresholds are based on the number of rooms and the number of students, respectively.

Annual TDM Compliance Form and Monitoring Report

The project does not propose any programmatic measures, and is not subject to annual TDM monitoring.