

**DOCKETED**

<b>Docket Number:</b>	19-SPPE-04
<b>Project Title:</b>	SJ2
<b>TN #:</b>	239309
<b>Document Title:</b>	SJC Data Center - City of San Jose Comments on Traffic Analysis
<b>Description:</b>	N/A
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<b>Submitter Role:</b>	Applicant Consultant
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## City of San Jose 1st Submittal Comments

July 21, 2021

Project Number: 3-14457 (SP19-066)

Transportation Consultant: Hexagon

Microsoft Data Center Alviso-Milpitas Road (June 9, 2021)

### GENERAL

- Update the NSJADP fee discussion.
- Be consistent with the spelling of Alviso Milpitas Road with/without the hyphen symbol.
- Include in site plan figures the full project site/additional figures showing the full construction of the Nortech Extension to Zanker Road as part of the project.

### EXISTING CONDITIONS

#### Existing Pedestrian and Bicycle Facilities (Page 18)

- Include in Figure 5 the bike path along the south side of SR 237 between Zanker Road and McCarthy Boulevard as discussed in section.

### CEQA ANALYSIS

- Rename section as “CEQA Transportation Analysis”

#### Project-Level VMT Analysis (Page 21)

- Include short discussion of ratio between office and industrial s.f. for the project (22,370 s.f. vs 478,973 s.f.). As a rule of thumb, a typical range of 10% to 15% the percentage of office in a warehouse/industrial land use. As such, the project analyzed VMT impact using wholly the industrial land use.

#### Project Mitigation (Page 22, Page 25)

- Provide a table summarizing/breaking down the mitigation with how much VMT per employee would be reduced.
- Explain the increase in roadway network connectivity (in the VMT tool summary report, it shows the existing intersection/square mile at 20, going to 21 with the project)
- Include in discussion for Pedestrian Network Improvements/Bike Access Improvements Measures how the project is additionally providing bike lanes and sidewalks along both sides of Nortech Parkway as discussed in Pedestrian and Bicycle Facilities section (Page 40 of report)

### LOCAL TRANSPORTATION ANALYSIS

- Include a signal warrant analysis /discussion for the proposed new Nortech Extension/Zanker Road intersection.
  - Even if it doesn't meet Peak Warrant #3, analyze/discuss the need for signalization for safety reasons given the WB left-turns onto Zanker Rd by project trucks and adjacent site.
  - Discuss the proposed multimodal benefits with a signal providing for pedestrian/bicycle crossing.

#### North San Jose Traffic Impact Fees (Page 34)

- Revise discussion. The project is not located within the boundaries of the NSJADP, however it will generate trips within the North San Jose boundary. The applicable NSJADP TIF will be based on the amount of PM Peak Trips the project send into the NSJADP (Zanker/Tasman and Zanker/SR-237 EB). The current fee is \$18,725 per PM Peak-Hour trip as of July 1, 2021.
  - Based on City review, the project looks like it will generate 11 PM peak hour trips from the NSJADP.

#### Site Access and Circulation (Page 36)

- Verify that the July 26, 2019 latest site plan date set is accurate.
- Clarify the following: “The westbound leg would be a two-lane road with one inbound lane and one outbound lane and would provide direct access to the project site (see Figure 12).”

- In Figure 4, intersection #4, the project is proposing the westbound leg to have a dedicated left-turn, through, and right-turn lane.
- Make same recommendation as noted in the Introduction/Conclusions sections of the report: “Although not currently shown on the site plan, it is our understanding that the project intends to provide a sidewalk along the project driveway from the Nortech Parkway extension to the data center site.”

Truck Access and Circulation (Page 38)

- Provide the general SU-30 truck-turning templates ingress/egress for largest truck used by facility from Zanker Road, Nortech Parkway Extension, to the loading areas on-site.