City of San Carlos
405 Industrial Life Science Project

Response to Comments

State Clearinghouse # 2022080187

1. INTRODUCTION

It is the intent of the California Environmental Quality Act (CEQA) to solicit information from agencies and the public about a project's environmental effects and, in doing so, to avoid or reduce impacts of the project. This memorandum addresses the public review process for the Initial Study and Mitigated Negative Declaration (IS/MND) for the 405 Industrial Road Life Science Project (Project) by providing written responses to public comments received on the IS/MND.

Section 15074 (b) of the CEQA Guidelines states:

> *"Prior to approving a project, the decision-making body of the lead agency shall consider the proposed mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the mitigated negative declaration reflects the lead agency's independent judgment and analysis."*

This memorandum provides written responses to public comments received on the IS/MND and is part of the record of proceedings upon which the City of San Carlos (City) will base its decision when considering adoption of the MND and approval of the Project.

Document Organization

The Response to Comments memorandum is organized as follows:

1. **Introduction.** The Introduction describes the purpose and organization of this memorandum, and the public review process the City has conducted for this Project.
2. **Public Comment on IS/MND.** This section identifies the comment letters received on the IS/MND during the public review period. The comment letters have been individually numbered.
3. **Response to Comments.** This section provides the written responses to the comments received on the IS/MND.
4. **Attachments:** Attachment 1 contains a Transportation Study prepared for the Project. Attachment 2 contains the comment letters.

2. PUBLIC COMMENT ON IS/MND

The City of San Carlos prepared an IS/MND for the 405 Industrial Road Life Science Project and circulated it for a 30-day public review from August 9, 2022, to September 8, 2022. The

Draft IS/MND was posted on the City's website,[1] filed with the State Clearinghouse CEQANet web portal (SCH #2022080187), and posted in the San Mateo Daily Journal. Notices were also mailed to property owners and occupants within 300' of the site and emailed to members of the public, organizations, and entities who had requested notices about the Project.

The City received two comment letters from residents, Paul Magginetti and Dimitri Vandellos, and one comment letter from a public agency, the California Department of Transportation (Caltrans) District 4, during the public comment period. The comment letters from the residents and Caltrans are included as Attachment 2.

Comment Letters Received

Letter A: Email from Paul Magginetti, resident, dated August 21, 2022

Letter B: Email from Dimitri Vandellos, resident, dated August 22, 2022

Letter C: Letter sent via email from Caltrans District 4, dated September 7, 2022

3. RESPONSE TO COMMENTS

Written responses to the three comment letters presented in Attachment 2 are provided below. Each numbered comment is summarized or presented in full in *italics*, and a response is provided for each comment.

Letter A: Email from Paul Magginetti, City of San Carlos Resident

Comment A-1: *In Hazards and Hazardous Materials section 3.9.1a there is cavalier mention of the long list of hazardous materials to be used at this site. The discussion assumes that compliance with current regulations will protect the community. Such non-compliance has not been enforced and has failed the community in the past (thus the reason we have brownfields) and there is no regulation or oversight in place for the use of highly infective and lethal biohazardous agents. What is the city's plan to address biohazardous risks from this new industry? Will the city hire a specialist in this area? Will the county?*

Response to Comment A-1: The commenter refers to a list of contaminants presented in the IS/MND; however, this list, presented on IS/MND pgs. 117 and 118, is for testing that was conducted to evaluate potential hazardous materials that may currently exist on the site. This list is not representative of the chemicals or materials that are being proposed on site by future tenants the Project building. It should be noted that this discussion of existing contaminants at the site is based on the Phase I and II Environmental Site Assessments (ESAs) and Supplemental Soil Testing, which were discussed between the City, Applicant, commenter, and ENGEO between June 21, 2022, and June 28, 2022 via email.

Specific details regarding future tenant(s) of the Project building are not known at this time (IS/MND pg. 14). Therefore, the IS/MND discusses potential impacts associated with a wide range of potential uses that fall under the "life sciences" category.[2] As described in the Hazards

[1] https://www.cityofsancarlos.org/Home/Components/FlexPlanningZoningProjects/PlanningZoningProjects/1266165/407

[2] Life science companies operate in fields such as: pharmaceuticals, biotechnology, medical devices, biomedical technologies, nutraceuticals, cosmeceuticals, food processing, and other uses related to improving the lives of organisms.

and Hazardous Materials analysis contained in IS/MND pgs. 120 through 124, future tenant(s) would be subject to numerous regulations at the federal, state, and local levels, including, but not limited to, the United States Environmental Protection Agency (U.S. EPA) Resource Conservation Recovery Act (RCRA),[3] the International Fire Code,[4] and the California Code of Regulations (CCR) Titles 22 and 27.[5] The following extract from the IS/MND explains the local regulatory requirements that future tenants would be required to comply with and who would have regulatory oversight authority for activities undertaken at the site.

> "The tenant(s) of the project building would be required to prepare and implement a hazardous materials business plan (HMBP) for hazardous materials routinely used and stored at the site. San Mateo County Health Department is the Certified Unified Program Agency (CUPA) for San Mateo County, including the City of San Carlos, and is responsible for enforcing Chapter 6.95 of the Health and Safety Code. As the CUPA, San Mateo County Health is required to regulate HMBPs and chemical inventory, hazardous waste and tiered permitting, underground storage tanks, and risk-management plans (San Mateo County Health, 2022).
>
> The HMBP is required to contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of on development sites. The HMBP also contains an emergency response plan, which describes the procedures for mitigating a hazardous release, procedures, and equipment for minimizing the potential damage of a hazardous materials release, and provisions for immediate notification of the California Emergency Management Agency and other emergency response personnel, such as the San Carlos Fire Department. Implementation of the emergency response plan facilitates rapid response in the event of an accidental spill or release, thereby reducing potential adverse impacts.
>
> Furthermore, San Mateo County Health is required to conduct ongoing routine inspections to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances (San Mateo County Health, 2022). Compliance with these regulations would ensure that the risk of accidents and spills is minimized to the maximum extent practicable during the operation of the proposed project" (IS/MND pg. 121).

As described above, future tenants would be required to prepare and implement a HMBP, which would be regulated by the San Mateo County Health Department. The HMBP would contain an emergency response plan and future tenants would be subject to routine inspections and oversight to, "to ensure compliance with existing laws and regulations; to identify safety hazards that could cause or contribute to an accidental spill or release; and to suggest preventative measures to minimize the risk of a spill or release of hazardous substances" (IS/MND pg. 121).

[3] The U.S. EPA RCRA provides the "cradle to grave" regulation of hazardous wastes. This includes the generation, transportation, treatment, storage and disposal of hazardous waste.
[4] The International Fire Code creates procedures and mechanisms to ensure the safe handling and storage of hazardous materials.
[5] CCR Titles 22 regulates the generation, transportation, treatment, storage, and disposal of hazardous waste. CCR Title 27 regulates the treatment, storage, and disposal of solid wastes.

Tenant non-compliance with regulatory requirements could result in fines or other legal actions depending on the severity of the infraction(s).

Comment A-2: *In Population and Housing section 3.14a the project indirectly induces unplanned population growth. 685 more people requiring housing does not seem insignificant. Taken collectively, the problem created by all of these developments will make problems worse. This is linked to the problems created for utilities and services (section 3.19). These industries use large amounts of power and water and create a lot of industrial waste. Plan Bay Area will not be an effective solution if individual cities like San Carlos do not participate. The resources for water and energy are finite and already stretched to the point of failure. What is the city's plan to address these needs locally?*

Response to Comment A-2: The IS/MND acknowledged that the Project could induce population growth; however, that growth and the utilities needed to support the employment at the Project site were evaluated and determined to be less than significant. As described on IS/MND pgs. 155 and 156, the amount of occupiable building space provided by the Project would be consistent with its current zoning. Thus, the employment and the potential population growth that could occur under implementation of the Project are accounted for in the City's long-range planning vision. This is described on IS/MND pg. 156:

> "It is unlikely future population growth in the City alone would be able to meet the expected job growth generated by the project; however, the project also would not induce population growth beyond that which has already been planned for. The project is expected to draw employees from within the City, was well as the surrounding cities and the greater San Francisco Bay Area region. For context, *Plan Bay Area 2050* estimates that the San Francisco Bay Area region as a whole will add 1.4 million new jobs from 2015 to 2050 (MTC/ABAG, 2021). In comparison to regional job growth estimates, the project would amount to a small percentage in new job growth. Further, given many of the recent development projects in San Carlos have consisted of redeveloping sites that already provide employment (i.e., the redevelopment of other project sites incrementally increases employment on those sites in a nominal way). The new employment associated with the proposed project would be within the forecasted employment growth in San Carlos."

The commenter also identifies utilities as a concern. As discussed previously, the amount of floor space that would be provided by the building is consistent with its current zoning and, therefore, also the development intensity and utility needs of the parcel. As described in the Utilities and Service Systems analysis contained in IS/MND pgs. 171 through 175, the Project building would be served by existing electric power, natural gas, telephone, and internet services, and these services would not need to be relocated or expanded to service the Project. The Mid-Peninsula Water District (MPWD), the water service provider to the Project site, was contacted during preparation of the IS/MND, and they, the MPWD, confirmed that a Water Supply Assessment was not needed for the Project. The City would require indoor and outdoor water conservation measures for the Project, such as those identified in San Carlos Municipal Code Section 18.18.080, Water Efficient Landscaping and Irrigation, and the California Green Building Standards Code (Part 11, Title 24, known as "CalGreen"), which requires construction

to incorporate water efficiency and conservation measures, such as the installation of low flow toilets and faucets.

Plan Bay Area 2050, adopted in 2021, is the Metropolitan Transportation Commission's (MTC) and Association of Bay Area Government's (ABAG) regional, long-range planning document for the San Francisco Bay Area. *Plan Bay Area 2050* outlines strategies for growth and investment through the year 2050, while simultaneously striving to meet and exceed federal and state requirements. *Plan Bay Area 2050*'s land use plan identifies Priority Development Areas (PDAs), which are areas generally near existing job centers or frequent transit that are locally identified (i.e., identified by towns, cities or counties) for housing and job growth. *Plan Bay Area 2050* proposes to concentrate development in these areas to reduce vehicle miles traveled (VMT) in the greater Bay Area region. There is one PDA in the City of San Carlos, the Railroad Corridor, and the Project site is not located within it. In addition, as described on IS/MND pg. 114, the proposed Project would support one of the primary goals of *Plan Bay Area 2050*, which is to reduce per capita mobile source emissions from light duty vehicles by 19% by 2035. The Project would not conflict with *Plan Bay Area 2050*.

Comment A-3: *In the Transportation section 3.17 the conclusion is that there will be no impact to roadway, bicycle or pedestrian circulation (3.17a) by citing the number of parking spaces and the fact that occupants will have a pedestrian bridge to get to the sidewalk (only if Caltrans agrees). This ignores the fact that traffic for this project, along with the traffic from the proposed 501 Industrial Road project, will add hundreds of cars to the intersection at rush hour. An intersection that is already unpassable by any sane person on bicycle or foot during this time. It is also the site of multiple road rage incidents due to horrendous traffic congestion during these times. Is the logic here that things are so bad that they couldn't possibly get worse and a change from a D- to an F constitutes no impact? Doubling down on previous bad decisions does not seem like responsible planning. What is the city's plan to address traffic impacts?*

Response to Comment A-3: The commenter correctly summarizes that the IS/MND identifies no impact with regard to Transportation checklist question a), "would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities." Historically, the transportation impacts of land development and transportation projects were evaluated based on a congestion-focused metric referred to as Level of Service (LOS), which is generally tied to the average delays that drivers experience. In 2013, Governor Brown signed SB 743, requiring amendments to the State CEQA Guidelines for analyzing transportation impacts. Through this action, Public Resources Code Section 21099 (b)(1) directed the California Governor's Office of Planning and Research (OPR) to prepare updated State CEQA Guidelines for adoption by the Natural Resources Agency, including revised transportation significance criteria. PRC Section 21099 (b)(2) further specifies that upon certification of the updated CEQA guidelines, "automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment." The use of VMT as a CEQA significance threshold became mandatory on July 1, 2020. Accordingly, consistent with the requirements set forth in SB 743 and current State CEQA Guidelines, the transportation analysis contained in the Initial Study focused on VMT rather than LOS.

Although LOS is no longer a transportation metric for assessing CEQA impacts, the City did require the Project Applicant to prepare a separate, non-CEQA Transportation Study that analyzed weekday AM and PM peak-hour traffic conditions for five intersections in the vicinity of the project site, as well as potential transportation safety and design considerations. The Transportation Study, included in this response to comments memorandum as Attachment 1, analyzed potential traffic operational issues that could occur as a result of the Project, as well as conditions associated with the Project and other projects (cumulative conditions) occurring in the Project vicinity, including the hotel being proposed at 501 Industrial Road. The Transportation Study found the five intersections analyzed would continue to operate at acceptable levels of service under project conditions (Transportation Study pgs. 10 and 13) as well as cumulative conditions (Transportation Study pg. 17) based on City standards. The transportation analysis also considered potential adverse effects the project could have on vehicle queueing and if a traffic signal may be warranted for the unsignalized intersection of Industrial Road and Project Driveway/Northern In-N-Out Driveway. The Transportation Study found that vehicle queueing would not be an issue (Transportation Study pg. 20) and that a traffic signal at the unsignalized intersection of Industrial Road and Project Driveway/Northern In-N-Out Driveway was not warranted.

In addition to vehicle queueing / delays, the Transportation Study also evaluated safety considerations associated with the site's driveway. The Transportation Study found that the amount of site distance (300 feet) looking towards both northbound and southbound traffic on Industrial Road, along with the posted speed limits, would provide adequate visibility for motorists exiting the Project site (Transportation Study pg. 22). Vehicles making a left turn out of the Project site (i.e., onto southbound Industrial Road) could make a two-stage left turn by utilizing the two-way left-turn lane (i.e., the center lane).

As described above, CEQA transportation analyses no longer use LOS for assessing impacts. However, a separate Transportation Study was prepared for the Project that evaluated potential operational transportation issues that could occur under implementation of the Project and other projects proposed in its vicinity. The Transportation Study concluded that the five intersections assessed would continue to operate under acceptable levels of service under all scenarios. Furthermore, the Project's driveway would not require a traffic signal and would provide adequate distance for motorists during left and right out of the Project site. Potential traffic- and safety-related issues, as well as the way they could affect the residential community, have been assessed for Project and cumulative conditions.

Comment A-4: *In the Transportation section 3.17d for adequate emergency egress the discussion makes no mention of the fact that there is only one path of ingress and egress to the site. This is effectively a cul-de-sac, something that staff has argued should not be permitted for residential streets South of Holly in the residential area of San Carlos; even though the residences North of Holly have been cul-de-saced for over 70 yrs with no problem. Even partial or temporary trial cul-de-sacs are not to be permitted in residential areas, if you follow staff's logic. Make no mistake, this is an industrial factory with some very toxic and in some cases biohazardous operations which will some day result in an emergency evacuation. People's first reaction will to be get in their cars and try to leave using the same path emergency response will try to use to arrive at the scene. The same situation will exist at 501 Industrial Road. This also applies to section 3.9.1f regarding emergency response. How can this situation be prohibited for a private residence but just fine for a 5-story industrial factory?*

Response to Comment A-4: The Project plans have been reviewed by the Fire Marshal and the Project's design complies with code requirements regarding emergency access and exiting. The driveway and on-site circulation roadway are designed to accommodate fire trucks and other emergency vehicles, including arial apparatus vehicles (e.g., ladder trucks) that can access to the building's roof along the northern side of the site. Building tenants exiting the site in the event of an emergency would not do so by motor vehicles. Rather, they would do so on foot and access Industrial Road via a pedestrian sidewalk located along the south side of the Project driveway, adjacent to the In-N-Out Property line. The pedestrian pathway is separated from the driveway by parking spaces and landscaping. The pedestrian path that may be constructed between the Project site and Industrial Road / Holly Street intersection would provide another point of egress in the event of an emergency requiring evacuation. In addition, as discussed in Response to Comment A-1, future tenant(s) handling hazardous materials would be required to prepare a HMBP, which would contain an emergency response plan. Fire, police, and other emergency service personnel would have adequate response times to the site, and building tenants would be able to safely make their way offsite in the event of an emergency that requires evacuation.

It is worth further noting that the Project being proposed is not an industrial factory as suggested by the commenter. Future tenants of the site would use the Project building for research and/or office uses. Research activities may require the transport, storage, and use of chemicals on site; however, these materials would be stored in much smaller quantities than a land use used for manufacturing or production (i.e., land uses more akin to the "industrial factory" referred to by the commenter). As described in Response to Comment A-1, footnote 2, life science developments are comprised for uses such as pharmaceuticals, biotechnology, medical devices, biomedical technologies, nutraceuticals, cosmeceuticals, food processing, and other uses related to improving the lives of organisms. Again, the building being proposed would be used for research and/or office purposes and not be a facility where copious amounts of materials are being manufactured and distributed.

Letter B: Email from Dimitri Vandellos, City of San Carlos Resident

Comment B-1: *I am cc-ing the other leads/board members to this reply. Please keep this list of GESC leads as a reference for future communications.*

Response to Comment B-1: The commenter identifies that other Greater East San Carlos (GESC) leads have been included on the email. This comment is introductory and does not raise any issues with the analysis contained in the IS/MND. No further response is required.

Comment B-2: *I have stated multiple times in public meetings that this project and the proposed hotel on 501 Industrial Road need to be reviewed for their cumulative impacts on traffic and safety as well as their impacts to our residential community.*

Response to Comment B-2: Comment acknowledged. Please see Response to Comment A-3. In addition, the IS/MND has analyzed potential impacts to the residential community, and analyses / findings for environmental resource areas (e.g., aesthetics, air quality, etc.) can be

found in Chapter 3, Environmental Analysis and Findings, of the IS/MND under their respective headings.

Comment B-3: *Having projects so close to the intersection of Industrial and Holly with only one entry/exit point and no ability to hit a left turn upon exiting is a major problem that the city needs to come to grips with. I do not see how it would be possible to add a light so close to the intersection to allow for left turns for either project.*

Response to Comment B-3: Please see Response to Comment A-3. A separate, non-CEQA Transportation Study was prepared for the Project, and it evaluated the Project's driveway for potential issues related to site ingress and egress. The Transportation Study, included as Attachment 1 of this memorandum, determined that the driveway would provide adequate site distance for motorists leaving the site, and that motorists would be able to make a left turn out of the site by using the center lane on Industrial Road. Further, a signalized intersection is not warranted for the driveway's intersection with Industrial Road.

Comment B-4: *I would also like to see an evaluation of the fire safety and police emergency risks regarding response times and the ability for emergency vehicles to enter while occupants try to flee the scene with a single driveway. This feels like a recipe for a disaster so a complete evaluation of the risks being assumed for these single entry/exit projects by the Fire and Sheriff's departments would seem to be in order.*

Response to Comment B-4: Please see Response to Comment A-4.

Comment B-5: *In the preliminary meetings for these projects the developer stated that they were not doing any traffic studies. This needs to be corrected. I am afraid the city is going to have a mess on it's hands in this intersection unless the impacts are honestly and independently evaluated and mitigated for. I personally do not see how either of these projects can work with only one driveway serving as an entry and exit point.*

Response to Comment B-5: Two transportation studies were prepared for the Project – the VMT Analysis memorandum contained as Appendix D.2 of the IS/MND and the separate, non-CEQA Transportation Study described in Response to Comment A-3 and contained as Attachment 1 of this memorandum. As described in Response to Comment A-3, transportation safety concerns associated with vehicular ingress and egress from the site were evaluated, and it was determined that the Project would not result in inacceptable delays or queueing at intersections. Further, the Transportation Study determined that the driveway would provide adequate site distance for motorists leaving the site, motorists would be able to make a left turn out of the site by using the center lane on Industrial Road, and that a signalized intersection is not warranted for the currently unsignalized Industrial Road and Project Driveway/Northern In-N-Out Driveway. Therefore, no further on- or off-site design considerations are necessary, because the Project would not result in operational traffic issues.

Letter C: Letter from Caltrans District 4

Comment C-1: The commenter summarizes that the Project would involve the construction and operation of a 411,673 square foot, six-story building located on 2.41 acres. The building would consist of 205,273 square feet of laboratory and office space and approximately 206,402 square feet of garage area and other, non-occupiable building space, providing approximately 458 parking spaces and employment for approximately 685 people. The Project may also involve the construction of a pathway within Caltrans' Right-of-Way (ROW) from the southwestern portion of the project site to the Industrial Road / Holly Street intersection.

Response to Comment C-1: The commenter has accurately summarized the Project as proposed. No further response is required.

Comment C-2: *With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide (link).*

Response to Comment C-2: The commenter summarizes Caltrans' focuses for the transportation network since the enactment of SB 743 and provides a link to additional information on how Caltrans assesses Transportation Impact Studies. The comment is introductory and does not raise any issues with analysis contained in the IS/MND. No further response is required.

Comment C-3: *Per the IS/MND, this project is found to have a less-than-significant Vehicle Miles Traveled (VMT) impact with mitigation through a Transportation Demand Management (TDM) program. This VMT analysis was prepared in accordance with the Office of Planning and Research's Technical Advisory and the City of San Carlos' VMT policy.*

Response to Comment C-3: The commenter is correct that the analysis contained on IS/MND pages 162 through 164 identifies that the Project could have a significant VMT impact but incorporates Mitigation Measure TRANS-1 to reduce the magnitude of the impact to less than significant. The commenter concurs that the VMT analysis was prepared in accordance with the Office of Planning and Research's Technical Advisory and the City of San Carlos' VMT policy. This comment does not raise any issues with analysis contained in the IS/MND. No further response is required.

Comment C-4: *As mentioned in the IS/MND, additional TDM measures might be necessary to reduce VMT if those currently proposed prove inadequate. Please consider the following measures, based on their effectiveness: charging drivers directly for using parking facilities or subsidizing non-drivers through a parking cash-out program. Fees collected through this could be allocated towards supplementary TDM measures, to further encourage non-driving modes and aid TDM goals.*

Response to Comment C-4: Mitigation Measure TRANS-1 establishes requirements for monitoring the effectiveness of the Project's TDM Plan and, if the City determines that the 20-

percent trip performance standard is not being achieved, then additional TDM measures may be required through modifications made to the TDM Plan so that the 20-percent trip reduction is maintained or achieved by the following monitoring cycle. The commenter's recommendations for TDM measures are acknowledged, but it is not necessary to incorporate them into the Project at this time to achieve a 20-percent trip in trip reduction. The commenter's recommendations may be revisited at a future time if modifications to the Project's TDM Plan are required.

Comment C-5: *To further encourage alternative transportation modes, we recommend partnering with a public or private bike share program, or an analogous partnership with a vehicle share program. To prioritize bicycle transportation, consider adding Class I bicycle storage to the Class II bike storage in front of the building lobby, to be available to visitors. This helps encourage visitors to ride their bikes by affording them a higher sense of security and communicates to visitors and employees alike that alternative forms of transportation are present and valued.*

Response to Comment C-5: The commenter recommends additional measures that may further encourage alternative transportation modes. Similar to the discussion in Response to Comment C-4, it is not necessary to incorporate the commenter's design considerations or commit the Project to partnering with bike- or scooter-share companies at this time to achieve the 20-percent trip reduction performance standard specified in Mitigation Measure TRANS-1. Visitors traveling to and from the site are unlikely to comprise a large portion of the trips generated by the Project. In addition, the proposed building would be set back into the site, and only limited sections of the building's ground level would be visible from the driveway (and possibly the pedestrian pathway, if constructed). Views of bicycles parked in front of the building would be limited, if visible at all. The site would be secure, and it is not anticipated that bicycle parking safety would be a concern – particularly for visitors of the site who would be there during the daytime hours. It should be further noted that the Project already provides 44 Class I (long-term) bicycle parking spaces for employees, which is almost double that required by City Municipal Code Section 18.20.080 (IS/MND pg. 162). In addition, participation in a regional bikeshare program in the future is already identified as a conceptual measure in the TDM Plan, on pgs. 16 and 29. The commenter's recommendations may be revisited at a future time if modifications to the Project's TDM Plan are required.

Comment C-6: *The 405 Industrial Road Preliminary TDM Plan lists a 'Silicon Valley Bicycle Coalition Development Matrix' as Attachment B. However, this documentation was not included in the MND. Please provide this document for review. The TDM plan will be a guiding document and main reference for TDM matters at 405 Industrial Road for years to come.*

Response to Comment C-6:

The commenter identifies that Attachment B of the Project's TDM Plan, contained as Appendix D.1 of the IS/MND, was not included with the IS/MND circulated for public review. The TDM Plan is being revised to include the omitted Attachment B and will be sent to Caltrans and posted on the Project page of the City's website upon completion. While Attachment B of Project's TDM Plan provides helpful context for the document, the TDM Plan's successfulness

does not rely entirely on the Silicon Valley Bicycle Coalition Development Matrix. Rather, the success of the TDM Plan is dependent on the TDM infrastructure and measures identified in Section I and Section II of the TDM Plan, respectively. Although Attachment B was not included in the TDM Plan circulated with the IS/MND, its omission does not change the adequacy, validity, or findings of the IS/MND.

Comment C-7: *Please feel free to reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, refer to the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (link).*

Response to Comment C-7: The commenter offers further assistance on identifying additional TDM measures and other TDM implementation resources. The commenter also identifies other resources that may assist with the development and implementation of TDM measures. This comment does not raise any issues with analysis contained in the IS/MND. No further response is required.

Comment C-8: *As the Lead Agency, the City of San Carlos is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.*

Response to Comment C-8: The Project does not propose improvements to any state roadways. If the pedestrian bridge is pursued within the Caltrans right-of-way, the City would implement Mitigation Measure BIO-2, which would require the preparation of a jurisdictional wetland delineation. The jurisdictional wetland delineation would inform the design the pathway and slope stabilization to avoid or minimize permanent impacts to the riparian zone and channel. The City, through its implementation of Mitigation Measure BIO-2, would verify that the Applicant has obtained necessary approvals for the activities proposed, including those required by Caltrans.

The City would perform its duties as CEQA Lead Agency and implement / require the implementation of the mitigation measures specified in the IS/MND. The Project's CEQA Mitigation, Monitoring, and Reporting Program (MMRP) identifies scheduling (i.e., timing), implementation responsibilities, and monitoring that would be undertaken for each Project mitigation measure. The IS/MND also identified these mitigation considerations, both in the Draft MND at the beginning of the document, as well as under each of the mitigation measures presented in Chapter 3, Environmental Analysis and Findings, of the IS/MND. This comment does not raise any issues with analysis contained in the IS/MND. No further response is required.

Comment C-9: *If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations*

support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Response to Comment C-9: Comment acknowledged. The City and Applicant would comply with applicable Caltrans requirements, such as those stipulated in a Caltrans-issued encroachment permit, if those permits are required.

Comment C-10: *Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW, including the proposed pedestrian pathway, requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.*

Response to Comment C-10: Comment acknowledged. A Caltrans-issued encroachment permit would be obtained if the pedestrian pathway from the Project site to the Industrial Road / Holly Street intersection is pursued or is otherwise required for Project activities. Thank you for providing information on the materials that may be asked for when submitting a request for a Caltrans-issued encroachment permit.

Comment C-11: *Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit https://dot.ca.gov/programs/traffic-operations/ep/applications.*

Response to Comment C-11: Comment acknowledged. Thank you for informing the City that the encroachment permit process is being updated and that a new, automated, online system is anticipated to be available soon.

Attachment 1
Transportation Study

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Hexagon Transportation Consultants, Inc.

Memorandum

Date: August 23, 2022

To: Barbara Beard, Phillip Gleason, MIG

From: Gary Black, Rueben Rodriguez

Subject: Transportation Study for the Proposed 405 Industrial Road Project in San Carlos, California

Hexagon Transportation Consultants, Inc. has completed a transportation study for the proposed 405 Industrial Road project in San Carlos, California. The project site is located on the northeast corner of the Industrial Road and Holly Street intersection (see Figure 1). The project would demolish the existing self-storage facility on-site and construct a six-story building with approximately 205,000 square feet (s.f.) of office and laboratory space (see Figure 2). Vehicular access to the project site would be provided via a driveway on Industrial Road. Parking for the proposed project would be provided via surface parking and a podium garage with two levels of above grade parking and one level of below grade parking.

The purposes of this study are to quantify the number of trips generated by the project, identify any potential traffic operational issues that could occur as a result of the project, and to analyze the project site access and circulation. This study includes a level of service (LOS) intersection operations analysis that quantifies the operations of the study intersections. The City of San Carlos policy for identifying significant impacts is based on vehicle miles traveled (VMT). The VMT for the proposed project is addressed in a separate analysis and is provided as Attachment 1. The methodology, results, and conclusions of the transportation study are discussed below.

Study Intersections and Data Collection

This transportation study includes an analysis of weekday AM and PM peak-hour traffic conditions for five intersections in the vicinity of the project site. The study intersections were selected due to their proximity to the project site. The study intersections are the intersections in the surrounding area that are most likely to be affected by project traffic. The study intersections are listed below and shown on Figure 1.

Study Intersections

1. Industrial Road and Harbor Boulevard
2. Industrial Road and Project Driveway/Northern In-N-Out Driveway (unsignalized)
3. El Camino Real and Holly Street
4. Old County Road and Holly Street
5. Industrial Road and Holly Street

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Figure 1
Project Site Location and Study Intersections

Figure 2
Project Site Plan

NORTH
Not to Scale

Traffic conditions at the study intersections were analyzed for the 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.

This transportation study includes an analysis of the scenarios listed below.

Scenario 1: *Existing Conditions.* Existing conditions are based on traffic counts from previous studies and new counts. For traffic counts that were older than two years, a 1% growth factor per year was applied until 2022.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project conditions were estimated by adding the additional traffic generated by the project to existing traffic volumes. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential traffic operational issues that could occur as a result of the project.

Scenario 3: *Background Conditions.* Background conditions were estimated by adding the projected volumes from approved but not yet completed and occupied developments in the study area to existing peak-hour volumes.

Scenario 4: *Background Plus Project Conditions.* Background plus project conditions were estimated by adding the additional traffic generated by the project to background traffic volumes. Background plus project conditions were evaluated relative to background conditions in order to determine potential traffic operational issues that could occur as a result of the project.

Scenario 5: *Cumulative Conditions.* Cumulative traffic conditions were estimated by adding the projected volumes from pending but not yet approved developments in the study area to background peak-hour volumes.

Scenario 6: *Cumulative Plus Project Conditions.* Cumulative plus project conditions were estimated by adding the additional traffic generated by the project to cumulative traffic volumes. Cumulative plus project conditions were evaluated relative to cumulative conditions in order to determine potential traffic operational issues that could occur as a result of the project.

Project Trip Generation, Distribution, and Assignment

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.

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The research is compiled in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021). The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development. The project applicant has proposed that the building would be divided into 40% office space and 60%

laboratory space, therefore, this trip generation analysis assumed the same breakdown. The rates published for "General Office Building" (ITE Land Use 710) and for "Research and Development Center" (ITE Land Use 760) were used to estimate the trips generated by the proposed project. The ITE rates for General Office Building and Research and Development Center are typically used for projects such as this that include a combination of office and laboratory space. The rates published for "Mini-Warehouse" (ITE Land Use 151) were used to estimate the existing site trips. The ITE rates for Mini-Warehouse are typically used for sites such as the existing use that include self-storage facilities plus some auxiliary facilities such as RV (recreational vehicle) parking. According to the San Carlos Municipal Code the project would be required to achieve a 20 percent reduction in vehicle trip generation. After applying the applicable ITE trip rates and the trip reduction requirement and subtracting trips for the existing buildings on the site, it is estimated that the project would generate 215 new vehicle trips during the AM peak hour and 208 new vehicle trips during the PM peak hour (see Table 1).

Table 1
Trip Generation Summary

Land Use	Size	Units	Daily Trips	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Proposed									
Office[1]	82,109	s.f.	978	124	17	141	24	117	141
Laboratory[2]	123,164	s.f.	1,442	110	24	134	21	108	129
Gross Project Trips			*2,420*	*234*	*41*	*275*	*45*	*225*	*270*
TDM Reduction (20%) [3]			(484)	(47)	(8)	(55)	(9)	(45)	(54)
Subtotal Project Trips			*1,936*	*187*	*33*	*220*	*36*	*180*	*216*
Existing									
Storage Facility[4]	55,000	s.f.	80	3	2	5	4	4	8
Net New Vehicle Trips			***1,856***	***184***	***31***	***215***	***32***	***176***	***208***

Notes:
s.f. = square feet

[1] Office trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for General Office Building (Land Use Code 710).

[2] Laboratory trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Research and Development Center (Land Use Code 760).

[3] The project would be required to meet a 20 percent trip reduction based on the ITE trip generation rates, per the San Carlos Municipal Code (18.25.030).

[4] Existing storage facility trip generation based on the rates published in the ITE *Trip Generation Manual, 11th Edition* (2021) for Mini-Warehouse (Land Use Code 151).

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway network that reflect typical weekday AM and PM peak commute patterns, the location of the project driveways, the locations of complementary land uses, and freeway access points (see Figure 3). The peak-hour trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern (see Figure 4).

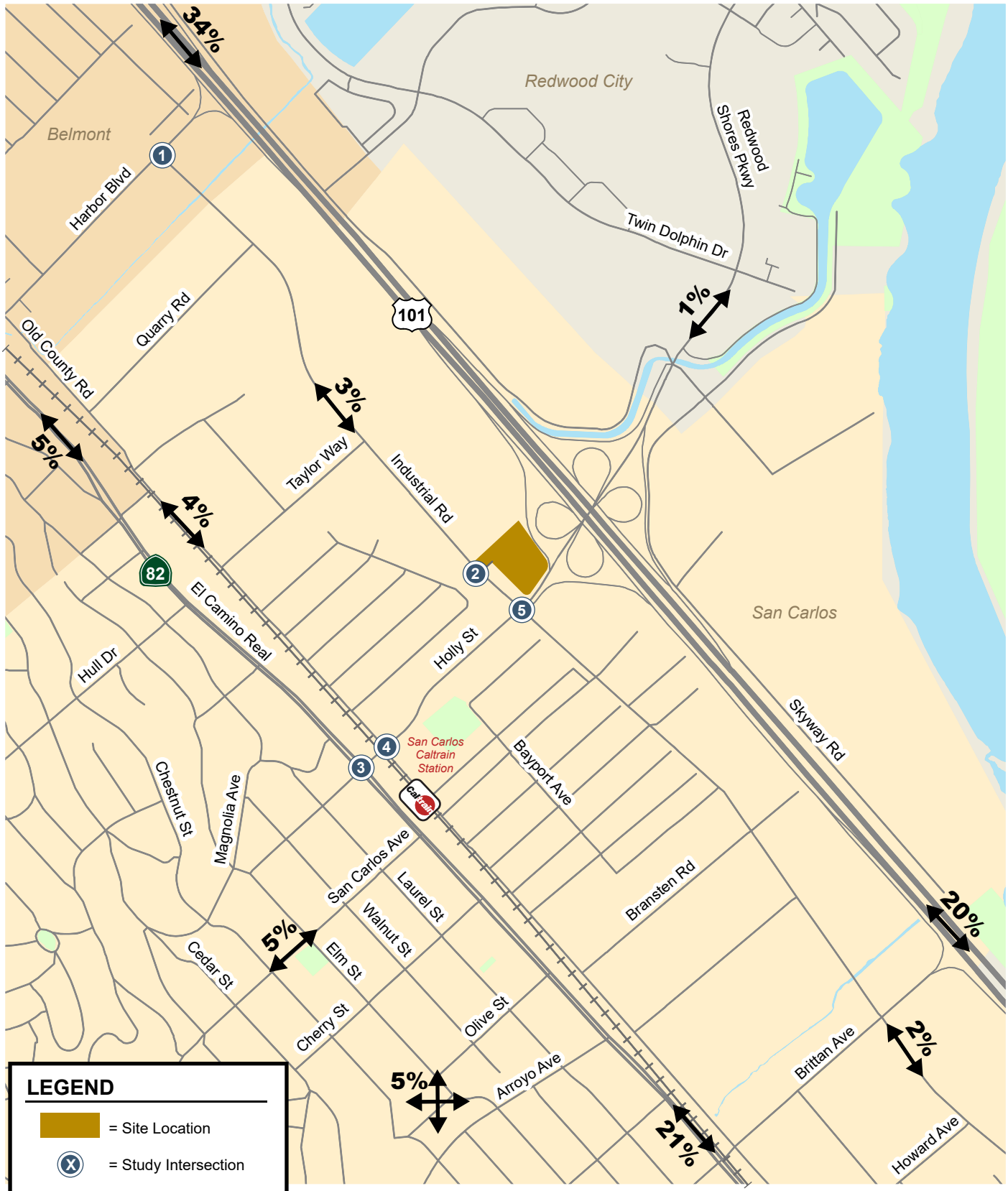

Figure 3
Project Trip Distribution

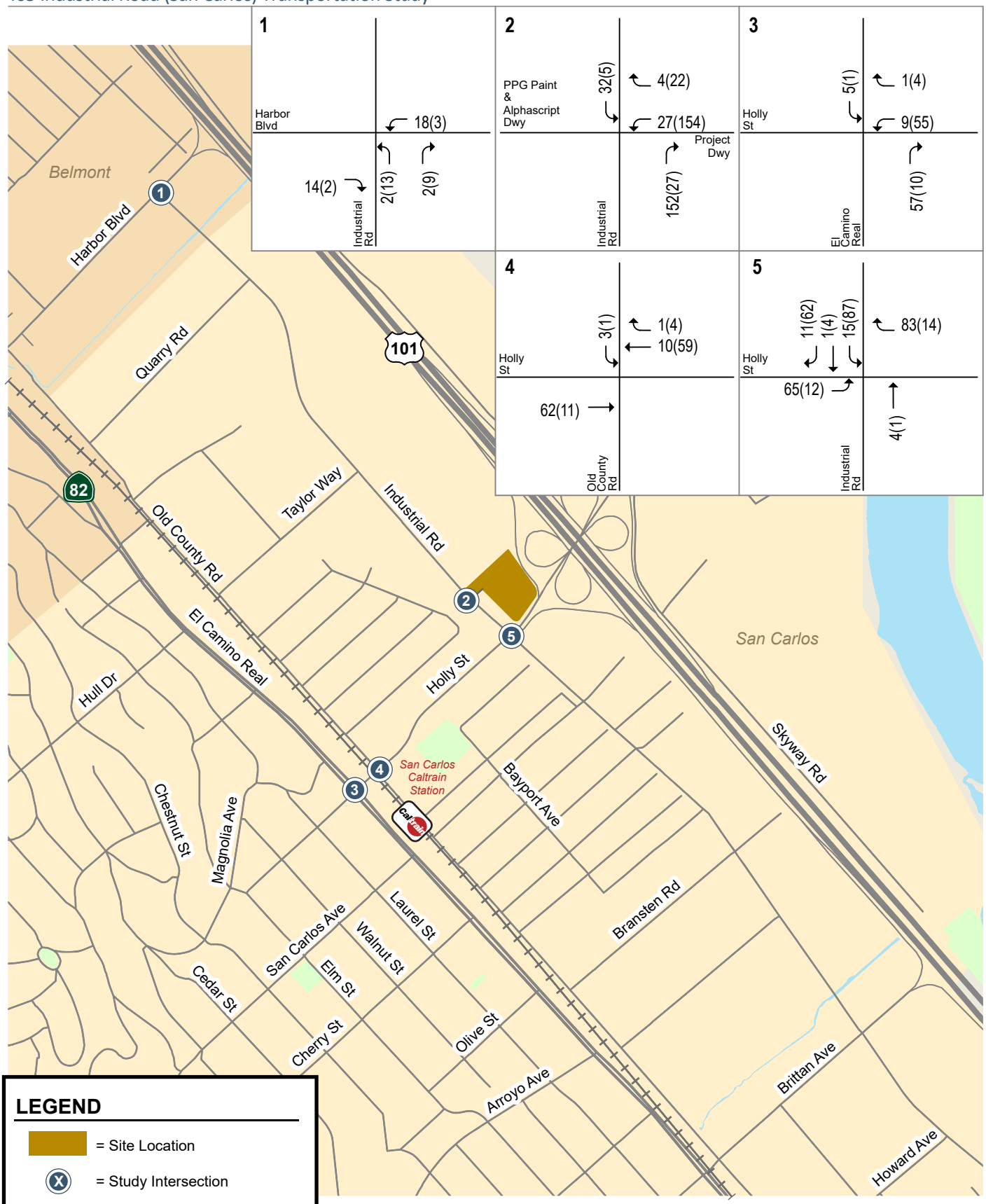

Figure 4
Project Trip Assignment

Intersection Operations Analysis

The intersection operations analysis is intended to be a performance measure that quantifies the operations of the study intersections and identifies potential adverse effects due to the addition of project traffic. The intersection operations analysis methodology, standards, and results are discussed below.

Level of Service Methodology and Standards

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 methodology is described in further detail below.

Intersection Analysis

The study intersections were evaluated according to the City of San Carlos methodology and standards. This study utilized the Synchro software developed by Trafficware to analyze the level of service at the study intersections. This software evaluates intersection operations based on the *Highway Capacity Manual* (HCM) 2000 methodology. The City of San Carlos defines LOS at a signalized intersection based on the volume-to-capacity (v/c) ratio.

City of San Carlos Signalized Intersection Standard

The City of San Carlos level of service standard for signalized intersections is mid-level LOS D (v/c = 0.85) or better. Thus, a project is said to have an adverse effect if either of the following occurs: 1) the level of service at a signalized intersection degrades from an acceptable level (mid-level D or better) to an unacceptable level (high LOS D, LOS E, or LOS F) under project conditions, or 2) the level of service at a signalized intersection is unacceptable (worse than mid-level D) without the project and the addition of the project traffic causes the v/c ratio to increase by more than 0.01 (1%). The HCM methodology calculates the v/c ratio by dividing the lane group volume by the saturation flow rate multiplied by the effective green time divided by the cycle length. The correlation between v/c ratio and level of service for signalized intersections is shown in Table 2.

City of San Carlos Unsignalized Intersection Analysis

The City of San Carlos does not have an adopted level of service standard for unsignalized intersections. For unsignalized intersections, the level of service depends on the average control delay experienced by vehicles that must stop or yield to on-coming traffic. Thus, for two-way or T-intersections, operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn movements on major streets. The correlation between average delay and level of service for unsignalized intersections is shown in Table 3.

Table 2
Signalized Intersection Level of Service Based on v/c Ratio

Level of Service	Description	v/c Ratio
A	Uncongested operations; all queues clear in a single signal cycle.	< 0.60
B	Very light congestion; an occasional approach phase is fully utilized.	0.60-0.69
C	Light congestion; occasional backups on critical approaches.	0.70-0.79
D	Significant congestion on critical approaches, but intersection functional. Cars required to wait through more than one cycle during short peaks. No long-standing queues formed.	0.80-0.89
E	Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).	0.90-0.99
F	Total breakdown, stop-and-go operation.	≥ 1.00

Source: City/County Association of Governments (C/CAG) of San Mateo County, Final San Mateo County Congestion Management Program, 2019.

Table 3
Unsignalized Intersection Level of Service Definitions Based on Delay

Level of Service	Description	Average Delay Per Vehicle (sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Level of Service Analysis

The level of service analysis for each scenario is presented below.

Existing Conditions

The existing conditions peak-hour traffic volumes at the study intersections are shown on Figure 5. The existing conditions analysis was based on traffic counts from previous studies and new counts. For traffic counts that were older than two years, a 1% growth factor per year was applied until 2022.The results of the existing conditions level of service analysis show that with the existing traffic volumes each study intersection operates at an acceptable level of service during the AM and PM peak hours (see Table 4).

Existing Plus Project Conditions

The existing plus project peak-hour traffic volumes at the study intersections are shown on Figure 6. The results of the level of service analysis under existing plus project conditions are summarized in Table 4. The results show that each study intersection would continue to operate at an acceptable level of service during the AM and PM peak hours.

Table 4
Existing and Existing Plus Project Level of Service Summary

ID #	Intersection	Control	Peak Hour	Count Date	Existing avg. delay (sec/veh) or v/c[1]	Existing LOS	Existing + Project avg. delay (sec/veh) or v/c[1]	Existing + Project LOS	increase in avg. delay or v/c
1	Industrial Road and Harbor Boulevard	Signal	AM	1/14/2020	0.54	A	0.56	A	0.02
			PM	1/14/2020	0.55	A	0.56	A	0.01
2	Industrial Road and PPG Paint/Alphascript Driveway and In-n-Out/Project Driveway	Side-Street Stop	AM	10/27/2021	13.0	B	15.1	C	2.1
			PM	10/27/2021	12.9	B	20.7	C	7.8
3	El Camino Real and Holly Street	Signal	AM	5/14/2019	0.64	B	0.64	B	0.0
			PM	5/14/2019	0.71	C	0.71	C	0.0
4	Old County Road and Holly Street	Signal	AM	5/14/2019	0.76	C	0.78	C	0.0
			PM	5/14/2019	0.76	C	0.79	C	0.0
5	Industrial Road and Holly Street	Signal	AM	5/14/2019	0.68	B	0.70	C	0.0
			PM	5/14/2019	0.77	C	0.80	D	0.0

Notes:

[1] For signalized intersections, level of service (LOS) is based on the intersection volume-to-capacity (v/c) ratio. For the side-street stop controlled intersection, LOS is based on the average delay experienced by the worst movement.

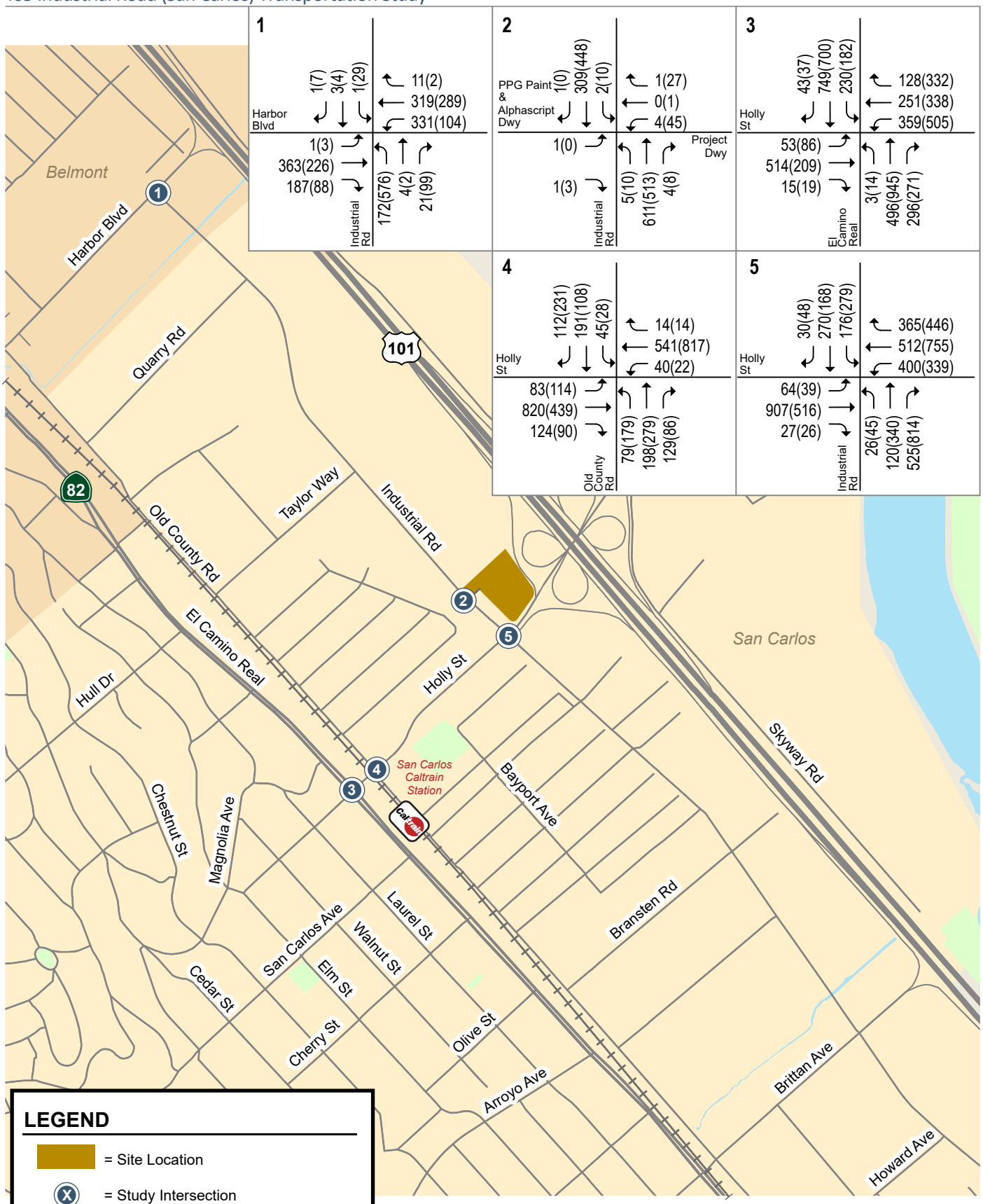

Figure 5
Existing Traffic Volumes

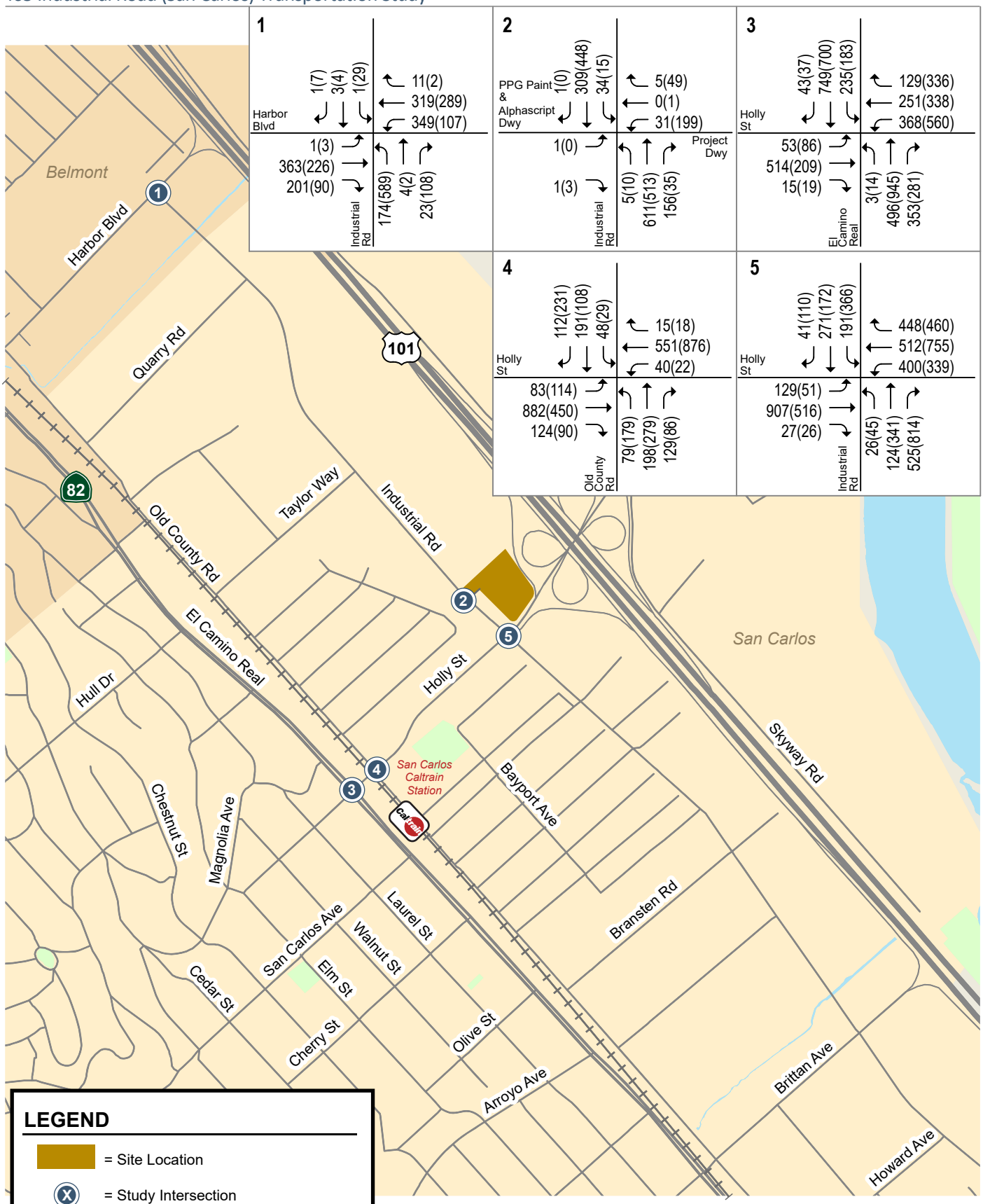

Figure 6
Existing Plus Project Traffic Volumes

Background Conditions

Background peak-hour traffic volumes are estimated by adding to existing traffic volumes the volumes from approved but not yet completed developments in the study area. A list of approved but not yet constructed and occupied developments near the proposed project site were obtained from the cities of San Carlos and Belmont. The projects included in the background analysis are listed below.

San Carlos Background Projects

- 1091 Industrial Road – 139,000 s.f. life science
- 1030 Brittan Avenue – 96,000 s.f. life science
- 777 Industrial Road – 120,000 s.f. life science

Belmont Background Projects

- 800-803 Belmont Avenue – 125 residential units
- 815 Old County Road – 177 residential units
- 800 Laurel Avenue – 16 residential units
- 1325 Old County Road – mixed-use, 250 residential units
- 1300 El Camino Real – mixed-use, 66 residential units and office space

The background conditions peak-hour traffic volumes are shown on Figure 7. The background peak-hour traffic volumes at each study intersection for each project listed above was estimated based on previously completed traffic studies. For projects where previous traffic study information was not available, the trip generation, distribution, and assignment was estimated following a similar process as described for the proposed project trips. The peak-hour traffic volumes for each background project at each study intersection are provided in Attachment 2. The results of the background conditions level of service analysis show that during the AM and PM peak hours each study intersection would operate at an acceptable level of service (see Table 5).

Background Plus Project Conditions

The background plus project conditions peak-hour traffic volumes at the study intersections are shown on Figure 8. The results of the level of service analysis under background plus project conditions are summarized in Table 5. The results shown that each study intersection would operate at an acceptable level of service during the AM and PM peak hours.

Table 5
Background and Background Plus Project Level of Service Summary

ID #	Intersection	Control	Peak Hour	Background avg. delay (sec/veh) or v/c[1]	Background LOS	Background + Project avg. delay (sec/veh) or v/c[1]	Background + Project LOS	Background + Project increase in avg. delay or v/c
1	Industrial Road and Harbor Boulevard	Signal	AM	0.55	A	0.57	A	0.02
			PM	0.56	A	0.56	A	0.00
2	Industrial Road and PPG Paint/Alphascript Driveway and In-n-Out/Project Driveway	Side-Street Stop	AM	13.0	B	15.1	C	2.1
			PM	13.0	B	20.8	C	7.8
3	El Camino Real and Holly Street	Signal	AM	0.66	B	0.66	B	0.00
			PM	0.72	C	0.72	C	0.00
4	Old County Road and Holly Street	Signal	AM	0.76	C	0.79	C	0.03
			PM	0.77	C	0.80	D	0.03
5	Industrial Road and Holly Street	Signal	AM	0.69	B	0.70	C	0.01
			PM	0.77	C	0.80	D	0.03

Notes:

[1] For signalized intersections, level of service (LOS) is based on the intersection volume-to-capacity (v/c) ratio. For the side-street stop controlled intersection, LOS is based on the average delay experienced by the worst movement.

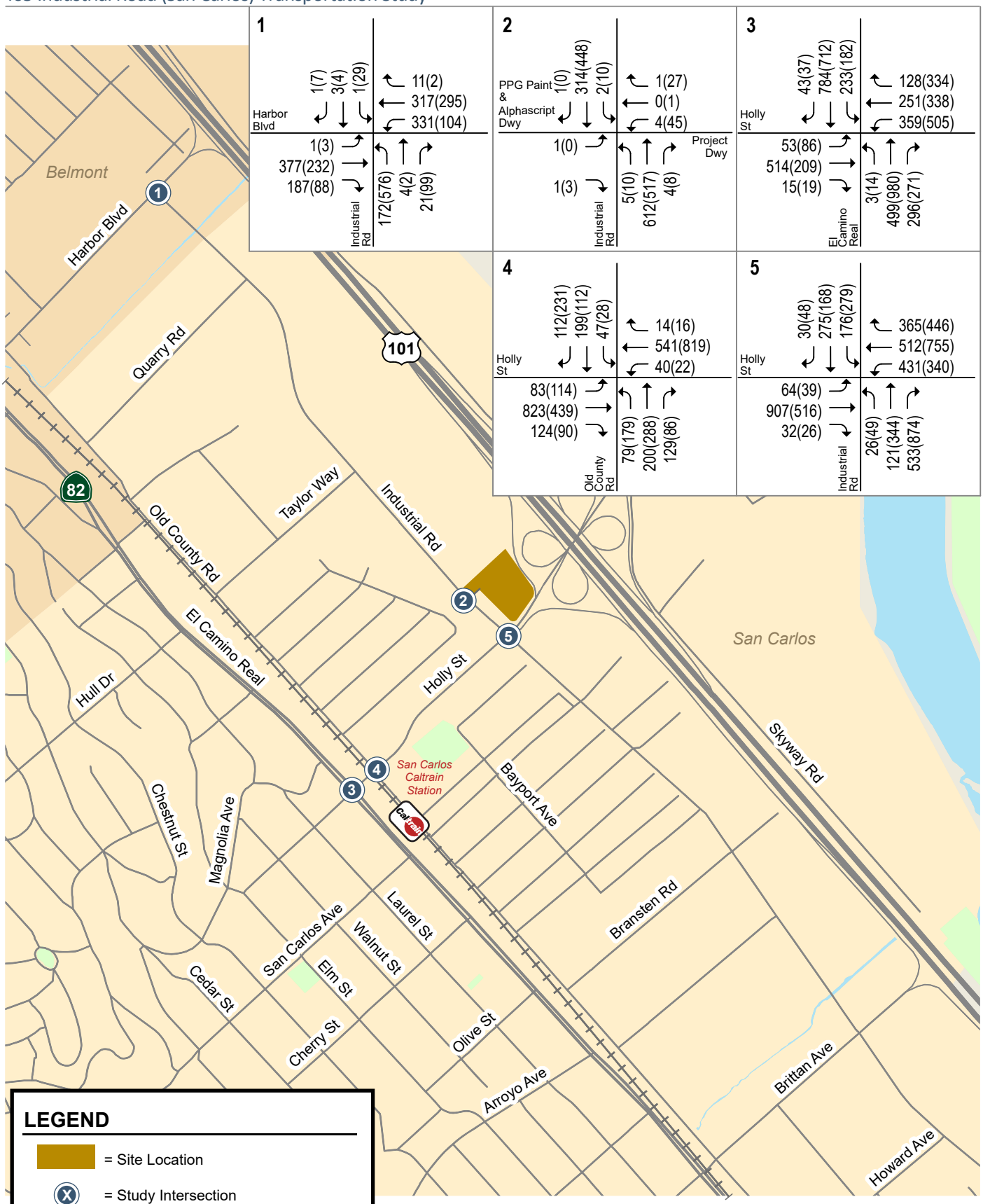

Figure 7
Background Traffic Volumes

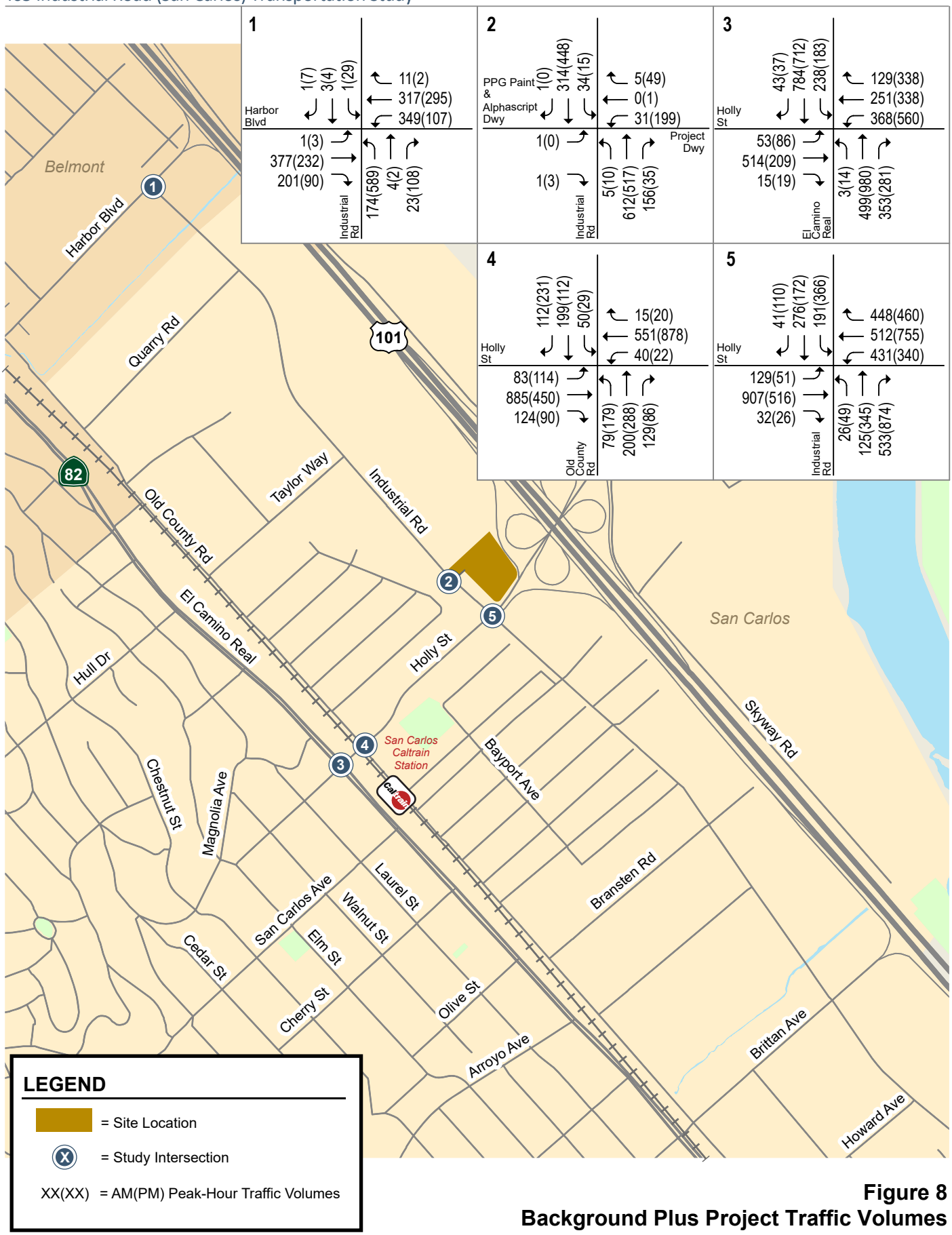

Figure 8
Background Plus Project Traffic Volumes

Cumulative Conditions

Cumulative peak-hour traffic volumes are estimated by adding to background traffic volumes the volumes from pending but not yet approved developments in the study area. A list of pending but not yet approved developments near the proposed project site were obtained from the cities of San Carlos and Belmont. The projects included in the cumulative analysis are listed below.

San Carlos Cumulative Projects

- 987 Commercial Street – 1,620,000 s.f. life science
- 888 Bransten Road – 105,000 s.f. life science
- 803 Old County Road – 325,000 s.f. life science
- 501 Industrial Road – 188 room hotel
- 1021 Howard Avenue – 191,000 s.f. life science
- 642 Quarry Road – 410,000 s.f. life science

Belmont Cumulative Projects

- 1110 Old County Road – 13,000 s.f office
- 580 Masonic Way – 139 residential units
- 2 Davis Drive – 78,000 s.f. office/R&D
- El Camino Real/Hill Street – 37 residential units
- 1477 El Camino Real – mixed-use, 5 residential units and office space
- 608 Harbor Boulevard – 103 residential units
- 601 Harbor Boulevard – 757,000 s.f. life science
- 1328 Old County Road – 9 residential units

The cumulative conditions peak-hour traffic volumes are shown on Figure 9. The cumulative peak-hour traffic volumes at each study intersection for each project listed above was estimated based on previously completed traffic studies. For projects where previous traffic study information was not available, the trip generation, distribution, and assignment was estimated following a similar process as described for the proposed project trips. The peak-hour traffic volumes for each cumulative project at each study intersection are provided in Attachment 2. The results of the level of service analysis under cumulative plus project conditions are summarized in Table 6. The results shown that each study intersection would operate at an acceptable level of service during the AM and PM peak hours.

Cumulative Plus Project Conditions

The cumulative plus project conditions peak-hour traffic volumes at the study intersections are shown on Figure 10. The results of the level of service analysis under cumulative plus project conditions are summarized in Table 6. The results shown that each study intersection would operate at an acceptable level of service during the AM and PM peak hours.

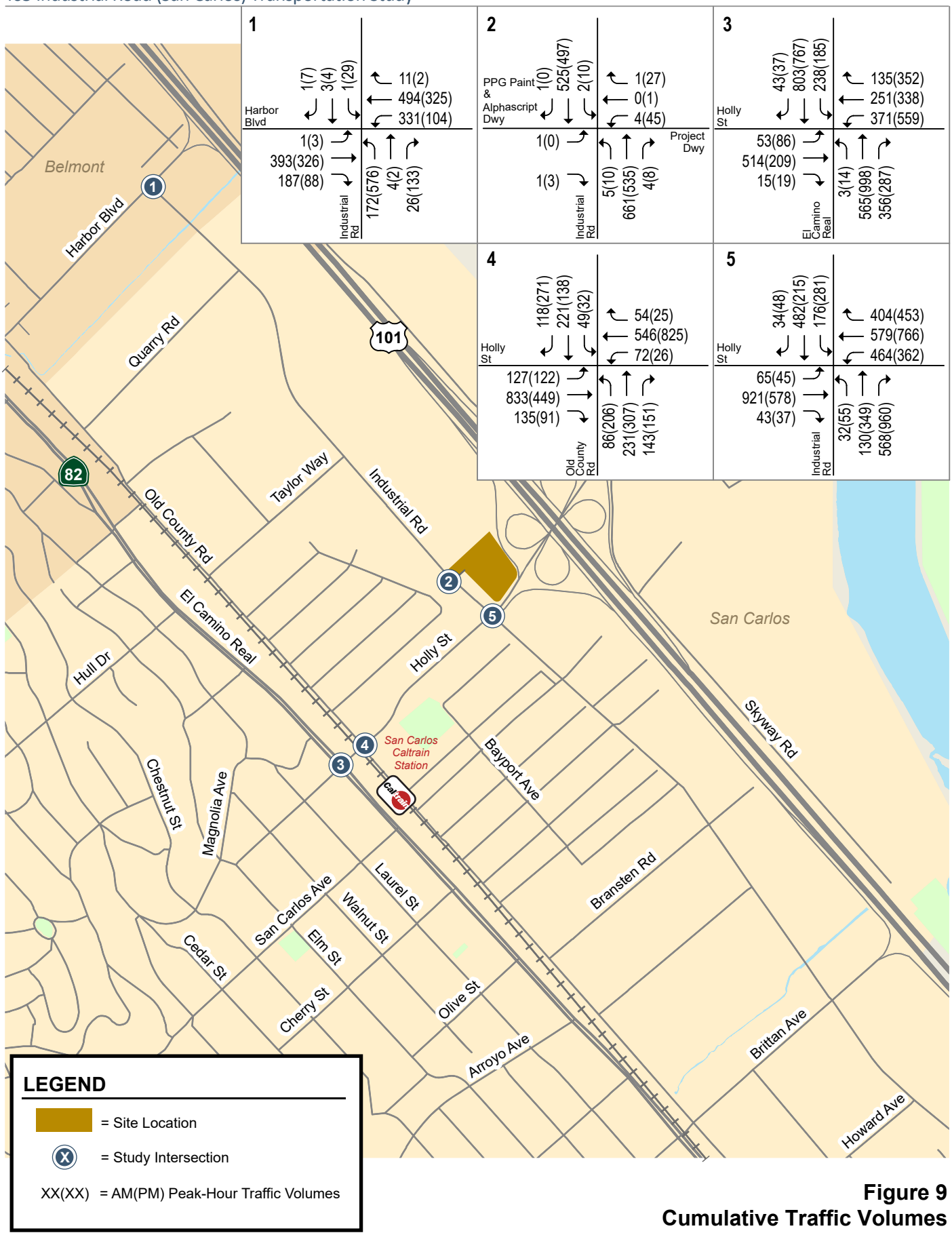

Figure 9
Cumulative Traffic Volumes

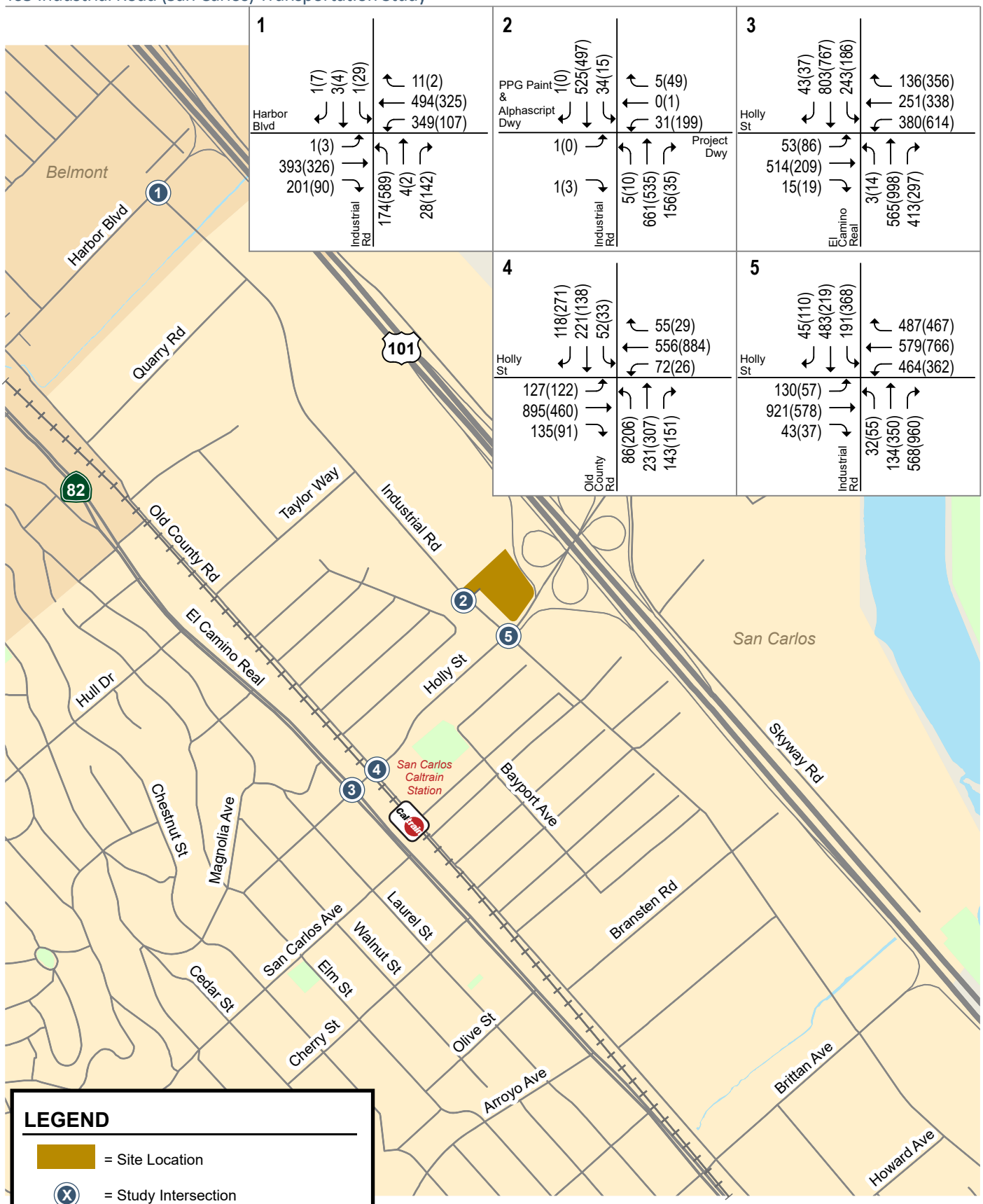

Figure 10
Cumulative Plus Project Traffic Volumes

Table 6
Cumulative and Cumulative Plus Project Level of Service Summary

ID #	Intersection	Control	Peak Hour	Cumulative avg. delay (sec/veh) or v/c[1]	Cumulative LOS	Cumulative + Project avg. delay (sec/veh) or v/c[1]	Cumulative + Project LOS	Cumulative + Project increase in avg. delay or v/c
1	Industrial Road and Harbor Boulevard	Signal	AM	0.56	A	0.58	A	0.02
			PM	0.61	B	0.62	B	0.01
2	Industrial Road and PPG Paint/Alphascript Driveway and In-n-Out/Project Driveway	Side-Street Stop	AM	13.8	B	16.2	C	2.4
			PM	13.2	B	21.9	C	8.7
3	El Camino Real and Holly Street	Signal	AM	0.66	B	0.66	B	0.00
			PM	0.73	C	0.73	C	0.00
4	Old County Road and Holly Street	Signal	AM	0.83	D	0.85	D	0.02
			PM	0.83	D	0.85	D	0.02
5	Industrial Road and Holly Street	Signal	AM	0.78	C	0.80	D	0.02
			PM	0.80	D	0.84	D	0.04

Notes:

[1] For signalized intersections, level of service (LOS) is based on the intersection volume-to-capacity (v/c) ratio. For the side-street stop controlled intersection, LOS is based on the average delay experienced by the worst movement.

Queuing Analysis at the Study Intersections

An evaluation of vehicle queuing at the signalized study intersections was conducted using the Synchro software. The basis of the analysis is as follows: (1) the Synchro software is used to estimate the 95th percentile maximum queue length in feet; (2) the estimated maximum queue length is translated into number of queued vehicles, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the available storage capacity. The queuing analysis included the four movements listed below to which the project would add a notable number of trips.

- Northbound left-turn on Industrial Road at Harbor Boulevard
- Westbound left-turn on Harbor Boulevard at Industrial Road
- Westbound left-turn on Holly Street at El Camino Real
- Southbound left-turn on Industrial Road at Holly Street

For the northbound left-turn at Industrial Road/Harbor Boulevard the estimated 95th percentile queue length was compared to the length of storage on Industrial Road from Harbor Boulevard to Quarry Road. For the westbound left-turn at Industrial Road/Harbor Boulevard, westbound left-turn at El Camino Real/Holly Street, and southbound left-turn at Industrial Road/Holly Street, the estimated 95th percentile queue length was compared to the length of the existing turn pockets/median storage areas. The results of the queuing analysis are discussed below and shown in Table 7.

Under existing, background, and cumulative conditions, the queuing analysis shows that the PM peak-hour queues extend beyond the existing storage capacity for the westbound left-turn on Holly Street at El Camino Real. The project would add 55 vehicles to this left turn during the PM peak hour. However, the addition of project traffic would not cause an increase in the estimated 95th percentile vehicle queue length, thus, the project is not expected to have an adverse effect on queuing for this movement.

Table 7
Queuing Analysis Summary

Movement	Industrial Rd & Harbor Blvd				El Camino Real & Holly St		Industrial Rd & Holly St	
	NBL		WBL		WBL		SBL	
Peak Hour Period	AM	PM	AM	PM	AM	PM	AM	PM
Existing								
Volume (vphpl)	172	576	331	104	180	253	88	140
95th %. Queue (ft/ln)[1]	100	250	250	100	125	150	75	100
95th %. Queue (veh/ln)[1]	4	10	10	4	5	6	3	4
Storage (ft/ln)	870	870	300	300	135	135	270	270
Adequate (Y/N)	Y	Y	Y	Y	Y	N	Y	Y
Existing Plus Project								
Volume (vphpl)	174	589	349	107	184	280	96	183
95th %. Queue (ft/ln)[1]	100	250	275	125	125	150	75	125
95th %. Queue (veh/ln)[1]	4	10	11	5	5	6	3	5
Storage (ft./ln)	870	870	300	300	135	135	270	270
Adequate (Y/N)	Y	Y	Y	Y	Y	N	Y	Y
Background								
Volume (vphpl)	172	576	331	104	180	253	88	140
95th %. Queue (ft/ln)[1]	100	250	250	100	125	150	75	100
95th %. Queue (veh)[1]	4	10	10	4	5	6	3	4
Storage (ft./ln)	870	870	300	300	135	135	270	270
Adequate (Y/N)	Y	Y	Y	Y	Y	N	Y	Y
Background Plus Project								
Volume (vphpl)	174	589	349	107	184	280	96	183
95th %. Queue (ft/ln)[1]	100	250	275	125	125	150	75	75
95th %. Queue (veh/ln)[1]	4	10	11	5	5	6	3	3
Storage (ft./ln)	870	870	300	300	135	135	270	270
Adequate (Y/N)	Y	Y	Y	Y	Y	N	Y	Y
Cumulative								
Volume (vphpl)	172	576	331	104	186	280	88	141
95th %. Queue (ft/ln)[1]	100	300	250	125	100	175	75	100
95th %. Queue (veh)[1]	4	12	10	5	4	7	3	4
Storage (ft./ln)	870	870	300	300	135	135	270	270
Adequate (Y/N)	Y	Y	Y	Y	Y	N	Y	Y
Cumulative Plus Project								
Volume (vphpl)	174	589	349	107	190	307	96	184
95th %. Queue (ft/ln)[1]	100	325	275	125	125	175	100	125
95th %. Queue (veh/ln)[1]	4	13	11	5	5	7	4	5
Storage (ft./ln)	870	870	300	300	135	135	270	270
Adequate (Y/N)	Y	Y	Y	Y	Y	N	Y	Y

Notes:
NBL = northbound left-turn; SBL = southbound left-turn; WBL = westbound left-turn

[1] Vehicle queues are from Synchro outputs and are rounded up to the next whole number. Assumes 1 vehicle equals 25 feet of queue.

Signal Warrant Analysis

Traffic conditions at the unsignalized intersection of Industrial Road and Project Driveway/Northern In-N-Out Driveway were assessed to determine whether a traffic signal would be warranted based on the peak-hour volume signal warrant (Warrant #3) described in the *2014 California Manual on Uniform Traffic Control Devices* (CA MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal. Note that this is just one tool used to evaluate whether installation of a traffic signal would be justified. The analysis shows that the AM and PM peak-hour traffic volumes at the intersection would not satisfy the signal warrant under any of the study scenarios.

Site Access and On-Site Circulation

The site access and on-site circulation evaluations are based on the site plan prepared by RMW Architecture & Interiors dated for September 30, 2021(see Figure 2). Site access was evaluated to determine the adequacy of the site's driveway with regard to the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Project Driveway

Vehicular access to the project site is provided via the existing site driveway at Industrial Road. The existing driveway is in the northwest corner of the project site just north of the existing In-N-Out restaurant. The driveway is approximately 26 feet wide and would provide access to the proposed main project drive aisle. The main project drive aisle would provide access to the surface parking spaces, the parking garage, and the loading zone loop.

Sight Distance at the Project Driveway

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that the exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on the driveway from Industrial Road to the project site. It is estimated that there is at least 300 feet of sight distance from the project driveway looking towards both northbound and southbound traffic. In addition, southbound left-turning vehicles into the project driveway have at least 300 feet of sight distance looking at oncoming northbound traffic. Based on the stopping sight distances outlined in the California Department of Transportation's (Caltrans) *Highway Design Manual*, a sight distance of 300 feet is sufficient for a design speed up to 40 miles per hour (mph). Industrial Road is signed for 35 mph in both the northbound and southbound directions. Therefore, sight distance is adequate at the driveway.

Driveway Operations

The project driveway would be full access. Outbound trips would be highest during the PM peak hour. During the PM peak hour, it is estimated that there would be 176 outbound trips, which equates to approximately three vehicles a minute. Any outbound queues would remain on-site while the vehicles wait for a gap in the Industrial Road traffic to exit the driveway. Based on the queuing analysis for the project driveway, the estimated 95th percentile queue for outbound vehicles waiting for a gap in traffic is estimated to be four vehicles (see Table 8). There would be sufficient storage space on site for this queue, and this outbound queue is not expected to have an adverse effect on the site operations and circulation. There is a two-way left-turn lane for northbound and southbound traffic on Industrial Road. Vehicles turning left out of the project driveway could make a two-stage left turn by utilizing the two-way left-turn lane. Vehicles turning left out of the project driveway are

not expected to interfere with the vehicles using the northern In-N-Out driveway due to the small number of inbound left turns to In-n-Out (1 AM peak hour southbound inbound left turn and 9 PM peak hour southbound inbound left-turns).

Inbound southbound left-turn vehicles would be the highest during AM peak hour. During the AM peak hour, it is estimated that there would be 25 inbound southbound left turns, which equates to approximately one vehicle every two minutes. In the two-way left-turn lane, there is approximately 85 feet from the project site entrance to the median on Industrial Road. Note that inbound southbound left-turn traffic for the project and the existing northern In-N-Out driveway would wait for a gap in northbound traffic from a similar position. A queuing analysis was prepared for the southbound left-turn at the project driveway and the estimated 95th percentile queue for the AM peak hour southbound left-turn, for the combined project traffic and existing northern In-N-Out driveway traffic, is estimated to be one vehicle. This queue is not expected to have an adverse effect on traffic on Industrial Road. The results of the queuing analysis for the project driveway are shown in Table 8.

Table 8
Project Driveway Queuing Analysis

	Industrial Road and Project Driveway/Northern In-N-Out Driveway			
	SBL		WBL-T-R	
Peak Hour Period	AM	PM	AM	PM
Existing				
Volume (vphpl)	2	10	5	73
95th %. Queue (ft/ln)[1]	0	25	25	25
95th %. Queue (veh/ln)[1]	0	1	1	1
Storage (ft./ln)	85	85	140	140
Adequate (Y/N)	Y	Y	Y	Y
Existing Plus Project				
Volume (vphpl)	34	15	36	249
95th %. Queue (ft/ln)[1]	25	25	25	100
95th %. Queue (veh)[1]	1	1	1	4
Storage (ft./ln)	85	85	140	140
Adequate (Y/N)	Y	Y	Y	Y
Background				
Volume (vphpl)	2	10	5	73
95th %. Queue (ft/ln)[1]	0	25	25	25
95th %. Queue (veh/ln)[1]	0	1	1	1
Storage (ft./ln)	85	85	140	140
Adequate (Y/N)	Y	Y	Y	Y
Background Plus Project				
Volume (vphpl)	34	15	36	249
95th %. Queue (ft/ln)[1]	25	25	25	100
95th %. Queue (veh)[1]	1	1	1	4
Storage (ft./ln)	85	85	140	140
Adequate (Y/N)	Y	Y	Y	Y
Cumulative				
Volume (vphpl)	2	10	5	73
95th %. Queue (ft/ln)[1]	0	25	25	25
95th %. Queue (veh/ln)[1]	0	1	1	1
Storage (ft./ln)	85	85	140	140
Adequate (Y/N)	Y	Y	Y	Y
Cumulative Plus Project				
Volume (vphpl)	34	15	36	249
95th %. Queue (ft/ln)[1]	25	25	25	100
95th %. Queue (veh)[1]	1	1	1	4
Storage (ft./ln)	85	85	140	140
Adequate (Y/N)	Y	Y	Y	Y

Notes:
SBL = Southbound left-turn;
WBL-T-R = Westbound shared left-through-right

[1] Vehicle queues are from Synchro outputs and are rounded up to the next whole number. Assumes 1 vehicle equals 25 feet of queue.

Circulation with Adjacent Driveways

Immediately south of the project site is an In-N-Out restaurant. In-N-Out has two driveways on Industrial Road. The northern driveway would be adjacent to the project driveway and experiences light outbound traffic volume (3 AM peak hour outbound vehicle trips and 73 PM peak hour outbound vehicle trips). The northern In-N-Out driveway experiences limited inbound southbound left-turn traffic (1 AM peak hour southbound inbound left turn and 9 PM peak hour southbound inbound left-turns). The northern In-N-Out inbound and outbound traffic volumes are not expected to interfere with project driveway operations.

Based on field observations and the layout of the In-N-Out property, inbound drive thru traffic and queues associated with the drive thru are focused on the southern driveway. The drive thru operations should not have an adverse effect on the project driveway operations.

Vehicle Parking Requirements

The parking requirements for the proposed project are based on the City of San Carlos Zoning Code (Chapter 18.20, 18.20.040-A(3)). Based on the zoning code, research and development classifications are required to provide 1 parking space per 300 s.f. of office space and 1 parking space per 800 s.f. of laboratory space. Therefore, the project would be required to provide a minimum of 428 parking spaces.

Proposed Parking and Circulation

Parking for the proposed project would be located on-site in surface parking spaces and a podium garage with four levels of parking (two levels below ground and two levels above ground). The project proposes 458 parking spaces, which would exceed the City's zoning code requirements. The project proposes to implement a TDM plan, which would allow up to a 20% reduction in the required number of parking spaces.

The parking areas would be directly accessible from the project driveway and main project drive aisle. There would be three entrances to the parking garage, one each in the northeast, southeast, and southwest corners of the building. Each of the entrances and drive aisles would be approximately 24 feet wide and the ramps in the parking garage would be approximately 26 feet wide. These widths would be adequate to allow two-way traffic and would be sufficient for maneuvering in and out of parking spaces.

The southwest parking garage driveway would provide access to a single, dead-end aisle of parking along the western portion of the garage. This aisle would be difficult to maneuver when the parking spaces are occupied. It is recommended that a parking space at the north end of this dead-end aisle be removed and converted to a maneuvering area.

Besides the drive aisle mentioned above, every drive aisle would be accessible by either the northeast or the southeast parking garage driveway and each floor would be connected by a ramp along the eastern portion of the garage. Overall, the garage layout shows adequate connectivity and adequate maneuvering space between floors and drive aisles.

The parking structure would include standard, tandem, standard accessible, and van accessible parking spaces. It is recommended that the tandem parking spaces be assigned to specific employees so that in the event that vehicles need to be shuffled it is easier to identify the owners.

Loading and Emergency Vehicle Access

The project would include two loading zones. One on the north side of the building along the main project drive aisle and the other on the east side of the building. There also would be a drive aisle along the perimeter of the project site. This drive aisle along the perimeter of the project site and the loading zone on the north side of the building would also act as access points/routes for emergency vehicles.

Pedestrian Access and Circulation

Pedestrian facilities in the immediate vicinity of the project site include sidewalks along Industrial Road and the nearby streets and crosswalks at the adjacent signalized intersections. Near the project area there are existing sidewalks along both sides of Industrial Road, Taylor Way, and Holly Street on the west side of Industrial Road. Sidewalks also exist on the south side of Holly Street west of Industrial Road.

There are continuous pedestrian facilities from the project site connecting to the transit stops along El Camino Real.

The project would connect to the existing pedestrian facilities on Industrial Road. The project would include sidewalks along the front of the building and on the south side of the project driveway. There is also a proposed pedestrian path from the southwest corner of the building to the Industrial Road and Holly Street intersection. This pedestrian path would be a shared pedestrian and bicyclist route.

Bicycle Access and Circulation

Existing bicycle facilities in the vicinity of the project site include bicycle lanes (Class II facilities) and bicycle routes (Class III facilities) on some nearby streets. In the project vicinity there are bicycle lanes and bicycle routes on Industrial Road, Holly Street, and Old County Road.

The project would provide long-term bicycle parking spaces on-site. The long-term bicycle parking spaces would be located in southwest corner of the building on the first floor. The long-term bicycle parking spaces would be accessible from the sidewalk along the project frontage. There is also a proposed pedestrian path from the southwest corner of the building to the Industrial Road and Holly Street intersection. This pedestrian path would be a shared pedestrian and bicyclist route.

Transit Services in the Project Vicinity

Transit service in the project area is provided to bus stops on El Camino Real and Holly Street and the San Carlos Caltrain Station. The bus stops on El Camino Real are served by four SamTrans bus routes. The bus stop on Holly Street east of US 101 is served by one SamTrans bus route. The existing routes and their headways are summarized in Table 9.

The closet bus stops to the project site are located at the intersections of Holly Street/Shoreway Road and El Camino Real/San Carlos Avenue. The bus stop at Holly Street/Shoreway Road is a westbound bus stop, and the bus stop at El Camino Real/San Carlos Avenue is a northbound and southbound bus stop. The San Carlos Caltrain Station is approximately 0.6 miles from the project site and is served by 31 Limited lines in both the northbound and southbound direction. The trains run approximately every 40 minutes from 5:15 AM to 1:00 AM in the northbound direction and from 5:30 AM to 2:00 AM in the southbound direction. There are continuous pedestrian and bicycle

facilities from the project site to the nearby transit stops via Old County Road, Holly Street, E. San Carlos Avenue, and Industrial Road.

Table 9
Existing Transit Services

Route	Route Description	Weekday Hours of Operation	Headways[1] (minutes)	Nearby Bus Stops/Stations	Walking Distance to Project Site
SamTrans					
260	San Carlos Caltrain - College of San Mateo	6:00 AM - 7:00 PM	60	Redwood Shores Parkway and Airport Way	0.6 mile
295	San Mateo Caltrain - Redwood City Transit Center	7:30 AM - 6:45 PM	60	El Camino Real and San Carlos Avenue	0.7 mile
397	San Francisco - Palo Alto Transit Center	12:45 AM - 5:00 AM	60	El Camino Real and Oak Street El Camino Real and San Carlos Avenue	0.7 mile
398	Redwood City Transit Center to SF Transbay Terminal	AM & PM Peak Commute Hours	-[2]	El Camino Real and Oak Street El Camino Real and San Carlos Avenue	0.7 mile
ECR	Daly City BART - Palo Alto Transit Center	4:00 AM - 2:00 AM	15	El Camino Real and Oak Street El Camino Real and San Carlos Avenue	0.7 mile
Caltrain					
Caltrain	Gilroy - San Francisco	5:00 AM - 1:45 AM	40	San Carlos Caltrain Station	0.6 mile

Notes:
[1] Headways during weekday peak periods as of August 2022.
[2] Limited service. Two buses in each direction during the AM commute period and during the PM commute period.

Conclusions

The results of the transportation study for the 405 Industrial Road project are summarized below.

- It is estimated that the project would generate 1,856 new daily vehicle trips, with 215 new trips occurring during the AM peak hour and 208 new trips occurring during the PM peak hour.
- The level of service analysis shows that each of the study intersections currently operates and would continue to operate at an acceptable level of service during the AM and PM peak hours during each analysis scenario.
- The level of service analysis shows that the proposed project would not have an adverse effect on operations at the study intersections.
- The proposed site plan shows adequate site access and on-site circulation. It is recommended that a parking space be removed at the north end of the dead-end aisle on the western side of the ground floor of the parking garage to provide a maneuvering area. It is also recommended that the tandem parking spaces be assigned to specific employees so that in the event that vehicles need to be shuffled it is easier to identify the owners.
- The peak-hour signal warrant analysis shows that the AM and PM peak-hour traffic volumes at the Industrial Road and the Project Driveway/Northern In-N-Out Driveway intersection would not satisfy the signal warrant under any of the study scenarios.

Attachment 1

VMT Analysis for the Proposed 405 Industrial Road Project in San Carlos, California

Hexagon Transportation Consultants, Inc.

Memorandum

Date: January 18, 2022

To: Phillip Gleason, Barbara Beard

From: Gary Black, Rueben Rodriguez

Subject: VMT Analysis for the Proposed 405 Industrial Road Project in San Carlos, California

Hexagon Transportation Consultants, Inc. has completed a vehicle miles traveled (VMT) analysis for the proposed 405 Industrial Road project in San Carlos, California. The proposed project site is located on the northeast corner of the Industrial Road and Holly Street intersection (see Figure 1). The project would demolish the existing uses on-site and construct a six-story building with approximately 205,000 square feet (s.f.) of office and laboratory space (see Figure 2).

The purpose of this analysis is to document the VMT impact of the project based on the City of San Carlos' VMT policy. The methodology and results of the analysis are discussed below.

Significant Impact Criteria

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project.

The San Carlos VMT policy specifies that office use projects shall be considered less-than-significant if the project generates 15-percent (15%) below the daily VMT per job in the City. The San Carlos VMT policy sets the daily existing VMT and the 2040 General Plan buildout VMT at 27.6 daily miles per job and 26.7 daily miles per job, respectively. Thus, the VMT thresholds for an office use to be considered less-than significant are 23.5 and 22.7 VMT per job for existing conditions and 2040 conditions, respectively.

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VMT Analysis

Daily VMT for the proposed project zone were determined based on the Metropolitan Transportation Commission (MTC) travel demand forecast model for the Plan Bay Area 2040. The average daily VMT for the project based on the MTC travel demand forecast model for existing (2020 pre-COVID) conditions and 2040 conditions are 26.6 and 26.3 daily VMT per job, respectively. These rates are higher than the standard, and the project would have a potential significant impact on VMT (see Table 1). Mitigation is required.

Based on the City of San Carlos transportation demand management (TDM) policy, the project would be required to meet a 20-percent (20%) reduction in trip generation. A reduction in trip generation would directly result in a reduction in VMT because it reduces trips to and from the proposed project. Thus, a 20-percent reduction in VMT was applied to the proposed project's baseline VMT to account for the project's TDM trip reduction requirement. With the 20-percent reduction in VMT, the project's existing conditions and 2040 conditions VMT would be 21.3 and 21.0 VMT per job, respectively (see Table 1). Thus, the average daily VMT for the project would be below the City of San Carlos VMT policy threshold, and the required TDM Plan trip reduction would fully mitigate the potential VMT impact.

Table 1
Project VMT Summary

Scenario	Existing Daily VMT	2040 Daily VMT
San Carlos VMT Baseline	27.6	26.7
Threshold (15% Below Baseline)	**23.5**	**22.7**
Proposed Project Baseline [1]	*26.6*	*26.3*
Proposed Project with TDM [2]	***21.3***	***21.0***

Notes:
VMT = vehicle miles traveled, TDM = transportation demand management

[1] The daily VMT for the proposed project were determined based on the Metropolitan Transportation Commission (MTC) travel demand forecast model for the Plan Bay Area 2040.

[2] The proposed project would be required to meet a 20-percent (20%) reduction in trip generation, per the City of San Carlos TDM policy.

The project's TDM plan was prepared by TDM Specialists, Inc. The project's TDM plan includes a variety of programs, incentives, and facilities such as bicycle infrastructure (e.g. bicycle parking and bicycle repair station), showers/changing facilities, and an on-site exercise facility. The TDM Plan is designed to achieve the required 20-percent trip reduction and includes monitoring and reporting requirements. The project's proposed TDM plan is attached to this memo.

Figure 1
Project Site Location and Surrounding Area

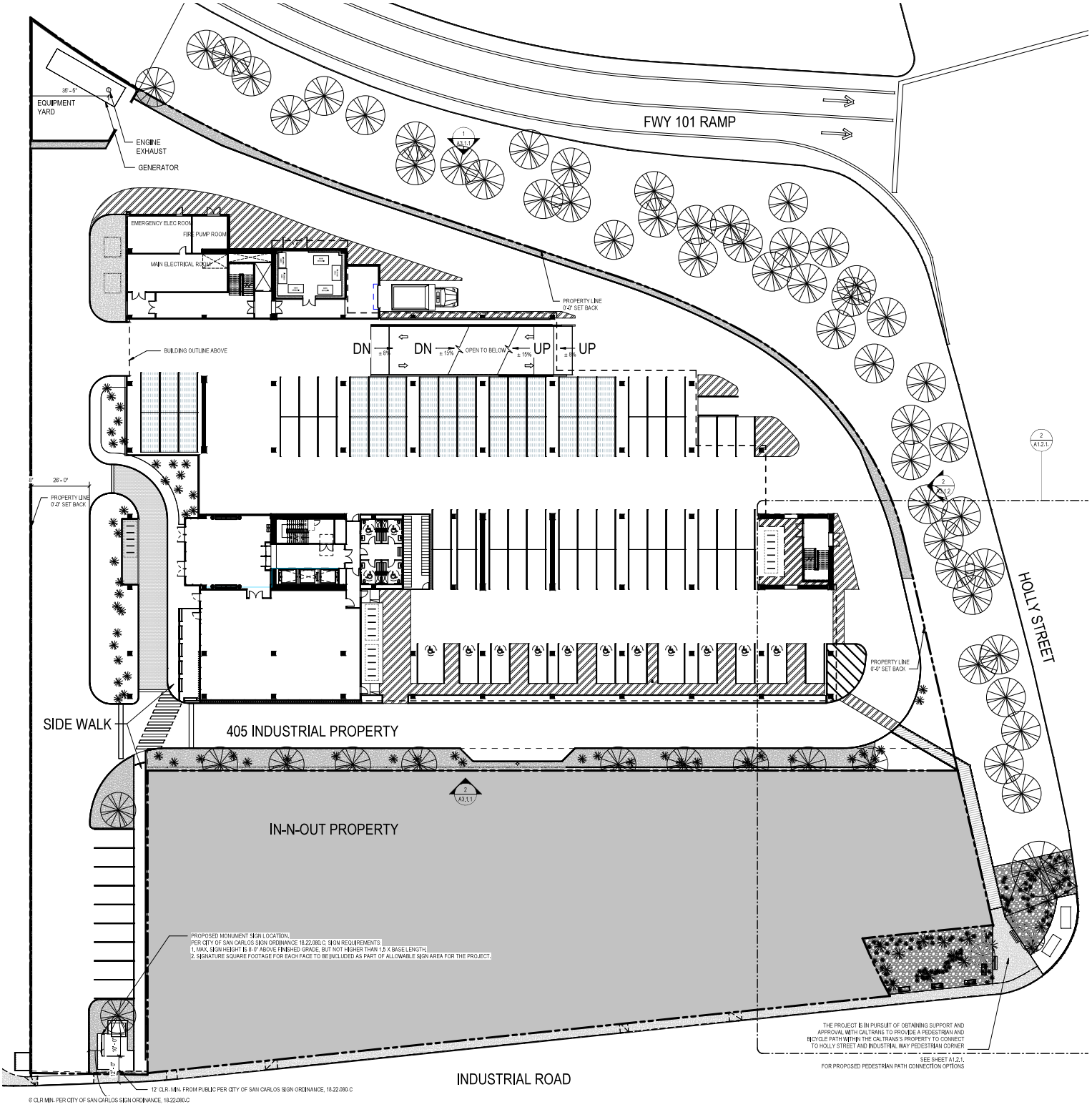

Figure 2
Project Site Plan

Attachment 1
TDM Plan

August 2, 2021

405 INDUSTRIAL ROAD

Transportation Demand Management Plan

TDM SPECIALISTS, INC.
A Transportation Demand Management Company

405 Industrial Road

City of San Carlos

Preliminary Transportation Demand Management Plan
(Transportation Action Plan)

CALGreen

Prepared for:

Menlo Equities

Prepared by:

TDM SPECIALISTS, INC.
A Transportation Demand Management Company

(408) 420-2411

August 2, 2021

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TDM EXECUTIVE SUMMARY

This Transportation Demand Management TDM Plan (herein known as the TDM Plan) for the site at 405 Industrial Road (Project) provides a viable and dynamic program to support a 20 percent reduction in vehicle trips. This TDM Plan is consistent with the City of San Carlos' TDM Ordinance "to meet vehicle trip generation rates that are 20 percent lower than the standard rates as established in the most recent edition of the Institute of Transportation Engineers (ITE) trip generation manual."

The TDM Plan also meets the trip reduction guidelines provided by the City/County Association of Governments (CCAG) of San Mateo County. The CCAG guidelines "…identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions." The mechanisms in the TDM Plan will bind both the Project and future tenants.

The TDM Plan measures are consistent with other well-performing TDM Plans and trip-reduction programs in South San Francisco, Foster City, Brisbane, Redwood City, and other San Francisco Bay Area locations.

The following outline provides a checklist of measures included in the applicant's TDM Plan for the Project. This list satisfies the San Carlos TDM Ordinance Chapter 18.25.050.A submittal requirement.

TDM INFRASTRUCTURE AND PHYSICAL MEASURES

- Infill development
- Building design
- Bicycle parking - long-term secure bike room (Class I)
- Bicycle parking - short-term racks (Class II)
- Enhanced bicycle parking
- Wayfinding
- Public bikeshare program hub - conceptual
- Fix-it bicycle repair station
- Showers and changing facilities
- Pedestrian facilities
- Carpool/vanpool parking spaces
- Clean air vehicle parking
- Electric vehicle charging facilities
- Carshare parking space
- Motorcycle and scooter parking placement
- Passenger loading area
- Employee Commuter Resource Flier
- TDM site plan

- Outdoor amenity space
- On-site café
- On-site exercise facility
- Nearby amenities and mobile delivery services
- Transportation information kiosk

TDM PROGRAMMATIC MEASURES

Applicant Commuter Program Management

- Transportation coordinator amenity
- Coordination with existing developments
- Parking management strategies
    - Technology solution
    - Reserved vanpool parking
    - Preferential carpool parking
    - Carpool parking policy
- Bike Friendly Business Recognition
- Silicon Valley Bicycle Coalition
- Best "Site" for Commuters National Recognition
- Commute information web portal

Tenant Commuter Benefits

- Bay Area Commuter Benefits Program registration
- Transit subsidies or
    - Caltrain GoPass
    - SamTrans Way2Go pass
- Vanpool subsidies
- Pre-tax transit deduction payroll option
- Pre-tax parking deduction payroll option (for parking at a transit station)
- Carpool commuter allowance
- Private internal bike fleet
- Regional bikeshare participation – conceptual
- Bicycle commuter allowance
- Funding to future shuttle – conceptual
- Telework option
- Alternative work schedule option (flextime, compressed workweek)

Commuter Service and Resources

- Employer-designated TDM contact
- Clipper START discounted pass
- Clipper Card grants up to $7,500
- Try Transit passes
- Guaranteed Ride Home program

- Scheduled mobile bicycle repair service
- Annual bike safety seminar
- Access to $350 monthly MTC vanpool subsidy
- Access to commute.org vanpool incentives
- Carpool and vanpool ride-matching services
- Carpool incentive programs
- Bicycle incentive programs
- E-bikes for everyone

Commuter Marketing and Outreach

- New employee - onboarding
- Commuter marketing: Employee transportation fairs
- Commuter marketing: Newsletter articles and emails
- Best Workplaces for Commuters
- Transportation Management Association membership

TDM PERFORMANCE MONITORING AND SURVEYING *(obligates applicant and all tenants)*

- Tenant compliance requirement
- Annual employee commute survey
- Annual driveway hose count
- Annual monitoring report
- No expiration of TDM plan or programs
- Trip generation estimate
- C/CAG trip reduction measures checklist
- Implementation plan

INTRODUCTION

This 405 Industrial Road Transportation Demand Management (TDM) Plan (herein known as the TDM Plan) meets the Project's specific needs, considering the site's logistical resources, opportunities, and constraints. The TDM Plan measures provide specific elements and actions that commit the applicant and future tenant to their implementation. Executing the TDM Plan measures will increase pedestrian, bicycle, carpool, and transit uses and achieves a 20 percent reduction in vehicle trips.

The TDM Plan is performance-based and directs the applicant and future employers (tenants) to implement programs, employee benefits and create a formal commute program. Commute program marketing, ongoing promotions, membership in a (future) San Carlos Transportation Management Association (TMA), a guaranteed emergency ride home program, and an active commute concierge will provide the synergism needed to create productive and successful applications for future Project employees. This TDM Plan contains appropriate measures and elements consistent with other very well-performing Silicon Valley, San Francisco Bay Area region, and national commute programs. Annual monitoring via employee online commuter surveys and driveway hose count surveys will provide the documentation to demonstrate the TDM programs' effectiveness.

This TDM Plan details the applicant's commitment to the City of San Carlos (City) and its designated responsibility for implementation.

The TDM Plan guides the Project to promote and encourage all alternative modes of transportation, including walking, bicycling, carpooling, vanpooling, telework, and public transit.

TDM Planning Process

The Project will include trip reduction elements and goals outlined in the City's Zoning Code, Chapter 18.25 Transportation Demand Management. Other contributing and complementary sustainable building efforts include applicable portions of the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) gold-equivalent design and California's Green Building standards. A successful LEED and green development Project reduce vehicle trips, air pollution, and traffic congestion and contributes to a successful carbon footprint and greenhouse gas reductions for long-term operations.

> The U.S. Green Building Council (USGBC) encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria (www.usgbc.org).

1.0 REGULATORY AND SUSTAINABLE ENVIRONMENTS

The TDM Plan combines services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to relieve traffic congestion, parking demand, and air pollution problems. The following are goals achieved through the effective utilization of a TDM Plan with the use of TDM measures:

- *Reduce parking demand by converting SOV trips to alternative transportation (e.g., transit, carpool or vanpool, bicycling, or walking).*
- *Shift travel to less congested routes by providing traveler information systems that warn motorists about delays or alternative ways.*
- *Support other technological solutions (e.g., compressed natural gas, electric/hybrid vehicles, or other zero-emission vehicles).*
- *Eliminate or shift trips from peak periods (e.g., flexible schedules, compressed workweeks, or telecommuting).*

Successes achieved from TDM Planning will also significantly impact greenhouse gas (GHG) emission reductions while providing sustainable mobility solutions. The lasting solution combines innovative strategies with proven trip reduction methods, mobility-enhancing strategy, and energy consumption-reducing programs at a City-wide level. The results include mitigating GHG emissions and other pollutants, improved traffic flow and connectivity, reduced parking demand, and lower energy bills.

A summary of City, county, and State policy goals related to sustainability, congestion management, and GHG reduction follows below.

City of San Carlos

San Carlos General Plan[1]
As stated in the General Plan, "the City intends to address traffic congestion problems by effectively managing future commercial and residential growth…using Transportation Systems Management Strategies."

San Carlos Climate Action Plan[2]
The City's Climate Action Plan, adopted in 2009, aims to achieve "a 15-percent reduction of emission levels by 2020 and a 35-percent reduction by 2030 based on 2005 emission levels. Strategy 60 requires TDM programs and monitoring programs to track effectiveness."

[1] http://www.cityofsancarlos.org/Home/ShowDocument?id=1105
[2] https://www.cityofsancarlos.org/government/departments/city-manager-s-office-communications/responsible-environment/climate-action-plan/2009-climate-action-plan

San Carlos Zoning Ordinance[3]

- Chapter 18.25 Transportation Demand Management

> Chapter 18.25 "Transportation Demand Management" of the Municipal Code outlines the TDM objectives for the City. It states that, *"All projects subject to the requirements of this chapter shall incorporate measures to meet vehicle trip generation rates that are twenty percent lower than the standard rates as established in the most recent edition of the Institute of Transportation Engineers (ITE) trip generation manual. (Ord. 1438 § 4 (Exh. A (part)), 2011))."*

San Mateo County Congestion Management Plan[4]

- "All land-use changes or new developments that require a negative declaration or an Environmental Impact Report (EIR) and if projections generate a net (subtracting existing uses that are currently active) 100 or more trips per hour at any time during the a.m. or p.m. peak hour period; must be reported to CCAG within ten days of completion of the initial study prepared under the California Environmental Quality Act (CEQA)."

LEED- Equivalent Standards

- SS Credit 4.1: Alternative Transportation: Public Transportation Access
- SS Credit 4.2: Alternative Transportation: Bicycle Storage and Changing Rooms
- SS Credit 4.3: Alternative Transportation: Low Emitting and Fuel-Efficient Vehicles
- SS Credit 4.4: Alternative Transportation: Parking Capacity

San Francisco Bay Area Commuter Benefits Program[5]

Air District Regulation 14, Rule 1, also known as the Bay Area Commuter Benefits Program, requires employers with 50 or more full-time employees to register and offer commuter benefits to their employees. The purpose of this rule is to improve air quality, reduce emissions of greenhouse gases and other air pollutants, and decrease traffic congestion in the San Francisco Bay Area by encouraging employees to commute to work by transit and different alternative commute modes.

State Regulatory Setting

The State of California has given many organizations and agencies the responsibility of creating guidelines, policies, and thresholds that meet emissions legislation. Below is a summary of laws from the Office of Planning and Research, California Air Resources Board (CARB), California Air Pollution Control Officers' Association, Council of Governments, and the Attorney General's office.

- **Executive Order S-3-05 –** directs the California Environmental Protection Agency (Cal EPA) secretary to initiate a multi-agency effort to reduce GHG emissions to the target levels.

[3] https://www.codepublishing.com/CA/SanCarlos/#!/SanCarlos18/SanCarlos1825.html#18.25
[4] www.ccag.ca.gov
[5] https://511.org/employers/commuter-benefits-program

- **Senate Bill 375 –** establishes improved land use and transportation policy supporting AB32 by providing a means for achieving the AB32 goals for cars and light trucks through land-use changes. This legislation created potentially revolutionary changes in California's regional planning processes for housing and transportation by mandating sustainable regional growth plans. These plans expect to double the GHG emission reduction targets that local governments must meet through land-use planning.

  The CEQA streamlined review process for developers is the most significant provision of the bill. Projects that meet specific criteria, including at least 50 percent residential use, high densities, and located within 1/2 a mile from a rail, ferry, or bus line with 15-minute headways or less – qualify for a CEQA review exemption.

Trip Reduction Goals

The comprehensive trip reduction measures identified in this TDM Plan are essential to maintaining the Project's trip reduction efforts. Combining these critical factors may provide the synergism to achieve a 20 percent reduction for vehicle trips.

2.0 PROJECT DESCRIPTION

The project proposes a six-story life-sciences building at the property site of 405 Industrial Road. Currently, a five-story storage facility operates at the project site.

The building will total 392,433 gross square feet and is intended for life sciences use. Garage parking will provide 366 parking spaces.

The proposal includes four levels of lab and office space over three levels of structured parking. In addition, several amenities will provide occupants with vehicle trip-reducing facilities, including outdoor terraces, an on-site café, a fitness center, bike storage and shower facilities, and more.

Below is a project Location map showing proximity to the Caltrain station and nearby amenities.

Project Location (and Radius) Map

3.0 EXISTING TRANSPORTATION FACILITIES

The Project sits west of Highway 101. There are no direct transit resources that serve the site.

The transit matrix displayed below shows five SamTrans routes and a Caltrain stop within a half-mile. The walking distance from Caltrain to the site is a ten-minute walk. A bike ride from the Caltrain station to the Project is three minutes.

Page 6 lists Local SamTrans Bus Routes (within half a mile from the Project), and page 7 shows a Walking to Transit Access Map. On page 8 is a SamTrans Local Transit Map. Attachments in the appendix show specific route maps for these local SamTrans routes.

List of Transit Resources within 0.50 Miles from the Project

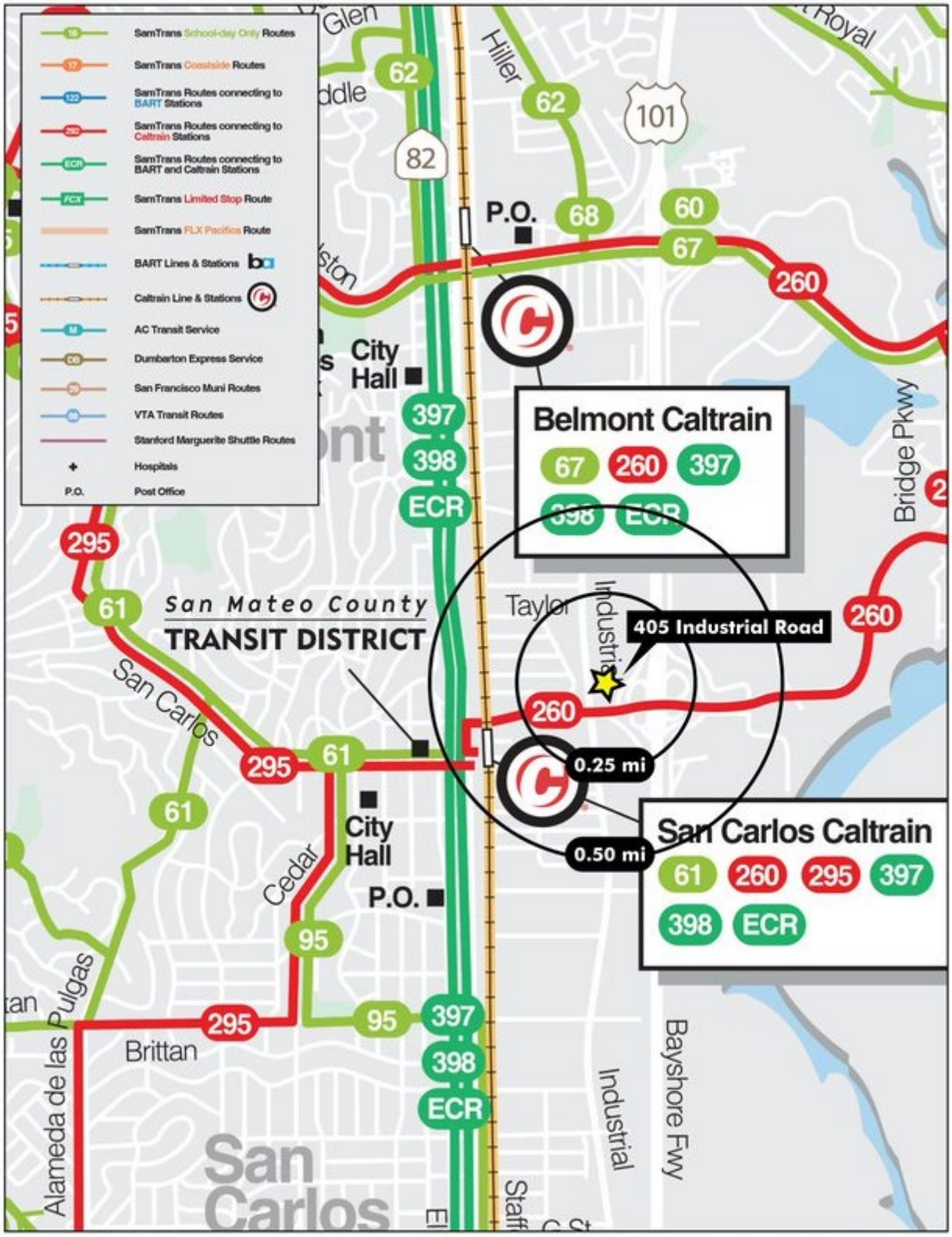
Route	Span of Service	Trips per Weekday	Communities Served
260 Samtrans	6 Days/Week 6:05 a.m. - 8:37 p.m.	28	San Carlos Caltrain, Marine/Island, Redwood Shores btwn Cringle & Bridge, Ralston/El Camino Real, Continentals/Lyall, Ralston/Alameda, and Polhemus/De Anza
295 Samtrans	5 Days/Week 7:26 a.m. - 5:40 p.m.	12	Redwood City Caltrain, Cordilleras Center, San Carlos Caltrain, Alameda/Ralston, Hillsdale/Edison, Alameda/20th, and San Mateo Caltrain
397 Samtrans	5 Days/Week 1:23 a.m. - 5:36 a.m.	7	Palo Alto Transit Center, Bay/University, Middlefield/5th, Redwood City Transit Center, San Carlos Caltrain, El Camino/Hillsdale, El Camino/Burlingame, Millbrae Transit Center, SF Airport Courtyard A, Airport/Linden, Bayshore/Old County, Mission/7th, Mission/1st, and Drumm/Clay
398 Samtrans	7 Days/Week 5:17 a.m. - 11:03 p.m.	36	Redwood City Transit Center, El Camino/San Carlos, El Camino/ Ralston, Highway 101/3rd, SF Airport Courtyard A, San Bruno BART, Mission/7th, Mission/1st, and Drumm/Clay
ECR Samtrans	7 Days/Week 4:29 a.m. - 1:27 a.m.	142	Palo Alto Transit Center, Redwood City Transit Center, El Camino/ Brittan, El Camino/San Carlos, El Camino/Hillsdale, El Camino/5th, El Camino/Linden, SFO Airport Courtyard A, San Bruno BART, El Camino/McLellan, Colma BART, Mission/Wellington, and Daly City BART
Caltrain	7 Days/Week 5:15 a.m. - 12:53 a.m.	56	San Francisco, 22nd Street, Bayshore, So. San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Hayward Park, Hillsdale, Belmont, San Carlos, Redwood City, Menlo Park, Palo Alto, California Ave, San Antonio, Mountain View, Sunnyvale, Lawrence, Santa Clara, College Park, San Jose Diridon, Tamien, Capitol, Blossom Hill, Morgan Hill, San Martin, and Gilroy
Total VTA Bus Trips/Weekday		281	

* All buses and trains are lift equipped for handicapped, elderly, or those in need.

Route 61 stops at San Carlos Caltrain but is currently suspended due to COVID-19

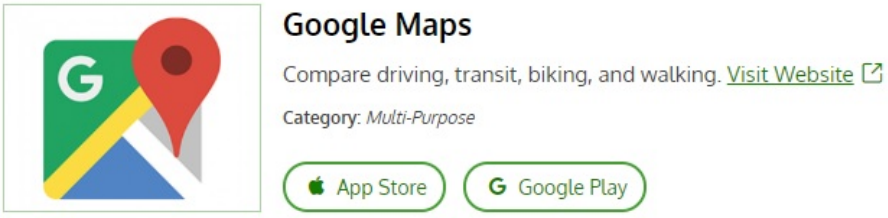
Walking Access Map

SamTrans Local Transit Map



Transit Trip Planning Resources

Online trip planning services are a helpful tool for planning bicycle, carpool, and public transit trips.

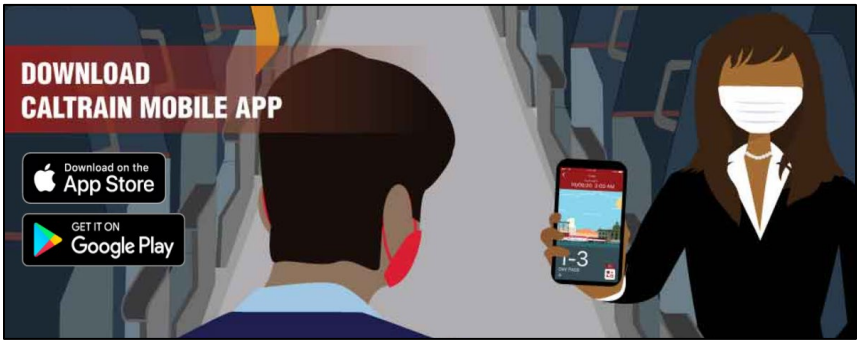


Google has also collaborated with select regional transit agencies to provide a public transit planner for riders of SamTrans, AC Transit, and BART. Employees can find free service online at www.google.com/transit.

The SamTrans mobile app is a valuable resource for commuters planning to ride on the SamTrans system. Commuters can use this app to pay bus fares, buy and activate tickets, see SamTrans departures, timetables, and routes.

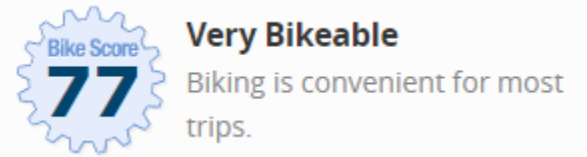
The Caltrain Mobile app offers commuters the ability to purchase and use fares instantly on their mobile phones.

For easy access to Caltrain's schedules and rider alerts, employees can download the CaltrainMe app.



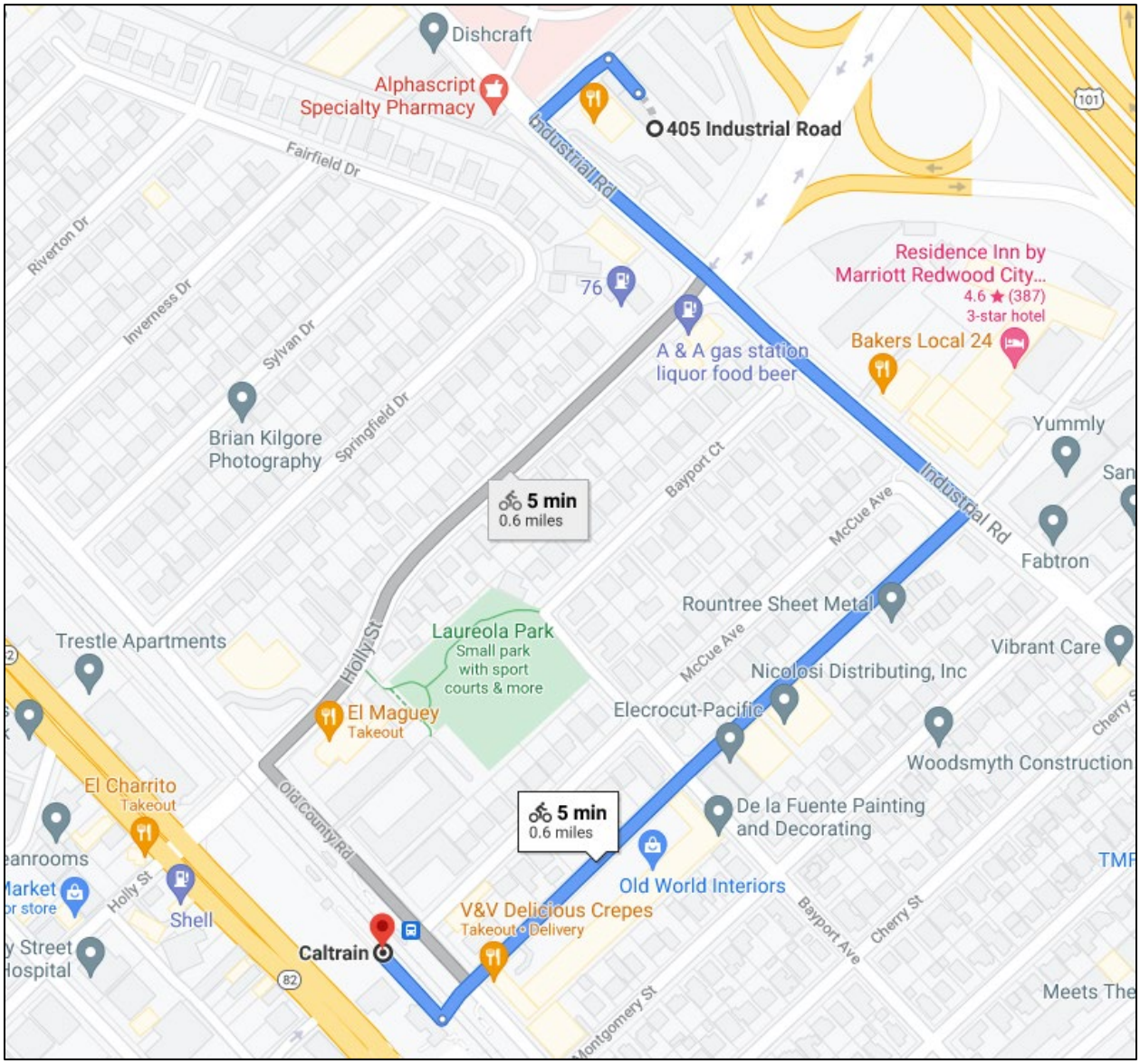
Bicycle Connections

Pedestrian and bicycle connections surround the Project. A suggested bike route along Industrial Road provides access to the Project. Industrial Road has a Class II bike lane connecting East San Carlos to offer a five-minute route from Caltrain to the Project. This local infrastructure helps the Project achieve a "Very Bikeable" score of 77.

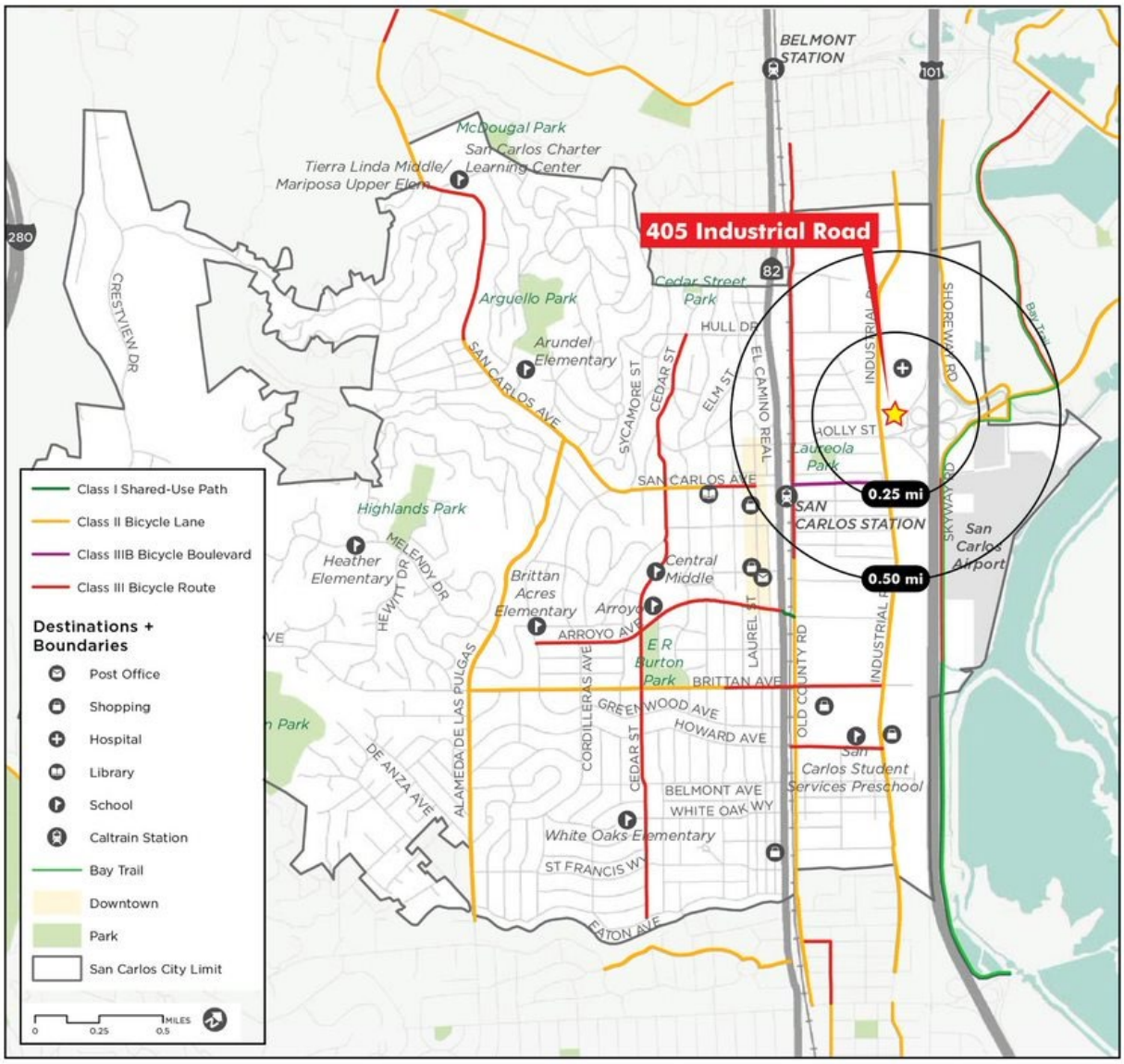


Below is a bike route map that shows the San Carlos Caltrain Station's short trip to the project site. A bike ride from the Caltrain station takes five minutes to accomplish. The San Mateo County Bicycle Map, shown on page 11, provides another view of nearby bicycle facilities.

Bicycle Route from San Carlos Caltrain Station



San Mateo County Bicycle Map



Bicycle Commuter Resources

In partnership with a nationally certified League Cycling Instructor (LCI), Commute.org offers free bicycle safety workshops for employers.

Workshops are available during lunchtime, late in the workday, or even after work.

Tenant employers will have access to this annual bicycle safety workshop for their employees.

Tenant employees who are bicycle commuters will find cycling information can log on to https://511.org/biking. The 511 system provides significant resources for bicycle commuters, including:

- Bicycle maps
- Location of bike lockers
- How to take your bike on public transit
- How to take your bike across Bay Area toll bridges
- How to ride safely in traffic
- Tips for bike selection
- Links to bicycle organizations
- Bike to Work Day
- Bike Commute Calculator
- Tips on bike commuting

TDM Planning

The following comprehensive TDM Plan addresses employee commute trips typically associated with a research and development biotech project. The TDM Plan contains appropriate measures and elements that are consistent with other Peninsula and regional commute programs.

This TDM Plan encompasses an array of alternative transportation mode-use strategies categorized in the following three sections:

I. TDM Infrastructure and Physical Measures
II. Programmatic TDM Measures
III. TDM Monitoring and Reporting

SECTION I – TDM INFRASTRUCTURE AND PHYSICAL MEASURES

The following physical infrastructure measures support commuters who use alternative transportation. These TDM Plan components will be installed or coordinated during the construction of the Project.

Infill Development

The proposed Project would develop under-used parcels within the existing urban area. As a result, the area surrounding this Project is mainly improved. Under these conditions, the Project would be considered infill development, which contributes to trip reduction outcomes. According to the City/County Association of San Mateo County governments, infill development can reduce peak-hour vehicle trips by two percent.[6]

Encourage infill development.	Two percent of all peak hour trips will be credited for each infill development.	Generally acceptable TDM practices (based on research of TDM practices around the nation and reported on the Internet).

Building Design

Building design will enhance pedestrian continuity by:

- Recessing door and window features of the building to further the walkable area of the pedestrian pathways
- Incorporating landscaped areas to serve visitors and passersby at the entry to the building
- Maintaining and improving the existing pedestrian access from Industrial Way to the building entrance
- Increasing adjacent pedestrian landscaping to create an inviting pathway
- Generously landscaping building entrance to encourage passenger drop off, bike parking, and pedestrian access to the building

[6] City/County Association of Governments (CCAG) of San Mateo County's Congestion Management Program.

4.0 BICYCLE FACILITIES

The project will provide a total of eighty-two (82) bicycle parking facilities, meeting the requirements outlined in San Carlos Municipal Code Chapter 18.20.[7] Silicon Valley Bicycle Coalition offers guidelines to assist new and existing building projects in their bicycle planning efforts. Attached at the end of the document is a matrix that displays how this Project meets the Silicon Valley Bicycle Coalition guidelines for enhancing people's ability to bike to and from the location.

Long-Term Bike Parking

The project will provide at least 41 Class I secure and covered bicycle parking facilities, representing ten percent of the total vehicle parking spaces provided. A Class I bike parking room will contain these bike parking spaces in a covered, secure location in the project garage. The caged area can expand to accommodate more bike parking for future needs. Photos of a sample bike room are shown to the right.

[7] https://www.codepublishing.com/CA/SanCarlos/html/SanCarlos18/SanCarlos1820.html

Short-Term Bike Parking

The Project will provide at least 21 short-term parking bike racks (Class II) containing parking space for 42 bikes. San Carlos Municipal Code Chapter 18.20 mandates that developments provide short-term bike parking for ten percent of the required vehicle parking spaces.

Cyclists will secure the frame and wheels of the bike to the short-term racks located near building entrances and within a visual range.

Enhanced Bicycle Parking

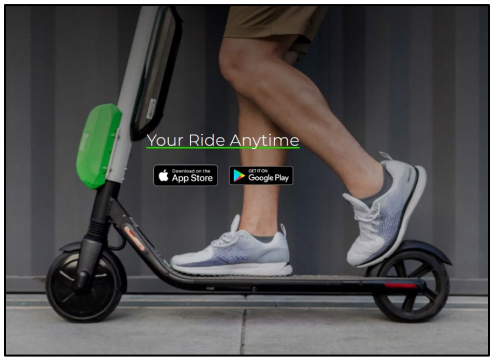
The Project will increase the number of long-term storage facilities by 100 percent of the number required by both CalGreen and the San Carlos Municipal Code. Ample bicycle facilities will encourage building occupants to use cycling as a commuter option and provide many cyclists' capacity to store their bikes throughout the workday.

Wayfinding

The Project will facilitate wayfinding for bicyclists by providing signage to help commuters navigate to bicycle lockers, changing facilities and showers, and the surrounding area's bicycle infrastructure network. Clear signage and wayfinding systems encourage bicycling by highlighting the presence of infrastructure designed to support bicyclists.

Public Bikeshare Program Hub - Conceptual

If the City establishes a public bikeshare program, the project may host a parking hub for bikes and scooters. Bikeshare and scooter programs encourage people to use bicycles and scooters as options for first- and last-mile trips while minimizing traffic and parking congestion.[8]



[8] https://www.mountainview.gov/depts/pw/transport/pilot_bike_share_program.asp

Fix-it Bicycle Repair Station

The project will install a bicycle Fix-it station to provide cyclists the opportunity to conduct minor maintenance on their bikes. The Fix-it includes all the tools necessary to perform basic repairs and maintenance, from changing a flat to adjusting brakes and derailleurs. The tools and air pump are securely attached to the stand with stainless steel cables and tamper-proof fasteners. Hanging the bike from the hanger arms allows the pedals and wheels to spin freely while adjusting.

Showers and Changing Facilities

Showers and clothes lockers support employees who walk, jog, or bicycle to work or wish to change clothes after commuting via an alternate transportation mode. The project plans to install shower and changing facilities with direct access from the bicycle storage room. Shower and changing facilities will be provided free of charge for all employees.

5.0 PEDESTRIAN FACILITIES

The creation of a pedestrian-oriented environment ensures access between public areas while strengthening pedestrian and bicycle connections. Safe, convenient pedestrian connections are provided to the external street. Lighting, landscaping, and building orientation enhance pedestrian safety.

The project proposes a pedestrian access path from the southwest side of the property to the intersection at Holly Street and Industrial Road. This path would facilitate pedestrian access to surrounding nearby amenities and create a more walkable environment for commuters. Shown below is a rendering of the proposed pathway.

6.0 PARKING FACILITIES

The Project will be responsible for striping parking space pavement and providing appropriate signage for preferential carpool, vanpool, electric, and fuel-efficient parking throughout the site. The 405 Industrial Road Project accommodates parking for 422 vehicles total.

Carpool/Vanpool Parking

The project plans to dedicate ten percent of total parking stalls to carpool and vanpool spaces, resulting in 41 carpool parking spaces for rideshare parking. Ridesharing employees will have exclusive use of these spaces. The carpool and vanpool spaces will be closest to a building entrance or a prime location in the garage.

The carpool parking spaces may require policy development, employee registration, and permitting. Registered vanpools may receive a specially designated parking space.

Clean Air, Clean-Fuel Vehicle Parking

The project will also include clean-air parking spaces. The project will be responsible for construction, striping, and signage for the specialty parking space. A description of the designated parking space includes:

- There will be 72 clean-air vehicle parking spaces. The clean-air vehicle parking space will also accommodate carpool and vanpool striping and signage.
- Space will be in the parking areas closest to the building's employee entrances or prime locations in the garage.

In total, 20 percent of total parking is clean-air, electric, and carpool/vanpool parking. The designated parking spaces satisfy CalGreen standards, as well as City Municipal Code.

Electric/Plug-in Charging Facilities

The project anticipates dedicating 10 percent of total parking stalls for electric vehicle parking, resulting in 41 electric vehicle (EV) spaces. The applicant will pay for installing the EV charging stations and help coordinate with EV station operators the billing of EV users directly for charging electric utility costs.

Note: Electric vehicles are not a TDM measure and do not reduce vehicle trips. Electric cars tend to induce and generate drive-alone commuter trips.

Carshare Parking Space

The project will identify a parking space in a prominent location to designate a reserved carshare parking space. Vendors such as Zipcar may host an on-site vehicle here, allowing tenants access to a carshare vehicle.

Motorcycle and Scooter Parking Placement

Providing designated, covered motorcycle and electric scooter parking will encourage the use of congestion-reducing vehicles. Promoting electric motorcycles and scooters enhances clean-fuel benefits and contribution to reducing vehicle congestion and parking demand. One percent of total parking may accommodate designated parking for motorcycles.

Passenger Loading Area

A loading/unloading zone will facilitate disembarking and embarking guests and rideshare passengers. Near the entry lobby, the passenger loading zone provides easy access for visitors, guests, shuttle riders, and staff. The Project provides a passenger loading zone and provides the appropriate signage for this facility.

7.0 EMPLOYEE COMMUTER RESOURCE FLIER

All future tenants will receive a reproducible and editable employee commuter flier. This flier will include (but is not limited to) information about carpool parking, transit opportunities, shuttles, bicycle routes, and on-site amenities and resources. The flier will promote commuter assistance, incentives, and rewards with links to helpful resources. Fliers will integrate with tenant/employer commuter benefits information. Shown below is a sample flier.

405 Industrial **Commuter Resources**

TRANSIT & SHUTTLES

Free Try Transit program
Free San Carlos Caltrain Shuttle
Caltrain weekday schedule
Caltrain San Carlos Station
Caltrain San Carlos real-time info
Caltrain Rider Information
Caltrain Mobile App
SamTrans
BART
Transit Planner Tool

SamTrans Routes
Route 95
Route 397
Route 398
Route ERC

CARPOOL & VANPOOL

Preferential Carpool Parking
Reserved Vanpool Parking
Scoop Carpool matching app
Waze Carpool matching app
$100 eGift Card Carpool Rewards
$350 Vanpool Subsidies
$100 Vanpool Driver Cash

BICYCLE

$100 eGift Card Bicycle Rewards
Secure bicycle storage the garage
Bicycle Repair Fix-it Station
Showers available in the building
San Mateo County Bike Map
San Francisco Bay Trail
Santa Clara County Bikeways Map
Find a Bike Buddy to share the ride
Silicon Valley Bicycle Coalition

SERVICES & INCENTIVES

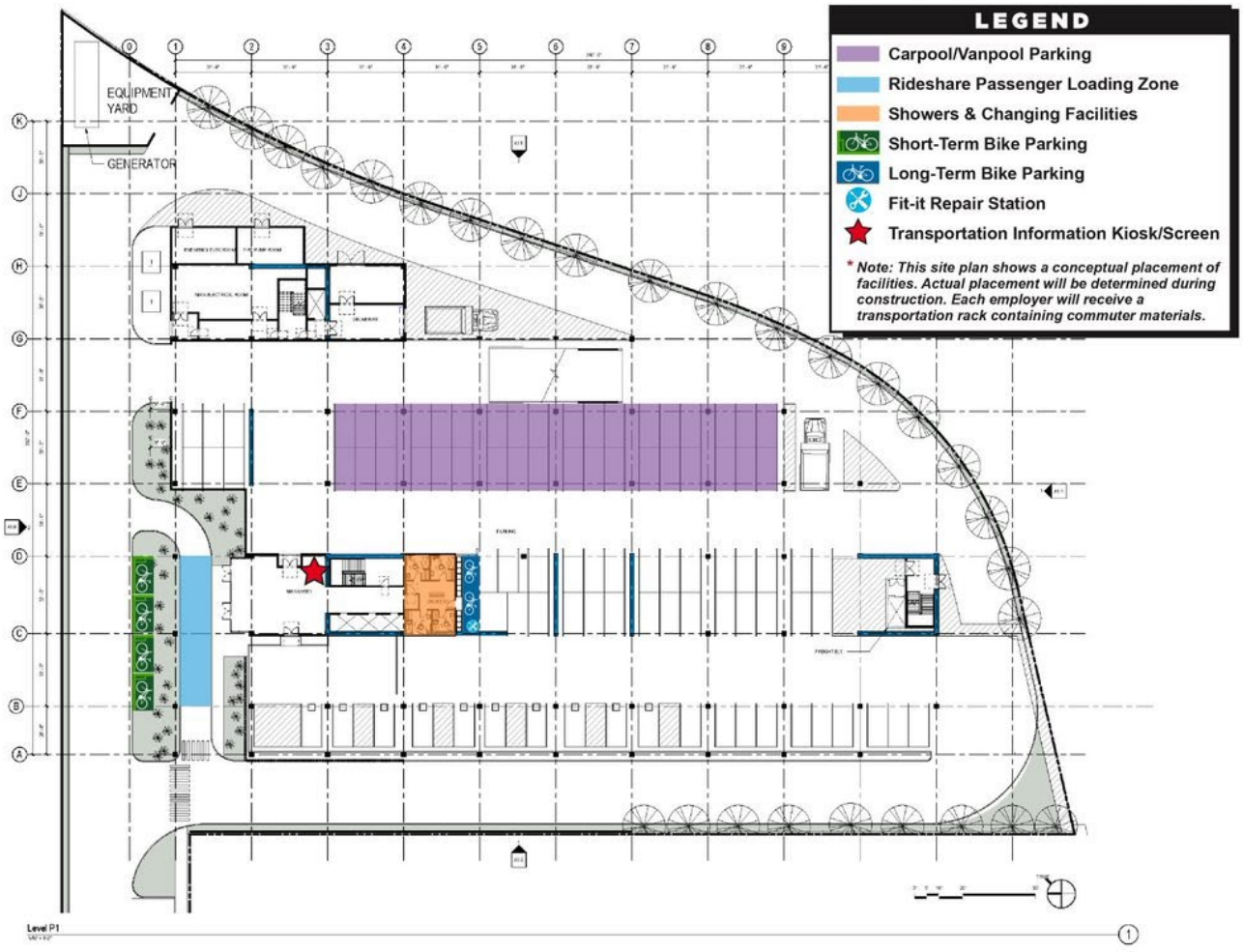
Guaranteed Ride Home Program –
requires pre-registration
Commute.org Commuter Rewards
Bay Area Spare the Air Alert Notices

Email: Elizabeth Hughes
Employee Commute Coordinator

8.0 TDM SITE PLAN

The following TDM site plan shows the trip reduction design elements for the Project including carpool and vanpool parking, short and long-term bicycle parking, a bicycle repair station, a transportation information kiosk board, showers and changing facilities, and a rideshare passenger loading zone.

405 industrial Road – TDM Site Plan



9.0 ON-SITE AND NEARBY AMENITIES

Outdoor Amenity Space

The project includes several outdoor terraces that will act as an open space for eating and gathering. Providing a pleasant, on-site setting to take breaks and eat meals reduces employees' need to use a car throughout the workday.

On-Site Café

The project proposes adding an on-site café to serve food throughout the day. On-site cafes will enable employees to buy lunch without leaving the worksite and taking another vehicle trip. The café will connect to outdoor terraces and provide an appealing dining option for employees.

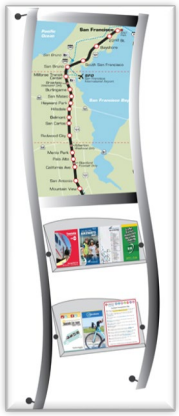
On-Site Exercise Facility

Per San Carlos Municipal Code, 18.25.040, the Project will include an on-site exercise facility for employees. This TDM measure enables commuters to leave the car at home by avoiding making an extra trip to the gym before or after the workday.

Nearby Amenities and Mobile Delivery Services

This Project has several delivery services and amenities nearby. Included in an attachment is a document containing over ten food, grocery, and personal services within walking proximity of 405 Industrial Road. Mobile services may consist of lunchtime food trucks, mobile haircut services, etc.

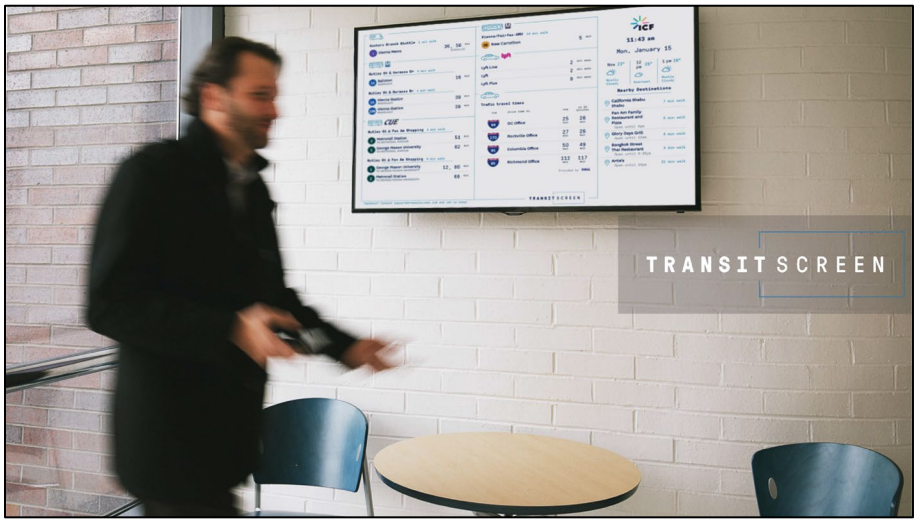
10.0 TRANSPORTATION AND COMMUTE INFORMATION KIOSK

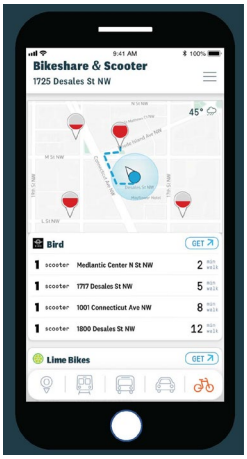


The project will provide a transportation information kiosk in the building lobby. Easily accessible transportation information will be an essential component of commuter outreach and education for employees.

A transportation kiosk can be electronic, mobile, or a physical board containing bike maps, transit schedules, and carpool fliers. A physical unit can be wall-mounted or a floor-standing model.

Shown at the right is the mobile app version of an electronic TransitScreen. A TransitScreen app may better assist employees with their commuter planning needs.





SECTION II – PROGRAMMATIC TDM MEASURES

The following programmatic measures enhance the success of the TDM Plan. Upon implementation, they create the "405 Industrial Road Commute Program." Representing the Commute Program's various promotions and outreach activities, these measures are TDM components required of tenants and employers as part of their occupancy agreements. Implementation efforts represent the backbone of a successful commuter program.

11.0 APPLICANT COMMUTER PROGRAM MANAGEMENT

Property Management Transportation Coordinator Amenity

The Project will designate an on-site transportation coordinator responsible for implementing this TDM Plan and providing professional support to the project's tenant(s). The transportation coordinator will help plan programs and communications for the tenant before occupying the site as a building amenity. Pre-move engagement will assist employees with customized trip planning, registration for transit subsidies and commuter allowances, and program policies. The transportation coordinator will become a constant resource for tenants and their employees and remain a feature of the Project to meet the 20 percent reduction of vehicle trips.

The transportation coordinator will provide employer training, trip reduction and program information to employees, commuter program start-up assistance, and TDM Planning assistance, and arrange for annual monitoring and employee survey reporting through independent consultants. This support function's overarching goals are to reduce commute trips for employees, formalize tenant commute programs, and assist with employee marketing and outreach. The transportation coordinator will help property management prepare tenant materials for new employee orientation, production of kick-off events, coordination of carpool parties, commute e-news articles, employee assistance, and coordination of the annual transportation fair.

Coordination of Trip Reduction Programs with Existing Developments

The project's transportation coordinator will coordinate with nearby developments and employers to identify leverage or co-op commuter resources opportunities. For example, employees from nearby office sites may have similar schedules as employees of the Project. The transportation coordinator will investigate carpool matching options between the tenants and facilitate carpool candidates' introductions. Another example may be available seats on a vanpool established for project employees and invited to participate in the vanpool.

Parking Management: Technology Solution

The project may track and invest in a parking management solution such as Luum technologies or OneCommute to administer parking programs involving reservations, incentives, and performance tracking.

Parking Management Strategies: Reserved Vanpool Parking

The project will stripe and sign a limited number of reserved parking spaces for commuter vanpools. Commuter vanpool parking spaces will only be made available to employees from the building who vanpool as their commute option.

Parking Management Strategies: Preferential Carpool Parking

The project will stripe and sign a limited number of carpool parking spaces for commuter carpools.

Carpools must contain two or more participants who work at the building. A registration process, if implemented, will provide carpoolers with a special carpool parking permit.

Parking Management Strategies: Carpool Parking Policy

The use of carpool parking spaces may require policy development, employee registration, and permitting. Below is a sample carpool policy document the Project will use as a template if necessary.

Carpool Parking Policy

The Project encourages carpooling to promote healthy commute alternatives, improve air quality, and reduce parking demand.

To receive reserved carpool parking, you must arrive with at least one co-worker. To obtain a reserved carpool parking space, complete the following steps:

1. Identify your carpool partner(s) using one registration form. Download the carpool registration form on the Commuter portal.

2. Registration identifies your commute status and gives you access to the FREE guaranteed ride home (GRH) program and other benefits.

   - Registration is an annual process and will be audited each year.
   - Notify **commute@405-industrial.com** when there are any changes in your carpool group. For example, a carpool partner leaves the group or the company, or a new carpool partner joins the group.

3. Obtain your manager's signature on the registration form.

If you need additional assistance, please contact the Commute Coordinator at **commute@405-industrial.com.**

Email the completed carpool registration form to **commute@405-industrial.com** for review and processing.

4. Once approved, each carpool group will receive from the Commute Coordinator, a parking permit and will be eligible to use any specially marked carpool parking spaces in the garage.

   - Carpool parking spaces are striped, signed and may be numbered.
   - One carpool parking permit will be provided for each carpool group. Carpoolers must share the parking permit and hand the permit in the vehicle upon parking at the campus.
   - If you lose your carpool partner, notify the Commute Coordinator and return your parking permit to a receptionist.

5. Carpool parking spaces unused after 1:00 pm will be open to the general population.

6. Carpoolers who do not participate in the annual Campus Commute Survey and verify their carpool activities will be removed from the carpool program for non-compliance.

Bike Friendly Business Recognition

The project may seek a Bicycle Friendly Business award. Bikes are beneficial for businesses, employees, and residents. The Bicycle Friendly Business program recognizes projects to encourage a more welcoming atmosphere for bicycling residents, customers, and the community.

Silicon Valley Bicycle Coalition

405 Industrial will integrate Bicycle Friendly Development Guidelines provided by the Silicon Valley Bicycle Coalition (SVBC). The guidelines identify bicycle planning efforts while also setting a standard for what a Bicycle Friendly Development means.

The project is planning to enhance commuters' abilities to bike to work. The project will educate commuters about the bicycle-friendly amenities within and surrounding the project. The guiding principle asks, "is the development going to enhance people's ability to bike?" Attached at the end of the document is a summary of the project's bicycle features that meet SVBC's guiding principles. 405 Industrial plans to implement 20 bicycle features identified in the SVBC development guide.

Best "Site" for Commuters National Recognition

The project will seek a Best "SITES" for Commuters (BWC) certification. The Best Workplaces for Commuters program provides qualified sites with national recognition and an elite title for offering outstanding commuter benefits. Residential locations, employers, and developments that meet the National Standard of Excellence in commuter benefits can get on the list of Best Workplaces for Commuters. As a development site, 405 Industrial Road will be eligible for a national Best "SITE" for Commuters designation.

Commute Information Web Portal/Intranet

The property management will establish comprehensive transportation and commute information website for employees. The portal will contain transportation information, resources, and links, including promotions, incentives, Bay Area Spare the Air notices, guaranteed ride home information, transit schedules, 511 ride-matching, and other related information.

12.0 TENANT COMMUTER EMPLOYEE BENEFITS

Bay Area Commuter Benefits Program

Tenant employers will be connected to the Bay Area Commuter Benefits Program as required by state law. Tenants with 50 or more employees are required to register with the Bay Area Commuter Benefits Program.

Air District Regulation 14, Rule 1, also known as the Bay Area Commuter Benefits Program, requires employers with 50 or more full-time employees to register and offer commuter benefits to their employees. Benefits may take the form of pre-tax options, transit subsidies, telework, or more. The purpose of this rule is to improve air quality, reduce emissions of greenhouse gases and other air pollutants, and decrease traffic congestion in the San Francisco Bay Area by encouraging employees to commute to work by transit, bike, carpool, or different commute modes including use of tele/remote work.

Transit Subsidies

The applicant will encourage tenants to offer all employees a transit subsidy or a transit pass for commuting to the project site. A transit subsidy program may include participation in the Caltrain GoPass or SamTrans Way2Go program or a comparable transit subsidy or commute allowance program.

To be successful, the future tenant will need the flexibility to choose the type and amount of transit subsidy and incorporate benefit programs that best suit their employees' needs. Subsidies should be equivalent to the cost of a three-zone Caltrain monthly pass. Employer(s) may provide subsidies in tandem with the pre-tax payroll deduction program.

Caltrain GoPass:
The Caltrain Go Pass program allows companies to purchase annual unlimited-ride passes for all eligible employees. A Go Pass sticker affixes to an approved identification badge, and the user presents it on the train as proof of payment. The Go Pass is valid for travel on Caltrain between all zones, seven days a week, for one low annual cost per user.[9]

[9] http://www.caltrain.com/Fares/tickettypes/GO_Pass.html

SamTrans Way2Go:
The SamTrans Way2Go program allows companies to purchase annual unlimited-ride passes for all eligible employees. Customers simply swipe their Way2Go Pass through the farebox when boarding SamTrans. The Way2Go Pass is valid on all SamTran's fixed-route services. The Way2Go Pass is valid for a calendar year and expires on December 31 each year.[10]

Vanpool Subsidies

The applicant will encourage tenants to offer vanpool subsidies equivalent to the amount provided to transit riders. Employees can form vanpools through a vendor such as *Commute with Enterprise* and utilize a subsidy to cover gas, parking, and more. Vanpool subsidies may also be provided in tandem with pre-tax payroll deductions. Combining vanpool subsidies with existing subsidies through Commute.org and MTC 511 can significantly lower the vanpool cost for commuters.

Pre-tax Transit Payroll Deduction

The office tenant(s) will offer a transit and vanpool pre-tax payroll deduction option as a way for employers to provide transit and vanpool expenses on a tax-free basis. The monthly cap for the transit and vanpool benefits is now $270/month as of 2020. The transit and vanpool pre-tax benefit are a valuable and easy tool for employers to provide their employees.

Employees elect to withhold funding from their paycheck to use to purchase fare media for transit or vanpools. The employee received the payroll amount withheld untaxed, and the employer does not pay employment taxes on those funds. The transit and vanpool pre-tax benefit help reduce congestion, increase transit ridership, and improve air quality.

Pre-tax Parking Payroll Deduction – Optional

The office tenant(s) will offer a parking pre-tax payroll deduction option as a way for employers to provide parking expenses on a tax-free basis. The monthly cap for the parking benefits is now at $270/month as of 2021.

Employees elect to withhold funding from their paycheck to purchase payment media for parking expenses incurred at transit stations. The employee's amount withheld is untaxed, and the employer does not pay employment taxes on those funds.

[10] http://www.samtrans.com/fares/faretypes/Way2Go_Program.html

Carpool Commuter Allowance

The applicant will encourage tenants to partner with a carpool matching technology company such as Scoop or Waze and provide carpool allowances. Employees will receive a monetary incentive by signing up with their work email addresses to drive or ride in carpools through Scoop.

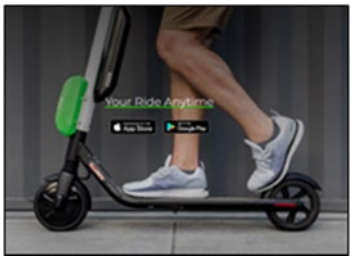
- Drivers will receive a small cash reward for each carpooling trip they take to work.
- Riders will receive a partial or complete subsidy on rides requested to or from work.

The Scoop carpool partnership program provides carpool riders who do not match for a ride home with a Lyft credit from Scoop. Ridesharers may leverage these subsidies in conjunction with existing incentives from Commute.org and 511.org

Private Internal Bike Fleet

The applicant will encourage tenants to operate an internal bikeshare program to loan bicycles to employees for weekday commuting. A small bicycle fleet may contain electric bicycles and enable commuters to try out a bike commute without purchasing a bike.

Regional Bikeshare Participation – Conceptual



If the City establishes a public bikeshare program, the applicant will encourage tenants to promote and offer discounted rides for bicycles and scooters to employees. Bikeshare and scooter programs encourage people to use bikes and scooters as options for first- and last-mile trips while minimizing traffic and parking congestion.

Bicycle Commuter Allowance

Like carpool commuter allowances, the Commuter Concierge will encourage the tenant(s) to provide employees with a reimbursable allowance for bicycle gear purchases. Bicycle maintenance and upkeep can be costly when used to commute every day. A bicycle allowance will help commuters cover the costs of some of this maintenance.

Funding Contribution for Future Shuttle – Conceptual

Commute.org operates several shuttles in San Mateo County that specifically serve transit and significant employer sights. Typically, these shuttles receive funding through partnerships with employers and developments along the route. If this becomes a future possibility, the project and tenant will consider contributing funding towards a shuttle program through Commute.org if a

shuttle stop can be provided at the project site. Such a shuttle program would provide a critical option for a last-mile solution from local transit centers to the project site.

Telework/Remote Work

The tenant(s) will allow their employees to work remotely when viable. Telework infrastructure and equipment ensure that teleworkers enjoy fast, smooth data transmission between their workplace and telework office. Telework options reduce or eliminate the need for commute travel to the office.

Alternative Work Schedule – Flextime, Compressed Workweek

The office tenant(s) may offer their employees the option to use an alternative work schedule. An alternative work schedule may include a compressed workweek (e.g., four-day week) option or flextime (e.g., adjusting work hours to fit arrival and departure times).

A compressed workweek lets employees work longer hours but shorter weeks. The shortened workweek and shifted hours may help employees avoid rush-hour traffic and reduce commute days. Employees also have an additional day for leisure activities, personal business, and family time.

Typical compressed work options include a 9/8/80 workweek and a 4/10 schedule. A 9/8/80 work schedule is eight, nine-hour workdays (72 hours) plus one eight-hour day, totaling 80 hours over two weeks. This program allows employees to have one day off every two weeks. A 4/10 schedule enables the employee to work four 10-hour days per week. Employees typically are divided into two groups: one group works Monday through Thursday; the other group works Tuesday through Friday.

Flextime provides versatility, enables employees to use rideshare options conveniently, and avoids traffic congestion and transit crowding. It is also an attractive employee recruitment tool that allows employees to work around childcare or school schedules. To maximize alternative mode use, the Project tenant(s) will prefer alternative work schedules to employees who use an alternative transportation mode.

13.0 TENANT COMMUTER SERVICE & RESOURCES

Tenant(s) may coordinate with Commute.org to develop employee commute programs and services. As written in the lease agreement, the tenant will provide a designated TDM contact, participate in the emergency ride home program (ERH), and engage in the annual commuter survey.

Designated TDM Contact/Employee Commute Coordinator

The tenant will identify a designated TDM contact to implement the TDM programs described in this plan. The specified employer contact will maintain commuter information, marketing,

and outreach and help administer the annual employee commuter surveys. The employer contact may be the employee transportation coordinator (ETC), whose role will be to manage and monitor the alternative commute program. The ETC's primary responsibility will be implementing many of the programs and features described in the TDM Plan. The ETC will be responsible for providing ongoing commute assistance to employees, producing on-site transportation fairs and promotional events, collaborating with Commute.org and 511 to maximize rideshare resources, conducting the annual survey, and creating the yearly commute report.

The ETC will provide the following services:

- Promote trip reduction and air quality strategies to employees at the Project site;
- Maintain membership in the TMA and promote the emergency ride home program to employees;
- Be the main point of contact for tenant/employer and employees who wish to commute using an alternative transportation mode;
- Work with local agencies such as Caltrain, SamTrans, BART, Ferry, Commute.org, 511 Rideshare, Silicon Valley Bicycle Coalition, and the Bay Area Air Quality Management District (BAAQMD);
- Post informational materials on the company Commuter Webpage, transportation kiosks and disperse alternative program information to employees via designated employer contacts, posters, flyers, banners, e-newsletters, new employee orientation, etcetera;
- Participate in the BAAQMD Spare the Air program to encourage employees not to drive to work alone;
- Provide timely transit alerts to riders of BART, SamTrans, Ferry, and Caltrain;
- Coordinate various aspects of the program that require periodic updating or monitoring, such as the guaranteed GRH program, car and vanpool registration, parking enforcement, and locker assignment and enforcement; and,
- Develop and manage the company transportation and commute information webpage. The webpage will contain transportation information, resources, links, promotions, incentives, prizes or awards, spare the air notices, transit links, 511 ride-matching, and other related information.

Alternative transportation programs will be presented to commuters proactively, just like any other employee program, such as participating in and supporting employee orientation forums or transportation fairs, transportation kiosk posting, employee newsletters, management bulletins, emails, etc.

An employee commute program is a big-picture process that explains the area's air quality problems and describes how fighting air pollution is part of being a good corporate citizen. The employees must recognize the benefits on a personal and community level to see how they gain better air quality: less traffic congestion on the highways and the surrounding neighborhoods, fewer parking hassles, and cost savings for employees, among other benefits. The ETC will work to build employee participation in the commute programs.

Clipper START Discounted Pass

The Metropolitan Transportation Commission (MTC) initiated a new means-based fare discount program for eligible low-income adults. Clipper START discounts range between 20 and 50 percent, depending on the transit agency. The ETC will promote this program to employees. More information is available at https://www.clipperstartcard.com/s/.

Clipper Card Grants Up to $7,500

The Bay Area Air Quality Management District offers income-qualified Bay Area residents a grant to retire their older car and replace it with an electric bicycle or Clipper Card for public transit containing $7,500. The vehicle must be 15 years or older to qualify, and income limitations determine the grant amount. Bay Area residents must complete an application to verify eligibility.

More information is available on the Air District's Clean Cars for All webpage. The ETC will promote this program to employees.

Try Transit Passes

The ETC will promote Commute.org's Try Transit Passes for employees considering switching to transit use. Drive-alone commuters can apply for free tickets on a transit mode that is practical for their commute. Helping incentivize commuters to start a different commute mode is critical to shifting behavior from driving alone.

Guaranteed Ride Home Program

The My.Commute.org STAR program offers employees access to use the free guaranteed ride home (GRH) program. Employees who enroll in the program (who do not drive alone to work) will receive a reimbursement for the cost of an Uber or Lyft ride home. The GRH trip reimbursement provides up to $60 per ride (for a maximum of four trips per eligible commuter per year).

The GRH program is incorporated in the Commute.org STAR Platform and requires users to be registered in advance to participate in the program.

WHO IS ELIGIBLE FOR A GRH REIMBURSEMENT?

- Must be 18 years or older
- Must work or go to a participating college in San Mateo County
- Used an alternative to driving alone to get to work or college on day GRH is needed
- Must have a STAR account and log trip to work or college on my.commute.org

WHAT TYPES OF EMERGENCIES ARE ELIGIBLE FOR A QUALIFIED GRH TRIP?

- Personal or family illness or emergency
- Home emergency
- Eldercare or daycare emergency
- Bicycle theft or breakdown
- Unforeseen change of work schedule
- Inclement weather (for walkers/bicyclists)
- Carpool partner emergency resulted in loss of ride home

WHAT TYPES OF TRIPS OR REASONS ARE NOT COVERED?

- Transit delays
- Natural disasters
- Personal errands or appointments
- Ride to work
- Using a ride-hailing app (e.g. Uber or Lyft) to work or college is not a qualifying alternative commute mode
- Carpool app provider cannot find a match to get the commuter home
- Non-emergency side trips
- Business related travel
- Transportation to a doctor or hospital resulting from an on-the-job injury (GRH cannot be used to replace an employer's legal responsibility under workers' compensation regulations.)

HOW WILL I GET HOME?

GRH program participants decide how to get home (e.g. taxi, ride-hailing app, transit, or combination).

GUARANTEED RIDE HOME
COMMUTE.ORG

HOW DO [illegible] EMENT?

STAR users can redeem a GRH reimbursement request via the incentives area in their STAR account. Participants must complete questionnaire provided in reimbursement request and provide GRH trip receipt(s) to receive reimbursement.

Reimbursement requests must be submitted within 30 days of GRH trip.

Visit Commute.org and click on the Guaranteed Ride Home button for program rules and limitations.

Scheduled Mobile Bicycle Repair Service

The tenant's ETC may coordinate periodic mobile repair services for its bike commuters. Mobile repair and services companies (e.g., Velofix, Beeline Bikes) will travel to the Project site and provide on-site repair and maintenance services for cyclists.

Annual Bike Safety Seminar

The tenant(s) will coordinate with Commute.org to host an annual bicycle safety presentation. Commute.org, in partnership with a nationally certified League Cycling Instructor (LCI), offers free bicycle safety workshops. The workshop covers practical and safety information, including:

- Planning your route, including connections to rail and water transit stations
- Equipping yourself and your bike
- Ways to communicate with other road users safely and confidently
- Using Google Maps to explore route options
- Other resources include the San Mateo County's bikeways and safe cycling booklet

Access to MTC $350 Monthly Vanpool Subsidy

The tenant(s) will inform their employees about the $350 monthly vanpool subsidy available from 511.org and the Metropolitan Transportation Commission (MTC). The Bay Area 511 Vanpool Program partnered with Commute With Enterprise to provide an all-inclusive option to make vanpooling easy. A Commute With Enterprise vanpool comes with a newer model, low-mileage van, or SUV, with roadside assistance and maintenance included.

Commute.org Vanpool Subsidy

San Mateo County $100 New Vanpool Participant Rebates – Commuters who live or drive through San Mateo County can participate in the vanpool incentive program. Commute.org will reward vanpool commuters with up $100 when they log their vanpool trips on the commute.org STAR portal as an incentive for vanpooling. The tenant ETC will promote this subsidy to employees

Carpool and Vanpool Ride-matching Services

Tenants will promote free ride-matching services. The ETC will actively match potential vanpool partners using employee zip code data. Matched vanpoolers can lease vanpool vehicles with Commute With Enterprise. Additionally, San Francisco Bay Area 511.org works with private ride-matching companies to provide commuters with alternative ridematching resources. A sample of ridematching apps include the following:

Merge

The best way to find a long-term carpool partner is with Merge. You will be matched with someone along your route, agree on days to carpool, and keep that same partner as long as you like. There are no built-in charges to use the service or carpool. Register here.

Scoop

Automated matching ideal for morning and evening work commutes. Download Scoop and set up your carpool preferences today.

Waze Carpool Driver

The popular navigation app allows drivers to offer carpools to riders. Click "Carpool" in the bottom right of your screen to access and fill out a driver carpool profile and you're on your way to driving a carpool.

Waze Carpool Rider

Users coordinate their own carpools by selecting from available drivers. Download Waze Carpool today to get started.

Carpool Incentive Programs

- Carpool (HOV) Lanes – Carpool lanes, also known as high-occupancy vehicle (HOV) lanes, can reduce commute times. The use of carpool lanes during commute hours requires commuters to be in a carpool, vanpool, public transit vehicle, or riding a motorcycle. Carpool lanes vary in their hours of operation and the minimum number of people per car. A list of HOV hours of operation and restrictions is available at https://511.org/carpool-vanpool/carpool/lanes.

- Park and Ride Lots – 150 free park-and-ride lots conveniently located throughout the Bay Area, where carpool partners or vanpools can meet in a central location. Many lots also feature easy access to transit connections and bike lockers.

- Merge 511 Rewards – Carpoolers can log their trips on the https://merge.511.org/#/ website to earn rewards. Commuters receive a $25 e-gift card for every 25 carpool trips completed.

- San Mateo County Carpool Commuters $100 Reward – Employees who live in or commute through San Mateo County can participate in the Commute.org $100 carpool incentive program. Employees who have ten days of carpooling activities and log or track their carpool trips in the STAR program may receive a $25 e-gift card, up to $100.

Bicycle Incentive Programs

The ETC will promote access to the Commute.org $100 bicycle reward incentive. Commuters that log their bicycle trips on the Commute.org website will be eligible to receive up to $100 in e-gift cards per year. For every ten bicycle commutes, employees earn a $25 e-gift card.

E-Bikes for Everyone

Income-eligible employees that live in San Mateo County may participate in the Peninsula Clean Energy E-Bike promotion. Qualified participants can receive up to $800 off the purchase of a new electric bicycle while funding is available. The ETC will promote this program to employees.

14.0 TENANT COMMUTER MARKETING & OUTREACH

Active and involved tenant-employers will generate positive impacts on the TDM Plan measures implemented. The tenant shall participate in the following commute alternative programs to increase transit use and reduce employees' need to drive alone to work.

New Employee Onboarding

A commuter program onboarding process will welcome and retain new employees. Onboarding may include pre-hire transportation planning and support to coordinate employee's transportation needs. A written summary of commuter programs and trip reduction goals clarifies the benefits available for new hiring candidates. Once hired, the onboarding process will include an overview of commuter benefits, systems, services, and resources. Registration forms will engage employees in the transit and vanpool subsidies, emergency ride home program, and bicycle resources. The ETC will provide personalized support during welcome events and one-on-one sessions when new employees start employment.

Commuter Marketing: Employee Transportation Fairs

Project tenants may host periodic transportation events or tablings. Tenants will include commuter information at company wellness or benefits fairs. The tenant's ETC will add tabling space to the employer's commute program to join these employee events when appropriate.

Commuter Marketing: Newsletter Articles and Emails

Periodic rideshare articles or emails will be written by the tenant's ETC for internal newsletters (if desired), with ongoing highlights of alternative commuters and their successes. Internal company notices and incentive promotions should attract commuters' attention, generate excitement about commuting alternatives, and reward those who rideshare.

The tenant's ETC will register with the BAAQMD for the Spare the Air program to receive regional air quality forecast bulletins about unhealthy air quality days. Employees will receive these email updates to encourage alternative transit modes during peak advisory periods.

Best Workplaces for Commuters

The tenant/employer(s) may seek a Best "SITES" for Commuters (BWC) certification. The Best Workplaces for Commuters provides qualified sites with national recognition and an elite designation for offering outstanding commuter benefits. Residential communities, employers, and developments that meet the National Standard of Excellence in commuter benefits can get on the list of Best Workplaces for Commuters. As an employer, the future tenant will be eligible for a Best Workplaces for Commuters designation.

Transportation Management Association Membership

Transportation Management Associations (TMAs) are typically private and nonprofit organizations run by a voluntary Board of Directors and a small staff. They help businesses, developers, building owners, local government representatives, and others work together to establish policies, programs, and services to address local transportation problems. The key to a successful TMA lies in the synergism of multiple groups banding together to address and accomplish more than any single employer, building operator, or developer could do alone.

In the City San Carlos, Commute.org (formerly the Peninsula Traffic Congestion Relief Alliance) operates as a TMA organization. Commute.org provides:

- Shuttle programs
- carpool and vanpool matching
- Parking management programs
- Trial transit passes
- Emergency ride home programs
- Enhanced bicycle facilities
- Car and vanpool incentives
- Transit advocacy
- information on local issues
- Teleworking
- Training
- Marketing programs
- Promotional assistance
- Newsletter

Participating in Commute.org is an asset for project tenants. Commute.org is a clearinghouse for alternative commute programs, incentives, and transportation projects affecting San Mateo County businesses.

Should the City of San Carlos establish a TMA that specifically addresses commuter and transportation, the Project tenant(s) will become a TMA member.

SECTION III – TDM COMPLIANCE, MONITORING, & REPORTING

A comprehensive program of TDM measures and incentives can reduce parking demand, traffic, and air pollution, creating a more sustainable employment environment while freeing up valuable land for higher and better uses.

Adequate parking, traffic congestion, and air pollution are critical concerns in maintaining a healthy city economy. Traffic congestion results in time lost to residents and commuters and increased demand for City fiscal resources for roadway construction and maintenance.

According to the U.S. Environmental Protection Agency, "mobile sources account for more than half of all the air pollution in the United States. The primary mobile source of air pollution is the automobile." "…today's motor vehicles are still responsible for up to half of all the emissions released into the air. "In the Bay Area, the transportation sector accounts for more than 50 percent of air pollution, and more than 40 percent of greenhouse gas emissions."[11]

15.0 COMPLIANCE, MONITORING, AND REPORTING

The TDM Plan expects to reduce SOV trips and lessen parking demand, traffic congestion, and mobile source-related air pollution. As written, this TDM Plan achieves at least a 20 percent reduction in vehicle trips. Per City of San Carlos Municipal Code Section 18.25.080, regular monitoring will be necessary to ensure that the implemented TDM measures effectively meet the 20 percent reduction requirement. The project applicant and on-site transportation coordinator will ensure that the TDM Plan is implemented each year and the annual monitoring report is submitted to the City of San Carlos.

Tenant Compliance Requirement

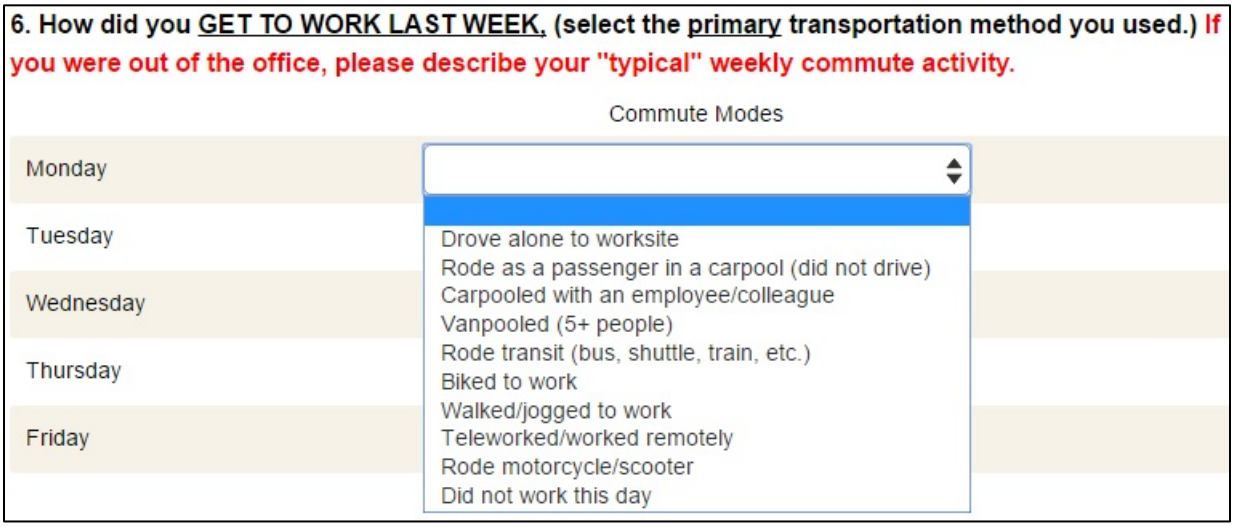
The project owner will disclose and provide a copy of this TDM plan to the future tenants, who will be encouraged to comply.

Annual Employee Commute Survey

Because the TDM Plan is performance-based, the transportation coordinator will arrange for an independent consultant (or out-sourced transportation coordinator) to perform an annual commute program evaluation (a five-day, weekday commute survey). The survey will determine employee transportation mode choice, which will allow the transportation coordinator, Transportation coordinator, tenant, and the City to assess the effectiveness of the unique program designed for this Project. Survey data can focus on marketing and outreach efforts to employees based on their specific commuter interests and satisfaction with property management.

[11] Bay Area Air Quality Management District, Aaron Richardson, Public Information Officer

The commute survey will be a critical part of the monitoring process to evaluate and ensure the TDM Plan's measures. By default, employees who do not participate in the commute survey will count as drive-alone or SOV commuters. Therefore, the results will be appropriately conservative. Shown below is a sample commute survey question. This annual commuter survey should be formatted as a general survey including non-transportation questions (e.g., satisfaction with property management, activities, etc.) to increase the response rate.



Driveway Hose Counts

At year three and five, the Project will conduct a peak-hour vehicle count using a driveway hose technology. The purpose of the count is to document the TDM Plan's effectiveness in achieving the required trip reduction. Driveway hoses or video cameras will be placed at all driveway access points during a one-week period to track daily trips and peak-hour trips.

Peak hour traffic counts will be conducted 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. on three non-consecutive days per year on typical weekdays during the fall when school is in session. Peak hour is defined as the hour when daily traffic volume is highest, which generally occurs during morning and afternoon commute times. Traffic counts will be obtained during AM and PM peak periods to define peak hours for those periods. The peak 60-minute period will be calculated for both the a.m. and p.m. peak periods. The highest number of net trips resulting from AM or PM peak hours will be used. Net trips will be calculated by subtracting trips for existing uses from those generated by the new Project.

An independent consultant will prepare the report and be paid for by the Project. The consultant will work in concert with the transportation coordinator and the ETC.

Annual Commuter Monitoring Report

Each year, the transportation coordinator, in cooperation with the tenant, will arrange for an independent consultant (or out-sourced transportation coordinator) to implement an annual employee commuter surveys, and document all findings in a TDM commuter monitoring report. The annual monitoring report will be submitted to the City of San Carlos by the Transportation Coordinator. The City will review the TDM Plan monitoring data to assess whether a 20-percent trip reduction goal is being met. This will be evaluated by comparing the driveway counts collected in years three and five to the trip targets of this TDM plan report.

The annual TDM monitoring report will include data from the employee commute survey. The summarized results from the employee survey will provide quantitative data (e.g., mode split) and qualitative data (e.g., employee perception of the alternative transportation programs).

Commuter Modes	% of Users
Carpool	11.8%
Transit (Caltrain, SamTrans)	4.2%
Bicycle	3.9%
Telework	3.6%
Uber or Lyft	1.9%
Vanpool	1.1%
Walk	0.2%
Estimated Commuters	**27%**
Drive alone commuters	73%

The first baseline survey will be conducted one year after occupancy with subsequent employee surveys (and following annual surveys) in the fourth quarter of each year. The table at the right shows a *sample* summary of an employee commute survey.

Should the 20 percent trip reduction goal not be met, the annual TDM commuter monitoring report will explain how and why it was not reached and specify additional measures and activities implemented in the coming year to improve the mode-use rate. Survey data help refocus TDM marketing, the ETC, and the Transportation coordinator's efforts, to maintain the Project's 20 percent trip reduction rate and commitment at the site.

The timeline for submittal of the monitoring report, reporting requirements, and next steps in the events the 20 percent trip reduction goal is not met is outlined below:

1) TDM Monitoring Reports: The initial TDM report will be submitted one (1) year after granting a certificate of occupancy. This requirement will apply to all tenant-occupied buildings on the property.

2) Report Requirements: The TDM program's goal is to encourage alternative mode usage, as defined in Chapter 18.25 of the San Carlos Municipal Code. The initial TDM report shall either:

   (1) state that the applicable property has achieved the trip reduction goal based on the number of employees in the building at the time, providing supporting statistics and analysis to establish attainment of the goal; or

(2) state that the applicable property has not achieved the trip reduction goal, explaining how and why the trip reduction target was not reached, and a description of additional measures adopted in the coming year to expand or enhance the TDM Plan.

3) Violations: If the City of San Carlos determines that the 20 percent trip reduction goal is not being achieved, additional TDM measures may be implemented. Modifications to the TDM Plan may include additional programs or substitute activities for achieving vehicle trip reductions. The annual TDM monitoring report will describe any planned modifications to the TDM program such that the 20 percent trip reduction is maintained or achieved by the following monitoring cycle.

   If the 20 percent trip reduction goal is not met based on a three and five-year review of TDM driveway trip count reports, the City may require more stringent TDM measures to be implemented along with a six-month monitoring schedule. Suppose the 20 percent trip reduction goal is not achieved by year six. In that case, the City may initiate a review of the building occupancy permit, conditional use permit, or enact other measures (including fines) to achieve a minimum of 20 percent trip reduction.

No Expiration of TDM Plan or Programs

All measures in this TDM Plan will continue to be implemented by the applicant on an ongoing basis. There is no expiration of this plan as it runs in perpetuity. The City of San Carlos may conduct periodic on-site auditing to ensure the implementation of the plan's TDM measures.

Trip Generation Estimate

No formal traffic study was prepared for this Project. However, the TDM Plan used the Institute of Transportation Engineers (ITE) guidelines to calculate the peak-hour AM and PM trips with the proposed new land-uses.

Below are daily and peak-hour ITE estimated trips assumed for the Project, along with the number of reduced vehicle trips expected. The estimated AM and PM peak-hour trips for this project total 178 (82+96). Accounting for the 20 percent trip reduction requirement, the project will need to reduce peak hour trips by 35 and daily trips by 439.

						AM Peak Hour				PM Peak Hour			
				Daily	Daily	Pk-Hr	Trips			Pk-Hr	Trips		
Land Use	ITE Code	Size	Unit	Trip Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Land Use													
Research & Development Building	760	195	ksf	11.26	2,197	0.42	61	20	82	0.49	14	81	96
Estimated Total Project Trips					2,197		61	20	82		14	81	96
Peak-hour trip reduction percent required					20%		20%	20%	20%		20%	20%	20%
Vehicle Trips reduction required					439		-12	-4	-16		-3	-16	-19
Total peak-hour trips (not to exceed)					2,636		49	16	66		11	65	76

Notes:

All rates are from: Institute of Transportation Engineers, *Trip Generation, 10th Edition*

1. Land Use Code 760: Research & Deveopment Building (average rates, expressed in trips per 1,000 s.f.)

C/CAG Trip Reduction Measures Checklist – Using Proposed C/CAG Updates

The City/County Association of Governments of San Mateo County develops bi-yearly Congestion Management Programs (CMP). These CMPs include a Land Use Guide that helps developments enact measures to mitigate vehicle trips associated with their projects.

C/CAG is currently updating their Land-Use Guide, and the likely calculation of vehicle trip mitigations using the latest proposed accounting system is estimated below. The points associated with each trip reduction measure represent the relative impact of the individual measure. C/CAG's proposed vehicle trip reduction impact using the project planned trip reduction measures is 40.5 percent.

The table below summarizes the C/CAG-applicable trip reduction measures, and their associated values, planned by this project and shows how the project plans to meet San Carlos's 20 percent trip reduction requirement. The proposed categories include required measures and recommended measures identified in this TDM plan.

Proposed C/CAG Trip Reduction Measures and Values

Trip Reduction Required Measures

TDM Measure Category	405 Industrial Project Feature	Measures	Measure Type	Proposed Point Value	Vehicle Trip Reduction Impact
Parking Management for Ridesharing	**Yes**	Free/Preferential Parking for Carpools	Programmatic	1	1.0%
TDM Management and Administration	**Yes**	TDM Coordinator/Contact Person	Programmatic	1	0.5%
	Yes	Actively Participate in Commute.org, or Transportation Management Association Equivalent	Programmatic	13 (following 5 measures are part of this)	16.5%
		Certified participation in Commute.org, or equivalent program such as a TMA			4.0%
		Commute assistance and ride-matching			1.0%
		Shuttle Program/Shuttle Consortium/Fund Transit Service			10.0%
		Guaranteed Ride Home			0.5%
		Orientation, Education, Promotional Programs and/or Materials			1.0%
Shuttles, Transit and Ridesharing	**Yes**	Carpool or Vanpool Program	Programmatic	3	2.0%
	Yes	Transit or Ridesharing Passes/Subsidies	Programmatic	8	10.0%
	Yes	Pre-Tax Transportation Benefits	Programmatic	3	1.0%
Active Transportation	**Yes**	Secure Bicycle Storage	Site Design	1	1.0%
	Yes	Showers, Lockers, and Changing Rooms for Cyclists	Site Design	2	2.0%
Site Design Initiatives	**Yes**	Design Streets to Encourage Bike/Ped Access	Site Design	1	1.0%
			Required Measures Points	**25**	**25%**

Additional Recommended Trip Reduction Measures

TDM Measure Category	405 Industrial Project Feature	Additional Measures	Measure Type	Additional Point Values	Vehicle Trip Reduction Impact
Employee Programs	**Yes**	Flex Time, Compressed Work Week, Telecommute	Programmatic	5	5.0%
Parking Management	No	Paid Parking at Market Rate	Programmatic	10	25.0%
	No	Short Term Daily Parking	Programmatic	2	2.0%
	Yes	Reduced Parking	Site Design	8	10.0%
TDM Management and Administration	No	Developer TDM Fee/TDM Fund	Programmatic	5	4.0%
Transit, Shuttles, & Ridesharing	**Yes**	Car Share On-Site	Programmatic	3	1.0%
	Yes	Land Dedication or Capital Improvements for Transit	Site Design	8	4.0%
		Bus Pullout Space		2	1.0%
		Bus Shelter		2	1.0%
		Visual/Electrical Improvements (i.e., Lighting, Signage)		2	1.0%
		Other (i.e., Micromobility Parking Zone, TNC Loading Zone)		2	1.0%
	Yes	Shuttle Program/Shuttle Consortium/Fund Transit Service	Programmatic	5	10.0%
Active Transportation	No	Bike/Scooter Share On-Site	Programmatic	2	1.0%
	Yes	Active Transportation Subsidies	Programmatic	3	2.0%
	Yes	Gap Closure	Site Design	5	7.0%
	Yes	Bike Repair Station	Site Design	1	0.5%
Site Design Initiatives	**Yes**	Pedestrian Oriented Uses & Amenities on Ground Floor	Site Design	4	3.0%
			Recommended Measures Points	**39**	**40.50%**
			CUMULATIVE TOTAL POINTS	**64**	**65.50%**

16.0 IMPLEMENTATION PLAN

The Transportation Coordinator will have primary responsibility for implementing TDM (commuter programs) at the site. Implementation of commuter facilities and programs will begin before the occupancy of the new buildings. The following outlines efforts to be taking during the initial implementation of this TDM Plan.

Establishment of a Tenant Program Implementation System

To ensure the TDM Plan's implementation, policies, and measures, formalizing programs, executive-level support in favor of commuter programs will be necessary. Executive support creates a synergistic relationship with Facilities, Sustainability, Communications, Security, and Human Resource departments, together with other corporate goals. The Transportation Coordinator will lead the implementation of programs with support from the tenant(s).

Tenant(s) Implementation

Implementation of the measures outlined in the TDM Plan involves the integration and engagement with the tenants. While ETC plays a leading role in implementing commuter programs, other employers will have a part to play in cooperation to promote and implement the measures jointly. During the planning implementation, a cross-departmental group communication mechanism will coordinate various departments to carry out the different action plans under this planning in an orderly manner. For example:

<u>Employers</u>

- Secure funding for the transit subsidy and vanpool programs and coordinate with Human Resources to initiate Commuter Check Direct online resources
- Host an on-site kick-off commuter event one week before occupancy of the site
- Update and refresh employee transportation website
- Work with Communications to prepare pre-occupancy messaging materials
- Coordinate with reception staff to help disseminate commuter information to employees

<u>Sustainability Team</u>

- Contribute rhetoric for marketing materials in support of reduced greenhouse gas emissions and benefits of commuter options
- Incorporate and link the commuter programs and annual reports with Sustainable messaging and planning

<u>Communications</u>

- Prepare communications, employee outreach, and marketing materials to announce the new transit subsidy and vanpool programs and refreshed employee commuter programs
- Develop and print the commuter brochure

- Prepare announcements and notices will be sent to future occupants of the site providing early information about on-site commuter features (e.g., bike parking, bike fix-it station, showers, commuter kiosk, and carpool spaces)
- Coordinate with Facilities to promote the annual online commuter survey

Employer Facilities and the ETC

- Provide carpool parking permit registration and monitoring
- Provide bike locker registration and monitoring
- Provide free guaranteed emergency ride home information for commuters in need
- Coordinate updates and refresh employee transportation website
- Work with Security to monitor and audit carpool and bicycle participants
- Coordinate annual driveway counting efforts
- Initiate the yearly online commuter survey

Human Resources

- Develop a written policy regarding the new transit subsidy program
- Provide employee pre-tax transit programs and benefits
- Manage and host employee transit subsidy program via Commuter Check Direct (or another online vendor)
- contribute rhetoric for marketing materials in support of employee benefits of commuter programs
- incorporate and link commuter programs and annual reports with Human Resource messaging and planning

The Project's site project shall have full implementation and operation of the TDM and commuter programs within six months of initial occupancy.

17.0 FINDINGS & CONCLUSION

As required by the City's Chapter 18 TDM Zoning requirements, "the proposed trip reduction measures [contained in this TDM Plan] are feasible and appropriate for the project." The TDM Plan will mitigate 20 percent of AM and PM peak-hour vehicle trips.

The TDM Plan accommodates "the proposed use or mix of uses and the project's location, size, and hours of operation." The "proposed performance [measures] ensures that the target alternative mode use [goal] … chapter will be achieved and maintained."[12]

The proactive 405 Industrial TDM Plan meets trip reduction rates and tenant transportation needs for the project. In addition, this TDM Plan identifies specific elements, measures, and

[12] (Ord. 1438 § 4 (Exh. A (part)), 2011)

actions that guide the project to promote existing resources and programs, enhance future benefits, and create a resident-focused program. Significant on-site amenities, employee outreach, ongoing marketing and promotions, a free guaranteed emergency ride home program, transit resources, and vanpool subsidies, and ETC services will provide the needed support for an effective and successful program at the project.

This TDM Plan describes TDM measures integrated to support tenant commuting and innovative efforts identified for implementation. It outlines the steps necessary (infrastructure, programming) for property owners and property management when marketing to tenants. Periodic program assessments will provide the information needed to demonstrate effectiveness and goal attainment.

The TDM Plan details this commitment by emphasizing TDM infrastructure, amenities, and outreach activities to reduce average daily trips. Ridesharing strategies maximize existing transportation resources, support the City's goals and objectives, and ultimately expand the transit system's reach for commuters.

The City of San Carlos promotes environmental stewardship in maintaining a safe, healthy, and sustainable city. It recognizes the importance of maintaining a stable climate system for current and future residents. By balancing these needs with economic growth, the 405 Industrial Road project will help San Carlos thrive.

Attachment A

Nearby Amenities

List of Nearby/Offsite Amenities
405 Industrial Road, San Carlos, CA

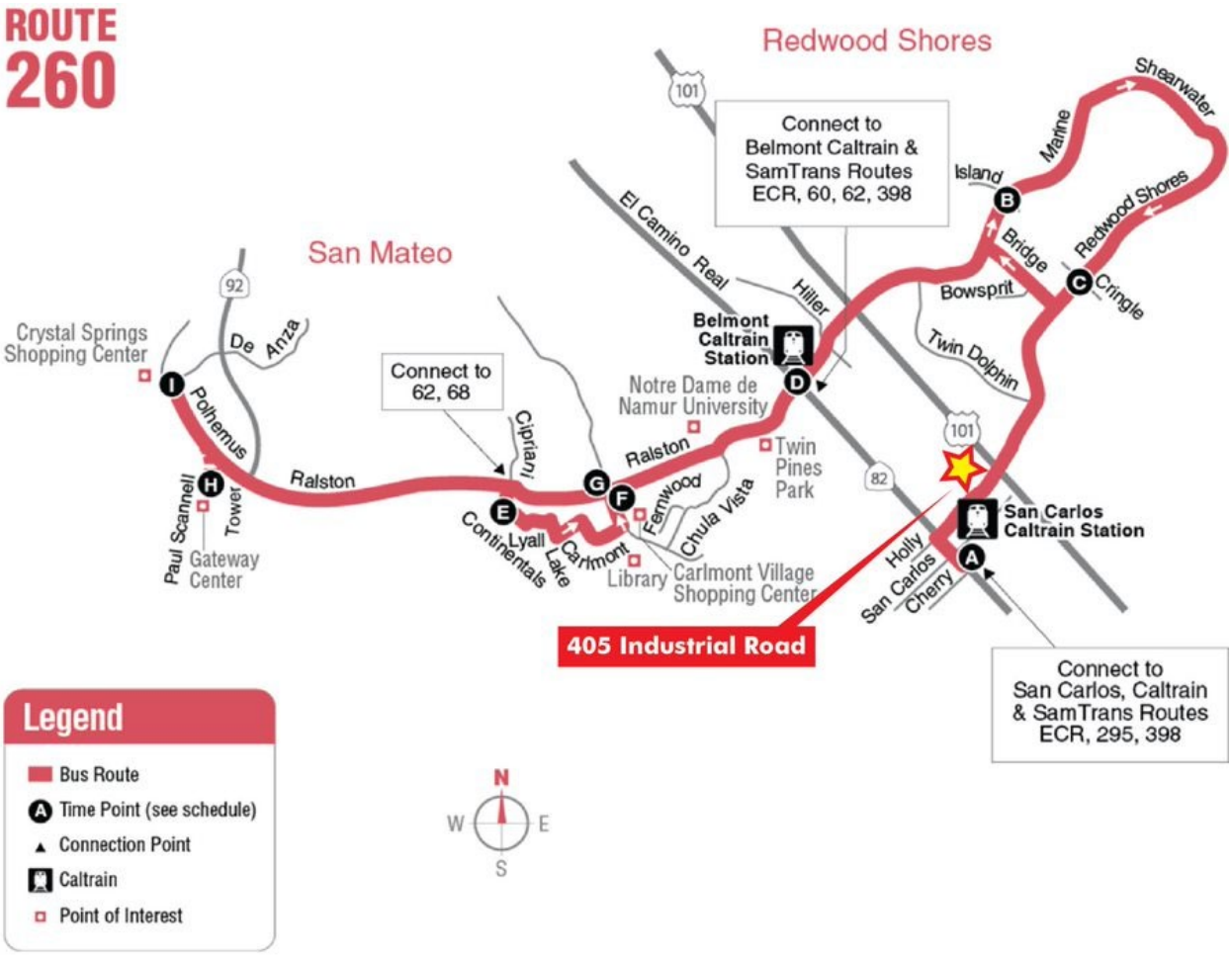
Restaurants, Cafes/Delis, Coffee, and Bakeries	Phone #	Distance Away
• **In-N-Out Burger** 445 Industrial Rd, San Carlos, CA	800-786-1000	446 ft.
• **Bakers Local 24** 551 Industrial Rd, San Carlos, CA		0.20 mi.
• **Chuck's Donuts** 495 Old County Rd, San Carlos, CA	650-522-0299	0.30 mi.
Retail	**Phone #**	**Distance Away**
• **PPG Paint Store** 476 Industrial Rd, San Carlos, CA	650-591-6656	0.10 mi.
• **Kelly-Moore Paints** 320 Industrial Rd, San Carlos, CA	650-595-1654	0.30 mi.
• **7-Eleven** 1080 Holly St, San Carlos, CA	650-592-1314	0.30 mi.
Health, Beauty & Fitness	**Phone #**	**Distance Away**
• **Sutter Urgent Care – San Carlos Center** 301 Industrial Rd, San Carlos, CA	650-596-4100	0.20 mi.
Transportation, Gas, Shipping & Storage	**Phone #**	**Distance Away**
• **76** 906 Holly St, San Carlos, CA	650-594-9167	466 ft.
• **A&A Gas Station Liquor Food Beer** 906 Holly St, San Carlos, CA		466 ft.
Banks & ATM	**Phone #**	**Distance Away**
• **ATM** 906 Holly St, San Carlos, CA		466 ft.
Daycare	**Phone #**	**Distance Away**
• **Little Troopers Child Care** 1032 Inverness Dr, San Carlos, CA	650-218-1009	0.60 mi.

Attachment B

Silicon Valley Bicycle Coalition Matrix

Attachment C

SamTrans Route 260

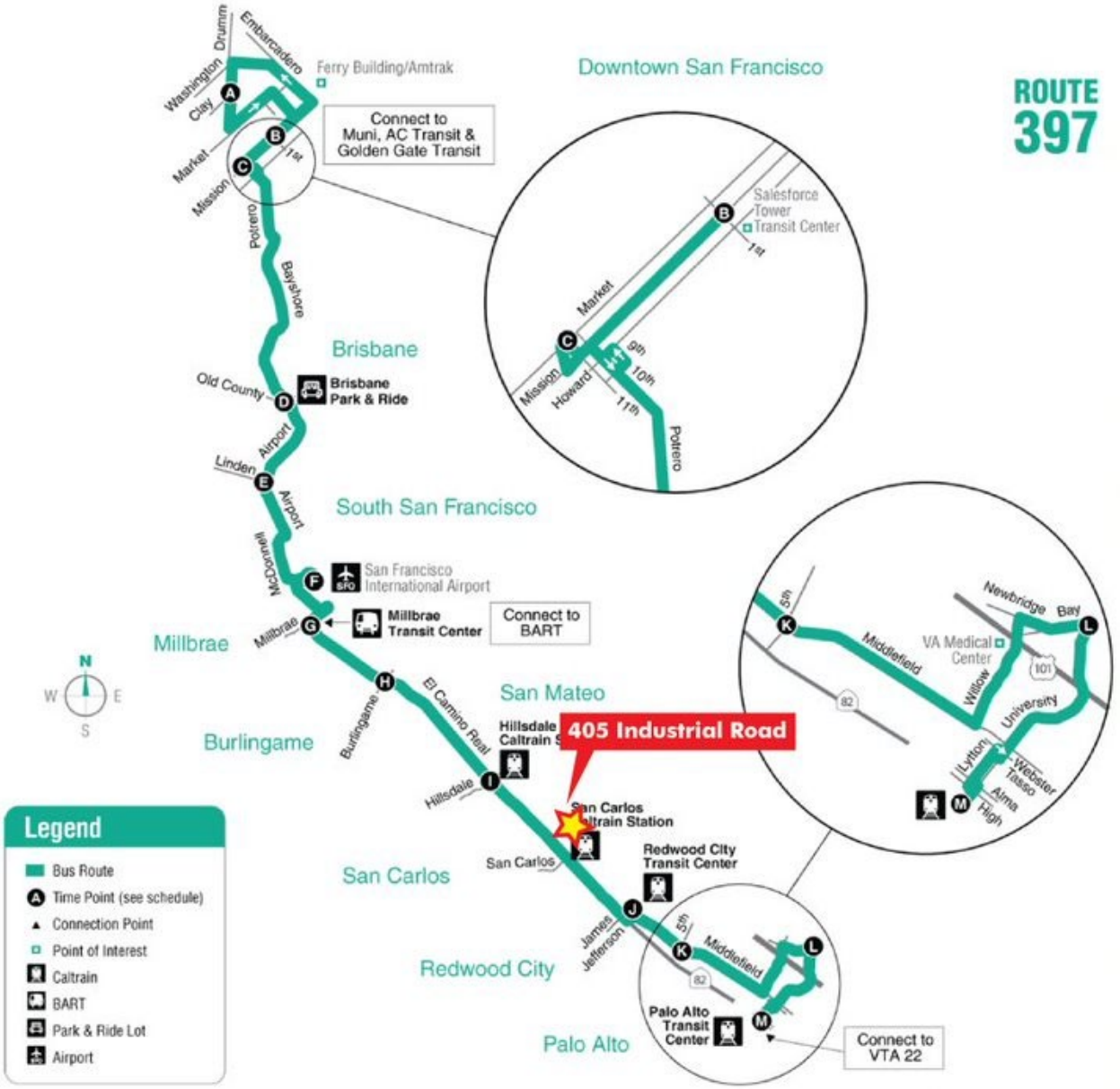


Attachment D

SamTrans Route 295

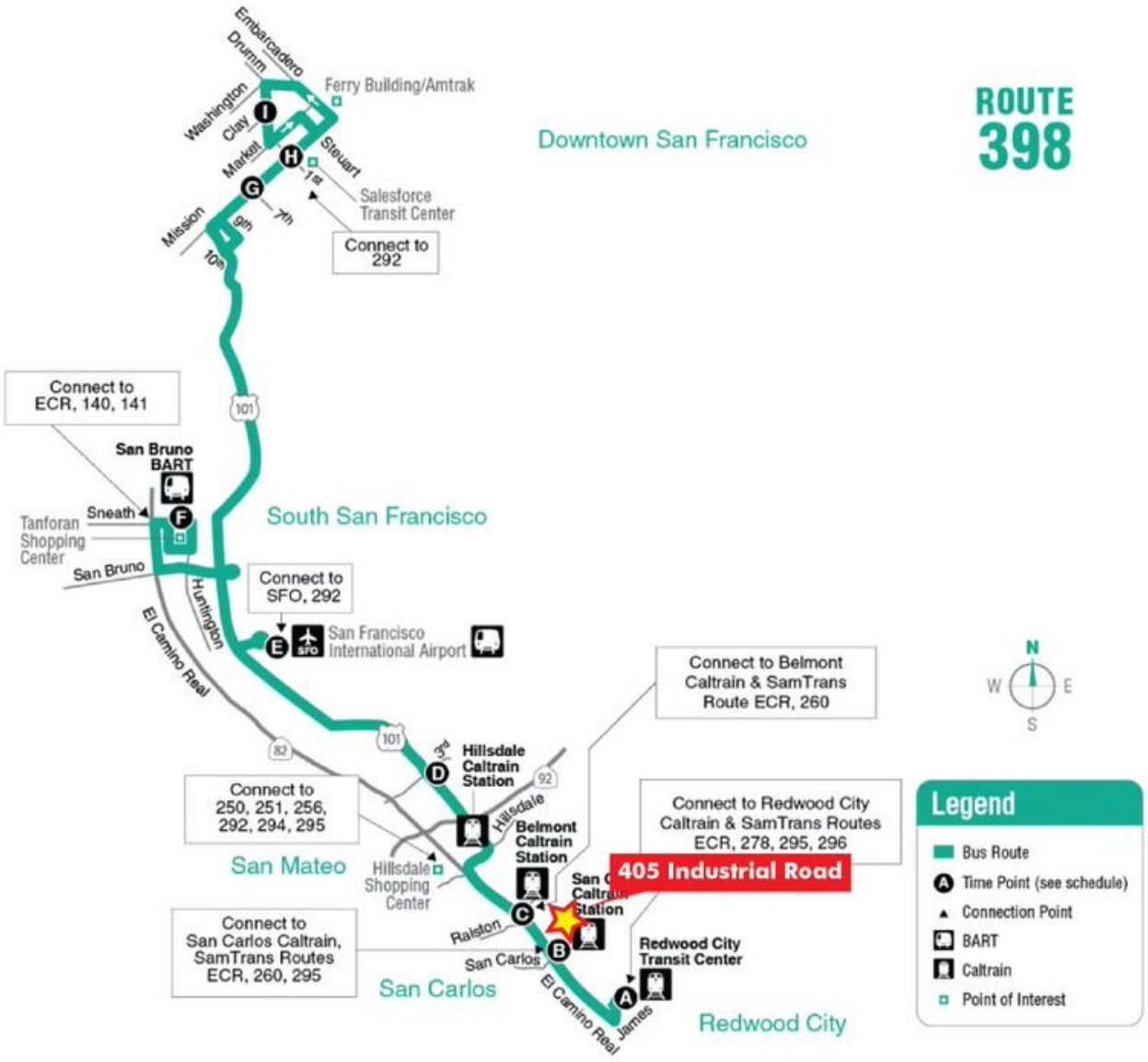
Attachment E

SamTrans Route 397



Attachment F

SamTrans Route 398



Attachment G

SamTrans Route ECR

TDM SPECIALISTS, INC. QUALIFICATIONS

TDM SPECIALISTS, INC.

A Transportation Demand Management Company

We are planners and technical experts focused on development projects and improving employee mobility options.

Our Transportation Demand Management (TDM) planning solutions reduce vehicle traffic, parking demand, greenhouse gases, and air pollution impacts. We work successfully with developers, employers, and government agencies to get TDM Plans approved and projects entitled. We also implement and manage on-site commuter programs and achieve required TDM goals.

"We have finished the review of the Draft TDM. First let me say, that was the best TDM I have ever seen! The best by a large margin...a fantastic TDM Plan. Thank you so much."

Steve Lynch, AICP, Senior Planner, City of Santa Clara, California

Our TDM practitioners provide full-service commute and traffic mitigation, sustainable LEED planning, and air quality conformity. Serving as an extension of client staff, we provide a broad range of services to get the job done efficiently while meeting the unique needs of the client and specific jurisdiction.

Transportation Demand Management

TDM Specialists develop Transportation Demand Management plans, traffic mitigation plans, and sustainable programs that address green commuting, mobility, and constrained parking issues. The purpose of TDM is to promote more efficient utilization of existing transportation facilities, reduce traffic congestion and mobile source emissions, and ensure that projects are designed in ways to maximize the potential for alternative transportation use.

Commute Program Implementation

We have a proven track record of getting employees out of their cars. As projects are built and occupied, TDM Specialists can develop the structure, outreach and promotions necessary to implement and manage employee Commute Programs. The initial start-up, implementation, and ongoing management of the Commute Program are designed to meet TDM or trip reduction objectives and requirements. The overarching goal of a Commute Program is to enhance the quality of life and reduce commute trips for project employees.

Quality of life improvements can enhance employee recruitment, morale and retention, and increase productivity that create positive benefits for businesses.

Sustainable Air Quality and Greenhouse Gas (GHG) Solutions

TDM Specialists successfully implements trip reduction programs tailored to fit the project, and can typically reduce employee trips to the site by 30 percent. This results in reduced drive-alone trips and complies with requirements to reduce project GHG impacts. We coordinate the mechanisms to calculate and report these results to appropriate agencies.

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TDM SPECIALISTS, INC.

A Transportation Demand Management Company

Areas of Expertise

Traffic Mitigation

TDM/TSM Mitigation Plans
TDM Employer Training
Commute Program Development
Commute Program Management
Commute Program Audits
Commuter Surveys
Transportation Fairs and Events
Car Management Strategies
Shuttle Programs
TMA Management

Parking Mitigation

Parking Demand Reduction
Parking Management Strategies
Parking Constraints Solutions

Entitlement

Project Support
Strategic Counsel
Critical Response Support
Environmental (EIR) Mitigation
(Air Quality and Transportation)

Sustainability

Greenhouse Gas Emission Reductions
Supporting LEED Components
Air Quality Mitigation Plans

TDM Applications

- Office or R&D buildings
- Corporate Headquarters/Campus
- Master Plan projects
- Specific Plans
- Business Parks
- Hospitals/Medical Offices
- Retail/Shopping Centers
- Residential (multi family, single family, hi-rise, etc.)
- Special Events
- Recreation
- Universities and Colleges
- Warehouse and Manufacturing
- Airports and Transit Stations

Development, Property Management and Employer Projects

- Facebook
- Genentech
- NVIDIA
- SAP Labs
- Intel Folsom
- Intel Santa Clara
- Nokia
- Yahoo! Inc.
- NetApp
- VMware
- McClellan Business Park
- Juniper Networks
- Sunnyvale City Center
- Marvell
- Access/Palm Source
- Alexandria Real Estate Equities
- Oyster Point Business Park
- Metro Air Park
- Raley Field
- Moffett Park Business and Transportation Association
- Intuitive Surgical
- The Allen Group
- Spieker Properties
- HCP, Inc.
- Granite Regional Park
- Hyatt Place Hotel – So. San Francisco
- So. San Francisco Business Center
- Masonic Homes of California
- Fairview River Landing
- Donahue Schriber
- BioMed Realty Trust
- Panattoni Development
- Taylor Properties Development Co.
- SKS Investments, LLC
- Shorenstein
- LBA Realty
- Jones Lang LaSalle
- California Farm Bureau
- California Highway Patrol
- Separovich • Domich
- Newell Real Estate Advisors
- Linkedin
- Menlo Equities, LLC
- TMG Partners
- The Minkoff Group
- Arnell Enterprises, Inc.
- The Pollock Financial Group
- Wolff Enterprises

Municipal & Agency Locations

- Sacramento Area Council of Governments
- California Highway Patrol
- County of Sacramento, Dept. of Human Services
- City of South San Francisco
- City of Mountain View
- City of Santa Clara
- City of Sunnyvale
- State of California, Dept. of General Services
- San Mateo City/County Association of Governments
- City of Union City
- Cal PERS
- Cal STRS
- Ogden City, UT
- City of Brisbane
- Grand Rapids Interurban Transit, MI
- City of Citrus Heights
- University of California San Diego West Campus
- Sacramento County International Airport

Biotech, Pharmaceutical and Hospital Projects

- Genentech
- Amgen
- Rigel
- Takeda
- Onyx Pharmaceutical
- University of California San Diego, East Campus Medical Center
- Sutter Medical Center, Sacramento
- Mercy General Hospital
- Mercy San Juan Medical Center
- Enloe Medical Center
- Intuitive Surgical
- Blood Source
- Eclipsys, MA
- Counsyl, Inc.
- Theravance, Inc.

Attachment 2
Volume Summary

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Industrial Road & Harbor Boulevard
Peak Hour: AM Date of Analysis: 07/27/22

	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	1	3	1	11	319	331	21	4	172	187	363	1	*1414*
Background Project Trips													
San Carlos													
1091 Industrial Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1030 Brittan Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
777 Industrial Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Belmont													
800-803 Belmont Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
815 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
800 Laurel Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1325 Old County Rd	0	0	0	0	-2	0	0	0	0	0	8	0	*6*
1300 El Camino Real	0	0	0	0	0	0	0	0	0	0	6	0	*6*
Total Background Trips	0	0	0	0	-2	0	0	0	0	0	14	0	*12*
Background Conditions	1	3	1	11	317	331	21	4	172	187	377	1	*1426*
check	1	3	1	11	317	331	21	4	172	187	377	1	
Proposed Project Trips													
Office + R&D	0	0	0	0	0	18	2	0	2	14	0	0	*36*
Total Project Trips	0	0	0	0	0	18	2	0	2	14	0	0	*36*
Exist.+Project Conditions	1	3	1	11	319	349	23	4	174	201	363	1	*1450*
check	1	3	1	11	319	349	23	4	174	201	363	1	
Back.+Project Conditions	1	3	1	11	317	349	23	4	174	201	377	1	*1462*
check	1	3	1	11	317	349	23	4	174	201	377	1	
Cumulative Project Trips													
San Carlos													
987 Commercial St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
888 Bransten Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
803 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
501 Industrial Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1021 Howard Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
642 Quarry Rd	0	0	0	0	126	0	5	0	0	0	5	0	*136*
Belmont													
1110 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
580 Masonic Wy	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2 Davis Dr	0	0	0	0	0	0	0	0	0	0	0	0	*0*
El Camino @ Hill St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1477 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	*0*
608 Harbor Blvd	0	0	0	0	0	0	0	0	0	0	4	0	*4*
601 Harbor Blvd	0	0	0	0	50	0	0	0	0	0	6	0	*56*
1328 Old County Rd	0	0	0	0	1	0	0	0	0	0	1	0	*2*
Total Cumulative Trips	0	0	0	0	177	0	5	0	0	0	16	0	*198*
Cumulative Conditions	1	3	1	11	494	331	26	4	172	187	393	1	*1624*
check	1	3	1	11	494	331	26	4	172	187	393	1	
Cumul.+Project Conditions	1	3	1	11	494	349	28	4	174	201	393	1	*1660*
	1	3	1	11	494	349	28	4	174	201	393	1	

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Industrial Road & Project Driveway/Northern In-n-Out Driveway
Peak Hour: AM Date of Analysis: 07/27/22

	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	1	309	2	1	0	4	4	611	5	1	0	1	*939*
Background Project Trips													
San Carlos													
1091 Industrial Rd	0	1	0	0	0	0	0	0	0	0	0	0	*1*
1030 Brittan Av	0	2	0	0	0	0	0	1	0	0	0	0	*3*
777 Industrial Rd	0	2	0	0	0	0	0	0	0	0	0	0	*2*
Belmont													
800-803 Belmont Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
815 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
800 Laurel Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1325 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1300 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Background Trips	0	5	0	0	0	0	0	1	0	0	0	0	*6*
Background Conditions	1	314	2	1	0	4	4	612	5	1	0	1	*945*
check	1	314	2	1	0	4	4	612	5	1	0	1	
Proposed Project Trips													
Office + R&D	0	0	32	4	0	27	152	0	0	0	0	0	*215*
Total Project Trips	0	0	32	4	0	27	152	0	0	0	0	0	*215*
Exist.+Project Conditions	1	309	34	5	0	31	156	611	5	1	0	1	*1154*
check	1	309	34	5	0	31	156	611	5	1	0	1	
Back.+Project Conditions	1	314	34	5	0	31	156	612	5	1	0	1	*1160*
check	1	314	34	5	0	31	156	612	5	1	0	1	
Cumulative Project Trips													
San Carlos													
987 Commercial St	0	1	0	0	0	0	0	1	0	0	0	0	*2*
888 Bransten Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
803 Old County Rd	0	5	0	0	0	0	0	1	0	0	0	0	*6*
501 Industrial Rd	0	1	0	0	0	0	0	1	0	0	0	0	*2*
1021 Howard Av	0	2	0	0	0	0	0	0	0	0	0	0	*2*
642 Quarry Rd	0	1	0	0	0	0	0	46	0	0	0	0	*47*
Belmont													
1110 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
580 Masonic Wy	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2 Davis Dr	0	0	0	0	0	0	0	0	0	0	0	0	*0*
El Camino @ Hill St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1477 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	*0*
608 Harbor Blvd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
601 Harbor Blvd	0	201	0	0	0	0	0	0	0	0	0	0	*201*
1328 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Cumulative Trips	0	211	0	0	0	0	0	49	0	0	0	0	*260*
Cumulative Conditions	1	525	2	1	0	4	4	661	5	1	0	1	*1205*
check	1	525	2	1	0	4	4	661	5	1	0	1	
Cumul.+Project Conditions	1	525	34	5	0	31	156	661	5	1	0	1	*1420*
	1	525	34	5	0	31	156	661	5	1	0	1	

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: El Camino Real & Holly Street
Peak Hour: AM
Date of Analysis: 07/27/22

Scenario:	Movements												
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	43	749	230	128	251	359	296	496	3	15	514	53	*3137*
Background Project Trips													
San Carlos													
1091 Industrial Rd	0	2	0	0	0	0	0	0	0	0	0	0	*2*
1030 Brittan Av	0	10	0	0	0	0	0	2	0	0	0	0	*12*
777 Industrial Rd	0	0	3	0	0	0	0	0	0	0	0	0	*3*
Belmont													
800-803 Belmont Av	0	7	0	0	0	0	0	2	0	0	0	0	*9*
815 Old County Rd	0	3	0	0	0	0	0	1	0	0	0	0	*4*
800 Laurel Av	0	1	0	0	0	0	0	0	0	0	0	0	*1*
1325 Old County Rd	0	8	0	0	0	0	0	-4	0	0	0	0	*4*
1300 El Camino Real	0	4	0	0	0	0	0	2	0	0	0	0	*6*
Total Background Trips	0	35	3	0	0	0	0	3	0	0	0	0	*41*
Background Conditions	43	784	233	128	251	359	296	499	3	15	514	53	*3178*
check	43	784	233	128	251	359	296	499	3	15	514	53	
Proposed Project Trips													
Office + R&D	0	0	5	1	0	9	57	0	0	0	0	0	*72*
Total Project Trips	0	0	5	1	0	9	57	0	0	0	0	0	*72*
Exist.+Project Conditions	43	749	235	129	251	368	353	496	3	15	514	53	*3209*
check	43	749	235	129	251	368	353	496	3	15	514	53	
Back.+Project Conditions	43	784	238	129	251	368	353	499	3	15	514	53	*3250*
check	43	784	238	129	251	368	353	499	3	15	514	53	
Cumulative Project Trips													
San Carlos													
987 Commercial St	0	0	2	2	0	1	1	0	0	0	0	0	*6*
888 Bransten Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
803 Old County Rd	0	0	0	2	0	2	8	0	0	0	0	0	*12*
501 Industrial Rd	0	0	2	2	0	3	7	0	0	0	0	0	*14*
1021 Howard Av	0	3	0	0	0	0	0	1	0	0	0	0	*4*
642 Quarry Rd	0	6	0	0	0	6	44	45	0	0	0	0	*101*
Belmont													
1110 Old County Rd	0	0	0	0	0	0	0	2	0	0	0	0	*2*
580 Masonic Wy	0	6	0	0	0	0	0	2	0	0	0	0	*8*
2 Davis Dr	0	0	0	0	0	0	0	2	0	0	0	0	*2*
El Camino @ Hill St	0	2	0	0	0	0	0	1	0	0	0	0	*3*
1477 El Camino Real	0	0	1	1	0	0	0	0	0	0	0	0	*2*
608 Harbor Blvd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
601 Harbor Blvd	0	1	0	0	0	0	0	13	0	0	0	0	*14*
1328 Old County Rd	0	1	0	0	0	0	0	0	0	0	0	0	*1*
Total Cumulative Trips	0	19	5	7	0	12	60	66	0	0	0	0	*169*
Cumulative Conditions	43	803	238	135	251	371	356	565	3	15	514	53	*3347*
check	43	803	238	135	251	371	356	565	3	15	514	53	
Cumul.+Project Conditions	43	803	243	136	251	380	413	565	3	15	514	53	*3419*
	43	803	243	136	251	380	413	565	3	15	514	53	

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Old County Road & Holly Street
Peak Hour: AM
Date of Analysis: 07/27/22

Scenario:	Movements: North Approach RT	North Approach TH	North Approach LT	East Approach RT	East Approach TH	East Approach LT	South Approach RT	South Approach TH	South Approach LT	West Approach RT	West Approach TH	West Approach LT	*Total*
Existing Conditions	112	191	45	14	541	40	129	198	79	124	820	83	*2376*
Background Project Trips													
San Carlos													
1091 Industrial Rd	0	1	0	0	0	0	0	0	0	0	0	0	*1*
1030 Brittan Av	0	3	0	0	0	0	0	1	0	0	0	0	*4*
777 Industrial Rd	0	0	2	0	0	0	0	0	0	0	3	0	*5*
Belmont													
800-803 Belmont Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
815 Old County Rd	0	4	0	0	0	0	0	1	0	0	0	0	*5*
800 Laurel Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1325 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1300 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Background Trips	0	8	2	0	0	0	0	2	0	0	3	0	*15*
Background Conditions	112	199	47	14	541	40	129	200	79	124	823	83	*2391*
check	112	199	47	14	541	40	129	200	79	124	823	83	
Proposed Project Trips													
Office + R&D	0	0	3	1	10	0	0	0	0	0	62	0	*76*
Total Project Trips	0	0	3	1	10	0	0	0	0	0	62	0	*76*
Exist.+Project Conditions	112	191	48	15	551	40	129	198	79	124	882	83	*2452*
check	112	191	48	15	551	40	129	198	79	124	882	83	
Back.+Project Conditions	112	199	50	15	551	40	129	200	79	124	885	83	*2467*
check	112	199	50	15	551	40	129	200	79	124	885	83	
Cumulative Project Trips													
San Carlos													
987 Commercial St	0	2	0	0	0	10	0	2	3	3	0	0	*20*
888 Bransten Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
803 Old County Rd	0	15	0	0	0	21	14	2	4	8	0	0	*64*
501 Industrial Rd	0	0	2	1	4	0	0	0	0	0	9	0	*16*
1021 Howard Av	0	2	0	0	0	1	0	1	0	0	0	0	*4*
642 Quarry Rd	6	4	0	39	0	0	0	26	0	0	0	44	*119*
Belmont													
1110 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
580 Masonic Wy	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2 Davis Dr	0	0	0	0	0	0	0	0	0	0	0	0	*0*
El Camino @ Hill St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1477 El Camino Real	0	0	0	0	1	0	0	0	0	0	1	0	*2*
608 Harbor Blvd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
601 Harbor Blvd	0	-1	0	0	0	0	0	0	0	0	0	0	*-1*
1328 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Cumulative Trips	6	22	2	40	5	32	14	31	7	11	10	44	*224*
Cumulative Conditions	118	221	49	54	546	72	143	231	86	135	833	127	*2615*
check	118	221	49	54	546	72	143	231	86	135	833	127	
Cumul.+Project Conditions	118	221	52	55	556	72	143	231	86	135	895	127	*2691*
	118	221	52	55	556	72	143	231	86	135	895	127	

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: Industrial Road & Holly Street
Peak Hour: AM
Date of Analysis: 07/27/22

	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	30	270	176	365	512	400	525	120	26	27	907	64	*3422*
Background Project Trips													
San Carlos													
1091 Industrial Rd	0	1	0	0	0	3	3	0	0	0	0	0	*7*
1030 Brittan Av	0	2	0	0	0	0	5	1	0	0	0	0	*8*
777 Industrial Rd	0	2	0	0	0	28	0	0	0	5	0	0	*35*
Belmont													
800-803 Belmont Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
815 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
800 Laurel Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1325 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1300 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Background Trips	0	5	0	0	0	31	8	1	0	5	0	0	*50*
Background Conditions	30	275	176	365	512	431	533	121	26	32	907	64	*3472*
check	30	275	176	365	512	431	533	121	26	32	907	64	
Proposed Project Trips													
Office + R&D	11	1	15	83	0	0	0	4	0	0	0	65	*179*
Total Project Trips	11	1	15	83	0	0	0	4	0	0	0	65	*179*
Exist.+Project Conditions	41	271	191	448	512	400	525	124	26	27	907	129	*3601*
check	41	271	191	448	512	400	525	124	26	27	907	129	
Back.+Project Conditions	41	276	191	448	512	431	533	125	26	32	907	129	*3651*
check	41	276	191	448	512	431	533	125	26	32	907	129	
Cumulative Project Trips													
San Carlos													
987 Commercial St	1	1	0	0	9	10	13	1	0	0	0	0	*35*
888 Bransten Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
803 Old County Rd	2	2	0	0	18	0	0	0	0	0	13	1	*36*
501 Industrial Rd	0	1	0	0	0	23	18	1	6	11	0	0	*60*
1021 Howard Av	1	1	0	0	0	0	4	0	0	0	0	0	*6*
642 Quarry Rd	0	1	0	39	39	0	0	7	0	0	0	0	*86*
Belmont													
1110 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
580 Masonic Wy	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2 Davis Dr	0	0	0	0	0	0	0	0	0	0	0	0	*0*
El Camino @ Hill St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1477 El Camino Real	0	0	0	0	1	0	0	0	0	0	1	0	*2*
608 Harbor Blvd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
601 Harbor Blvd	0	201	0	0	0	0	0	0	0	0	0	0	*201*
1328 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Cumulative Trips	4	207	0	39	67	33	35	9	6	11	14	1	*426*
Cumulative Conditions	34	482	176	404	579	464	568	130	32	43	921	65	*3898*
check	34	482	176	404	579	464	568	130	32	43	921	65	
Cumul.+Project Conditions	45	483	191	487	579	464	568	134	32	43	921	130	*4077*
	45	483	191	487	579	464	568	134	32	43	921	130	

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Industrial Road & Harbor Boulevard
Peak Hour: PM Date of Analysis: 07/27/22

	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	7	4	29	2	289	104	99	2	576	88	226	3	1429
Background Project Trips													
San Carlos													
1091 Industrial Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1030 Brittan Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
777 Industrial Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Belmont													
800-803 Belmont Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
815 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
800 Laurel Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1325 Old County Rd	0	0	0	0	6	0	0	0	0	0	1	0	*7*
1300 El Camino Real	0	0	0	0	0	0	0	0	0	0	5	0	*5*
Total Background Trips	0	0	0	0	6	0	0	0	0	0	6	0	*12*
Background Conditions	7	4	29	2	295	104	99	2	576	88	232	3	*1441*
check	7	4	29	2	295	104	99	2	576	88	232	3	
Proposed Project Trips													
Office + R&D	0	0	0	0	0	3	9	0	13	2	0	0	*27*
Total Project Trips	0	0	0	0	0	3	9	0	13	2	0	0	*27*
Exist+Project Conditions	7	4	29	2	289	107	108	2	589	90	226	3	*1456*
check	7	4	29	2	289	107	108	2	589	90	226	3	
Back.+Project Conditions	7	4	29	2	295	107	108	2	589	90	232	3	*1468*
check	7	4	29	2	295	107	108	2	589	90	232	3	
Cumlative Project Trips													
San Carlos													
987 Commercial St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
888 Bransten Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
803 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
501 Industrial Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1021 Howard Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
642 Quarry Rd	0	0	0	0	22	0	34	0	0	0	34	0	*90*
Belmont													
1110 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
580 Masonic Wy	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2 Davis Dr	0	0	0	0	0	0	0	0	0	0	0	0	*0*
El Camino @ Hill St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1477 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	*0*
608 Harbor Blvd	0	0	0	0	2	0	0	0	0	0	1	0	*3*
601 Harbor Blvd	0	0	0	0	5	0	0	0	0	0	59	0	*64*
1328 Old County Rd	0	0	0	0	1	0	0	0	0	0	0	0	*1*
Total Cumulative Trips	0	0	0	0	30	0	34	0	0	0	94	0	*158*
Cumulative Conditions	7	4	29	2	325	104	133	2	576	88	326	3	*1599*
check	7	4	29	2	325	104	133	2	576	88	326	3	
Cumul.+Project Conditions	7	4	29	2	325	107	142	2	589	90	326	3	*1626*
check	7	4	29	2	325	107	142	2	589	90	326	3	

Intersection Number: 2
Traffix Node Number: 2
Intersection Name: Industrial Road & Project Driveway/Northern In-n-Out Driveway
Peak Hour: PM Date of Analysis: 07/27/22

	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	0	448	10	27	1	45	8	513	10	3	0	0	1065
Background Project Trips													
San Carlos													
1091 Industrial Rd	0	0	0	0	0	0	0	1	0	0	0	0	*1*
1030 Brittan Av	0	0	0	0	0	0	0	2	0	0	0	0	*2*
777 Industrial Rd	0	0	0	0	0	0	0	1	0	0	0	0	*1*
Belmont													
800-803 Belmont Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
815 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
800 Laurel Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1325 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1300 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Background Trips	0	0	0	0	0	0	0	4	0	0	0	0	*4*
Background Conditions	0	448	10	27	1	45	8	517	10	3	0	0	*1069*
check	0	448	10	27	1	45	8	517	10	3	0	0	
Proposed Project Trips													
Office + R&D	0	0	5	22	0	154	27	0	0	0	0	0	*208*
Total Project Trips	0	0	5	22	0	154	27	0	0	0	0	0	*208*
Exist+Project Conditions	0	448	15	49	1	199	35	513	10	3	0	0	*1273*
check	0	448	15	49	1	199	35	513	10	3	0	0	
Back.+Project Conditions	0	448	15	49	1	199	35	517	10	3	0	0	*1277*
check	0	448	15	49	1	199	35	517	10	3	0	0	
Cumlative Project Trips													
San Carlos													
987 Commercial St	0	0	0	0	0	0	0	2	0	0	0	0	*2*
888 Bransten Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
803 Old County Rd	0	1	0	0	0	0	0	5	0	0	0	0	*6*
501 Industrial Rd	0	1	0	0	0	0	0	1	0	0	0	0	*2*
1021 Howard Av	0	0	0	0	0	0	0	2	0	0	0	0	*2*
642 Quarry Rd	0	8	0	0	0	0	0	8	0	0	0	0	*16*
Belmont													
1110 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
580 Masonic Wy	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2 Davis Dr	0	0	0	0	0	0	0	0	0	0	0	0	*0*
El Camino @ Hill St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1477 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	*0*
608 Harbor Blvd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
601 Harbor Blvd	0	39	0	0	0	0	0	0	0	0	0	0	*39*
1328 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Cumulative Trips	0	49	0	0	0	0	0	18	0	0	0	0	*67*
Cumulative Conditions	0	497	10	27	1	45	8	535	10	3	0	0	*1136*
check	0	497	10	27	1	45	8	535	10	3	0	0	
Cumul.+Project Conditions	0	497	15	49	1	199	35	535	10	3	0	0	*1344*
check	0	497	15	49	1	199	35	535	10	3	0	0	

Intersection Number: 3
Traffix Node Number: 3
Intersection Name: El Camino Real & Holly Street
Peak Hour: PM Date of Analysis: 07/27/22

	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	37	700	182	332	338	505	271	945	14	19	209	86	3638
Background Project Trips													
San Carlos													
1091 Industrial Rd	0	0	0	0	0	0	0	2	0	0	0	0	*2*
1030 Brittan Av	0	2	0	0	0	0	0	9	0	0	0	0	*11*
777 Industrial Rd	0	0	0	2	0	0	0	0	0	0	0	0	*2*
Belmont													
800-803 Belmont Av	0	3	0	0	0	0	0	7	0	0	0	0	*10*
815 Old County Rd	0	2	0	0	0	0	0	3	0	0	0	0	*5*
800 Laurel Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1325 Old County Rd	0	1	0	0	0	0	0	8	0	0	0	0	*9*
1300 El Camino Real	0	4	0	0	0	0	0	6	0	0	0	0	*10*
Total Background Trips	0	12	0	2	0	0	0	35	0	0	0	0	*49*
Background Conditions	37	712	182	334	338	505	271	980	14	19	209	86	*3687*
check	37	712	182	334	338	505	271	980	14	19	209	86	
Proposed Project Trips													
Office + R&D	0	0	1	4	0	55	10	0	0	0	0	0	*70*
Total Project Trips	0	0	1	4	0	55	10	0	0	0	0	0	*70*
Exist+Project Conditions	37	700	183	336	338	560	281	945	14	19	209	86	*3708*
check	37	700	183	336	338	560	281	945	14	19	209	86	
Back.+Project Conditions	37	712	183	338	338	560	281	980	14	19	209	86	*3757*
check	37	712	183	338	338	560	281	980	14	19	209	86	
Cumlative Project Trips													
San Carlos													
987 Commercial St	0	0	0	7	0	3	0	0	0	0	0	0	*10*
888 Bransten Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
803 Old County Rd	0	0	0	8	0	8	1	0	0	0	0	0	*17*
501 Industrial Rd	0	0	2	2	0	3	7	0	0	0	0	0	*14*
1021 Howard Av	0	0	0	0	0	0	0	3	0	0	0	0	*3*
642 Quarry Rd	0	41	0	0	0	40	8	8	0	0	0	0	*97*
Belmont													
1110 Old County Rd	0	0	0	0	0	0	0	1	0	0	0	0	*1*
580 Masonic Wy	0	-4	0	0	0	0	0	-2	0	0	0	0	*-6*
2 Davis Dr	0	2	0	0	0	0	0	0	0	0	0	0	*2*
El Camino @ Hill St	0	1	0	0	0	0	0	2	0	0	0	0	*3*
1477 El Camino Real	0	0	1	1	0	0	0	1	0	0	0	0	*3*
608 Harbor Blvd	0	0	0	0	0	0	0	3	0	0	0	0	*3*
601 Harbor Blvd	0	14	0	0	0	0	0	1	0	0	0	0	*15*
1328 Old County Rd	0	1	0	0	0	0	0	1	0	0	0	0	*2*
Total Cumulative Trips	0	55	3	18	0	54	16	18	0	0	0	0	*164*
Cumulative Conditions	37	767	185	352	338	559	287	998	14	19	209	86	*3851*
check	37	767	185	352	338	559	287	998	14	19	209	86	
Cumul.+Project Conditions	37	767	186	356	338	614	297	998	14	19	209	86	*3921*
check	37	767	186	356	338	614	297	998	14	19	209	86	

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Old County Road & Holly Street
Peak Hour: PM Date of Analysis: 07/27/22

	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	231	108	28	14	817	22	86	279	179	90	439	114	2407
Background Project Trips													
San Carlos													
1091 Industrial Rd	0	0	0	0	0	0	0	2	0	0	0	0	*2*
1030 Brittan Av	0	1	0	0	0	0	0	3	0	0	0	0	*4*
777 Industrial Rd	0	0	0	2	2	0	0	0	0	0	0	0	*4*
Belmont													
800-803 Belmont Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
815 Old County Rd	0	3	0	0	0	0	0	4	0	0	0	0	*7*
800 Laurel Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1325 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1300 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Background Trips	0	4	0	2	2	0	0	9	0	0	0	0	*17*
Background Conditions	231	112	28	16	819	22	86	288	179	90	439	114	*2424*
check	231	112	28	16	819	22	86	288	179	90	439	114	
Proposed Project Trips													
Office + R&D	0	0	1	4	59	0	0	0	0	0	11	0	*75*
Total Project Trips	0	0	1	4	59	0	0	0	0	0	11	0	*75*
Exist+Project Conditions	231	108	29	18	876	22	86	279	179	90	450	114	*2482*
check	231	108	29	18	876	22	86	279	179	90	450	114	
Back.+Project Conditions	231	112	29	20	878	22	86	288	179	90	450	114	*2499*
check	231	112	29	20	878	22	86	288	179	90	450	114	
Cumlative Project Trips													
San Carlos													
987 Commercial St	0	0	0	0	0	0	0	7	10	0	0	0	*17*
888 Bransten Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
803 Old County Rd	0	3	0	0	0	4	64	7	17	1	0	0	*96*
501 Industrial Rd	0	0	2	2	5	0	0	0	0	0	9	0	*18*
1021 Howard Av	0	0	0	0	0	0	1	2	0	0	0	0	*3*
642 Quarry Rd	40	23	2	7	0	0	0	5	0	0	0	8	*85*
Belmont													
1110 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
580 Masonic Wy	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2 Davis Dr	0	0	0	0	0	0	0	0	0	0	0	0	*0*
El Camino @ Hill St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1477 El Camino Real	0	0	0	0	1	0	0	0	0	0	1	0	*2*
608 Harbor Blvd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
601 Harbor Blvd	0	0	0	0	0	0	0	-2	0	0	0	0	*-2*
1328 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Cumulative Trips	40	26	4	9	6	4	65	19	27	1	10	8	*219*
Cumulative Conditions	271	138	32	25	825	26	151	307	206	91	449	122	*2643*
check	271	138	32	25	825	26	151	307	206	91	449	122	
Cumul.+Project Conditions	271	138	33	29	884	26	151	307	206	91	460	122	*2718*
check	271	138	33	29	884	26	151	307	206	91	460	122	

Intersection Number: 5
Traffix Node Number: 5
Intersection Name: Industrial Road & Holly Street
Peak Hour: PM Date of Analysis: 07/27/22

	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	48	168	279	446	755	339	814	340	45	26	516	39	3815
Background Project Trips													
San Carlos													
1091 Industrial Rd	0	0	0	0	0	1	16	1	0	0	0	0	*18*
1030 Brittan Av	0	0	0	0	0	0	27	2	0	0	0	0	*29*
777 Industrial Rd	0	0	0	0	0	0	17	1	4	0	0	0	*22*
Belmont													
800-803 Belmont Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
815 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
800 Laurel Av	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1325 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1300 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Background Trips	0	0	0	0	0	1	60	4	4	0	0	0	*69*
Background Conditions	48	168	279	446	755	340	874	344	49	26	516	39	*3884*
check	48	168	279	446	755	340	874	344	49	26	516	39	
Proposed Project Trips													
Office + R&D	62	4	87	14	0	0	0	1	0	0	0	12	*180*
Total Project Trips	62	4	87	14	0	0	0	1	0	0	0	12	*180*
Exist+Project Conditions	110	172	366	460	755	339	814	341	45	26	516	51	*3995*
check	110	172	366	460	755	339	814	341	45	26	516	51	
Back.+Project Conditions	110	172	366	460	755	340	874	345	49	26	516	51	*4064*
check	110	172	366	460	755	340	874	345	49	26	516	51	
Cumlative Project Trips													
San Carlos													
987 Commercial St	0	0	0	0	0	0	47	2	0	0	0	0	*49*
888 Bransten Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
803 Old County Rd	0	0	0	0	3	0	0	0	0	0	59	5	*67*
501 Industrial Rd	0	1	0	0	0	22	19	1	6	11	0	0	*60*
1021 Howard Av	0	0	0	0	0	0	20	1	0	0	0	1	*22*
642 Quarry Rd	0	7	2	7	7	0	0	1	0	0	2	0	*26*
Belmont													
1110 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
580 Masonic Wy	0	0	0	0	0	0	0	0	0	0	0	0	*0*
2 Davis Dr	0	0	0	0	0	0	0	0	0	0	0	0	*0*
El Camino @ Hill St	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1477 El Camino Real	0	0	0	0	1	0	0	0	0	0	1	0	*2*
608 Harbor Blvd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
601 Harbor Blvd	0	39	0	0	0	0	0	0	0	0	0	0	*39*
1328 Old County Rd	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Cumulative Trips	0	47	2	7	11	22	86	5	6	11	62	6	*265*
Cumulative Conditions	48	215	281	453	766	362	960	349	55	37	578	45	*4149*
check	48	215	281	453	766	362	960	349	55	37	578	45	
Cumul.+Project Conditions	110	219	368	467	766	362	960	350	55	37	578	57	*4329*
check	110	219	368	467	766	362	960	350	55	37	578	57	

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Attachment 2

Public Comment Letters

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Comment Letter A

Lisa Costa Sanders

From: Paul Magginetti <pdmaggine@hotmail.com>
Sent: Sunday, August 21, 2022 8:53 PM
To: Lisa Costa Sanders
Subject: Re: 405 Industrial - CEQA notice

[**NOTICE:** This message originated outside of City of San Carlos -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]
Hi Lisa,

I am writing in response to your request for feedback on your Initial Study/Mitigated Negative Declaration for the project proposed at 405 Industrial Road. The following are my observations and questions:

- In Hazards and Hazardous Materials section 3.9.1a there is cavalier mention of the long list of hazardous materials to be used at this site. The discussion assumes that compliance with current regulations will protect the community. Such non-compliance has not been enforced and has failed the community in the past (thus the reason we have brownfields) and there is no regulation or oversight in place for the use of highly infective and lethal biohazardous agents. What is the city's plan to address biohazardous risks from this new industry? Will the city hire a specialist in this area? Will the county? **A-1**
- In Population and Housing section 3.14a the project indirectly induces unplanned population growth. 685 more people requiring housing does not seem insignificant. Taken collectively, the problem created by all of these developments will make problems worse. This is linked to the problems created for utilities and services (section 3.19). These industries use large amounts of power and water and create a lot of industrial waste. Plan Bay Area will not be an effective solution if individual cities like San Carlos do not participate. The resources for water and energy are finite and already stretched to the point of failure. What is the city's plan to address these needs locally? **A-2**
- In the Transportation section 3.17 the conclusion is that there will be no impact to roadway, bicycle or pedestrian circulation (3.17a) by citing the number of parking spaces and the fact that occupants will have a pedestrian bridge to get to the sidewalk (only if Caltrans agrees). This ignores the fact that traffic for this project, along with the traffic from the proposed 501 Industrial Road project, will add hundreds of cars to the intersection at rush hour. An intersection that is already unpassable by any sane person on bicycle or foot during this time. It is also the site of multiple road rage incidents due to horrendous traffic congestion during these times. Is the logic here that things are so bad that they couldn't possibly get worse and a change from a D- to an F constitutes no impact? Doubling down on previous bad decisions does not seem like responsible planning. What is the city's plan to address traffic impacts? **A-3**
- In the Transportation section 3.17d for adequate emergency egress the discussion makes no mention of the fact that there is only one path of ingress and egress to the site. This is effectively a cul-de-sac, something that staff has argued should not be permitted for residential streets South of Holly in the residential area of San Carlos; even though the residences North of Holly have been cul-de-saced for over 70 yrs with no problem. Even partial or temporary trial cul-de-sacs are not to be permitted in residential areas, if you follow staff's logic. Make no mistake, this is an industrial factory with some very toxic and in some cases biohazardous operations which will some day result in an emergency evacuation. People's first reaction will to be get in their cars and try to leave using the same path emergency response will try to use to arrive at the scene. The same situation will exist at 501 **A-4**

Industrial Road. This also applies to section 3.9.1f regarding emergency response. How can this situation be prohibited for a private residence but just fine for a 5-story industrial factory?

A-4 (cont)

I look forward to your response to my queries.

Sincerely,

Paul Magginetti

From: Dimitri Vandellos <dvandellos@gmail.com>
Sent: Thursday, August 18, 2022 8:33 PM
To: Paul Magginetti <pdmaggine@hotmail.com>; Scot Marsters <sam@gene.com>; Sam Herzberg <sfherzberg@gmail.com>; Tim Hilborn <nyoint@gmail.com>; Ben Fuller <bcalvinf@yahoo.com>; Neil Shah <oneil@hey.com>; Jennifer Rosse <jenlynarosse@gmail.com>
Subject: Fwd: 405 Industrial - CEQA notice

FYI

Sent from my iPad

Begin forwarded message:

From: Lisa Costa Sanders <LCostaSanders@cityofsancarlos.org>
Date: August 18, 2022 at 4:25:30 PM PDT
To: Dimitri Vandellos <dvandellos@gmail.com>
Cc: Nicole Rios <nrios@cityofsancarlos.org>
Subject: 405 Industrial - CEQA notice

Hi Dimitri – I don't seem to have email addresses of other GESC members, so hoping you can forward to others. The Initial Study/Mitigated Negative Declaration for the proposed 405 Industrial Road development is available for public review and comment through September 8, 2022. The document is available on the City's website:
https://www.cityofsancarlos.org/Home/Components/FlexPlanningZoningProjects/PlanningZoningProjects/1266165/407

Comments on the MND can be mailed or emailed to my attention. We will also be contacting you to schedule a brief virtual meeting with the GESC leads, Al Savay and myself to see if there are any comments on the proposed development prior to the Planning Commission meeting.

Thank you, Lisa

Lisa Costa Sanders
Principal Planner
600 Elm Street
San Carlos, CA 94070
lcostasanders@cityofsancarlos.org
650-333-0248

Comment Letter B

From: "Dimitri Vandellos" <dvandellos@gmail.com>
Subject: 405 Industrial - CEQA notice
Date: 22 August 2022 19:26
To: "Nicole Rios" <nrios@cityofsancarlos.org>, "Lisa Costa Sanders" <LCostaSanders@cityofsancarlos.org>, "Adam Rak" <ARak@cityofsancarlos.org>, "Sara McDowell" <sara.mcdowell3@gmail.com>
Cc: "Jennifer Rosse" <jenlynarosse@gmail.com>, "Paul Magginetti" <pdmaggine@hotmail.com>, "Scot Marsters" <sam@gene.com>, "Sam Herzberg" <sfherzberg@gmail.com>, "Tim Hilborn" <nyoint@gmail.com>, "Ben Fuller" <bcalvinf@yahoo.com>, "Neil Shah" <oneil@hey.com>

[**NOTICE:** This message originated outside of City of San Carlos -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Nicole & Lisa,

(also adding Mayor McDowell and Vice Mayor Rak)

I am cc-ing the other leads/board members to this reply. Please keep this list of GESC leads as a reference for future communications. **B-1**

I have stated multiple times in public meetings that this project and the proposed hotel on 501 Industrial Road need to be reviewed for their cumulative impacts on traffic and safety as well as their impacts to our residential community. **B-2**

Having projects so close to the intersection of Industrial and Holly with only one entry/exit point and no ability to to hit a left turn upon exiting is a major problem that the city needs to come to grips with. I do not see how it would be possible to add a light so close to the intersection to allow for left turns for either project. **B-3**

I would also like to see an evaluation of the fire safety and police emergency risks regarding response times and the ability for emergency vehicles to enter while occupants try to flee the scene with a single driveway. This feels like a recipe for a disaster so a complete evaluation of the risks being assumed for these single entry/exit projects by the Fire and Sheriff's departments would seem to be in order. **B-4**

In the preliminary meetings for these projects the developer stated that they were **not doing any traffic studies**. This needs to be corrected. I am afraid the city is going to have a mess on it's hands in this intersection unless the impacts are honestly and independently evaluated and mitigated for. I personally do not see how either of these projects can work with only one driveway serving as an entry and exit point. **B-5**

Thanks,

Dimitri

Comment Letter C

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS–10D | OAKLAND, CA 94623-0660
www.dot.ca.gov

September 7, 2022

SCH #: 2022080187
GTS #: 04-SM-2022-00453
GTS ID: 27383
Co/Rt/Pm: SM/101/8.422

Lisa Costa Sanders, Principal Planner
600 Elm Street
San Carlos, CA 94070

Re: 405 Industrial Road Life Science Project+ Initial Study/ Mitigated Negative Declaration (IS/MND)

Dear Lisa Costa Sanders:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 405 Industrial Road Life Science Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the August 2022 IS/MND.

Project Understanding

This project proposes the construction and operation of a new, six-story commercial and life science building with two levels of below-grade parking on a site that is currently developed with an approximately 55,000 square foot self-storage facility. The proposed 411,673 square foot, six-story building would be located on 2.41 acres and consist of 205,273 square feet of laboratory and office space and approximately 206,402 square feet of garage area and other, non-occupiable building space. Of the approximately 205,273 square feet of laboratory and office space, 40% (82,109 square feet) would be used as office space and 60% (123,164 square feet) would be used as laboratory space. The site would employ approximately 685 people and have approximately 458 parking spaces. The project may also construct a pedestrian pathway within Caltrans' Right-of-Way (ROW) from the southwestern portion of the project site to the Industrial Road / Holly Street intersection. C-1

Travel Demand Analysis and Mitigation Strategies

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide (*link*). C-2

Per the IS/MND, this project is found to have a less-than-significant Vehicle Miles Traveled (VMT) impact with mitigation through a Transportation Demand Management (TDM) program. This VMT analysis was prepared in accordance with the Office of Planning and Research's Technical Advisory and the City of San Carlos' VMT policy. C-3

As mentioned in the IS/MND, additional TDM measures might be necessary to reduce VMT if those currently proposed prove inadequate. Please consider the following measures, based on their effectiveness: charging drivers directly for using parking facilities or subsidizing non-drivers through a parking cash-out program. Fees collected through this could be allocated towards supplementary TDM measures, to further encourage non-driving modes and aid TDM goals. C-4

To further encourage alternative transportation modes, we recommend partnering with a public or private bike share program, or an analogous partnership with a vehicle share program. To prioritize bicycle transportation, consider adding Class I bicycle storage to the Class II bike storage in front of the building lobby, to be available to visitors. This helps encourage visitors to ride their bikes by affording them a higher sense of security and communicates to visitors and employees alike that alternative forms of transportation are present and valued. C-5

The 405 Industrial Road Preliminary TDM Plan lists a 'Silicon Valley Bicycle Coalition Development Matrix' as Attachment B. However, this documentation was not included in the MND. Please provide this document for review. The TDM plan will be a guiding document and main reference for TDM matters at 405 Industrial Road for years to come. C-6

Please feel free to reach out to Caltrans for further information about TDM measures and a toolbox for implementing these measures in land use projects. Additionally, refer to the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (*link*). C-7

Lead Agency
As the Lead Agency, the City of San Carlos is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. C-8

Equitable Access
If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users. C-9

Encroachment Permit
Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW, including the proposed pedestrian pathway, requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov. C-10

Please note that Caltrans is in the process of implementing an online, automated, and milestone-based Caltrans Encroachment Permit System (CEPS) to replace the current permit application submittal process with a fully electronic system, including online payments. The new system is expected to be available during 2022. To obtain information about the most current encroachment permit process and to download the permit application, please visit https://dot.ca.gov/programs/traffic-operations/ep/applications. C-11

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,

MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse